



Apache Junction

General Plan **2020-2050**

Legendary Landscapes & Lifestyles

Surrounded by Legends

ACKNOWLEDGMENTS

City Council

Jeff Serdy, Mayor
Chip Wilson, Vice Mayor
Robin Barker, Councilmember
Gail Evans, Councilmember
Christa Rizzi, Councilmember
Jeff Struble, Councilmember
Robert Schroeder, Councilmember

Planning Commission

Theresa Nesser, Chair
Peter Heck, Vice Chair
Dave Hantzche, Commissioner
Willie Howard, Commissioner
Steve Kridler, Commissioner
Shirley Ooley, Commissioner
Michael McGraw, Commissioner



City Staff

Bryant Powell, City Manager
Matt Busby, Assistant City Manager
Anna McCray, Assistant to the City Manager
Joel Stern, City Attorney
Larry Kirch, Development Services Director
Kathy Connelly, City Clerk
Rudy Esquivias, Planning Manager
Sidney Urias, Senior Planner
Kelsey Schattnik, Planning Intern
Al Bravo, Public Information Officer
Matt McNulty, Production/Marketing & Communications Specialist
Joseph Kliner, GIS Coordinator

Sean Collins, GIS Specialist
Thomas Kelly, Chief of Police
Liz Langenbach, Parks and Recreation Director
Mike Wever, Public Works Director
Frank Blanco, Water District Director
Spencer Paden, Library Director
Janine Hanna-Solley, Economic Development Director
Elan Vallender, Senior Economic Development Specialist
Darron Anglin, District Manager
Sam Jarjice, Project Engineer
Heather Patel, Sponsorship/Partnership Programs Coordinator

And all the residents that contributed to the plan and provided guidance throughout the process.

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Apache Junction General Plan 2050

Legendary Landscapes & Lifestyles

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INTRODUCTION & **COMMUNITY PROFILE**





INTRODUCTION & COMMUNITY PROFILE

WHAT IS A GENERAL PLAN?

The term “general plan” describes a general, comprehensive, long-range statement of goals, and related policies to guide future growth and development within a community. The general plan is comprehensive because it seeks to coordinate all of the interrelated systems and land uses within the City of Apache Junction (“city”). While the plan guides the physical development, it also deals indirectly with social and political issues. The general plan is not intended to be a rigid or static document, nor meant to replace the zoning ordinance.

WHY DOES APACHE JUNCTION NEED A GENERAL PLAN?

State law requires that municipalities with more than 2,500 residents shall update their respective general plan every ten years. Municipalities with populations between 10,000 and 50,000 are required to include the following elements in its plan: land use, circulation, open space, environmental, growth areas, cost of development and a water element. Because the city has substantial growth potential, the plan also includes some of the elements required by state law for municipalities with populations of more than 50,000. These elements include public services and facilities, housing, energy and economic development. Finally, the general plan must be approved by the voters. The 2020 general plan is more than an update to the 2010 general plan. The plan serves as an expression

of development policies to guide land use and development decisions that benefit the community for generations to come.

GENERAL PLAN ORGANIZATION

The 2020-2050 Legendary Landscapes and Lifestyles general plan is designed for use by all city residents, businesses, property owners, developers, staff and elected and appointed officials. The document is divided into chapters that address land use; circulation; growth areas; energy and environmental planning; parks and recreation/open space; water resources; public services and facilities; housing; economic development; intergovernmental cooperation and implementation strategies. The chapters addressing plan elements include goals and policies to guide future decision-making. The terms “goal” and “policy” are described as follows:

Goal: A desired end or target that, if pursued over the long-term, will contribute to the attainment of the community vision and overall general plan.

Policy: A specific statement that guides decision-making to implement and accomplish the Goal.

WHAT IS THE GENERAL PLAN IMPACT?

The 2020 general plan does not change existing zoning. In other words, if property is currently zoned and not in conformance with the adopted plan, the property

may be developed according to the in-place zoning. While proposed zoning must conform to the adopted plan, the plan is not set in concrete. State law requires general plans to define major amendments to a general plan and how they are processed. A two-thirds vote of the city council is required to approve a major amendment to the general plan and state law limits presentation of major amendments to a single public hearing before council during the calendar year the proposal for the amendment is made.

The general plan affects every resident and business in Apache Junction because it provides guidance to the public and private entities about the types and locations

of amenities, public facilities, private development, and infrastructure residents and businesses desire. Since the general plan elements are related to one another, elements should be considered collectively in the decision-making process.

COMMUNITY DEMOGRAPHICS

Table 1.1

HISTORICAL POPULATION GROWTH		
CENSUS YEAR	POPULATION	% CHANGE
1980	9,935	-
1990	18,100	45%
2000	31,814	43%
2010	35,838	11%
2018-2019 (EST.)	41,739	16%

Source U.S. Census Bureau

Table 1.2

APACHE JUNCTION POPULATION PROJECTIONS	
CENSUS YEAR	POPULATION
2020	40,458
2025	43,708
2030	47,409
2035	51,557
2040	56,402

Source U.S. Census Bureau

Table 1.3

Ethnic Composition	Apache Junction	% of Total	Pinal County	% of Total	State of Arizona	% of Total
White	34,260	83%	357,097	83%	5,823,504	83%
Black	479	1%	21,512	5%	350,814	5%
American Indian	736	2%	30,117	7%	350,814	5%
Asian	459	1%	8,605	2%	245,569	4%
Hispanic	5358	13%	129,071	30%	2,175,044	31%
Total	41,292	-	430,237	-	7,016,270	-

Source U.S. Census Bureau

Table 1.4

Educational Attainment	Apache Junction	Pinal County	State of Arizona
High School	78%	85%	86%
Bachelor's Degree or Higher	11%	15%	28%

Source U.S. Census Bureau

Table 1.5

Poverty Level	Percent Below Poverty Level
Apache Junction	21%
Mesa	16%
Gilbert	6%
Queen Creek	8%
Pinal County	17%
State of Arizona	18%

Source U.S. Census Bureau

Table 1.6

Median Household Income	
Apache Junction	\$38,053
Mesa	\$50,615
Gilbert	\$85,581
Queen Creek	\$90,687
Pinal County	\$51,190
State of Arizona	\$51,340

Source U.S. Census Bureau

Table 1.7

Apache Junction Housing Type	Units	% of Total
Mobile Home	11,398	50%
Single-Family Detached	6047	27%
Other (e.g. RV's)	2987	13%
Multi-Family (5+ units/bldg)	1203	5%
Plex (2-4 units/bldg)	1146	5%
Total	22,781	100%

Source U.S. Census Bureau

Table 1.8

Median Home Value	
Apache Junction	\$89,600
Mesa	\$168,500
Gilbert	\$264,700
Queen Creek	\$184,700
Pinal County	\$142,200
State of Arizona	\$176,900

Source: U.S. Census Bureau

Table 1.9

Top Employers	Business Name	Employees
1	Apache Junction School District	410
2	City of Apache Junction	290
3	Walmart	220
4	Superstition Mountain Mental Health Center	190
5	Western Industrial Resources Corp.	130
6	Central Arizona College	130
7	Fry's Food Stores	110
8	Alaska Structures Inc.	100
9	US Postal Service	100
10	Safeway Stores Inc.	80

Source: U.S. Census Bureau

HOW THIS PLAN WAS DEVELOPED

The 2050 general plan is not just an update of the 2010 general plan, but rather a comprehensive examination of the 2010 plan, along with a reexamination of the most critical issues that the city will face over the next 30 years. The public process included a number of public meetings, presentations and outreach efforts to numerous committees and groups, community stakeholders, advertisement on the city website as well as through various social media venues. Data was gathered through these meetings and via a survey taken in person or online. Over 1,300 respondents answered the survey regarding the future of Apache Junction. The survey addressed a number of development topics such as types of desired development within the city, desired development specifically south of Baseline Avenue which is currently vacant and mostly owned by the Arizona State Land Department (“ASLD”), desired development and uses in the downtown, perceived transportation concerns, overall desired housing design/type, as well as general demographic data from respondents such as age group and seasonal (winter visitor) vs. full-time resident.

Eighty-nine percent (89%) of respondents identified themselves as full-time, year round residents and sixty-eight percent (68%) of those who took the survey were 54 years of age or younger.

Below are the survey findings:

1. Top principles for the general plan are: quality services (police, fire, parks and libraries)
2. Type of development that should be encouraged: single-family residential, job creating uses
3. Type of development that should be encouraged south of baseline avenue: single-family residential, job creating uses, mixed-use development
4. Top traffic concerns: lack of mass transit, condition of roads
5. Top development preference for the downtown: entertainment center, restaurant corridor
6. Type of housing that should be encouraged: single-family residential (1st and 2nd time home buyer options)
7. 70 percent (70%) of respondents are spending 74 percent (74%) of their disposable income outside of the city.

Because community input frames the plan, the plan

should reflect community input. Additional comments revealed a consistent theme of concerns from residents. While some of the input was not flattering, it is vital to listen to the residents so that Apache Junction becomes the community they all envision. Below are some of the predominant themes from the comment section of the survey where respondents could provide additional information or concerns regarding the city or general plan:

Appearance of the Community

Residents overwhelmingly expressed their concern regarding the appearance of the community. Residents expressed their frustration with property owner maintenance on individual lots, residential subdivisions and commercial centers along Apache Trail. Residents felt that the lack of pride in ownership was especially evident along Apache Trail. Many residents voiced the necessity of community cleanups and the importance of redevelopment along the Apache Trail Corridor.

Lack of Businesses/Shopping Opportunities

Residents also stated that the majority of their shopping is done outside of the community. This finding was also highlighted by one of the questions in the survey. Residents are actively requesting and inquiring about businesses coming to Apache Junction. Residents are seeking mainstream business chains to serve as anchors to commercial centers such as Target, Lowe’s, Harkins and Costco to name a few. Residents expressed that existing businesses are often in poor condition and are not meeting the needs of the community.

Homelessness and the At-Risk Community

Concerns regarding the homeless population and the at-risk community were also expressed in the comment section of the survey. Residents would like to see additional community resources to help these groups of people. Residents conveyed the necessity of housing, emergency shelters and workforce programs to help alleviate these social issues.

PLANNING CONSIDERATIONS

Challenges

As previously suggested, the city has historically suffered from a public perception standpoint. While the city has worked diligently throughout the years

to improve its image and overall appearance of the community, it still has a very long way to go. These challenges have impacted other aspects of the community such as a lack of businesses/jobs as well as an increase in the homelessness population. Furthermore, because of the lack of employment opportunities in the city, residents are forced to travel outside of the city's boundary to work and spend their disposable income. As a result, increased traffic and congestion are frequently voiced by residents as a concern especially during the peak work commuting hours and during winter months when the city experiences a seasonal increase in population. Throughout the coming years, city staff must work together to help reduce and ultimately solve these aggregate concerns.

Housing

As Apache Junction's population changes, so does the demand for different types of housing stock. Currently, the city has less multi-family and single-family residential homes per capita than Queen Creek, Chandler, Gilbert or Mesa. A highly disproportionate percentage of current housing stock resides in manufactured/recreational vehicle homes. It currently totals approximately 63 percent (63%) of the city's residences. As a result, only 27 percent (27%) of the city's housing stock is considered single family development. As young people grow out of their parent's home it is important to have a diversity of housing types in order to keep new generations within the city. Moreover, the lack of diversity in housing stock also has a direct effect on people being able to move into the city. The general plan addresses this concern through appropriate land use designations and housing policies.

Workforce

The lack of employment opportunities within the city has a direct affect on the population demographics. Considering Apache Junction is already one of the most eastern cities in the valley, it is vital for the community's sustainability to appropriately designate commercial and industrial centers to promote job growth. This will result in higher household incomes. Presently the city's median household income is approximately \$38,000. This is significantly lower than neighboring cities as outlined in Table 1.6.

Planning for Development South of Baseline Avenue

The city is on the threshold of development for the land south of Baseline Avenue. It is slated to be the next big phase of development within the following decade. This area encompasses over 6,700 acres of undeveloped land mostly owned by the ASLD. When the ASLD is prepared to auction this land for development, the general plan provides guidance for the planning and development of this land through the land use and growth areas elements that encourage land uses that provide homes, jobs and take advantage of best land practices. When this occurs, the city will face the "Tale of Two Cities" dilemma in terms of balancing new development with the redevelopment that citizens are demanding along Apache Trail in the Downtown.

FIG. 1

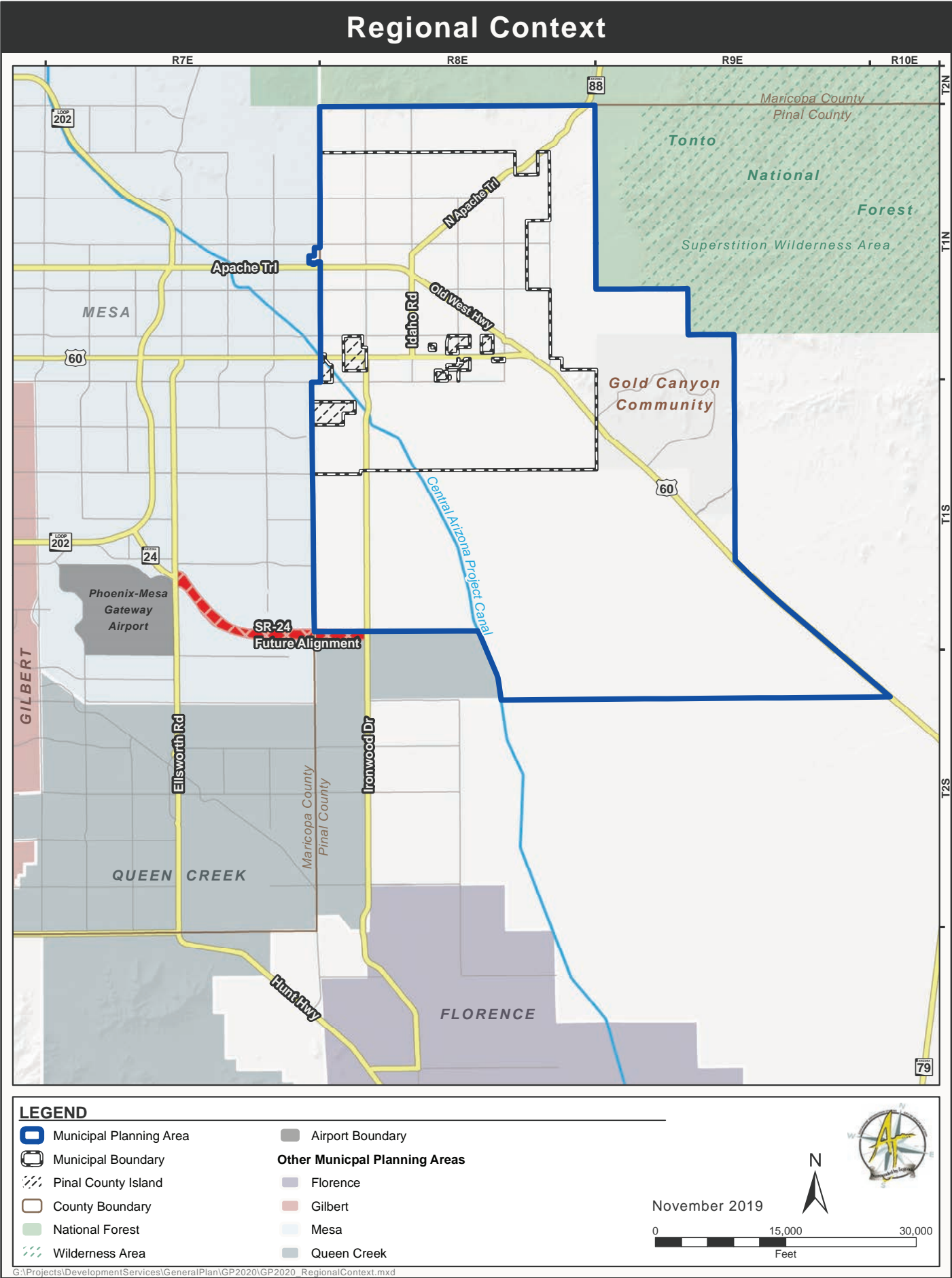


FIG. 2

Future Land Use

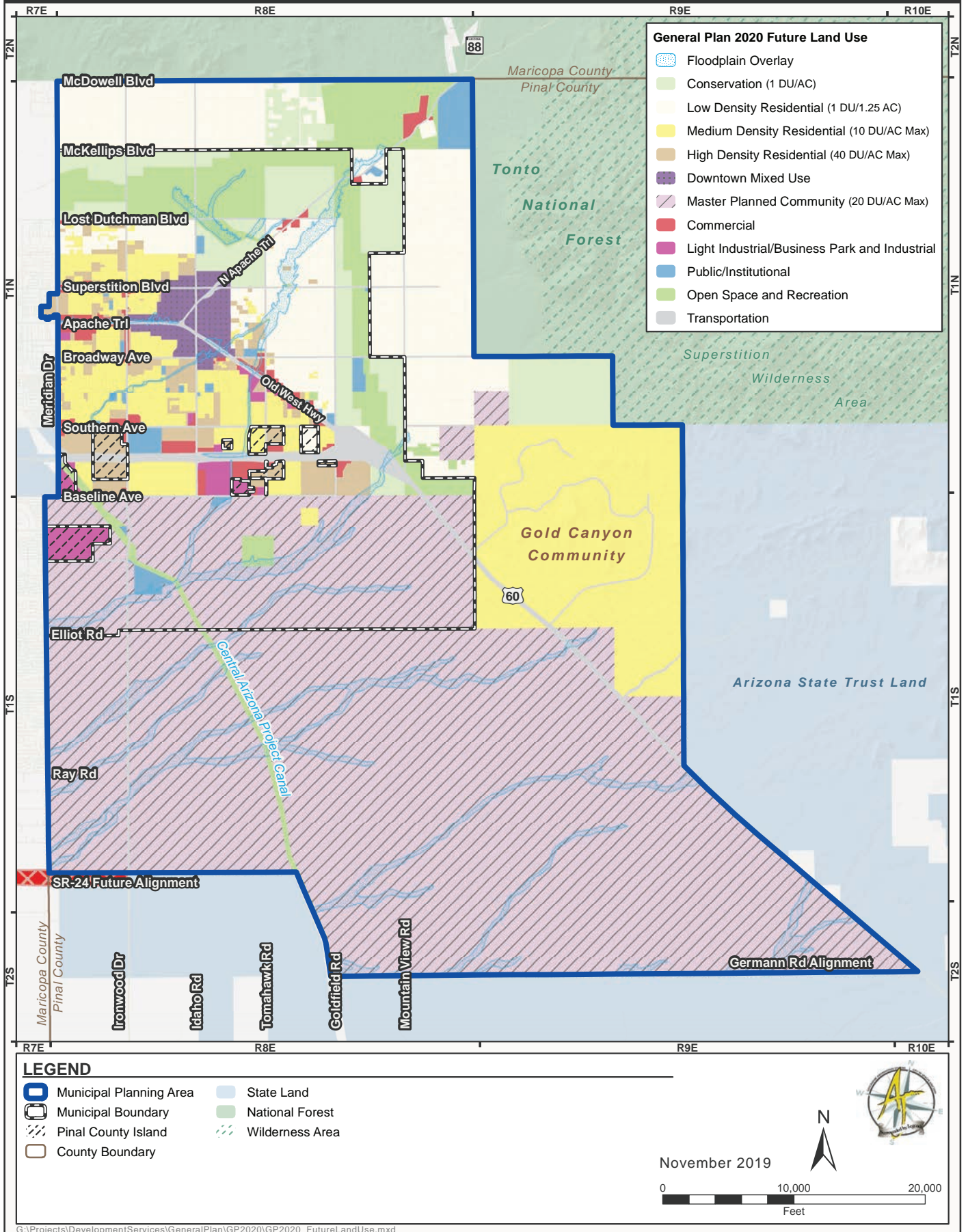
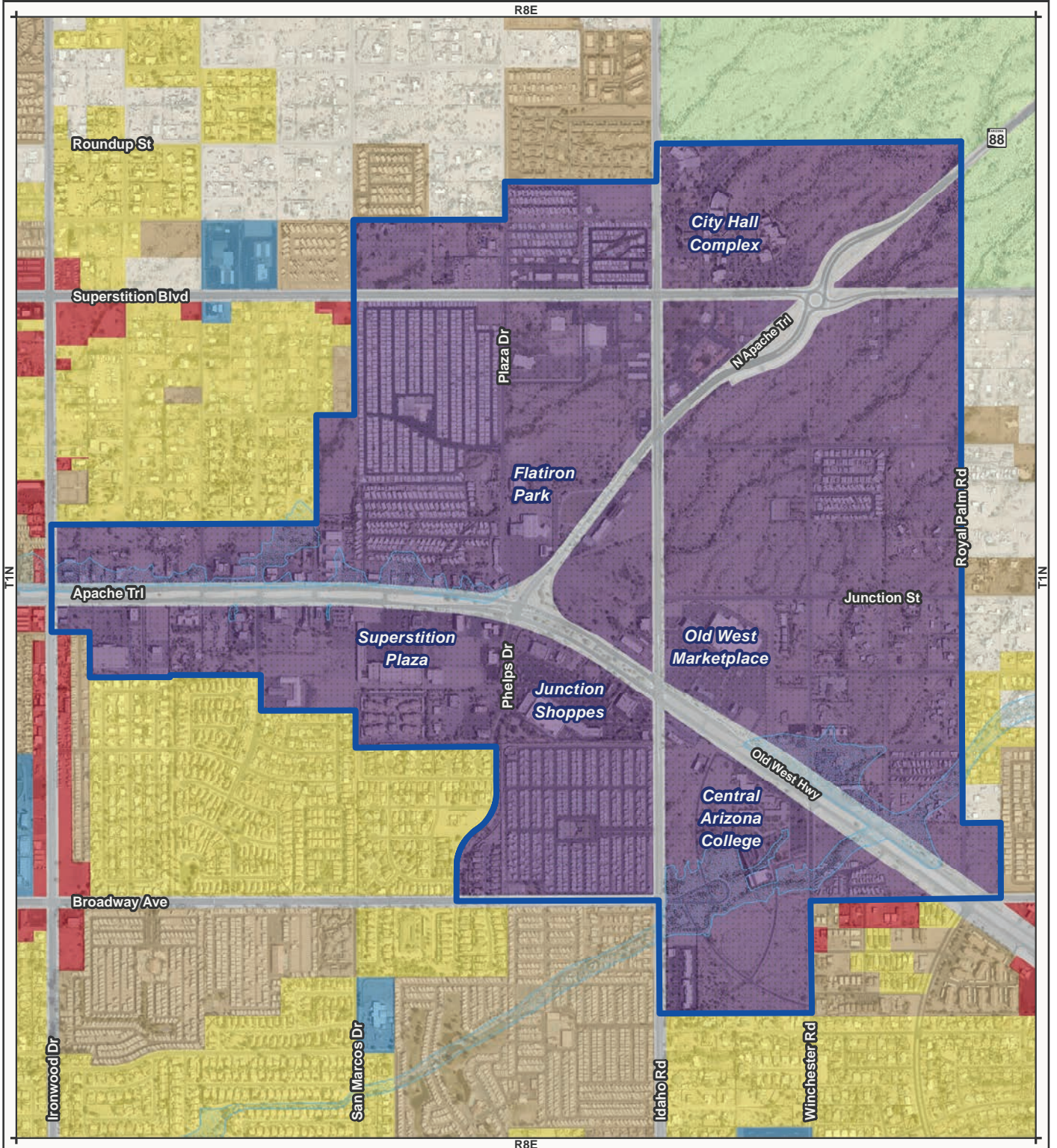


FIG. 3

Downtown



LEGEND

Downtown Planning Area

General Plan 2020 Land Use

Floodplain Overlay

Conservation (1 DU/AC)

Low Density Residential (1 DU/1.25 AC)

Medium Density Residential (10 DU/AC Max)

High Density Residential (40 DU/AC Max)

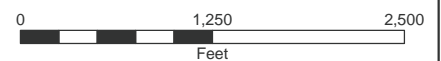
Downtown Mixed Use

Commercial

Public/Institutional

Transportation

November 2019



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FIG. 4

Zoning Districts

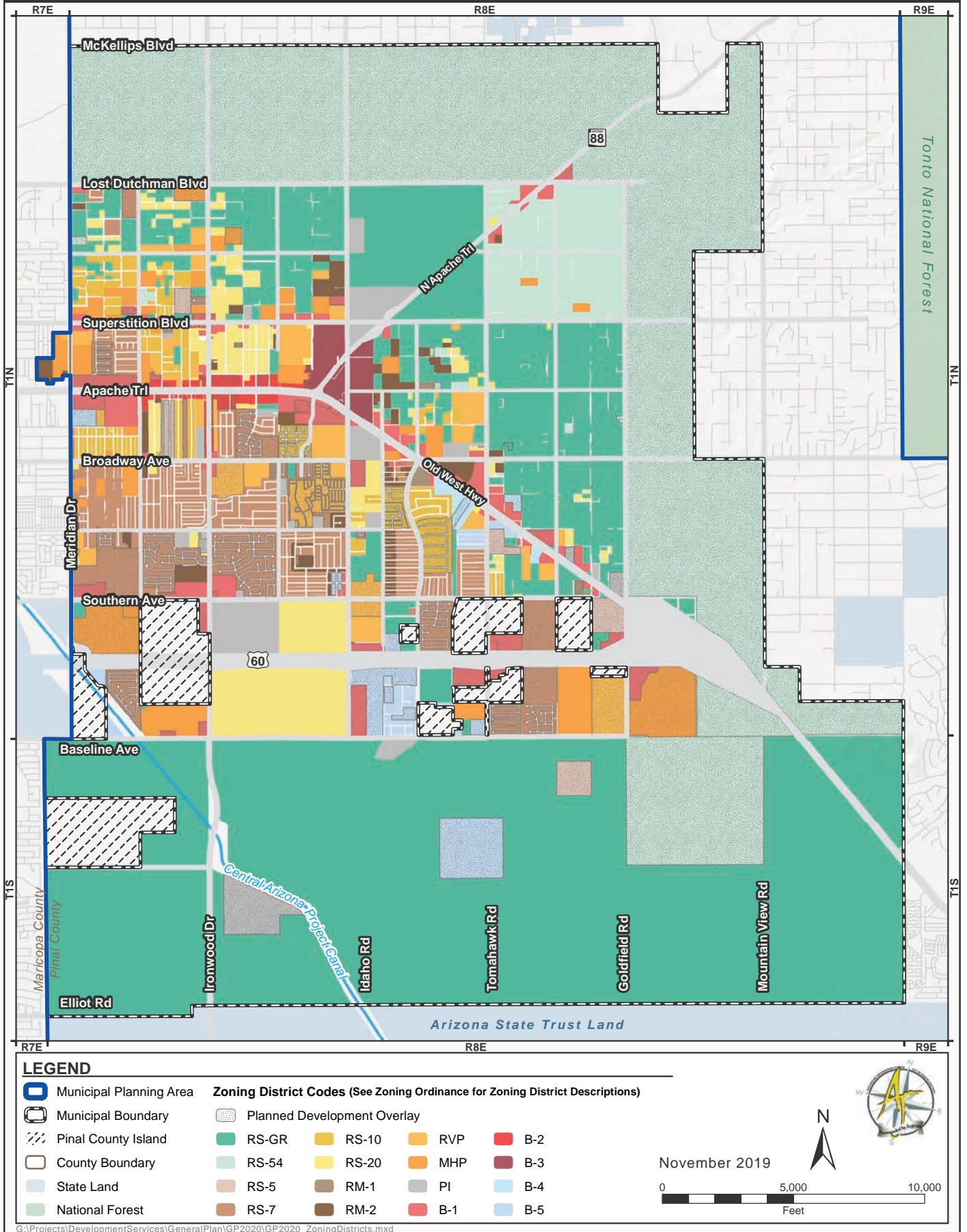


FIG. 5

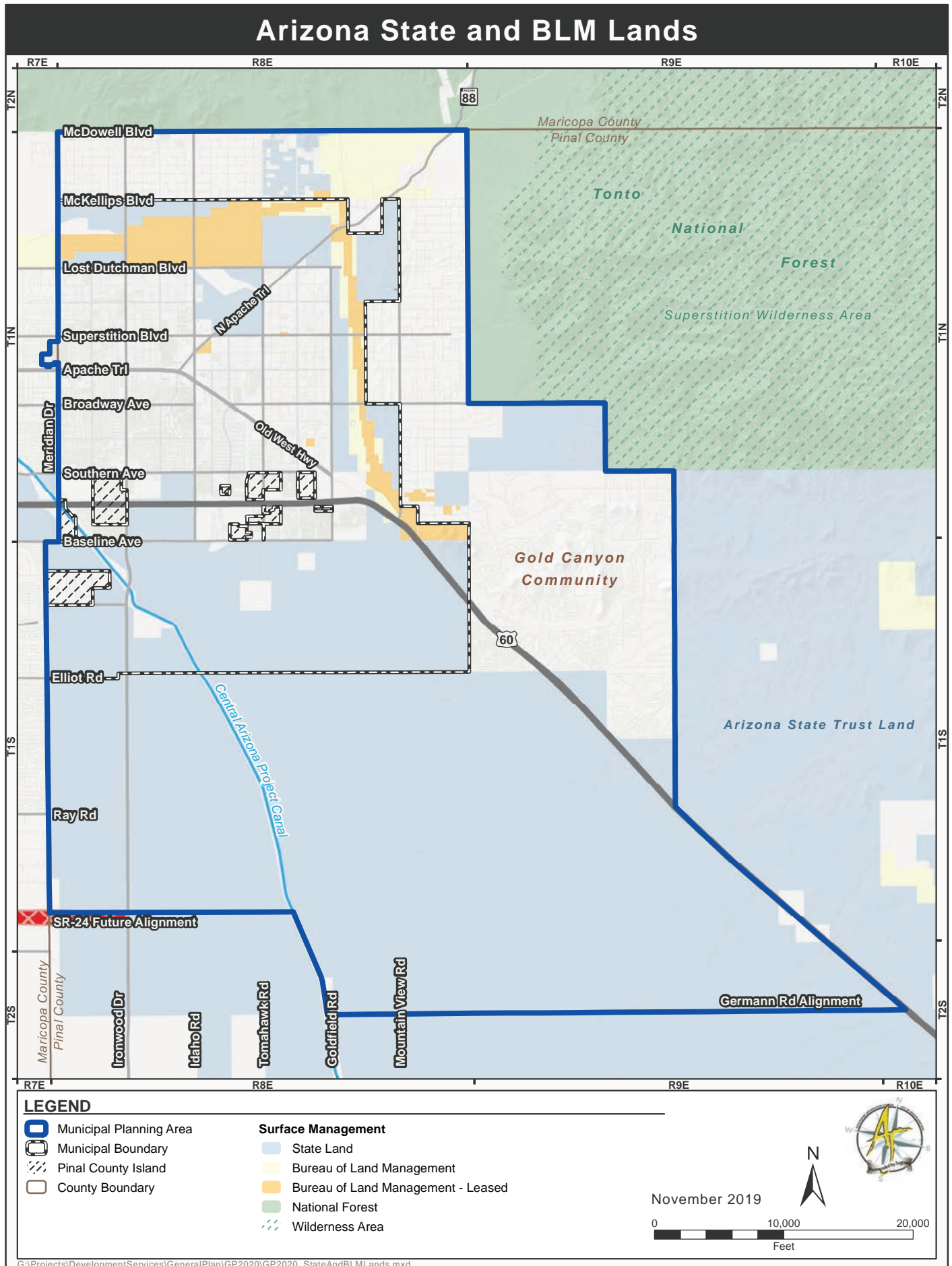


FIG. 6

Parks and Trails

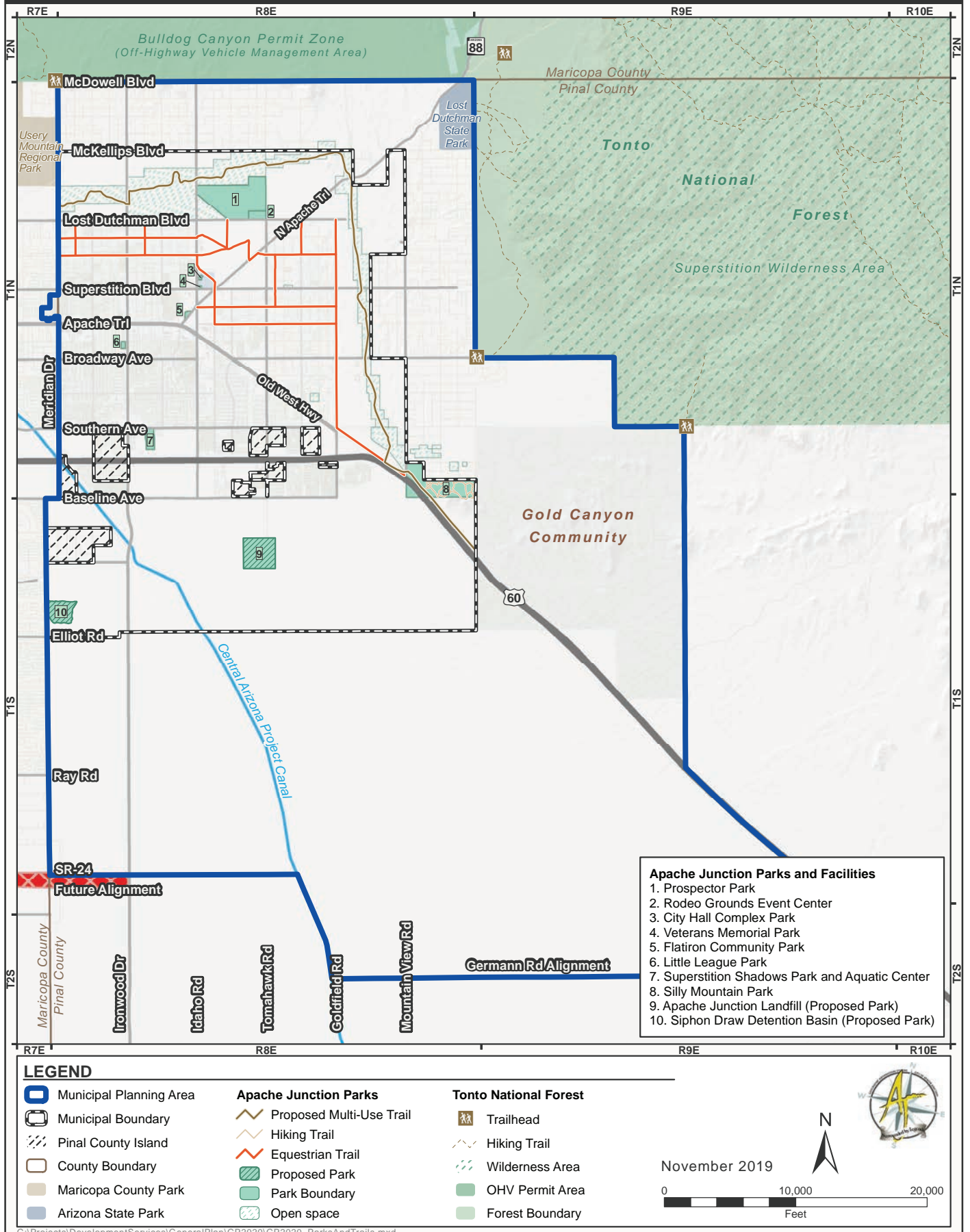


FIG. 7

Public Safety - Police & Fire

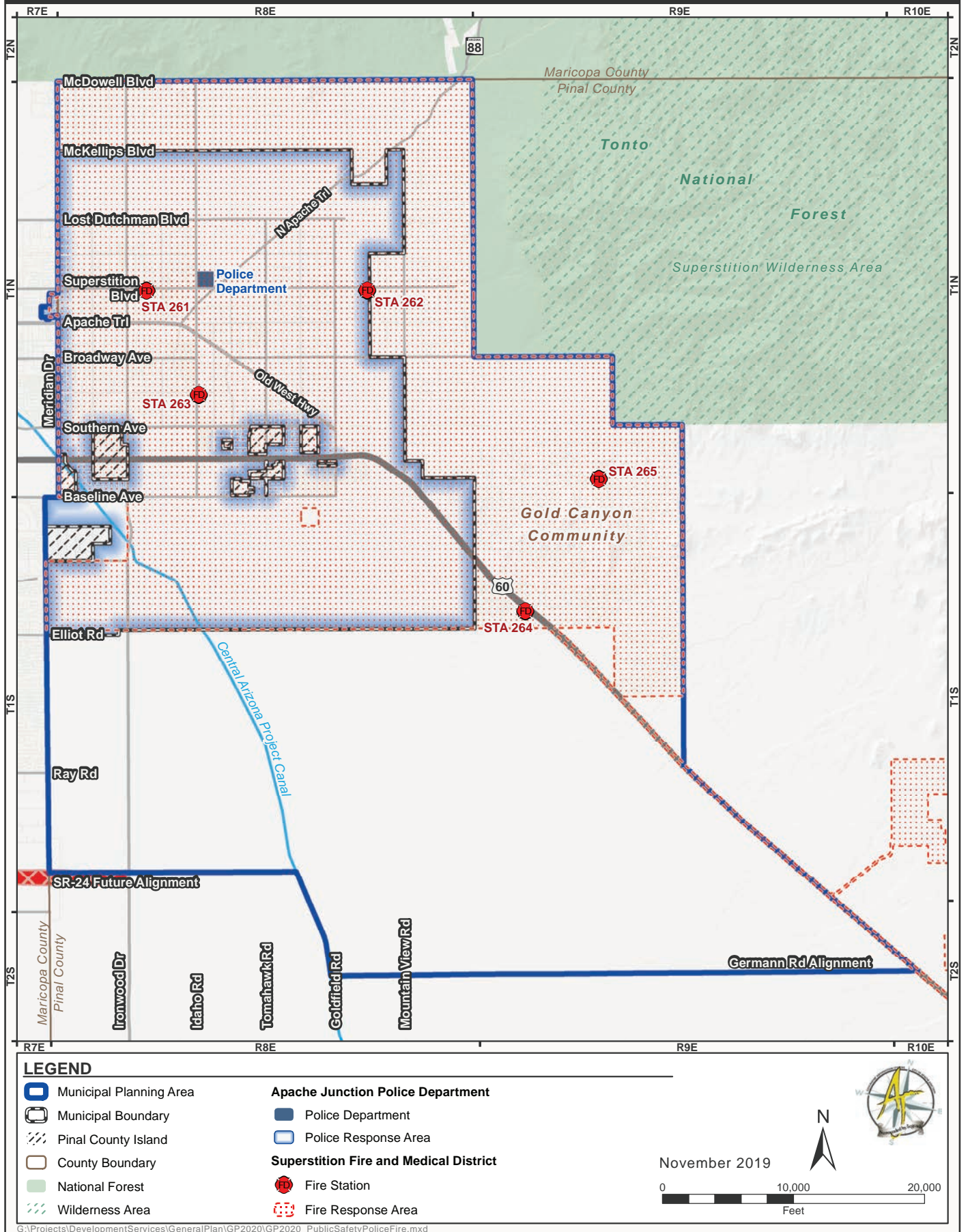
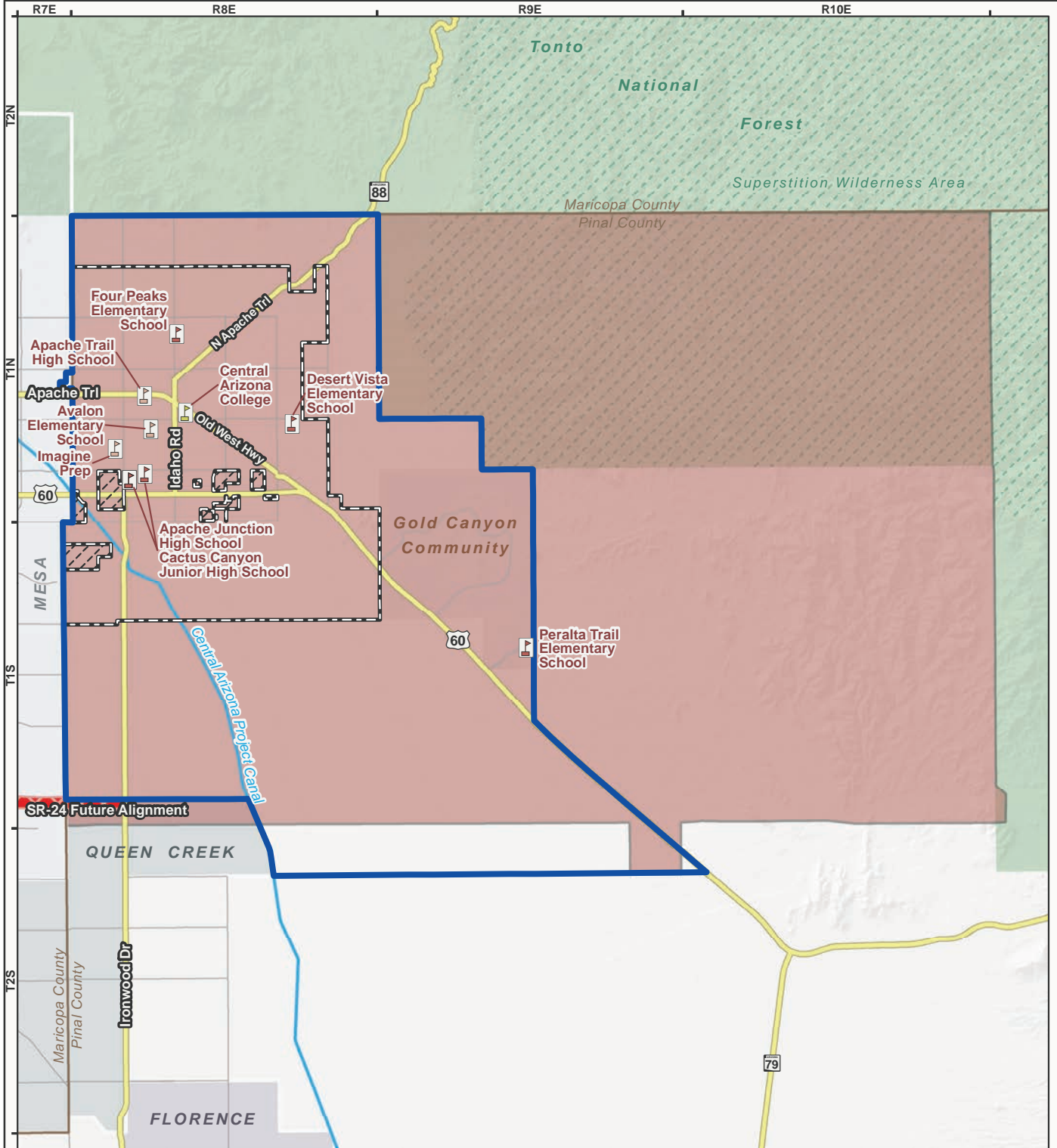


FIG. 8

Apache Junction Schools



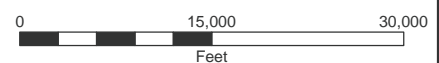
LEGEND

- Municipal Planning Area
- Municipal Boundary
- Pinal County Island
- County Boundary
- National Forest
- Wilderness Area

Apache Junction Unified School District

- District Boundary
- Public School
- Charter School
- College

November 2019



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FIG. 9

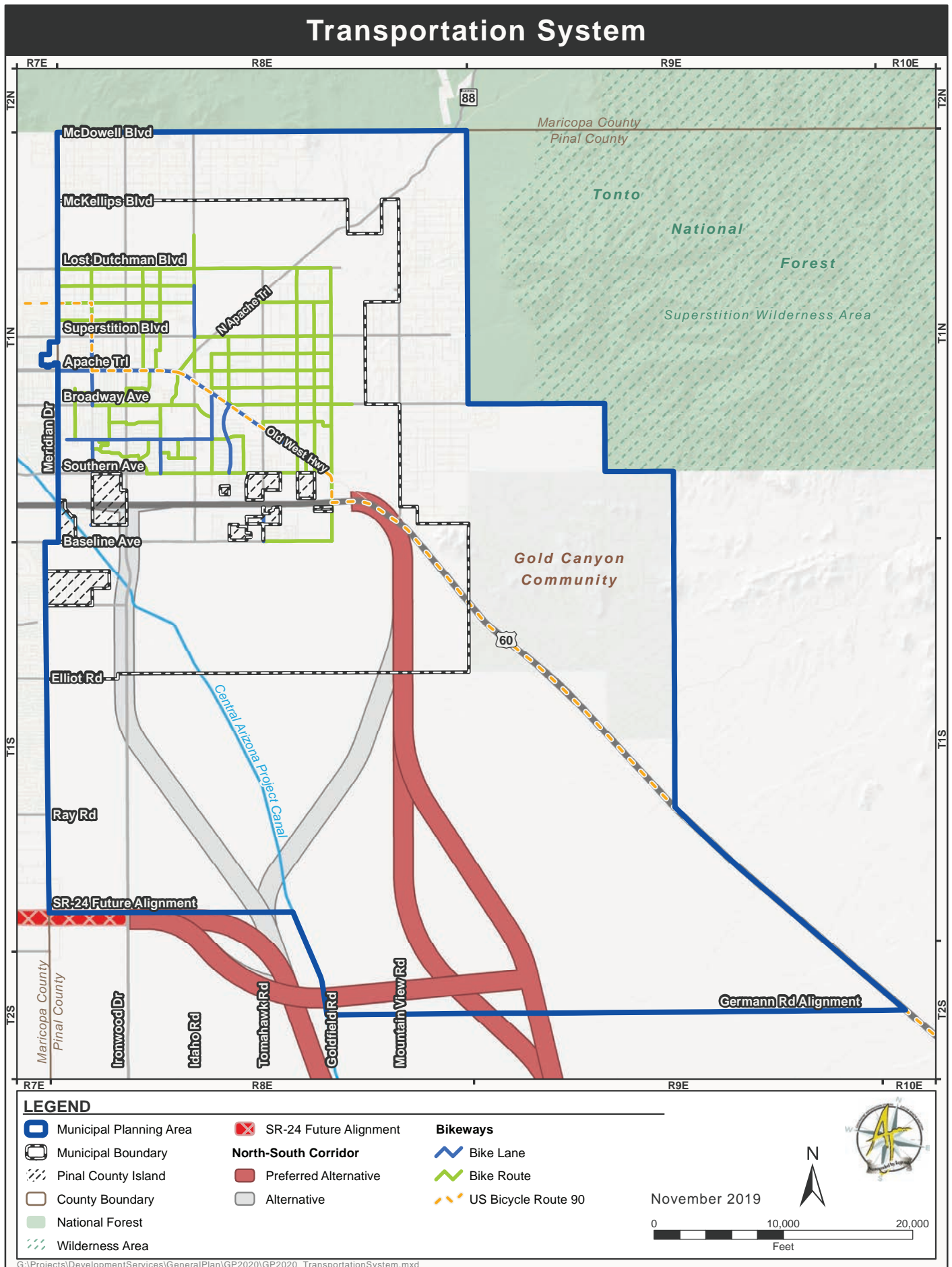


FIG. 10

Water and Wastewater Service Areas

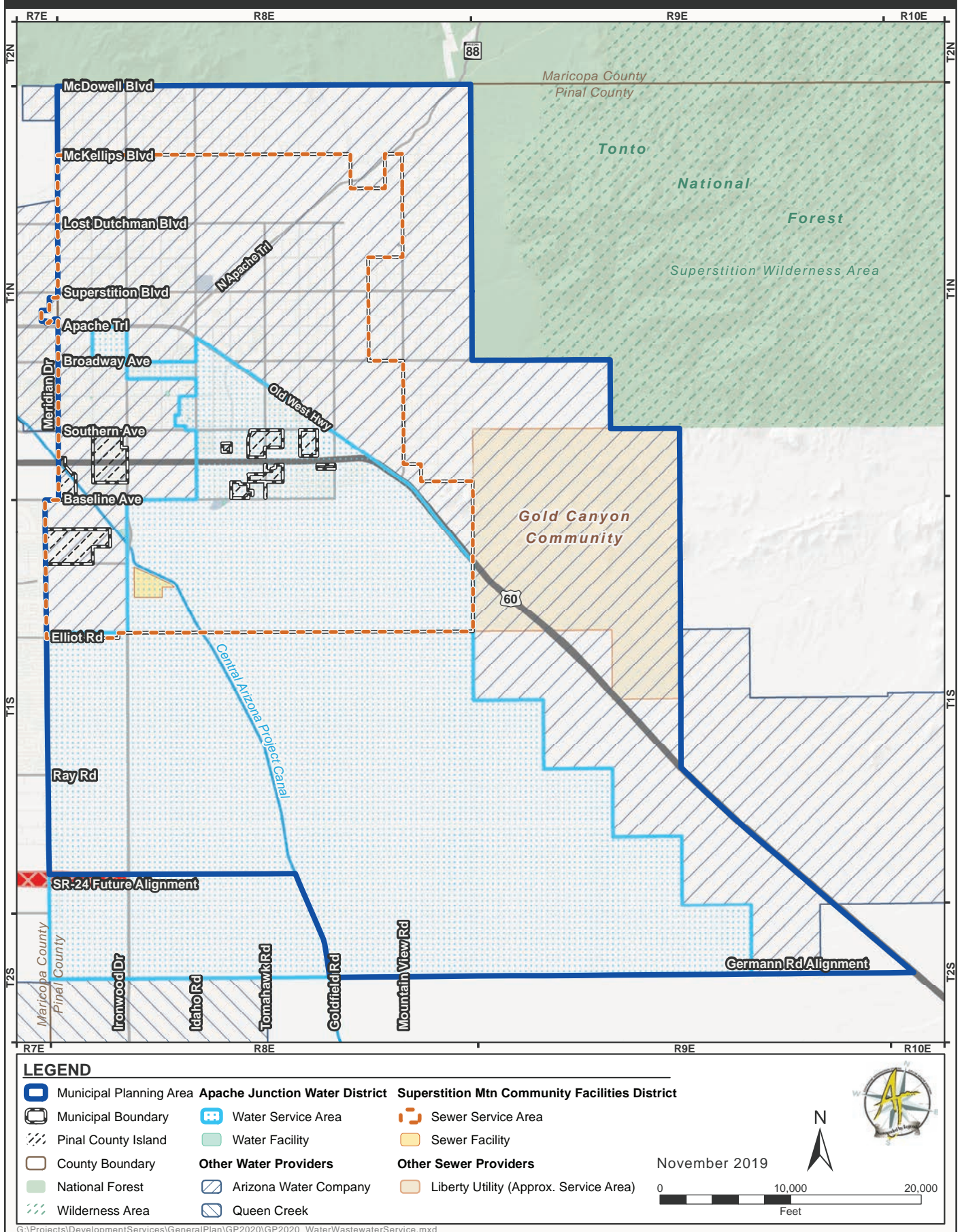
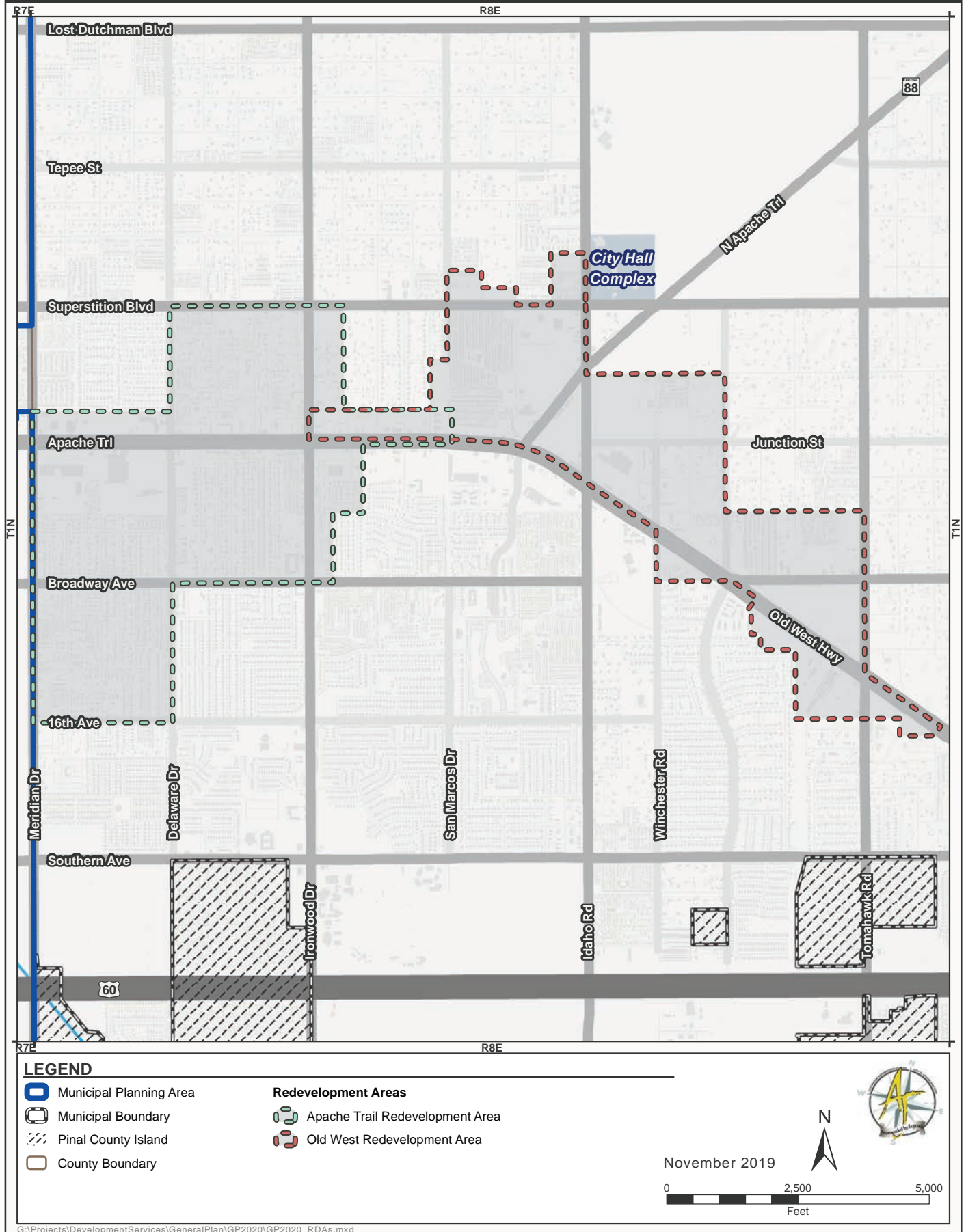


FIG. 11

Redevelopment Areas



Part 1 Introduction & Community Profile

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EXECUTIVE SUMMARY

With the help from residents of Apache Junction, the general plan has been drafted to be used as a tool that guides future growth and development by community stakeholders, staff, and elected officials. The plan contains specific goals and policies within each chapter that will guide the intent of the chapter. These goals and policies will work cohesively throughout the plan to ultimately fulfill the residents' vision for Apache Junction. Some of these goals will be fulfilled with thoughtful planning and tracking while using existing resources. Some goals will be fulfilled when funding becomes available at a later date. Due to the city's current limitations of funding sources, the community will need to start having conversations on possible funding alternatives or approaches in order to fulfill some goals. Below are the goals listed in each of the twelve (12) element chapters.

PLAN ELEMENTS & GOALS

Chapter 1: Environmental Planning Element

Goal 1.1 - Protect the planning area's unique environmental assets and quality of life.

Goal 1.2 - Protect dark skies in Apache Junction.

Goal 1.3 - Encourage low impact development practices to mitigate the negative impacts of urbanization.

Goal 1.4 - Conserve existing habitat, recreate habitat where it has been destroyed and provide new habitats where appropriate.

Goal 1.5 - Preserve the variety of animal and plant species in Apache Junction.

Goal 1.6 - Support sustainable building practices that reduce the impact on environmental quality, resource use and human health.

Goal 1.7 - Protect and enhance air quality and public health.

Goal 1.8 - Reduce the amount of solid waste and minimize illegal dumping via an integrated solid waste management system.

Chapter 2: Parks, Recreation and Open Space Element

Goal 2.1 - Develop a system of parks, trails and open space to meet the recreational and health needs of Apache Junction residents and visitors.

Goal 2.2 - Plan for the safety, maintenance, and expansion of existing facilities.

Goal 2.3 - Take a leadership role in the community for execution of a diverse parks and recreation programming and services strategy.

Goal 2.4 - Promote the parks, trails and open space system as a quality of life asset to attract new employers, residents and visitors to the community.

Goal 2.5 - Utilize multiple funding sources in order to maximize services, programs, and facility amenities for our citizens.

Chapter 3: Neighborhood Preservation, Revitalization and Housing Element

Goal 3.1 - Create policies regarding manufactured and mobile home use and redevelopment.

Goal 3.2 - Diversify housing stock and neighborhoods by incorporating a variety of housing types and associated values to allow for a diverse demographic of residents.

Goal 3.3 - Maintain and attract a quality housing stock in condition, design and construction standards.

Goal 3.4 - Incorporate sustainable practices in all housing development.

Chapter 4: Downtown AJ

Goal 4.1 - Develop a comprehensive downtown master plan.

Goal 4.2 - Establish architectural branding, place-making and tourism.

Goal 4.3 - Create an entertainment district in



The Legendary Jacob Waltz

downtown Apache Junction.

Goal 4.4 - Improve walkability and wayfinding in the downtown core.

Goal 4.5 - Identify redevelopment opportunities.

Goal 4.6 - Create a “main street” along N. Apache Trail.

Goal 4.7 - Provide a balance of land uses.

Goal 4.8 - Provide a variety of housing options.

Goal 4.9 - Attract a diverse mix of business types.

Chapter 5: Economic Development Element

Goal 5.1 - Attract all quality private investment that will add value and bring diversification to current and future residents of Apache Junction as a great place to live, work and play.

Goal 5.2 - Align resources and priorities to enhance expansion and attraction of the city’s targeted industries.

Goal 5.3 - Continue redevelopment efforts within downtown Apache Junction.

Goal 5.4 - Enhance the image and elevate awareness of Apache Junction and all it has to offer.

Goal 5.5 - Make room for all by maintaining the very unique characteristics and rich history of Apache Junction’s existing development patterns and lifestyle preferences, while recognizing new growth of state land will come with vastly different preferences for development.

Goal 5.6 - Continue to strengthen and advocate for economic development opportunities that considers current conditions, existing needs, business threats and opportunities, and solution oriented deliverables that will strengthen existing businesses.

Chapter 6: Public Safety, Services and Facilities Element

Goal 6.1 - Continue to provide excellent police and fire services.

Goal 6.2 - Continue to provide adequate public facilities.

Goal 6.3 - Provide for stormwater management.

Goal 6.4 - Comprehensive community planning.

Goal 6.5 - Support cultural facilities.

Goal 6.6 - Support educational facilities.

Chapter 7: Circulation Element

Goal 7.1 - Identify and prioritize transportation projects.

Goal 7.2 - Implement the Active Transportation Plan (ATP).

Goal 7.3 - Promote regional transportation planning.

Goal 7.4 - Implement intelligent transportation systems and technology advancements.

Chapter 8: One H2O Resources Element

Goal 8.1 - Advance water quality and quantity.

Goal 8.2 - Strengthen water conservation.

Chapter 9: Growth Area Element

Goal 9.1 - Increase the city's financial sustainability.

Goal 9.2 - Plan for an appropriate geographic mix of residential, commercial and recreational uses in the downtown.

Goal 9.3 - Encourage infill development.

Goal 9.4 - Support and foster sustainable growth.

Chapter 10: Cost of Development Element

Goal 10.1 - Consider alternate financial mechanisms.

Goal 10.2 - Maintain or enhance public service levels.

Goal 10.3 - Achieve economies of scale with the provision of public facilities and services.

Goal 10.4 - Employ capital improvements planning to guide development.

Goal 10.5 - Ensure that new development pays its fair and proportional share of the cost of additional public facility and service needs.

Goal 10.6 - Relate infrastructure investment and land use decisions to municipal economic sustainability.

Chapter 11: Land Use Element

Goal 11.1 - Be considerate of the rural character of the city.

Goal 11.2 - Provide a balance of uses throughout the community.

Goal 11.3 - Revitalize older neighborhoods and the downtown.

Goal 11.4 - Encourage and promote sustainable land use development.

Goal 11.5 - Provide equal protection of existing aggregate sites and residential development.

Chapter 12: Intergovernmental Cooperation Element

Goal 12.1 - Protect the **irreplaceable legendary landscapes and lifestyle** of the city and region.

Goal 12.2 - Foster the 3 C's of intergovernmental cooperation (collaboration, communication and collegiality).

VISION

Apache Junction is a diverse community of natural beauty and heritage that offers prosperity, compassion and forward thinking to its residents, businesses and visitors.

MISSION

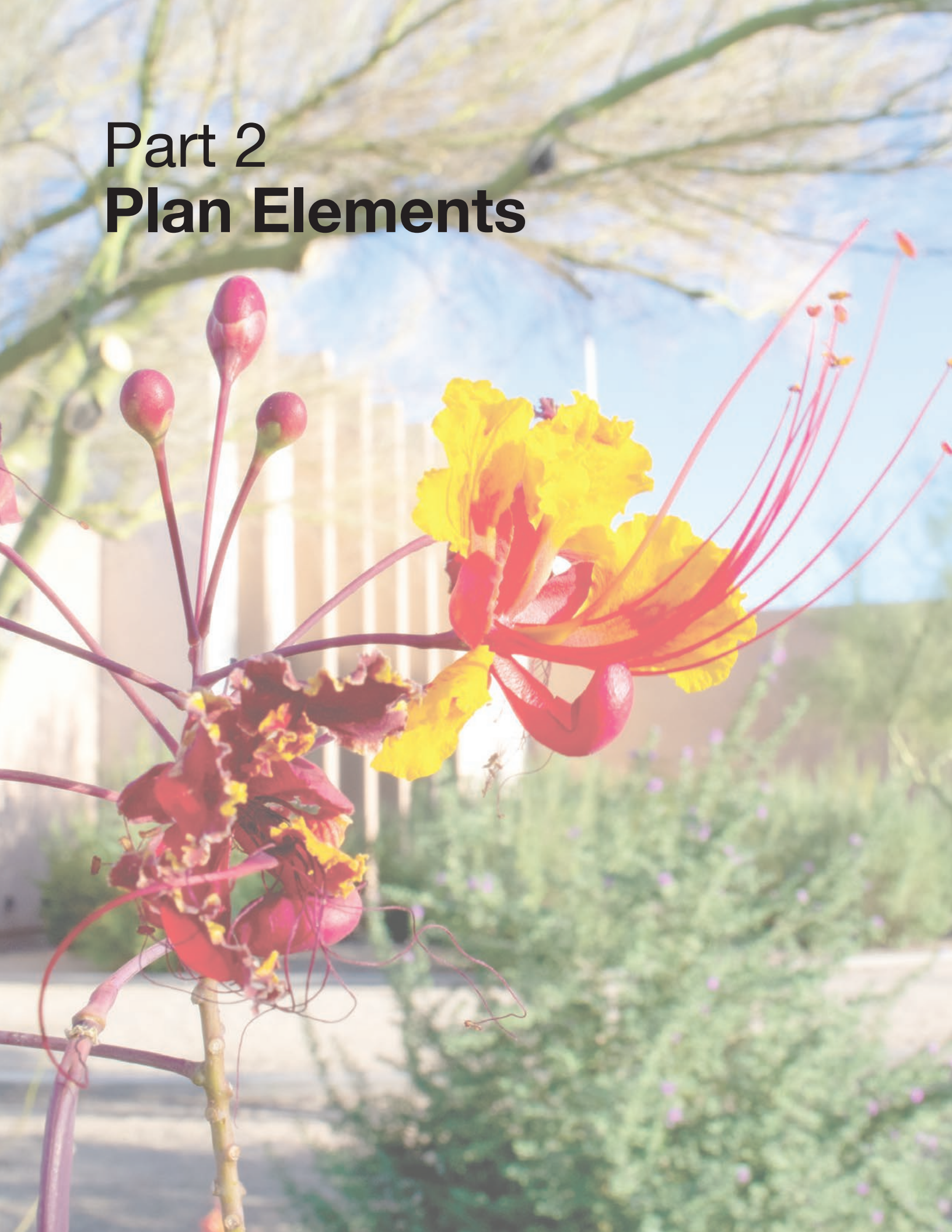
We will focus on and invest in quality of life and planned improvements for serving residents, businesses and visitors.



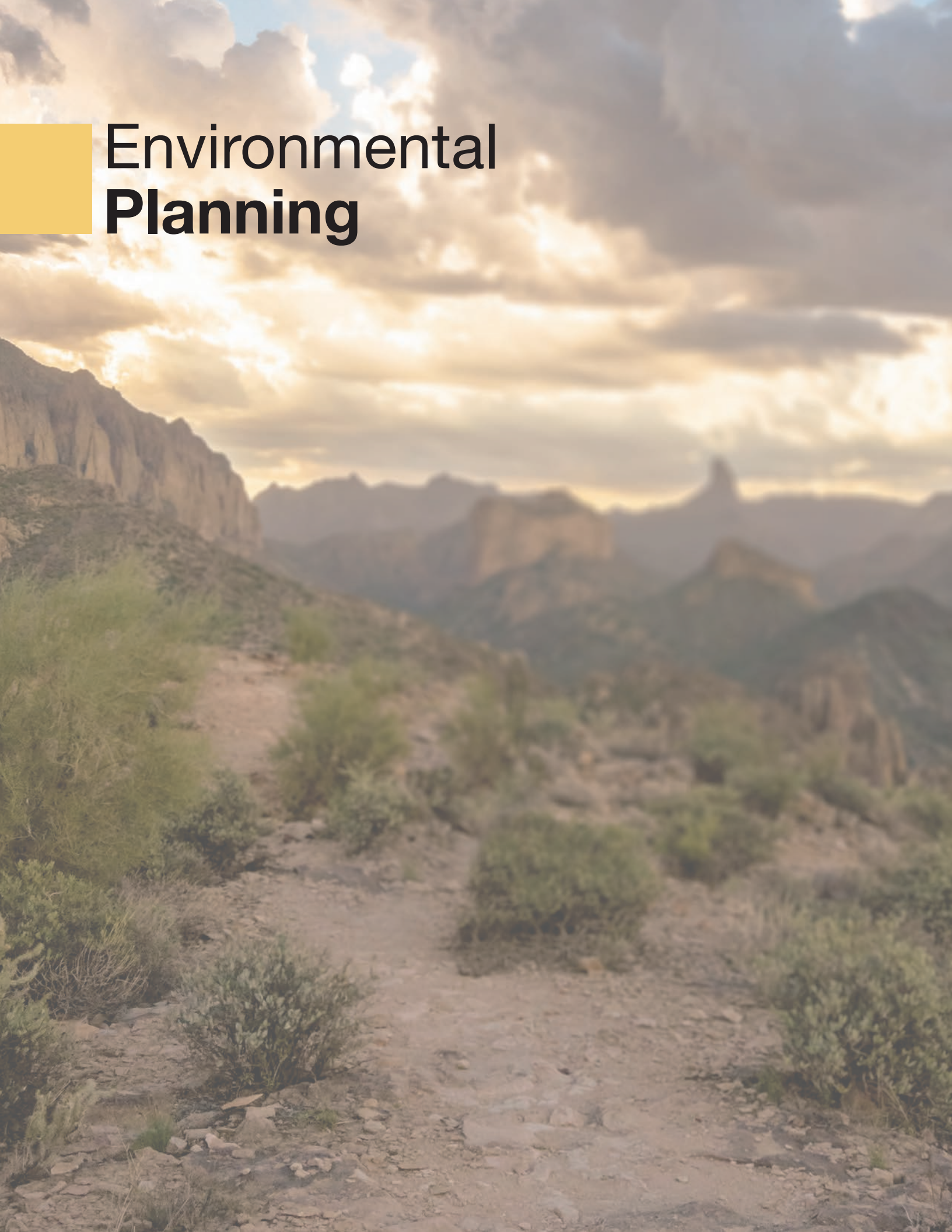
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Part 2

Plan Elements



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Environmental **Planning**



ENVIRONMENTAL PLANNING

INTRODUCTION

The natural environment is an important element in any community's quality of life and Apache Junction is no exception. Adjacent to the northeastern city boundary lies Lost Dutchman State Park, and beyond that exists the Superstition Wilderness Area and the Tonto National Forest. These scenic areas offer both recreational and environmental benefits and their impact cannot be understated. The towering and picturesque stature of the mountains can be seen from almost anywhere in the city. Preserving this natural asset creates a legacy that will benefit current residents, visitors and future generations to come.

The city advocates stewardship of these distinctive resources by incorporating a holistic and practical approach to environmental planning. Environmentally conscious planning not only promotes maintenance of a healthy environment for both residents and visitors, but also emphasizes the importance of infrastructure that is responsive to a changing climate. New infrastructure being built within the city will be resilient and create a foundation for communities that are sustainable and adaptable in the long term.

ENVIRONMENTAL CONDITIONS, ISSUES AND OPPORTUNITIES

As the city grows, development should complement and enhance natural resource areas that are exclusive

to Apache Junction. However, effective preservation and sustainability cannot be achieved unaided. Working with and engaging both the public and private sector must be approached in an inclusive manner in order to implement a comprehensive environmental strategy. Change will require collaborative and dedicated efforts from public and private agencies, non-profits, developers, land owners and residents to direct the city towards an ecologically mindful standard of living.

Anticipated expansion and improvement in the city will create various opportunities for innovative responses that will foster progress toward the environmental planning goals outlined in this plan. By utilizing strategies presented in the general plan, city officials and staff will be able to confidently address environmental opportunities and concerns. This sustainable approach will weigh environmental and community priorities and find a balance of achievable ideas that will positively benefit the future of the community.

Natural Environment

Apache Junction continues to work to preserve the natural desert landscapes within the city. As demands for the built environment increase, the remaining natural environment provides residents with a clean and vibrant environment. Without a system that examines how land is developed, valuable natural assets could be damaged or devastated.

Dark Skies

Light pollution is a side effect of suburbanization and the inappropriate and excessive use of artificial lighting. Inefficient outdoor lighting not only prevents residents from experiencing a natural night, but also wastes the electricity used to power those lights. This form of pollution can have detrimental effects on wildlife, so it is important that the city support planning that will restore urban ecosystems. Apache Junction intends to proactively protect the nighttime environment by further implementing public policy which promotes quality outdoor lighting, integrates sound outdoor lighting practices at city facilities and educates the community on responsible lighting and dark sky stewardship.

Low Impact Development

With increasing temperatures bringing about hazardous droughts and increasing populations demanding more water, it is imperative to find solutions that are cost effective and environmentally beneficial. Low Impact Development (“LID”) is a sustainable practice that can be used to alleviate issues surrounding pollution, flooding, groundwater recharge and infiltration. LID has been slowly implemented in Arizona because of the desert climate and lower rainfall than other regions of the country. Currently, the city does not require implementation of LID practices on



The Superstition Mountains

new development and instead focuses on retention and detention. However, the city hopes to foster a changing mindset by initiating a system highlighting a framework for implementing LID practices.

Wildlife Habitat, Biological Diversity and an Overarching Green Network

With increased population growth and development, it is necessary to manage and protect native species residing in Apache Junction. As part of the Sonoran Desert, there are unique and fragile communities in the area that deserve to be conserved for current and future generations. These communities are teeming with wildlife that perform numerous ecosystem services, such as regulating pests and diseases, pollination, climate regulation and nutrient cycling. Maintaining local ecosystems through responsible planning ensures that wildlife habitats and their benefits persist for years to come.

Connecting these green spaces would not only be beneficial to wildlife, but could also be central to livability for residents. An enjoyable green network of open space and trails provides opportunities for walking, biking, nature study and more, thus benefitting the City’s overall public health and promoting a more active lifestyle.

Green Building Program

Green building is the method of erecting structures in a sustainable manner with minimal negative effects on human health and the environment. Overall, green buildings have less burden than conventional buildings by saving resources, generating less waste and costing less to operate. Finding a way for the built and natural environment to coexist harmoniously will be beneficial for the general health of Apache Junction’s residents.

Air Quality

Air quality is a paramount concern in the city because it affects the health and quality of life of residents. The U.S. Environmental Protection Agency (“EPA”) has set standards regarding pollutants considered harmful to human health and the environment. It is critical that Apache Junction meet the criteria for the six principal pollutants: carbon monoxide (“CO”), lead (“Pb”), nitrogen dioxide (“NO₂”), ozone (“O₃”), particle pollution (“PM”) and sulfur dioxide (“SO₂”). With the population, industry and overall activity in Apache Junction increasing, it is necessary

to plan accordingly with air quality in mind.

Energy Efficiency

Energy is a vital infrastructure component and the principles of proper energy management should be reflected in the city's planning and design to ensure long term sustainability. To become a leader in sustainability, the city plans to preserve renewable energy resources and incorporate innovative preservation strategies into future plans and designs. Efficiently utilizing available energy resources and supporting the development of renewable energy sources will be beneficial to residents and visitors.

Soils and Geology

Particular soils are suited for particular land uses and planners should employ geological information to determine best management practices and limitations. As the city expands and new development is built, the functionality of the soil should be considered before building begins. Understanding how soils will respond to specific uses allows projects to be designed in a way that protects the residents and ecosystems of Apache Junction.

Archaeological Assets

There is inherent and undeniable value in Arizona's heritage and it is important that we identify, manage and protect the integrity of archaeological resources. As the city grows, large scale development projects cannot dwarf historic landscapes and their cultural significance. Preservation is necessary to create a sense of place and understand the history of that place.

Solid Waste and Illegal Dumping

Improper waste management can negatively impact both resident and environmental health. Accumulation of solid waste leads to water and air pollution and soil contamination. The city plans to efficiently combine existing waste management systems to decrease waste generation as the population increases. With the Apache Junction Landfill ("AJL") slated to close in 2035, it is vital that the city focus on providing the proper infrastructure to equitably serve all residents. However, while it is important to maximize current best practices regarding solid waste, the city should also attempt to move closer to a zero waste system.

City Operations, Facilities and Services

The city requires an assortment of facilities and services to meet the daily needs and operations of an expanding community. Efficiency is an important component to a growing city and it is imperative that Apache Junction effectively manages its environmental impact by taking measures to reduce waste and pollution from city operations. Additionally, the buildings that accommodate those city operations should meet and exceed, if possible, sustainability and environmental standards. New development should continue on the path created by the city hall complex. The complex was evaluated by the Leadership in Energy and Environmental Design ("LEED") rating system in 2006 and became a national benchmark for green municipal buildings. As the city continues to create public spaces that improve the community, such spaces should also operate in an ecologically conscious manner.

PLANNING CONSIDERATIONS

A collective effort between the public works department and the development services department will be needed while reviewing and facilitating future projects in the city. A conscious effort towards environmental sustainability will be key in the success of these goals and policies. This in turn will provide residents of Apache Junction a city with minimal impact to its natural surroundings and the preservation of natural beauties such as the Superstition Mountains and Lost Dutchman State Park.

GOALS & POLICIES

GOAL 1.1: PROTECT THE PLANNING AREA'S UNIQUE ENVIRONMENTAL ASSETS AND QUALITY OF LIFE

Policy: Encourage developers and property owners to preserve the environment by:

- a. Leaving areas of sensitive lands in their natural state
- b. Clustering residential units where appropriate (new developers would receive a density bonus for employing this approach)

- c. Prohibiting new development within floodways

Policy: Carefully integrate changes to drainage in a master stormwater plan that recognizes existing drainage and wash patterns, discharge locations and storm water flows.

Policy: Emphasize non-structural flood control techniques where feasible. Choose and foster flood control methods that retain beneficial functions and maintain natural flooding and riparian vegetation while minimizing damage to private property.

Policy: Encourage 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.

Policy: Work with the Superstition Area Land Trust (“SALT”) and the ASLD to conserve ASLD assets and maintain their natural character.

GOAL 1.2: PROTECT DARK SKIES IN APACHE JUNCTION

Policy: Update the dark sky ordinance that includes a standard to encourage residential, commercial and industrial property owners to install lighting only for safety, security and utility purposes to minimize light pollution of neighboring properties.

GOAL 1.3: ENCOURAGE LOW IMPACT DEVELOPMENT PRACTICES TO MITIGATE THE NEGATIVE IMPACTS OF URBANIZATION

Policy: Incorporate LID into the city’s design standards and describe detailed methods about how to incorporate these practices

Policy: Install monitoring equipment at new and existing LID sites to measure how effective the implemented LID systems are.

Policy: Educate the community about the benefits and necessity of LID practices.

GOAL 1.4: CONSERVE EXISTING HABITAT, RECREATE HABITAT WHERE IT HAS BEEN DESTROYED AND PROVIDE NEW HABITATS WHERE APPROPRIATE

Policy: 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.

Policy: Promote planting and maintenance of indigenous vegetation along washes, the Central Arizona Project (“CAP”) Canal and other public spaces to enhance use by native wildlife.

GOAL 1.5: PRESERVE THE VARIETY OF ANIMAL AND PLANT SPECIES IN APACHE JUNCTION

Policy: Educate citizens and encourage awareness regarding the preservation of habitats and species existing within the city.

GOAL 1.6: SUPPORT SUSTAINABLE BUILDING PRACTICES THAT REDUCE THE IMPACT ON ENVIRONMENTAL QUALITY, RESOURCE USE AND HUMAN HEALTH

Policy: Update the green building ordinance and implement a program to promote green building principles and practices.

GOAL 1.7: PROTECT AND ENHANCE AIR QUALITY AND PUBLIC HEALTH

Policy: Enforce regulations that reduce particulate air pollutants by:

- a. Continuing to participate with Maricopa Association of Governments (“MAG”), Central Arizona of Governments (“CAG”) and Pinal County to implement regional air quality planning and implementation,

Policy: Reduce emissions of greenhouse gases through programs and policies such as the possible conversion of the city’s fleet to clean alternative fuels or electric vehicles.

Policy: Implement a no-idling ordinance that prohibits unmanned vehicles from idling for more than five minutes.

GOAL 1.8: REDUCE THE AMOUNT OF SOLID WASTE AND MINIMIZE ILLEGAL DUMPING VIA AN INTEGRATED SOLID WASTE MANAGEMENT SYSTEM

Policy: Require residents to subscribe to weekly solid waste and recycling collection. The recycling program should include standard recyclables (glass, plastic, etc.) and green waste (grass clippings, weeds, etc.).

Policy: Phase out Free Dump Week by 2025.

Policy: Create an environmental leadership institute similar to the Citizen Leadership Institute (“CLI”) to educate the residents on solid waste, pest management, green buildings, LID, solar power, dark skies, xeriscape and raingardens.

An aerial photograph of a baseball field and surrounding landscape. The field is green with a reddish-brown infield, surrounded by a chain-link fence. Several tall stadium lights are visible. The field is situated in a dry, hilly area with sparse vegetation. In the background, there are large, rugged mountains under a clear blue sky. A solid green square is positioned to the left of the title text.

Recreation & Open Space



RECREATION & OPEN SPACE

INTRODUCTION

The parks, recreation, and open space element is a comprehensive representation of the city's vision and goals for the future of the park, recreation and open space system. The 2010 general plan incorporated the parks and recreation department's 1999 Apache Junction Parks and Recreation Master Plan and was intended to be the best reflection of the expressed preferences and needs of the community, as well as a guide for the future expansion, addition, and preservation of Apache Junction's parks and recreation programs.

The city's recreational and open space assets are managed by the parks and recreation department, with review and recommendation from the parks and recreation commission appointed by the city council. The total area of park land and facilities under the department's direction is approximately 2,230 acres. The city recognizes that quality recreation programs and well-maintained facilities are essential community components that improve the quality of life of residents and visitors. Business, industry, and new residents are drawn to communities with well-developed recreational programs and amenities.

Parks & Recreation Funding

Funding for parks and recreation projects has originated from the city's general fund, development fees, bond issues, grants and gifts, corporate partnerships and user fees. Presently, the majority of

park and recreation funding is allocated on an annual basis through the city's general fund. Future capital projects and funding sources are identified in the city's capital improvement plan.

National Park & Open Space Benchmarks

The National Recreation and Park Association ("NRPA"), identifies national benchmarks for communities and suggests that the national average is 1 park for every 2100 residents and 10 acres of park land for every 1000 residents. According to Apache Junction's current population of approximately 41,739, the targeted park facilities is 20 and targeted park land is 405 acres. The city currently has 12 city-maintained park/recreation sites; however, the current practice encourages development of smaller "mini-parks" to be built and maintained within new housing developments. There are many more smaller playgrounds and parks available to residents within walking distance from their home with this practice. The city is well ahead of the national average in terms of overall acreage reserved for parks, facilities and open space with 2,230 acres and parkland.

Existing Parks, Trails, and Facilities

This section provides an inventory of the city's existing park sites and facilities. Map 2.1 illustrates the location of existing and future facilities. The newly adopted Active Transportation Plan(ATP) map is also provided to present the city's trail system plan.

CLASSIFICATION OF PARKS

Mini Parks

Mini-parks are small neighborhood parcels less than two (2) acres in size and set aside for a children's play area (i.e., tot lot) or adult amenities that are compatible with surrounding residential uses. Mini-parks in Apache Junction are generally found in planned residential subdivisions and maintained by a HOA.

Neighborhood Parks

Neighborhood parks are typically two to ten acres in area, and while some areas historically remain in city-control, they are now most commonly associated with elementary schools or in larger planned residential subdivisions constructed and maintained by HOAs. These parks may include basketball courts, multi-purpose fields, playgrounds, picnic areas, and open spaces. The following identifies and describes an example of one of the city's neighborhood parks:

- City Complex Park: This two and half (2.5) acre park located south of the library has a picnic ramada, three shuffleboard courts, two horseshoe courts, a playground, and open play turf areas.

Community Parks

The city has elected to allocate most of its resources to community parks. The community is able to get the "biggest bang for its buck" through the principal of economy of scale. It is more cost effective for the department to develop and maintain a few larger parks than several small ones.

Community parks are the largest, most comprehensive type of parks within the parks system. These parks provide the broadest range and largest scale of activities including baseball fields, swimming pools, basketball or football fields, tennis courts, and indoor activities such as a gymnasium or racquetball courts. The following identifies and describes the city's current community parks:

- Prospector Park: This 276-acre facility is located on Bureau of Land Management ("BLM") land north of Lost Dutchman Boulevard on Idaho Road and provides two soccer fields, four softball fields, picnic ramadas with barbeque grills, a playground and open playfield, tennis, pickleball, racquetball, volleyball and basketball courts, horseshoe pits, concessions and restrooms. While this park is extensively improved,

there is ample room to add recreational features.

- Superstition Shadows Park: This 23-acre site is owned by the Apache Junction Unified School District ("AJUSD") located between Desert Shadows Middle School and Apache Junction High School at 1091 W. Southern Avenue. It is jointly maintained and operated by an intergovernmental agreement between city and AJUSD. The park provides a community aquatics center, volleyball court, playground, tennis courts, picnic ramadas, concessions, restrooms, ball field, skate park and open playfield.
- Silly Mountain Park: This 200-acre park is located on BLM land at 5203 E. 36th Ave. just north of Highway 60 on Silly Mountain Road. The park provides hikers with over three and half (3.5) miles of trails varying from easy to difficult to hike up and around Silly



Mountain offering great views of the city as well as the valley. Additionally there is an Americans with Disabilities Act ("ADA") accessible interpretive trail which showcases a variety of native Sonoran Desert plants. There are also several amenities planned for future development in the Silly Mountain Park Master Plan.

Special Use Parks/Facilities

Special use parks are oriented toward a specific theme such as a golf course, botanical garden, or recreational facility. These park sizes may vary greatly,

but their use would remain consistent throughout the facility. The following identifies and describes the city's current special use parks and facilities:

- **Multi-Generational Center:** This nearly 37,000 square foot facility is located at 1035 N. Idaho Road just south of the city library. The facility offers a variety of recreational, fitness, educational and social opportunities for patrons ranging from children and youth to activities and programs for senior adults.
- **Rodeo Park:** This twenty (20) acre site is located on BLM land southeast of Prospector Park on Lost Dutchman Boulevard and is equipped with restrooms/concessions, a lighted arena and bleachers. The site is used for the annual Lost Dutchman Days Carnival and Rodeo, along with other year round events.
- **Veterans Memorial Park:** This two (2) acre park is located on the southwest corner of the City Hall Complex at 1001 North Idaho Road and provides a gazebo and open area used for outdoor meetings, parties, and weddings.
- **Little League Park:** This three (3) acre site is located on AJUSD property at 1700 West Broadway and provides two baseball fields and restrooms/concessions.
- **Flatiron Community Park:** The three and a half (3.5) acre park is located at 100 North Apache Trail in the downtown core, and was constructed to host events and activities to attract residents and visitors alike. It provides picnic pavilions, an open turf area for events and play, an interactive splashpad, "Think Water" water/sewer conservation and demonstration areas, a botanical walk and restrooms. Future amenities include expansion of covered ramadas and concrete sidewalks to accommodate event booths.

Lineal Parks/Open Space

Lineal parks are oriented towards hiking, biking, horseback riding and walking trails. The width and length of lineal parks is variable and based on the function and available space. Open space is also a vital part of the city's park system serving to protect the Sonoran Desert character of the community, enhance right-of-ways, as well as preserving native desert and providing flood protection. The City's 1993 Multi-Use Trail Master Plan was the first step in the development of a unified open space trails system plan and has recently been incorporated into the city-wide Active Transportation Plan. The following identifies and describes the city's current

lineal parks and open spaces:

- **Sheep Drive Trail System:** This historically significant 1,628 acre multi-use trail surrounds the city to the north and east with a meandering system of trails for equestrian, mountain biking and hiking use, as well as natural environment for animals and animal observers. The master plan of this facility calls for trailheads, trail improvements and many other amenities in the future.
- **City/county retention basin:** This 3-acre area serves as a flood water retention site in addition to providing open space and recreational activities such as picnicking. It is also the city's first proposed formal off leash dog park.
- **Arroyo Verde open space area:** This 11-acre site located northeast of Ironwood Drive and 16th Avenue in the Arroyo Verde residential subdivision provides a local trail system for the neighborhood in addition to flood protection and open space.
- **Renaissance Point open space:** Located at 20th Avenue and Palo Verde Drive in the Renaissance Point subdivision, this 8-acre area provides both a local trail for the neighborhood as well as flood protection and open space and a half basketball court.
- **City right-of-way and highway landscapes:** There are various areas that the public works and parks and recreation departments maintain to assist the city in enhancing the community overall and right-of-way spaces at the city's most visible locations as follows: Phelps Drive, Royal Palm Road, Plaza Drive, the focal point and marquee, highway medians and roundabouts, etc.

Regional Parks

In addition to the city's many park facilities, there are a few larger, regional parks located outside the city limits that are operated by the State of Arizona or United States Forest Service. The following identifies and describes these regional parks:

- **Lost Dutchman State Park:** This 300-acre park is located on BLM property northeast of the city bordering the Tonto National Forest. The park is used primarily for hiking, picnicking, and overnight camping.
- **Usery Mountain Regional Park:** This 3,648-acre park is located northwest of the intersection of McKellips Road and Meridian Drive at the western end of the Goldfield Mountains, adjacent to the Tonto National

Forest, and offers a variety of activities such as hiking, biking, archery, camping, horseback riding, picnicking, star-gazing and flying model airplanes.

- Tonto National Forest: This approximate three (3) million-acre national forest is located north and east of the city and contains the Superstition and Goldfield Mountains, as well as six lakes that are used for recreational and hydrological purposes.

PLANNING CONSIDERATIONS

It is the intent of this element to advocate for an overall healthy community through access to parks, recreational facilities, trails and active neighborhoods designs. These efforts will help create a dynamic community while reducing health problems such as obesity, heart disease, and asthma.

GOALS & POLICIES

GOAL 2.1: DEVELOP A SYSTEM OF PARKS, TRAILS AND OPEN SPACE TO MEET THE RECREATIONAL AND HEALTH NEEDS OF APACHE JUNCTION RESIDENTS AND VISITORS

Policy: Encourage and facilitate public participation in planning and expanding the parks and trail system through various means, including regularly scheduled parks and recreation commission meetings.

Policy: Consider development of community sponsored facilities such as: off-leash dog parks, expansion of pickleball courts, open space expansion, archaeological parks on BLM land, landfill park conversion, bicycle motocross (“BMX”) and other bicycle facilities.

Policy: Coordinate with developers to incorporate potential sites for parks, trails, open space and other recreational facilities in their development master plans. Continue to require residential developers to construct neighborhood parks and place operation and maintenance responsibilities on HOAs.

Policy: Coordinate with other public and private groups to promote joint acquisition, use and public/private participation in the development of new parks and trails and recreational facilities.

Policy: Update and reintroduce the parks and recreation master plan for review and eventual approval by the parks

and recreation commission and the city council.

GOAL 2.2: PLAN FOR THE SAFETY, MAINTENANCE, AND EXPANSION OF EXISTING FACILITIES

Policy: Include priority park system expansion projects and necessary maintenance programs in the city’s annual budget and capital improvement plan, per the needs of the facility and existing individual master plan documents.

Policy: Pursue options for purchase or patent from the BLM on Prospector Park, Silly Mountain Park, the Multi-Use Trail System and the Rodeo Grounds.

Policy: Consider updates, as needed, to the intergovernmental agreements with Pinal County, AJUSD and the Superstition Fire and Medical District (“SFMD”) to increase usability of community facilities.

Policy: Maintain an area in honor of war veterans as part of the city hall campus.

Policy: Continue to enhance landscaping in high visibility right-of-ways such as the Apache Trail/Old West Highway median.

GOAL 2.3: TAKE A LEADERSHIP ROLE IN THE COMMUNITY FOR EXECUTION OF A DIVERSE PARKS AND RECREATION PROGRAMMING AND SERVICES STRATEGY

Policy: Maintain existing youth and adult volunteer programs and develop new programs to further enhance youth programs and facilities, to include the safety and security of the park system through coordination with the park ranger subdivision of the department (such as: park watch program).

Policy: Through citizen input and the parks and recreation commission, evaluate the needs and provide a variety of programs and services related to recreational, health, and wellness needs of the community. Support and assist related non-profit organizations to ensure success in delivering same services and avoid duplicative efforts.

Policy: Maintain and develop special events that attract visitors and residents to parks and recreation facilities and downtown business district.

Policy: Develop and promote programs and facilities

that are inclusive in nature that enhance the lives of individuals with special needs.

Policy: Support and assist youth serving non-profit organizations (e.g., little league and 4H) to ensure their success in the community.

GOAL 2.4: PROMOTE THE PARKS, TRAILS AND OPEN SPACE SYSTEM AS A QUALITY OF LIFE ASSET TO ATTRACT NEW EMPLOYERS, RESIDENTS AND VISITORS TO THE COMMUNITY

Policy: Maximize participation in programs through improved marketing and offering multiple registration options (including online, counter, mail-in).

Policy: Maximize the public use of facilities through improved marketing and customer-oriented reservation processes.

Policy: Utilize a multi-modal marketing approach to include print, electronic, radio, televised, and social media sources. Be visible at both city-sponsored and non-city-sponsored events in the community.

GOAL 2.5: UTILIZE MULTIPLE FUNDING SOURCES IN ORDER TO MAXIMIZE SERVICES, PROGRAMS, AND FACILITY AMENITIES FOR CITY RESIDENTS

Policy: Work cooperatively with the city's revenue development department to maximize use of grants, gifts, and corporate partnerships.

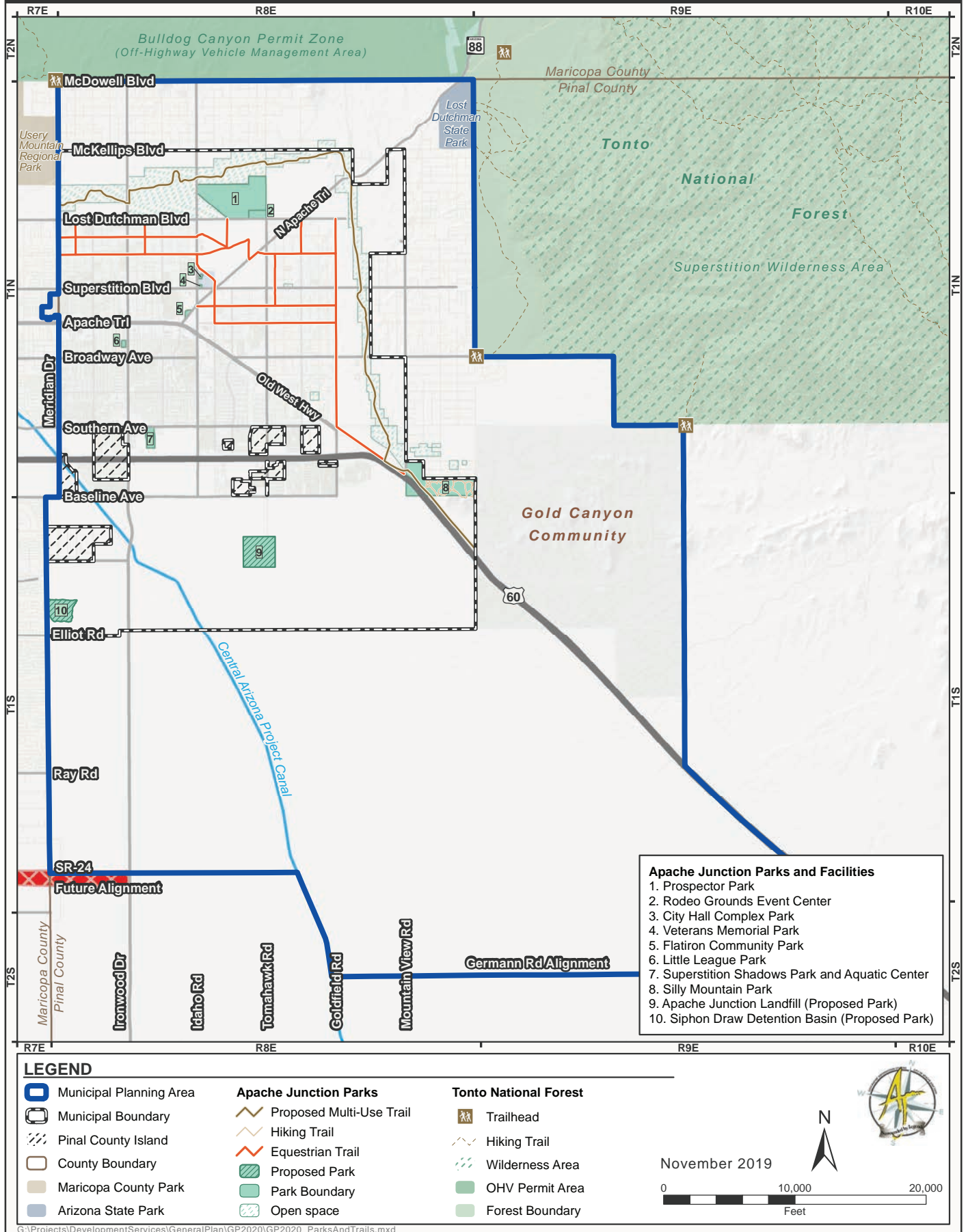
Policy: Evaluate the parks and open space development fee and adjust as needed based on impact from users.

Policy: Evaluate the parks and recreation fee structure for programs, facility rentals, and services every five years to insure that they are comparable with market and the specific demographic within the community.



MAP 2.1

Parks and Trails



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An aerial photograph of a residential neighborhood, likely in the Southwest, showing a mix of single-story houses, some with swimming pools, and mature trees. A wide street runs diagonally through the scene. The image has a teal/cyan color overlay.

Neighborhood Preservation, Revitalization & Housing



NEIGHBORHOOD PRESERVATION REVITALIZATION & HOUSING

INTRODUCTION

The city is a small suburban community just east of the Phoenix Metropolitan area. Nestled at the foot of the legendary Superstition Mountains, the city remains one of the eastern most suburban areas within the Phoenix valley. The city is located adjacent to two mountain ranges, the Superstition Mountains on the east and the Goldfield Mountains, both are within the Tonto National Forest.

Apache Junction covers an area of 35 square miles, of which approximately 22 square miles is either ASLD or managed by the BLM which is not actively being developed. However, south of the U.S. 60 there are 12 square miles of vacant ASLD land where new growth and planned developments are anticipated.

The city has a year-round population estimate of 41,739 (source: U.S. Census Bureau) with a large seasonal influx upwards of 20,000-30,000 persons. The city’s year-round senior population (over the age of 65) accounts for 31.3% of the population which is 15% higher than the state of Arizona and the United States. Similarly, the city’s population of persons under the age of 18 account for 18.3% compared to 23% statewide.

Looking at the expected growth patterns and the current demographics of Apache Junction, the need to diversify the community’s population and housing

options is critical to the economic vitality and future of the community. The city completed a housing quality survey in 2010 and again in 2018 to examine the condition of the housing stock within the community. This survey highlights the concentration of housing unit types and further supports the need for diversification of the housing stock in order to attract varied demographics and income levels. See table 3.1.

Furthermore, in an effort to encourage revitalization and community investment, the city established the Strong Sustainable Community Initiative in 2014 (www.ajcity.net/SSC). The initiative is a holistic collaborative effort within the community to revitalize neighborhoods while creating a viable community for business investment, growth and success. The initiative was created to recognize the importance of strong, sustainable neighborhoods that in turn support residents of Apache Junction and those businesses who serve them. A concerted

TABLE 3.1

2018 Housing Diversification		
Site Built Home	7665	31%
Manufactured/ Mobile Homes	7990	33%
Park Models/RVs	7016	29% ^v
Multifamily Homes	1696	7%

Source: 2018 AJ Housing Quality Survey

effort is made to invest in the neighborhoods and provide clean, safe and desirable environments in which to live. Healthy neighborhoods and businesses increase the quality of life for residents and attract new residents and businesses to the community.

The initiative focuses on neighborhoods located within established redevelopment areas. Apache Junction has two existing redevelopment areas, the Apache Trail Redevelopment Area and the Old West Highway Redevelopment Area. The initiative primarily focuses on the Apache Trail Redevelopment Area as the boundaries cover a large commercial area and the adjacent residential areas (See map 3.1).

To date, significant investment has been made in two neighborhoods, Smythe and Grand View, which includes solar lighting, sidewalks, drainage improvements and resurfacing of roadways. Neighborhood clean-ups have been particularly successful removing tons of trash and debris from residential properties that would otherwise be removed with regular trash pick-up. Two additional neighborhoods have also been recipients of neighborhood clean-up days in collaboration with the Apache Junction Community Development Corporation ("AJCDC").

Additionally, the initiative encourages neighborhoods to become more sustainable. Sustainability is improving the environment, human well-being, and social justice for present and future generations. Neighborhood projects are encouraged to enhance the quality and features of each neighborhood in the community. Projects should address safety and openness, a sense of community spirit, identity that brings pride and a community that is open to diversity.

ISSUES AND OPPORTUNITIES

Apache Junction seeks to have housing and neighborhoods that address the city's values of accessibility, diversity, prosperity, quality of life and maintaining the natural environment. The city also boasts a generous and caring spirit for nature, animals, and each other. Because of this, programs and services are made available to the community including varied programs through the parks and recreation department, the Apache Junction public library, social services addressing the

homeless and at risk populations, owner occupied housing rehabilitation programs, community and neighborhood outreach, senior services, hazardous waste events and programs through the Apache Junction police department.

Affordability in housing is not solely for low income populations. Affordability of homes stretches across all income levels and desirability of housing. In recent years, affordability has been redefined from the 30-38% of the gross household income for housing costs to be the combination of typical housing costs plus transportation which should equal no more than 45-48% of the household's gross income. Apache Junction residents have a mean travel time of 26.6 minutes to work (American Community Survey, 2013-2017) which indicates most employment centers are outside the city limits. Thus, transportation costs included in housing costs is a standard for determining affordability within the city.

The city does not have a public transportation system which places the city and its residents at a disadvantage for specific housing developments and economic opportunities. The city completed a Transit Feasibility Study in 2012 which forecasted the trends and feasibility of transit within the area. In reality, public transportation will take time. In the absence of this public benefit, the city's Active Transportation Plan looked at the variety of transportation options for the community encouraging a more walkable and bikeable approach to future transportation. With this approach, connecting neighborhoods to commercial and job centers will promote sustainability in the community.

Housing variety requires there be affordable housing options for all income levels and needs. This may range from an income of someone who earns social security disability less than \$10,000 per year to someone who earns over \$100,000 per year. Housing should include size variations from studio to family sized homes and rental versus ownership.

Statewide, rentals average \$1,200 per month with an average mortgage of \$1,400 (source: Arizona Department of Housing). Nationwide, the homelessness epidemic is directly related to the lack of affordable housing.

In order to maintain an affordable housing stock, the

state provides a variety of programs to which the city participates or promotes. These programs include the low-income housing tax credit, HOME funding, community development block grants (“CDBG”) funding, public and private partnerships, section 8, and county public housing opportunities. Pinal County completed the Pinal County Consolidate Plan for housing in 2019. This plan will assist the county on directing CDBG funding.

Large new housing development and expansive growth will ascend on Apache Junction primarily to the south of the city core. However, in-fill and redevelopment is a critical component to maintaining the standards of housing and diversifying the housing stock in the city.

Building of new affordable housing in the downtown area may include housing replacement of mobile homes with apartments, condos and townhouses, redevelopment of aging mobile home parks, new multi-family construction and in-fill development. In-fill new construction is a valuable revitalization tactic in the downtown area. This does not exclude the potential for multi-family construction including duplex, triplex and four-plex construction. However single-family new construction may be achievable with the continuation of the city’s partnership with Habitat for Humanity (“HFH”) or with the AJCDC. Ideally, the city may utilize CDBG funds to purchase the land for another agency to construct and sell. The city may also opt to purchase vacant homes within the downtown area, rehabilitate and sell the property.

The city has worked with a variety of organizations to plan towards the future growth of the community. These organizations focus on smart growth, sustainable practices, and the livability of the community. These plans include:

- Active Transportation Plan
- ASU Sustainability Plan
- Environmental Protection Agency Infill Strategy Workshop
- Apache Junction Impact Fee Study
- Pinal County Consolidated Plan
- Pinal County Housing Assessment
- Apache Junction Homeless Strategic Plan and

Housing Assessment

The city has also conducted a variety of community meetings and seeks to incorporate the wishes of the community in all future growth and development in order to create a diverse, walkable, livable community which maintains the surrounding natural beauty and heritage. To accomplish this, a variety of housing options are essential.

Other areas the city will focus on to provide accessibility and diversity to the housing stock may include:

1. Compliance with fair housing laws through planning and zoning
2. Encouraging sustainable features in housing development such as:
 - a. Infill
 - b. Xeriscape
 - c. Green building techniques and incentives,
3. Completion of neighborhood plans
4. Property taxes which includes mobile homes (over 3,000 manufactured homes pay no property tax – located outside of a subdivision/RV park)
5. Completion of an affordable workforce housing policy
6. Consideration of transportation options ensuring walkability of neighborhoods and providing connectivity

GOALS AND POLICIES

GOAL 3.1: CREATE POLICIES REGARDING MANUFACTURED AND MOBILE HOME USE AND REDEVELOPMENT

Policy: Limit types and age of manufactured and mobile homes to specific areas by restricting the age of the home to under seven years, by requiring all future manufactured homes to be located within mobile home parks only, and amend the zoning code to eliminate the zoning districts which allow manufactured homes.

Policy: Transition outdated mobile home parks that have reached their useful life by identifying parks for

redevelopment and requiring them to be upgraded or transitioned to a more supported land use.

GOAL 3.2: DIVERSIFY HOUSING STOCK AND NEIGHBORHOODS BY INCORPORATING A VARIETY OF HOUSING TYPES AND ASSOCIATED VALUES TO ALLOW FOR A DIVERSE DEMOGRAPHIC OF RESIDENTS

Policy: Create a policy for the development of quality workforce housing by utilizing available federal, state, regional and local resources and programs to encourage first-time homebuyers and by providing incentives to encourage the development of affordable housing.

Policy: Encourage the development of public-private ventures developing low income housing with local, state and federal funds in order to promote a quality rental market.

GOAL 3.3: MAINTAIN AND ATTRACT A QUALITY HOUSING STOCK IN CONDITION, DESIGN, AND CONSTRUCTION STANDARDS

Policy: Develop design guidelines and standards such as energy efficient “green” designs for all new housing construction.

Policy: Strengthen and implement housing quality standards for existing housing units by promoting the city’s owner-occupied housing rehabilitation program, and enforcing the property maintenance code to include standards of care requiring trash removal, landscape requirements, and sewer hook-ups.

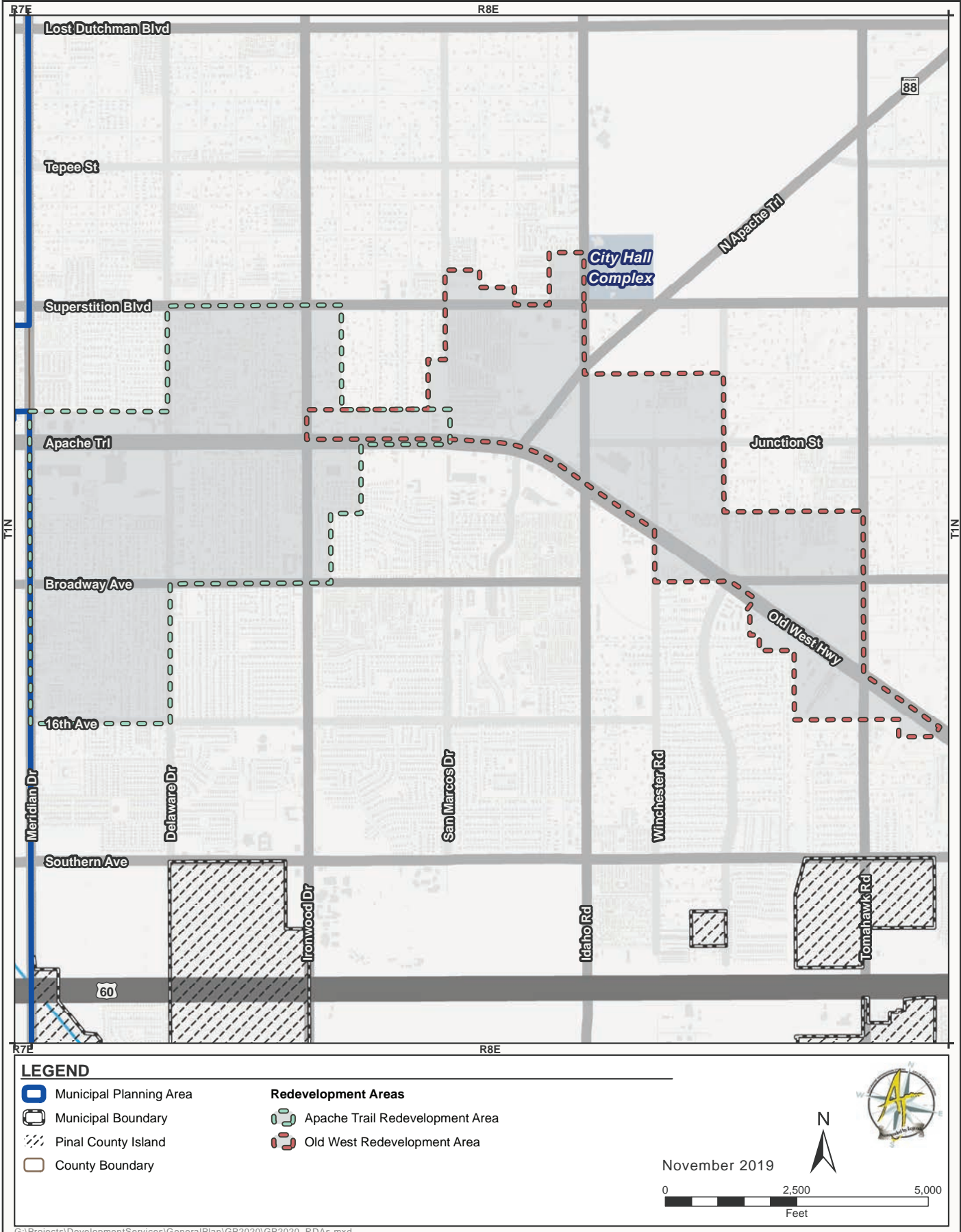
GOAL 3.4: INCORPORATE SUSTAINABLE PRACTICES IN ALL HOUSING DEVELOPMENT

Policy: Maintain the natural environment, views and access to greenspace by establishing connectivity and walkability between existing neighborhoods and commercial areas while ensuring connectivity to the south and future development.

Policy: Encourage infill, redevelopment, and higher density housing within downtown while preserving low density housing development in areas designated on land use map.

MAP 3.1

Redevelopment Areas





Downtown **Apache Junction**



DOWNTOWN AJ

Conservation, Rehabilitation and Redevelopment

INTRODUCTION

The intent of this planning element is to create a vision for the future of Downtown Apache Junction. A downtown is the heart of a city, and should draw both residents and visitors in with its unique character, accessibility and valuable amenities. The city lacks a true downtown. Over the years, private developers, college students, and city staff have attempted to create a plan for downtown, but these plans have yet to be fully implemented. This chapter intends to highlight the common themes of each plan to help determine the best path for development of the downtown.

DOWNTOWN CONDITIONS, ISSUES, AND OPPORTUNITIES

The benefits of having a downtown are numerous and this chapter will explore some of the city's key conditions, issues, and opportunities that would come with developing downtown Apache Junction. Successful downtowns are made up of walkable blocks and mixed-use spaces. Facilitated through the use of sidewalks, places for people to gather, purposeful architecture and attention to detail, these elements create a clear and unique identity. Apache Junction, though rich with western flair, lacks this downtown space and sense of place.

Currently, Apache Junction's "center" is the area near the intersection of Apache Trail and State Highway 88/Old West Highway (see map 4.1). This area

became the center of the city as it was home to the Grand Hotel (now demolished) and was additionally popularized due to Greyhound racing, which also happened nearby. Apache Trail and Old West Highway, was at one point the primary connector between Phoenix and further eastern towns but has been replaced by the U.S. Highway 60. This being the case, the 200-400 foot wide corridor along Apache Trail and Old West Highway was never designed to provide a downtown look and feel, but rather to move high volumes of through traffic, thus making it difficult now to establish this space as a walkable downtown. Furthermore, the loss of Tax Increment Financing ("TIF") has had a devastating blow to the creation of a downtown.

Additionally, the current center of Apache Junction lacks necessary density and residential development. Successful downtown areas must provide opportunities for current and incoming residents to live and work. Apache Junction, with its high proportion of mobile home and recreational vehicle parks, and age-restricted communities, simply cannot support a traditional downtown currently. In order to increase density and diversity, a mix of high-density housing must be established to accommodate people of all ages and demographics within the downtown area.

There are many amenities both within the city and nearby that Apache Junction can take advantage of to draw people to the downtown. The scenic views of the Superstition Mountains, Lost Dutchman State Park, regional trail systems and Prospector

Park provide the opportunities to encourage infill development. In order to bring this vision to life, the city must find a way to adequately fund local programs, infrastructure projects and incentives.

LOCATION

Downtown Apache Junction encompasses a wide area of land, and is labeled as the “Downtown Redevelopment Area”. The Downtown Redevelopment Area includes the Downtown Core, the Civic Center area, and the property frontage along Apache Trail from S. Ironwood Drive to N. Royal Palm Road, as well as N. Apache Trail from the fork to E. Superstition Boulevard. The central location of this area makes it the ideal space for development of a downtown in Apache Junction. See map 4.1 for a full view of the Downtown Redevelopment Area.

CURRENT ZONING DISTRICTS FOUND IN THE DOWNTOWN

- Residential (RS-GR, RS-54M, RM-1, RM-2, RS-20M, MHP, RVP)
- Commercial (B-1, B-1/PD, B-2, B-3)
- Public and Institutional (PI)

SUPPORTED LAND USES

- Medium Density Residential (10 DU/AC)
- High Density Residential (40 DU/AC)
- Downtown Mixed Use (office, retail, and residential)
- Commercial
- Public/Institutional
- Open Space and Recreational

PLACEMAKING

Known for the Superstition Mountains and the legend of the Lost Dutchman, Apache Junction is full of history. This history helps to define the city and sets it apart from other municipalities within the Phoenix Metropolitan area. The downtown district of Apache Junction lacks definition and character and does not preserve and capitalize its unique and colorful history. In order to create a vibrant and successful downtown it must have a sense of place. One way this can be done is through branding. The use of the “Surrounded by Legends” logo can be used to implement a branding strategy.

Apache Junction should support thematic

architecture to become a destination within the Phoenix area. Identifying a brand that can be clearly identified and consistently promoted can help draw people to the area and distinguish downtown Apache Junction from other neighboring municipalities. This could be as simple as using the same colors and font on promotional flyers and branding signage, or as complex as creating a standard of design specifically for downtown Apache Junction.

In addition to a recognizable brand, the city must strive to create a sense of place. A sense of place is created through experiences that people have and the connection they feel to their community. This connection encourages a sense of pride and ownership which incentivizes residents to help make their city a better place to live, work and play. Working to revitalize deteriorating spaces, creating new spaces that people want to gather and continuing to promote local events is key to making downtown Apache Junction a destination for residents and visitors.

TOURISM

Tourism can bring economic prosperity and growth to a city. The current quality of commercial anchors, lack of quality hotels and deteriorating buildings reinforces the town’s image as a pass-through city. When tourists visit a city, they desire an experience that they cannot have elsewhere.

Apache Junction is surrounded by a variety of local tourist destination spots, including the Superstition



Mountains and the Goldfield Ghost Town and finding a way to draw those visitors downtown would be beneficial to the local economy. The more time people spend in an area, the more money they tend to spend, which generates tax revenue for Apache Junction. As the city has no assessed property taxes, the revenue generated from the potentially volatile sales tax is critical for the city.

As downtown develops, it is important to encourage a diverse group of business in the downtown that appeals to a range of ages and abilities. Amenities such as museums, restaurants, movie theaters, local shops and more will provide a reason for visitors and residents to visit and spend time in a clean, attractive and safe downtown environment.

WALKABILITY

Walkability is an important feature of any downtown. A walkable downtown encourages visitors to spend time in the downtown district, which can lead to a boost in the local economy. Having a walkable downtown creates a pleasant experience for the pedestrian by providing stores, artwork, themed walks, trail connections, kiosks, wayfinding signs and pedestrian shading and landscaping to interact with during their walk.

Ideally the walkable downtown includes short block distances, a mix of land uses, low driving speeds and building entrances oriented to the street. According to WalkScore.com, the downtown core along Apache Trail is considered “somewhat walkable” with a score of 56. The area has a mix of uses, including restaurants, antique stores, and pharmacies, but there is a significant distance between crosswalks. Many people looking to cross Apache Trail do so in areas that contain no crosswalks, which creates an unsafe situation for both pedestrians and drivers. According to the city’s Active Transportation Plan, a majority of pedestrian collisions within the city happened along the Old West Highway/Apache Trail. Since these pedestrian related incidents have primarily occurred within the downtown core, improving safety is a vital step in creating a walkable downtown.

In order to ensure Downtown Apache Junction is successful, pedestrian accessibility and safety must be improved. Visitors to the downtown must be able to safely cross the street, thus encouraging them to walk more, drive less and truly experience a downtown.

DEVELOPMENT OPPORTUNITIES

As downtown continues to grow and redevelop, it is important to take a holistic approach to development and choose projects that enhance downtown as a whole, not just an individual site. New development and redevelopment can help shape the built environment along Apache Trail into a truly vibrant downtown, but these developments need to be well connected and enhance the experience at a pedestrian level. There are considerable amounts of vacant, undeveloped and deteriorating lots along Apache Trail that have the development potential for improvement.

Older shopping centers have empty storefronts and missed economic opportunities. Redeveloping existing sites with an appropriate mix of uses will bring diversity to the downtown district; having a downtown where people can eat, sleep, and play is important in order to boost tourism and draw in new residents.

PLANNING CONSIDERATIONS

In order to continue developing downtown Apache Junction, it is vital that the city develops a downtown master plan. A master plan is a long-term document that provides an overall vision and strategy for future growth and development for a city. This plan can help city staff and residents conceptualize the future of downtown Apache Junction and help to identify the strengths and weaknesses of the current downtown. Having a clear and defined vision of downtown is highly important to the success of future planning. Master plans help drive the overall development of the area and guide staff and developers to make the best decisions for the city.

GOALS AND POLICIES

GOAL 4.1: DEVELOP A DOWNTOWN MASTER PLAN

Policy: Create and formally adopt a downtown masterplan that addresses, land use, recreational opportunities, walkability, housing, tourism, branding and architectural themes for commercial and residential development.

GOAL 4.2: ESTABLISH ARCHITECTURAL

BRANDING, PLACEMAKING AND TOURISM

Policy: Promote thematic architectural styles, textures and colors for the downtown area.

Policy: Encourage the addition of public art installations and projects.

Policy: Promote recurring events in downtown (races, festivals, etc.).

Policy: Improve wayfinding to the Apache Junction Chamber of Commerce and Visitor Center.

Policy: Promote the city logo on signs and flags along the downtown.

GOAL 4.3: CREATE AN ENTERTAINMENT DISTRICT IN DOWNTOWN APACHE JUNCTION

Policy: Plan for an appropriate geographic mix of residential, employment, and entertainment uses.

Policy: Identify and encourage new “anchor” attractions (theaters, museums, etc.).

Policy: Update the zoning code to identify desired/undesired uses within downtown.

Policy: Discourage manufactured home and recreational vehicle parks, assisted living centers, recreational vehicle storage, etc. in the downtown redevelopment area.

GOAL 4.4: IMPROVE WALKABILITY AND WAYFINDING IN THE DOWNTOWN CORE

Policy: Implement and improve multimodal accessibility, including transit, bicycles and pedestrians as outlined in the active transportation plan.

Policy: Develop wayfinding signage to assist visitors in identifying downtown destinations.

Policy: Install “entryway” arch/sign to indicate the borders of the downtown.

Policy: Install informational plaques to designate areas of historical significance.

GOAL 4.5: IDENTIFY REDEVELOPMENT OPPORTUNITIES

Policy: Encourage high quality, infill development.

Policy: Revitalize vacant and underutilized shopping centers.

Policy: Provide incentives for landlords to maintain and modernize their properties.

Policy: Provide basic infrastructure to make Downtown sites “shovel ready”.

GOAL 4.6: CREATE A “MAIN STREET” ALONG N. APACHE TRAIL

Policy: Encourage new development along N. Apache Trail.

Policy: Orient new buildings and building entrances to the street.

Policy: Provide additional on-street parking.

GOAL 4.7: PROVIDE A BALANCE OF LAND USES

Policy: Identify key infill opportunities.

Policy: Preserve open space for recreational use.

Policy: Partner with the Bureau of Land Management BLM and ASLD to promote downtown land to provide open space and recreational trails.

Policy: Review the B-3 zoning district to narrow the palette of uses that would support entertainment uses by right.

GOAL 4.8: PROVIDE A VARIETY OF HOUSING OPTIONS

Policy: Discourage single-family residential development within downtown core.

Policy: Encourage high density, mixed use development within downtown core.

Policy: Provide affordable housing options for all incomes and abilities.

Policy: Disallow age restricted residential developments (i.e., 55+ communities).

Policy: Incentivize gaps between market realities and

desired uses.

**GOAL 4.9: ATTRACT A DIVERSE MIX OF
BUSINESS TYPES**

Policy: Attract high quality jobs.

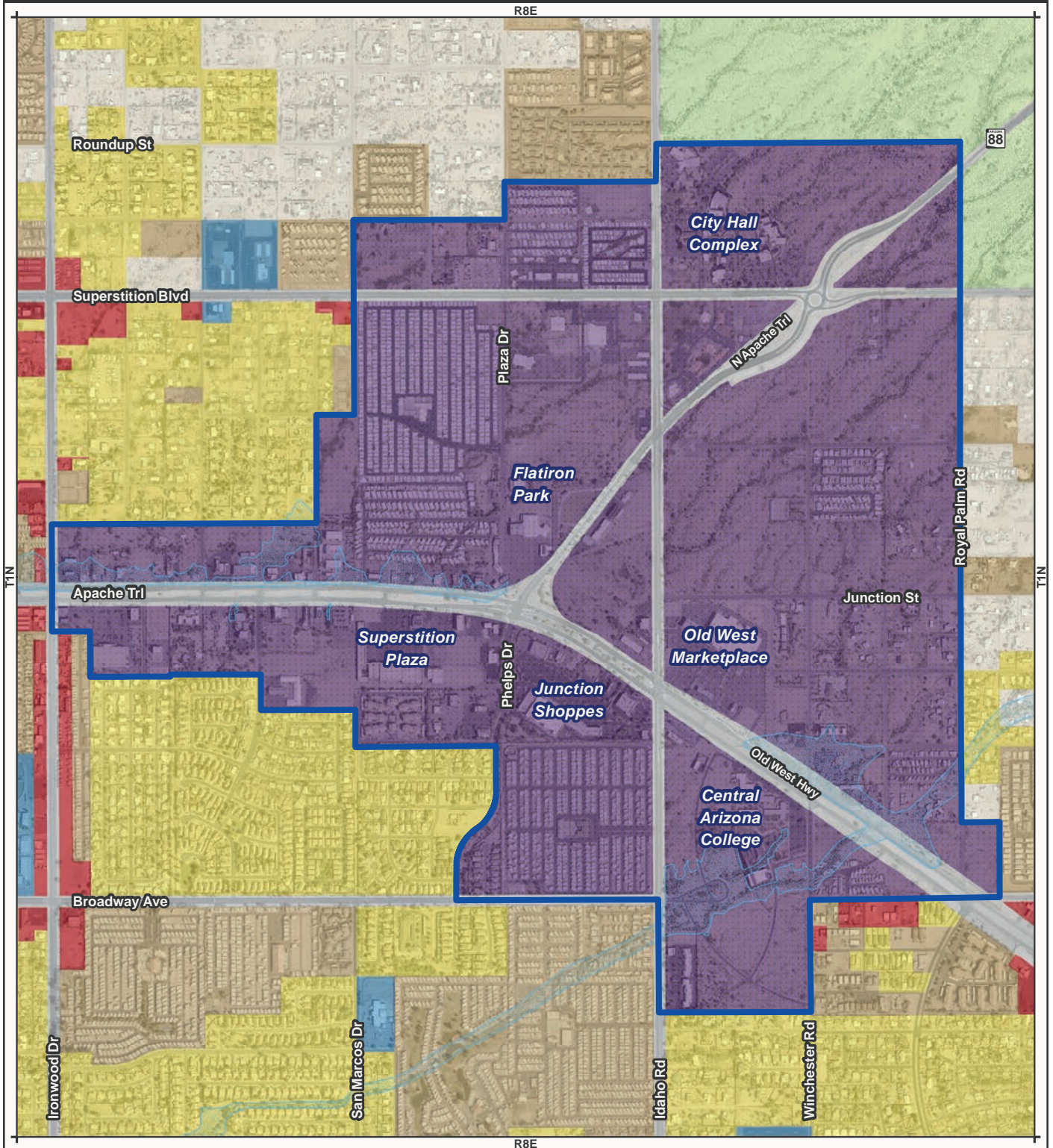
Policy: Encourage an appropriate mix of business types
in the downtown core.

Policy: Allow live/work developments.

Policy: Actively support the reestablishment of TIF or
other financial mechanisms available in Arizona to fund
downtown and brownfield redevelopment.

MAP 4.1

Downtown



LEGEND

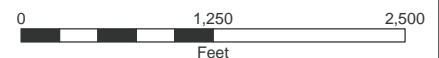
Downtown Planning Area

General Plan 2020 Land Use

- Floodplain Overlay
- Conservation (1 DU/AC)
- Low Density Residential (1 DU/1.25 AC)
- Medium Density Residential (10 DU/AC Max)
- High Density Residential (40 DU/AC Max)

- Downtown Mixed Use
- Commercial
- Public/Institutional
- Transportation

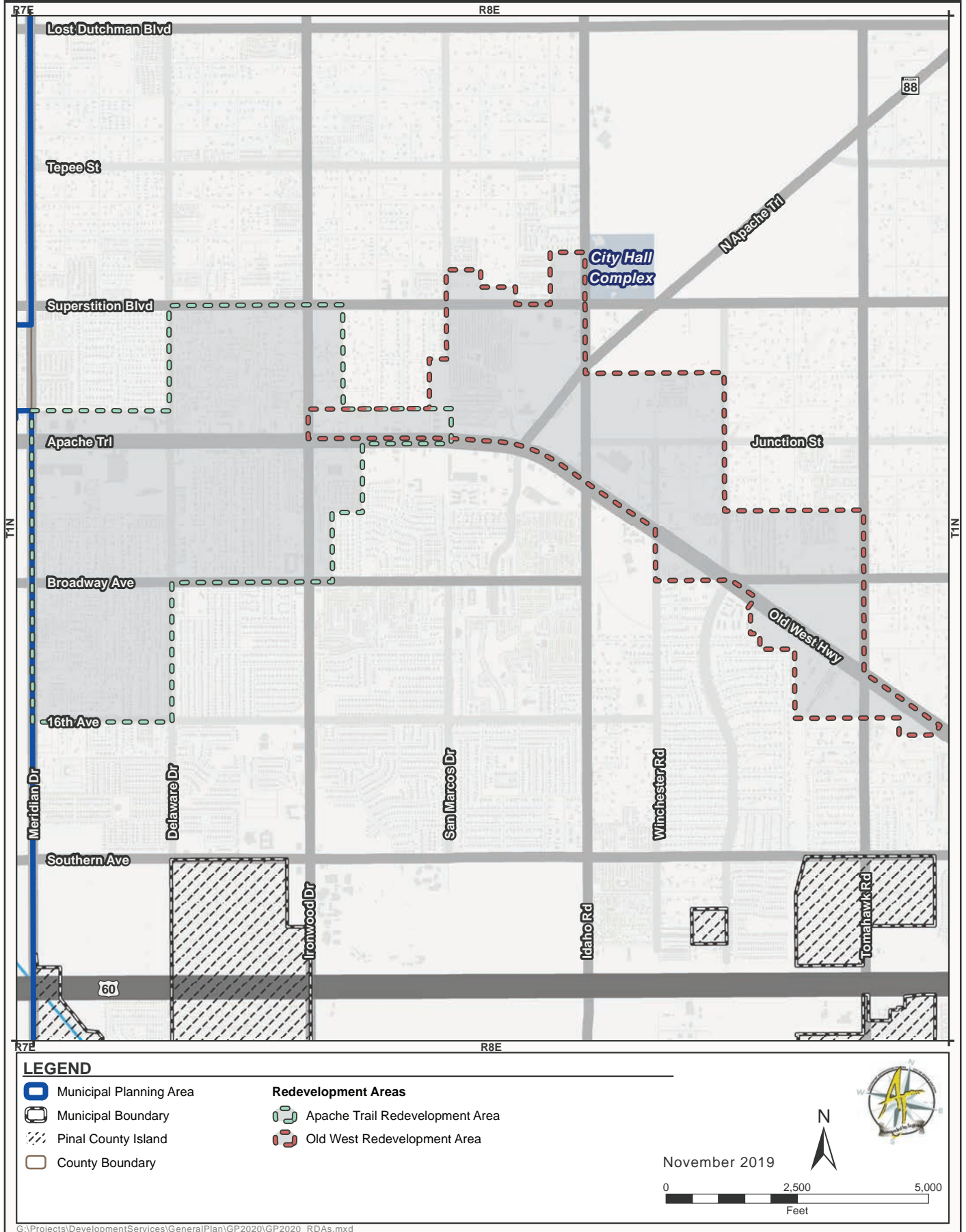
November 2019



G:\Projects\DevelopmentServices\GeneralPlan\GP2020\GP2020_Downtown.mxd

MAP 4.2

Redevelopment Areas





Economic **Development**



ECONOMIC DEVELOPMENT

INTRODUCTION

The mission of the city's economic development department is to encourage favorable site selection or expansion decisions by business and industry, champion redevelopment and infill to achieve highest and best use of commercial property. Through these efforts, the quality of life for residents, visitors and employees of Apache Junction will improve.

Historically, the area of Apache Junction then under the jurisdiction of Pinal County (prior to being incorporated in 1978) was considered as a community on the outskirts. Apache Junction was associated with getting away from urbanization and an oasis for seasonal visitors (retirees). This is evidenced in much of the development that still exists to this day with an abundance of large lot residential development, open space and a disproportionate share of manufactured housing. Over 63% of AJ's housing stock is recreational vehicles and manufactured housing, much of that located in 55+ communities.

Quality affordable housing is important for economic development. Employers need access to a local, reliable workforce within a reasonable commute shed. The types and quality of jobs determine what an employee would consider a reasonable commute. The types and quality of housing stock options may dictate what neighborhood or area within that

commute shed an employee will choose to live.

Developments in Apache Junction over the last 15-20 years have become more "typical suburban" resulting in growth of city services and amenities geared toward serving a "bedroom community". As the community continues to evolve, and in order to diversify and strengthen the economic base, there must be more strategic focus on workforce, improving infrastructure and have a good supply of land suitable for employment centers and living-wage jobs that will complement the already outstanding quality of life opportunities.

As the Phoenix metropolitan area continues to grow outward into communities in the path of development, the gap that preserved the city as being "on the outskirts" continues to shrink. Growth is on its way and in order to remain viable the city must consider the importance of jobs. By doing so, more meaningful local employment opportunities, a more sustainable economy and business opportunities will be required to fund and provide outstanding municipal services for residents now and well into the future.

While this may seem to be a significant mindset shift from the early roots of relaxed and rural community values, it is critical to consider land use choices that take into account economic development. These strategies will help not only keep the community viable, but will contribute toward the regional efforts to attract and grow quality businesses, while advocating for Greater Phoenix's competitiveness in

a globally competitive marketplace.

The purpose of this chapter is to ensure that the planning area offers diverse business opportunities that expand the local economy and allow residents to have quality employment close to where they live. The Land Use Plan Map (See Map 5.1) illustrates where existing and future business and employment are planned to be located. Currently, over 90% of the existing workforce that resides in Apache Junction leaves the community for work. This export of talent is indicative that more focus needs to be made



to improve the city's balance of jobs to households.

CONDITIONS, ISSUES, AND OPPORTUNITIES

The following current and potential issues may impact economic development efforts in Apache Junction over the next ten to twenty years:

- Growth, in general, especially a hyper-focus on quality business attraction and industry clusters is a significant shift from the more livable community values residents have embraced in the past.
- There is a strong local resistance to affordable, higher-density residential projects that are needed to attract a significant local workforce, coupled with a lack of existing diverse housing options for all ages and income levels.
- There is no city property tax which creates a very fragile funding reliance on sales tax generation, coupled with more online shopping and valley sprawl bringing shopping opportunities closer and easier for

residents to spend disposable income outside the city and increase retail leakage.

- There are currently little to no shovel-ready, properly-zoned parcels of significant size that could support office or industrial employment development. Nor is there any modern and existing building inventory to offer major employers looking for existing space.
- Anticipated growth to the south on ASLD land is expected to initially have a primary focus on residential development. This will, in the short-term, create more pressure for sales tax-funded services, not add employment, potentially increase retail leakage, and export more workforce out of Apache Junction into regional job centers.
- Business assistance, ecosystems for entrepreneurial needs and collaboration necessary to support industry growth are all components still in development and in need of additional support.
- The lack of state, regional and local tools (such as Tax Increment Financing) make it extremely difficult to fund basic infrastructure to prepare for growth.

The following current and potential opportunities may positively impact economic development efforts in Apache Junction over the next ten years:

- Continued development of the Phoenix-Mesa Gateway Airport as a significant economic driver for the east valley, and the investment and leadership involvement of Apache Junction.
- Existence of Apache Junction's opportunity zone as a means to drive private investment into economically distressed portions of the core downtown.
- Renewed focus and increased community awareness of the importance of strengthening the local unified school district, community college and entrepreneurial ecosystems by seeking collaborative community-wide support.
- Expectation of portions of state land to the south of US-60 being considered for auction and development for the first time since the recession, with opportunities to vastly diversify local housing and development offerings and the demographic makeup of Apache Junction.
- Collaboration amongst the region for siting, funding, and preparing for regional corridors for SR-24 and a north/south corridor that, if planned appropriately, can provide tremendous economic value and opportunity.
- A continued strong local presence of small business

ownership and vocal community expression of value placed on unique offerings in downtown Apache Junction.

- The Superstition Mountains, connection to SR-88, the Historic Apache Trail and attractions will continue to be a relevant driver for visitors and tourists alike

GOALS AND POLICIES

GOAL 5.1: ATTRACT ALL TYPES OF QUALITY PRIVATE INVESTMENT THAT WILL ADD VALUE AND BRING DIVERSIFICATION TO CURRENT AND FUTURE RESIDENTS OF APACHE JUNCTION AS A GREAT PLACE TO LIVE, WORK AND PLAY

Policy: Strategically identify infill opportunity sites that can accommodate office, industrial, entertainment, retail, and housing and mitigate barriers to development.

Policy: Consider incentives or economic development agreements to close the gap on hard to redevelop properties that have been underutilized or have sat vacant.

Policy: Consider alternative zoning or overlay districts for idle infill parcels or redevelopment areas that may inspire a higher and better use based in current market realities.

Policy: Encourage the protection and expansion of the land designated in the general plan specifically for employment and ensure they are preserved along transportation corridors or in prime business cluster locations that will maximize the impact and economic potential for those businesses and employment centers. Discourage any uses that bring little or no value to the community (such as RV Parks, RV storage, mini-storage lots and seasonal residential units).

GOAL 5.2: ALIGN RESOURCES AND PRIORITIES TO ENHANCE EXPANSION AND ATTRACTION OF THE CITY'S TARGETED INDUSTRIES (BUSINESS SERVICES; STANDARD AND ADVANCED MANUFACTURING; REGIONAL AND CORPORATE CENTERS; MEDICAL INSTITUTIONS AND/OR ASSOCIATED SATELLITE OPERATIONS; MINING SUPPORT FACILITIES; RESORT/TOURIST-ORIENTED DEVELOPMENT; EXPANDED RETAIL OPPORTUNITIES, HIGH-

DENSITY RESIDENTIAL)

Policy: Collaborate and engage with Arizona Commerce Authority, Greater Phoenix Economic Council, Phoenix-East Valley Partnership, Arizona Office of Tourism, the local Chamber of Commerce, neighboring municipalities, and other regional economic development organizations to align business supply and demand opportunities, enhance competitiveness of the state and region, and bring additional prospect activity and quality job growth to Apache Junction.

Policy: Identify and strategize infrastructure gaps or opportunities with utility providers or districts to enhance shovel-readiness of key locations with maximum opportunity to bring additional economic development benefits to the city and to those providers.

Policy: Assess the adequacy of current services to existing employment areas to aid in business retention efforts.

Policy: Develop an infrastructure improvement recommendation for key potential and existing employment areas.

GOAL 5.3: CONTINUE REDEVELOPMENT EFFORTS WITHIN DOWNTOWN APACHE JUNCTION

Policy: Evaluate market conditions against desired uses in key sites and consider the acquisition of land to help garner additional private sector interest to bring those desired uses to fruition, especially those projects that may create jobs and daytime population densities.

Policy: Consider what barriers exist that may impede reinvestment or new private development investment and consider programs or incentives to help overcome them.

Policy: Identify tools, funding, partnerships or legislative policy that will support the clean-up, esthetics, economic strength, cultural significance, celebration of valued places, and diversity of offerings to create a unique sense of place for the downtown to become a destination for all.

Policy: Implement elements of the Downtown Redevelopment and Implementation Strategy ("DRIS") as funding and opportunities become available.

5.4 ENHANCE THE IMAGE AND ELEVATE AWARENESS OF APACHE JUNCTION AND ALL IT HAS TO OFFER

Policy: Utilizing the identified targeted industries, create a more robust marketing campaign that would seek to pique the interest of development that would help bring more diversity and living-wage jobs to the market by showing the strengths and niche potential unique to Apache Junction. As new sites targeting employment come online, actively promote and recruit through industry specific forums.

Policy: Collaborate efforts focused on visitor services and tourism marketing with local organizations and/or regional visitor bureaus to promote quality of life and business opportunity assets unique to Apache Junction.

Policy: Consider ways to engage and support area tourist attractions that will elevate awareness and increase visitor traffic in the city.

Policy: Identify local assets that are attractive to visitor psychographic profiles with strong spend potential that are currently not well represented in the market. Add unique tourism demand generators as appropriate that will be attractive to that more diverse visitor profile.

GOAL 5.5: MAKE ROOM FOR ALL BY MAINTAINING THE VERY UNIQUE CHARACTERISTICS AND RICH HISTORY OF APACHE JUNCTION'S EXISTING DEVELOPMENT PATTERNS AND LIFESTYLE PREFERENCES, WHILE RECOGNIZING NEW GROWTH IN LARGE SWATHS OF STATE LAND WILL COME WITH VASTLY DIFFERENT PREFERENCES FOR DEVELOPMENT

Policy: The likelihood of “one community, feeling like two different places” should be embraced not be avoided. Marketing efforts need to help overcome perceptions that Apache Junction is a small town and simply wants more of what currently exists.

Policy: Actively gather insight and data from the development community not active in Apache Junction and assess if there are gaps preventing them from investing in the community, or if there is an opportunity to share additional information to help with a site selection decision.

GOAL 5.6: CONTINUE TO PROMOTE AND EXEMPLIFY BUSINESS AND ECONOMIC DEVELOPMENT ADVOCACY THAT CONSIDERS CURRENT CONDITIONS, EXISTING NEEDS, BUSINESS THREATS AND OPPORTUNITIES, AND SOLUTION ORIENTED DELIVERABLES THAT WILL HELP RETAIN AND STRENGTHEN EXISTING BUSINESSES

Policy: Implement programs that will help to meet identified needs in the local business community while reinforcing the community messaging of supporting local business. Partner with other regional resources that are able to assist by providing time, talent or treasure.

Policy: Consider the viability of a co-working or collaborative model to assess and support the local entrepreneurial ecosystem that may lead to new business growth.

FIG 5.1



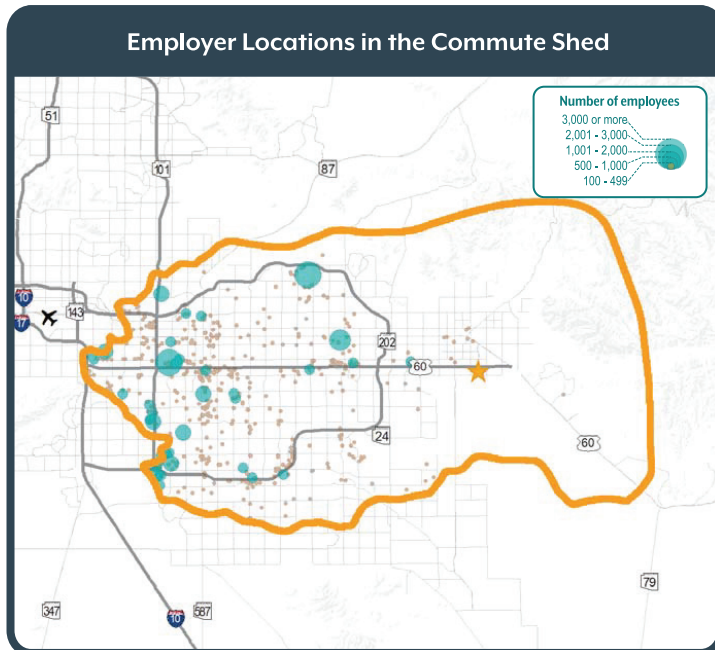
FIG 5.2

Commute Shed Analytics

30 Minute A.M. Inbound Travel Time to
Winchester Rd and Baseline Ave, Apache Junction



This report shows information for the area from which a worker can normally commute in 30 minutes or less to a location near Winchester Rd and Baseline Ave, Apache Junction on a weekday morning. The boundary is referred to as a commute shed.



Employers

in the Commute Shed

The map to the left shows the locations of each employer with five or more employees within the commute shed. The size of the dot indicates the size of the employer based on its total number of employees.

13,790

Total Employers

348,600

Total Jobs

For employers with five or more employees

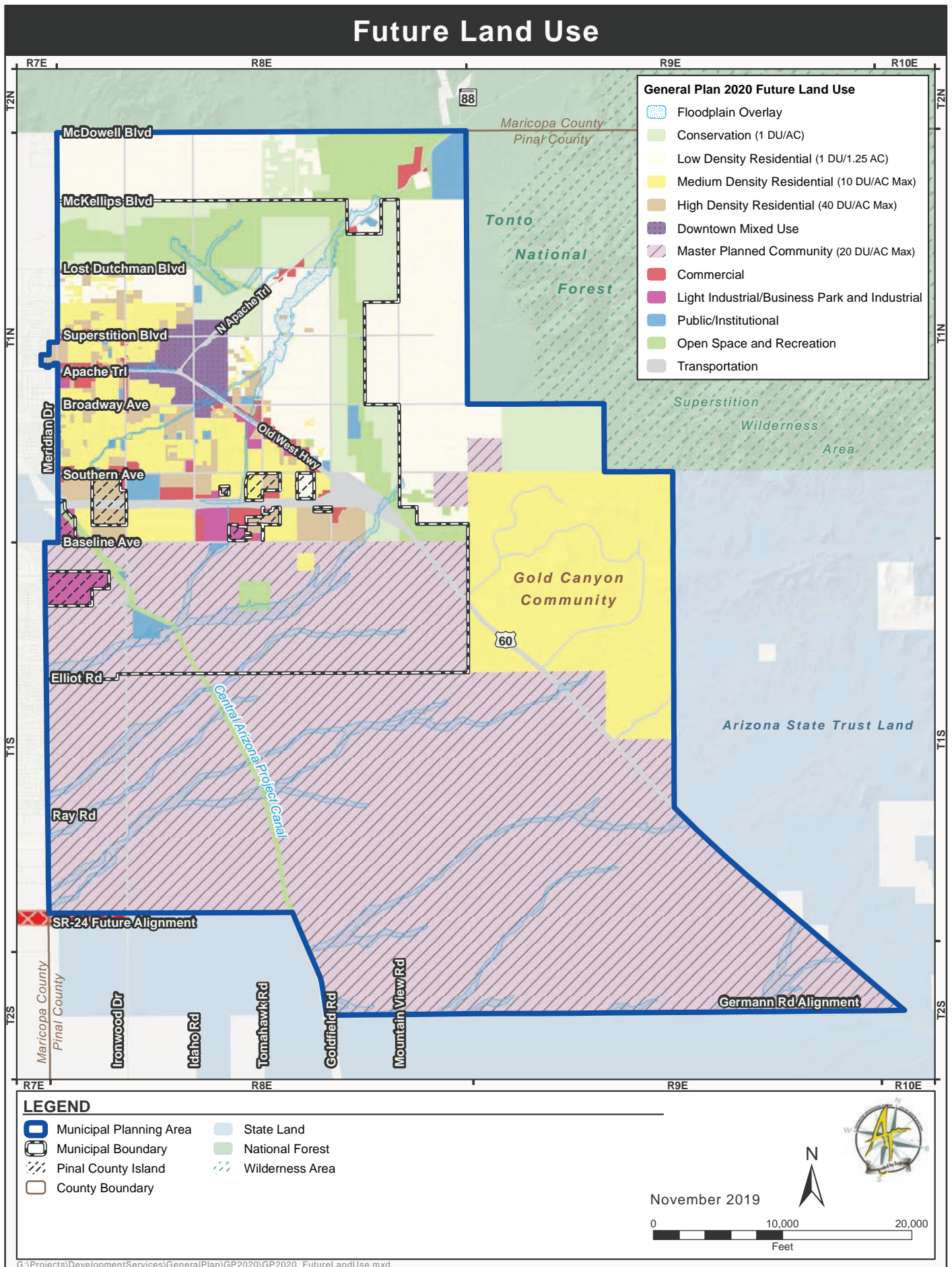
Top Private Employers	Jobs
Banner Health	10,500
Walmart	4,100
Frys Food Stores	3,800
The Boeing Company	3,600
Dignity Health	3,500
Freedom Financial Network	2,700
Go Daddy Software Inc	2,400
Home Depot	2,100
ABM Industries Inc	2,000
Nxp USA Inc	1,800

Source: 2018 MAG Employer Database

Does not include employers in the public or education sectors

MAP 5.1

Future Land Use



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Public Safety **Services & Facilities**





PUBLIC SAFETY, SERVICES & FACILITIES

INTRODUCTION

This planning element provides an overview of the various public safety, public works, public educational, public administration and utility facilities within the Apache Junction planning area. It is crucial that the city has the necessary public facilities and services to support growth as well as adequate policies in place to determine what role the public sector plays in financing public services and facilities. Accordingly, the city's goal is to ensure that adequate public facilities and services exist or will be provided concurrent with new development.

CONDITIONS, ISSUES, AND OPPORTUNITIES

Police Department

The Apache Junction Police Department ("AJPD") lives within the mission statement of "In Partnership with the Community" and strives to maintain a consistent professional level of high performance. The department continues to embrace accountability, professionalism and community interaction. With the goal of raising professional standards, AJPD is in the process of obtaining state accreditation through application in the Arizona Law Enforcement Accreditation Program, a new program sponsored through the Arizona Association of Chiefs of Police ("ACOP"). AJPD will be one of eight agencies in Arizona that will be considered for this accreditation.

Due to the fact that the first four minutes of any emergency are critical, it is the goal of AJPD to be on scene within four minutes of any 911 call. Currently the response time is an average of four-plus minutes, a goal that AJPD is attempting to reduce. All 911 calls made within Apache Junction are answered by the AJPD 911 Communication Center by well trained professional staff members.

AJPD continues to work to keep pace with meeting the public safety needs. As the city grows, so does the need for more emergency services. At the present time, the department covers over 36.2 square miles, with the knowledge that the city limits will most likely expand over the next ten years. Knowing this, it is anticipated that expanded public safety resources will be needed. In anticipation of this growth, the department is projecting the needs for a new police substation or headquarters center, possible sharing of a police and fire facility, additional personnel and numerous equipment needs will be required.

Additionally, the current 911 communications division will need significant enhancements, expansion of property and evidence facilities, paws and claws care center and conference and training rooms will be needed to address these growing demands.

Moving forward, AJPD will continue to be active in pursuing smart city technologies to improve operational efficiencies. The City and AJPD have launched an internet component/mobile application to allow residents and businesses to keep up with

upcoming public safety news, as well as report crimes and suspicious activities on their mobile devices.

AJPD is a full time, full service, public safety agency, which carries out police services within the jurisdiction of Apache Junction. AJPD enforces state laws, city ordinances and is responsible for the complete investigation of all felony, misdemeanor and petty crimes which occur within the city.

The department's partnership with other local public safety agencies such as the Marshal Service – Operation Desert Vigilance, enhances the

AJPD Statistics	
1 Police Station	
Population Served	
Winter	70,000
Summer	39,000
Staff	
Sworn	59
Civilian	37
Volunteer	100
Vehicles	
Command	5
Officer	26
Motors	4
Administrative	3
Property & Evidence	3
Detective	13
Tactical	4
Auxiliary	4
Number of Responses	
2017	51,511
2016	50,813

effectiveness of enforcement activities in and around the city. It also participates in various federal and state task forces such as the United States Drug Enforcement Administration, United States Secret Service and the Arizona Department of Public Safety's Auto Theft Task Force, assisting in the enforcement of federal laws as necessary and appropriate.

Further, the department also operates a local animal control center, Paws and Claws Care Center, which is responsible for the care, housing and enforcement of animal cruelty crimes within the city. The agency enjoys partnerships with organizations and



SWAT Team training

individuals within the community that help reduce victimization through a variety of crime prevention and community education programs.

Fire Protection

The Superstition Fire and Medical District ("SFMD") is a political subdivision of the State of Arizona, legally established in 1955 pursuant to ARS § 48-261. It is not a city department and fiscal management of the district is provided by separate elected five-member board. The fire district encompasses sixty-two (62) square miles and serves the City of Apache Junction, the unincorporated areas of Gold Canyon, Superstition Foothills, Goldfield Foothills and Entrada Del Oro as illustrated in Map 6.2.

SFMD utilizes a three-platoon system for emergency operations. Each platoon has a Battalion Chief who

directs day-to-day shift operations, while station captains direct station operations. All district fire stations are strategically located throughout the fire district to provide effective coverage, a quick response time and protect critical infrastructure. In January of 2016, the district acquired approval from the State of Arizona to begin operating its own ambulance service which had previously been operated by a private company. The district delivers a wide variety of both emergency and non-emergency services which include:

- Advanced life support medical treatment
- Fire suppression
- Specialized Rescue Operations
- Response to weather-related emergencies
- Hazardous materials incident mitigation

SFMD strives to meet National Fire Protection Association (“NFPA”) 1710 standards. NFPA 1710 standards dictate that the first company should arrive on scene of a fire or medical emergency in five minutes or less 90% of the time. The district’s average response time is 4:38. Additionally, the fire district is a partner in the Phoenix Metro Valley Automatic Aid System. Within this system, no jurisdictional boundaries are recognized between cities when dispatching resources. The closest appropriate fire entity company is dispatched to emergencies through a computer aided system. Because of this, it is common to see fire trucks from the City of Mesa in the City of Apache Junction jurisdiction on a regular basis.

SFMD Statistics (January, 2019)

- Number of Fire Stations - 5
- Number of Fire Companies - 6
- Number of Ambulance - 4
- Number of population served – 86,000
- Number of full time employees - 140*
- Number of responses in 2018 – 9,620
- Number of ambulance transports – 5,068

*90 Sworn Firefighters and 50 civilian staff, of which 37 are Ambulance personnel.

SFMD’s webpage is sfmd.az.gov for more information.

Public Works

The City of Apache Junction Public Works Department (“PWD”) is responsible for the design, construction and maintenance of all city streets, city traffic signals, street lights, signs, city buildings, and the purchase and maintenance of all city vehicles. Map 6.1.

PWD is also responsible for floodplain management, city-wide stormwater management planning, transportation, street circulation and access master plan studies. The city utilizes the 2002 Master Stormwater Management Plan, the 2003 Street Circulation and Access Study, the 2004 Small Area Transportation Plan, and the 2018 City of Apache Junction Active Transportation Plan as the primary tools to plan and provide a transportation and drainage network that meets the needs of all users. Other general PWD responsibilities include:

- Right-of-way (“row”) encroachment permitting
- 5 & 10 year capital improvement plans
- City wide traffic volume counts
- City street light district management
- Capital and development project plan review
- Contract administration
- Surplus property auctions
- Utility company design/construction coordination

Public Education

The Apache Junction Unified School District (“AJUSD”) provides K-12 educational services to the city and surrounding areas in Pinal County. A five-member elected non-partisan governing board is responsible for AJUSD operation. AJUSD consists of 2 elementary schools, 1 middle school, 1 high school, and 1 alternative school. The AJUSD boundary map showing the location of these schools is illustrated on Map 6.4.

As the city’s population expands towards build-out, AJUSD’s educational facilities will necessarily need to expand to serve the larger population. To help anticipate future demand, the City of Apache Junction will work closely with AJUSD to identify the amount, location, and timing of future development.

The city must also help protect the viability of the local school system by encouraging developers to

provide for diverse, family-oriented housing choices. This will help to foster year-round sustainability in the community, and to help transition the city away from a seasonal (mostly 55-plus age group) winter visitor economy.

The Central Arizona Community College (“CAC”) Superstition Mountain Campus in Apache Junction offers a wide variety of academic, career training and personal enrichment classes. CAC is overseen by the Pinal County Community College Governing Board, a leadership group elected by voters to help guide the institution’s growth. The five-person board is comprised of county residents selected from specific geographic areas with a president annually chosen by the board members to lead the organization. CAC has identified the City of Apache Junction as a growth area and is engaged in a phased expansion of their Superstition Mountain Campus that is planned for completion in 2030. The city will continue to work closely with the CAC on their expansion plans.

Public Library

The Apache Junction Public Library is a welcoming destination providing education, technology, information and entertainment, enriching the lives of individuals and families in the community. The library has a collection of over 135,000 items for public use including: books for every age and interest, blu-ray, DVDs, video games, newspapers, magazines, playaways, playaway Views, playaway launchpads, MP3 players, e-readers, tablets, music CDs, books on CDs and maps.

Many popular programs and services are offered by the library, such as: Act One Culture Pass; Job Opportunities and Basic Skills (“JOBS”) Training Center; introductory classes on word processing, e-mail, technology, and the Internet; computers for public use; MediaBank; reference service; Talking Books; public access to the Internet; financial literacy classes; Fun Van; downloadable audiobooks, e-books, magazines, music, movies and video; adult, young adult, and children’s programming; databases available remotely; federal documents depository; and interlibrary loan. The latest addition to the library’s services is a “Creation Zone” which includes a digitization station, 3D printer and a photo studio.

A needs assessment study should be conducted when enough growth occurs within Apache Junction

south of US-60 to warrant consideration of an additional library facility. Population density, growth projections, demographics and the needs of the community for library services in the area should dictate the size and location of a new branch library.

Other City Services and Public Facilities

The city also has other excellent departments and services, including but not limited to, parks and recreation, development services, management services, business licensing, economic development, public information, media services, municipal court, city attorney, city clerk, municipal finance, information technology and human resources offices, all offering a variety of services to citizens, business owners and visitors alike. City personnel are constantly training and learning new methods for customer service and process improvement, to meet the needs of a changing and dynamic electronic and digital age, to guide the city’s present and future. Some of these other services, such as those offered by the parks and recreation department and the water providers are covered more extensively in other chapters of the general plan.

The city also has other community partners such as the private utility companies which serve the city, including Salt River Project, Water Utility Community Facilities District, Arizona Water Company, Century Link, Mediacom Cable, Southwest Gas Corporation, Superstition Mountain Community Facilities District (sewer district), Waste Management, Right Away Disposal “RAD”, Republic Services (solid waste collection), cell service providers and others. The city routinely coordinates with and will continue to coordinate with these various entities as appropriate on development projects, such as new residential subdivisions and commercial developments to extend infrastructure and services, particularly to new or underserved parts of the city, with the aim of bringing benefits to entire neighborhoods, not just individual development sites.

GOALS AND POLICIES

GOAL 6.1: CONTINUE TO PROVIDE EXCELLENT POLICE AND FIRE SERVICES

Policy: Raise professional standards and seek state

accreditation through the ACOP.

Policy: Develop and expand police resources at a rate to keep pace with growth in terms of facilities, personnel, equipment, technologies and other resources.

Policy: Improve/lower 911 emergency call response times for police, fire and other emergency services personnel.

GOAL 6.2: CONTINUE TO PROVIDE ADEQUATE PUBLIC FACILITIES

Policy: Provide adequate public facilities and services concurrent with new development while maintaining or improving existing service levels for existing development.

Policy: Continue to require new development to provide its fair share of required services and infrastructure in a timely manner (see Chapter 10 - Cost of Development Element).

Policy: Develop minimum acceptable standards for the provision of community services and infrastructure.

Policy: Develop and/or maintain community facilities that encourage and promote opportunities for the interaction and communication between citizens of all ages, cultures and incomes.

GOAL 6.3: CONTINUE TO PROVIDE FOR STORMWATER MANAGEMENT

Policy: Update the 2002 City of Apache Junction Stormwater Master Plan.

Policy: Work with the Flood Control District of Maricopa County, Pinal County and Federal Emergency Management Agency ("FEMA") on stormwater management.

Policy: Promote the joint use of detention basins for flood control, groundwater recharge and recreational activities.

GOAL 6.4: COMPREHENSIVE COMMUNITY PLANNING

Policy: Encourage new development to provide up-to-date technology, such as fiber optics and wireless internet connections, throughout the development.

Policy: Require the inclusion of Salt River Project, water, sewer and other public/private utility facilities and line routes on development plan submittals.

Policy: Evaluate the implications of allowing areas affected by existing or proposed overhead electrical facilities to organize improvement districts for facility undergrounding.

Policy: Provide adequate space to accommodate community utilities, services, and facilities as development occurs.

GOAL 6.5: SUPPORT CULTURAL FACILITIES

Policy: Ensure that the library system and multi-generational center continues its role as a major cultural resource for the community.

Policy: Continue to provide funding for the library and parks through development fees.

Policy: Develop and support art programs, including public art and other cultural activities.

Policy: Support public and private partnerships to promote arts and culture.

GOAL 6.6: SUPPORT EDUCATIONAL FACILITIES

Policy: Promote and support the expansion and enhancement of CAC's Superstition Mountain Campus.

Policy: Actively coordinate with AJUSD, CAC, charter schools and private entities on the planning and construction of new and rehabilitated schools in concert with redevelopment, revitalization and development activities.

Policy: Request that developers of large residential projects meet with the respective school district and that the district provide the city with projected enrollment and timing impacts such that this information can be included in planning commission and city council staff reports.

Policy: Encourage developers to provide for multiple housing choices for all citizens and discourage the creation of more age-restricted development.

Policy: Promote sound site planning principles in locating safe, secure school sites.

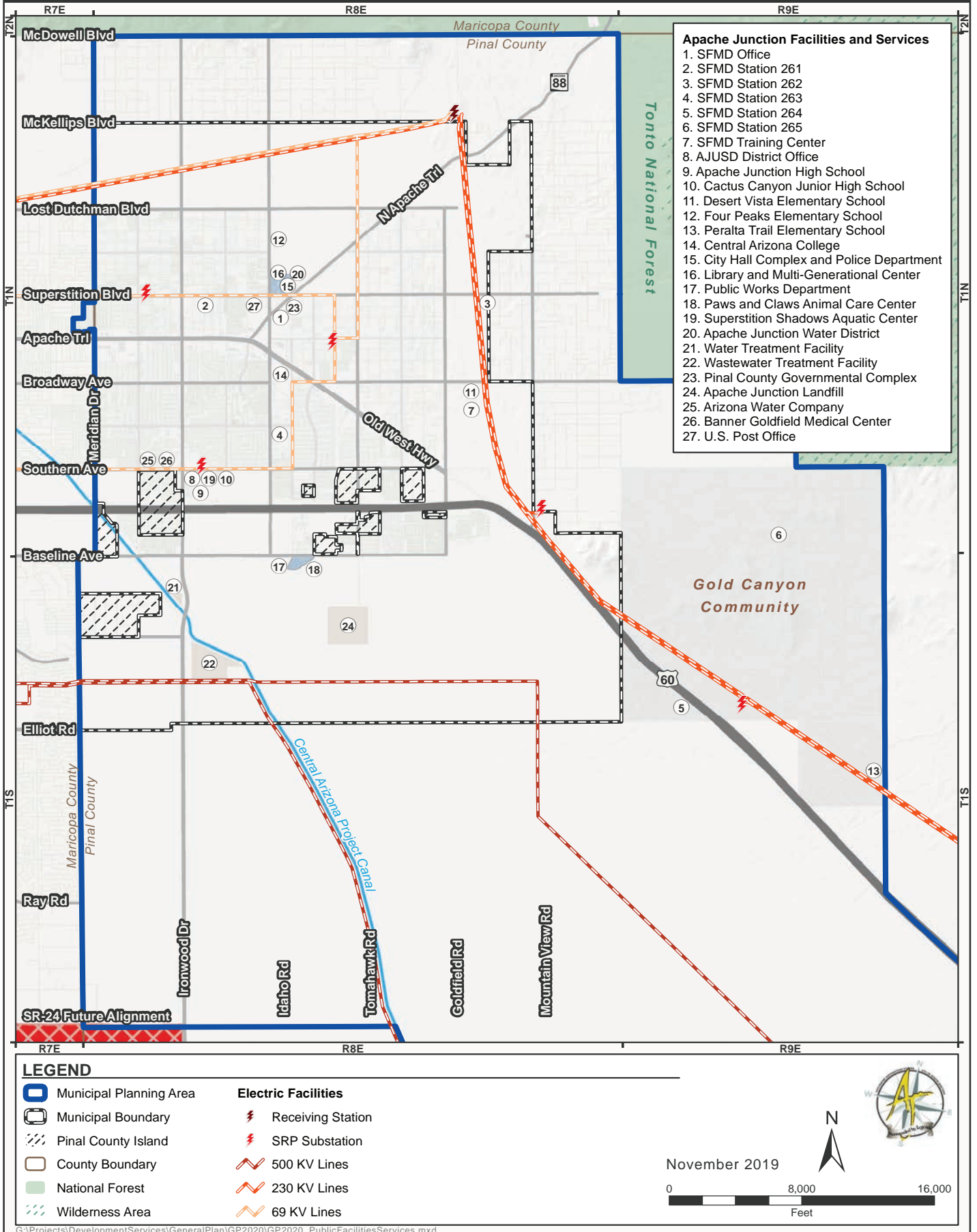
Policy: Encourage the connection of schools to surrounding residences through sidewalks, bicycle paths and trail systems.

Policy: Create joint development opportunities to co-locate schools and parks, as well as selected sites for swimming pools and satellite library facilities.

Policy: Negotiate intergovernmental agreements for joint use of facilities where and when appropriate.

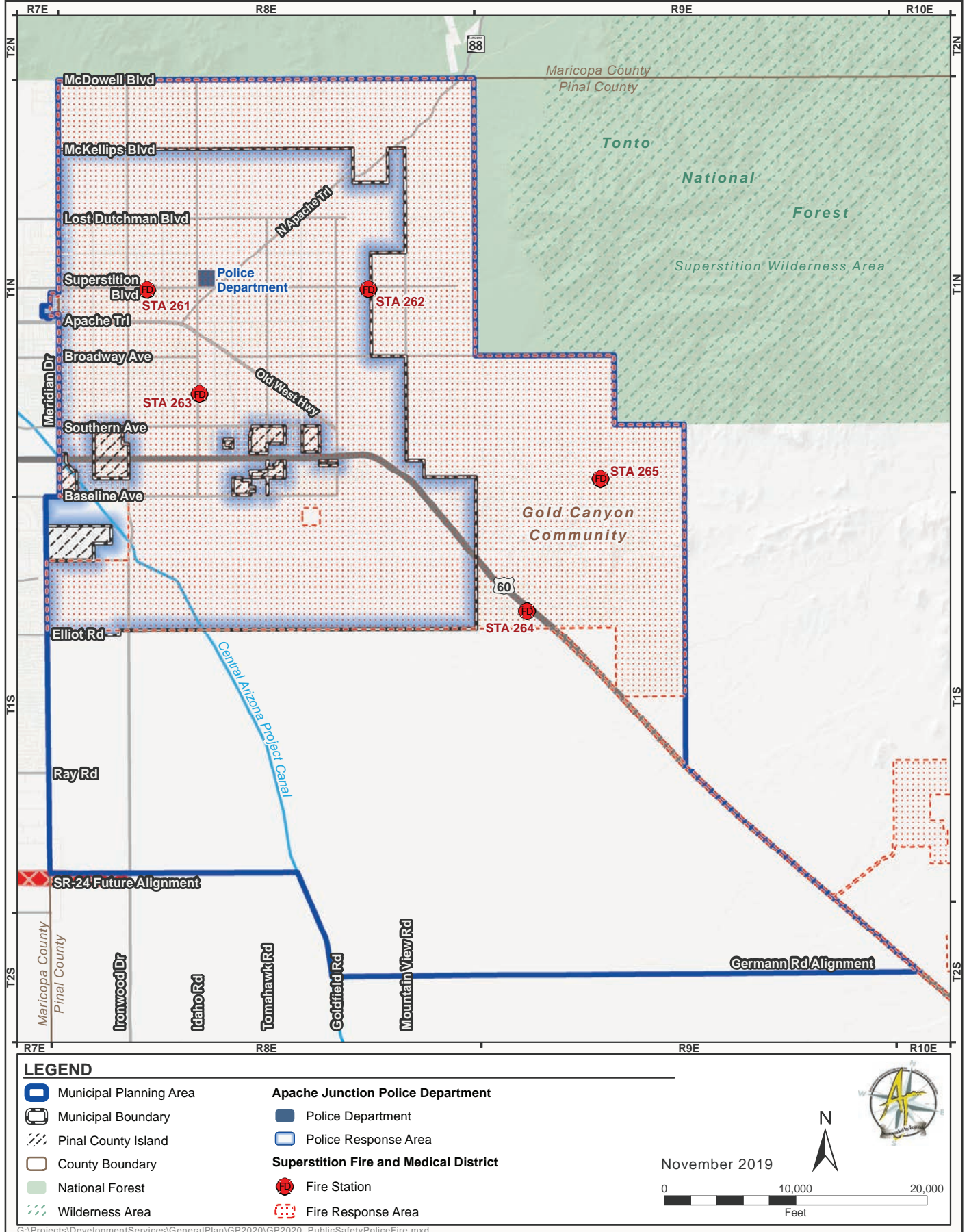
MAP 6.1

Public Facilities and Services



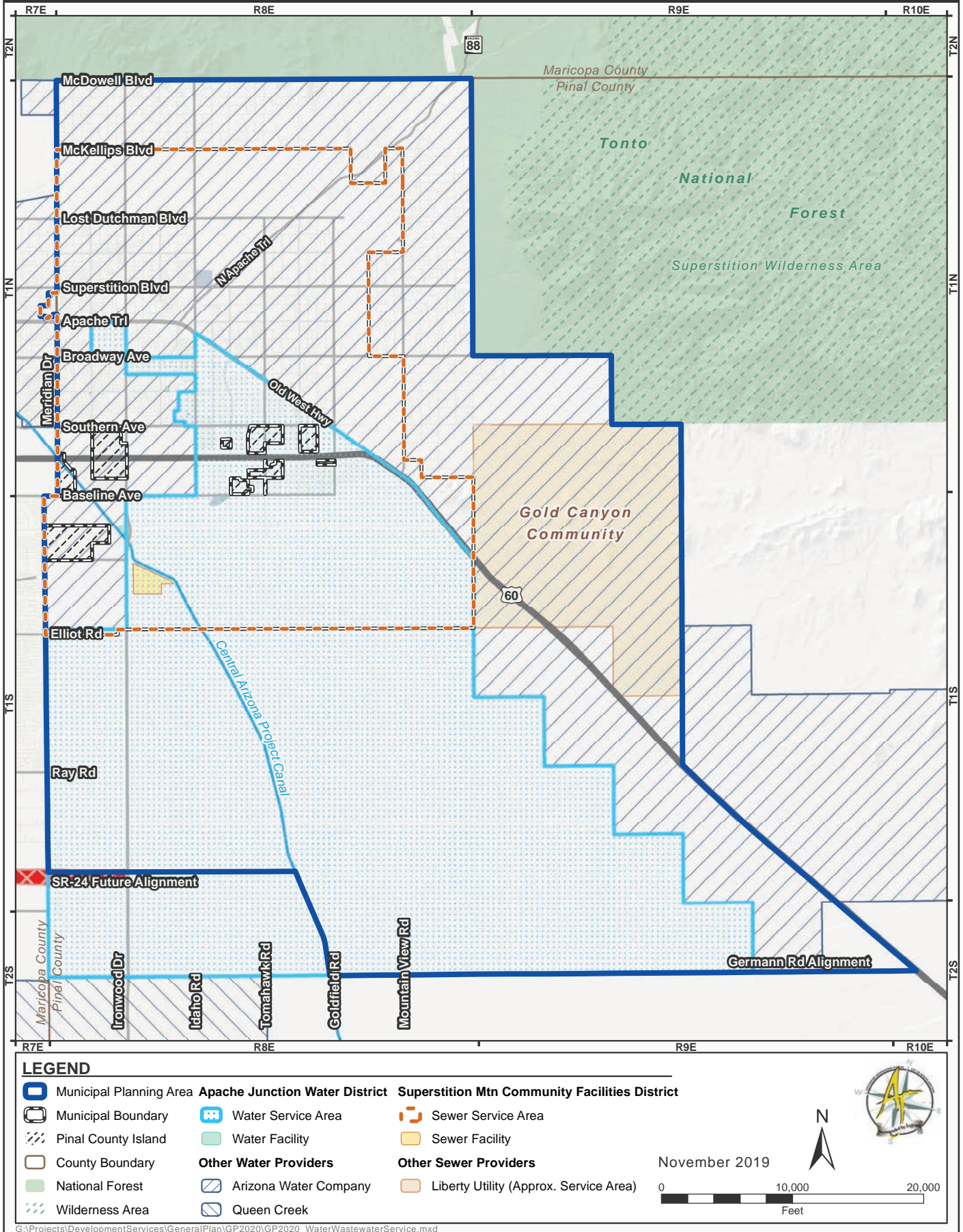
MAP 6.2

Public Safety - Police & Fire



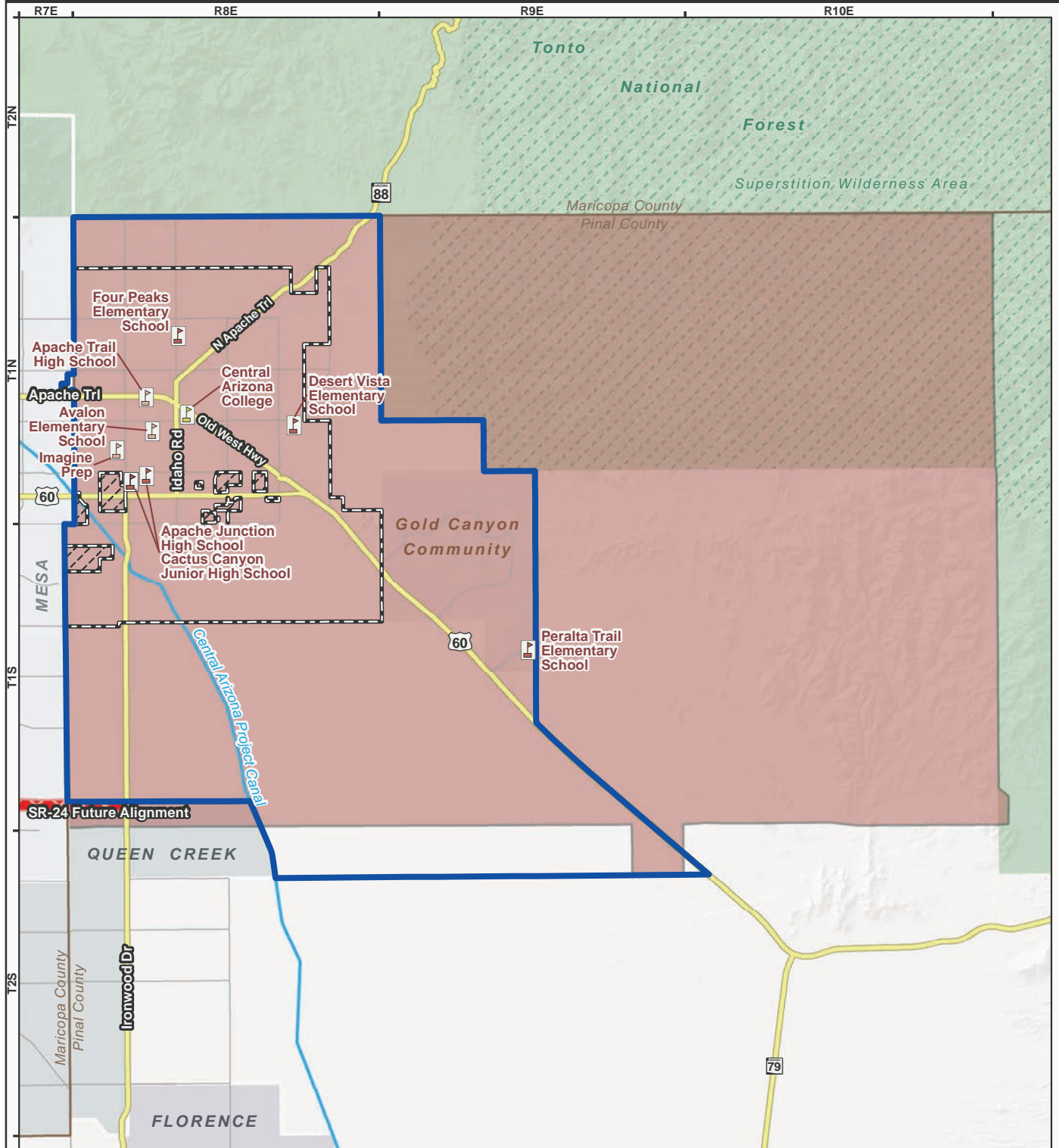
MAP 6.3

Water and Wastewater Service Areas



MAP 6.4

Apache Junction Schools



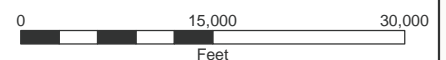
LEGEND

- Municipal Planning Area
- Municipal Boundary
- Pinal County Island
- County Boundary
- National Forest
- Wilderness Area

Apache Junction Unified School District

- District Boundary
- Public School
- Charter School
- College

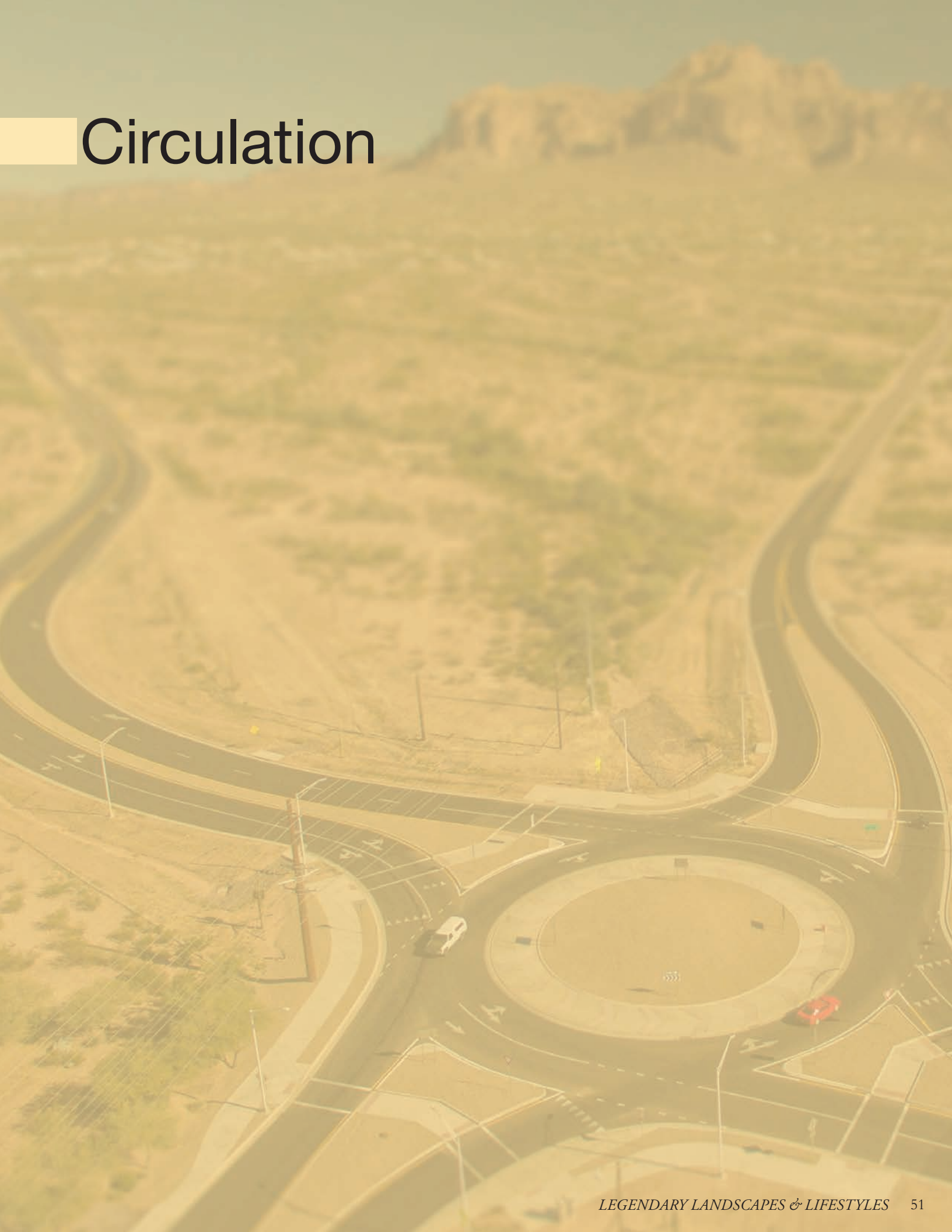
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Circulation





CIRCULATION

INTRODUCTION

The Circulation Element ties together land use and transportation planning to ensure that as Apache Junction develops, infrastructure for vehicular and active transportation will be available to support safe access for work, school, recreation and regional travel.

The city will utilize the 2019 Active Transportation Plan (“ATP”) and the 2012 Comprehensive Transportation Study as the primary tools to plan, provide and promote a transportation network that meets the needs of all users while promoting a healthy lifestyle.

North of Baseline

Many of the streets north of Baseline Avenue were built prior to the incorporation of the city and in many cases built without a definite design standard. The city continues to follow a strategic capital improvement plan for maintenance and construction, but needs are greater than available funds. The city must continue to utilize economical maintenance methods by increasing our in-house work and continuing to find and exhaust alternative funding sources for road maintenance and construction.

Reconstruction and new road construction south of Baseline must implement all components of the ATP.

South of Baseline

Ellsworth Road in Mesa and Ironwood Drive in Apache Junction are the two north-south arterials that connect Queen Creek and San Tan Valley to the Loop 202 and the US-60 Highway. 35,000 vehicles travel Ironwood Drive south of U.S.-60 Highway on a daily basis and the interchange is not adequate. Arizona Department of Transportation (“ADOT”) will extend the S.R.-24 to Ironwood by 2022. It is projected that half of the current Ironwood Road traffic will utilize the S.R.-24 when it is completed. While this will help in the short term, development south of Guadalupe Road and west of the CAP canal is projected to begin within the next five (5) years and residential buildout of the area is estimated between 25,000 and 45,000 units. Ironwood Drive (from S.R.-24 to U.S.-60) and all other arterials must be designed to adequately carry traffic while providing safe access and travel for all modes of transportation.

The Pinal Regional Transportation Authority (“PRTA”) passed a 0.5% sales tax in 2018 to construct multiple major roadway projects throughout Pinal County. These projects will help meet the transportation needs of the region, provide a regional commercial corridor for Apache Junction and stimulate development south of Baseline Road. Included in their plan is the construction of a north-south corridor from U.S.-60 (at approximately Mountain View Road) to I-10 and the extension of S.R.-24 east from Ironwood to the North-South corridor. The PRTA estimates the start of construction for the SR-24 in 2025 and start of construction for North/South Corridor from U.S.-60 to S.R.-24 in 2027.

Future arterials must provide connectivity to Apache Junction's north-south arterials as well as east-west access from Mesa, Gold Canyon, Peralta Road and the Superior area.

Transit

Based on past experience and current conditions, a fixed route transit service may not be justified in this general plan period. Three percent (3%) of funds collected by PRTA will be dedicated to public transportation with a majority of those funds used as matching funds for existing transit systems. Remaining funds will be used for construction of park and ride lots and dial-a-ride services throughout Pinal County. The city will work with PRTA to strategically locate park and ride lots in Apache Junction.

PLANNING CONSIDERATIONS

Map 7.1 illustrates the city's street classification system for existing and proposed arterial, collector, and local streets. The ATP (Map 7.2) provides the location of the essential system that should be implemented for future road and open space development and reconstruction. All reconstruction and maintenance projects shall reference the ATP during the planning and design phase and include all items that are feasible. New road construction must implement all components of the ATP.

Due to technology advancements, the city must change with the times. Autonomous vehicles are now on public roads as well as micro-modal alternatives. Going forward, the city must consider smart transportation upgrades such as vehicle to vehicle communication, electronic charging stations, intelligent infrastructure and changes in parking demands.

GOALS AND POLICIES

GOAL 7.1: IDENTIFY AND PRIORITIZE TRANSPORTATION PROJECTS

Policy: Finalize the 10-year transportation capital improvement projects ("CIP") plan.

Policy: Adhere to the adopted Active Transportation Plan:

- Plan, design and construct in accordance with recommended lanes and street classification.
- Planning, design and construction shall include recommended active transportation amenities.
- Acquire necessary right-of-way to accommodate active transportation amenities.

Policy: Coordinate with adjacent municipalities and counties to address regional transportation issues and planning programs.

Policy: Preserve, protect and acquire transportation corridors from federal patented easements ("FPEs"), washes, powerlines and CAP canals.

GOAL 7.2: IMPLEMENT THE ACTIVE TRANSPORTATION PLAN

Policy: Prioritize the active transportation network. Compare this priority list to the 10-year transportation CIP. Expand, when possible, any transportation CIP projects to close small gaps or complete an active transportation trail.

Policy: Pursue all public or private funding options.

Policy: Expand maintenance projects to include trails and paths.

GOAL 7.3: PROMOTE REGIONAL TRANSPORTATION PLANNING

Policy: Coordinate with adjacent municipalities and counties to address regional transportation issues.

Policy: Promote and be an involved partner in all regional transportation planning programs.

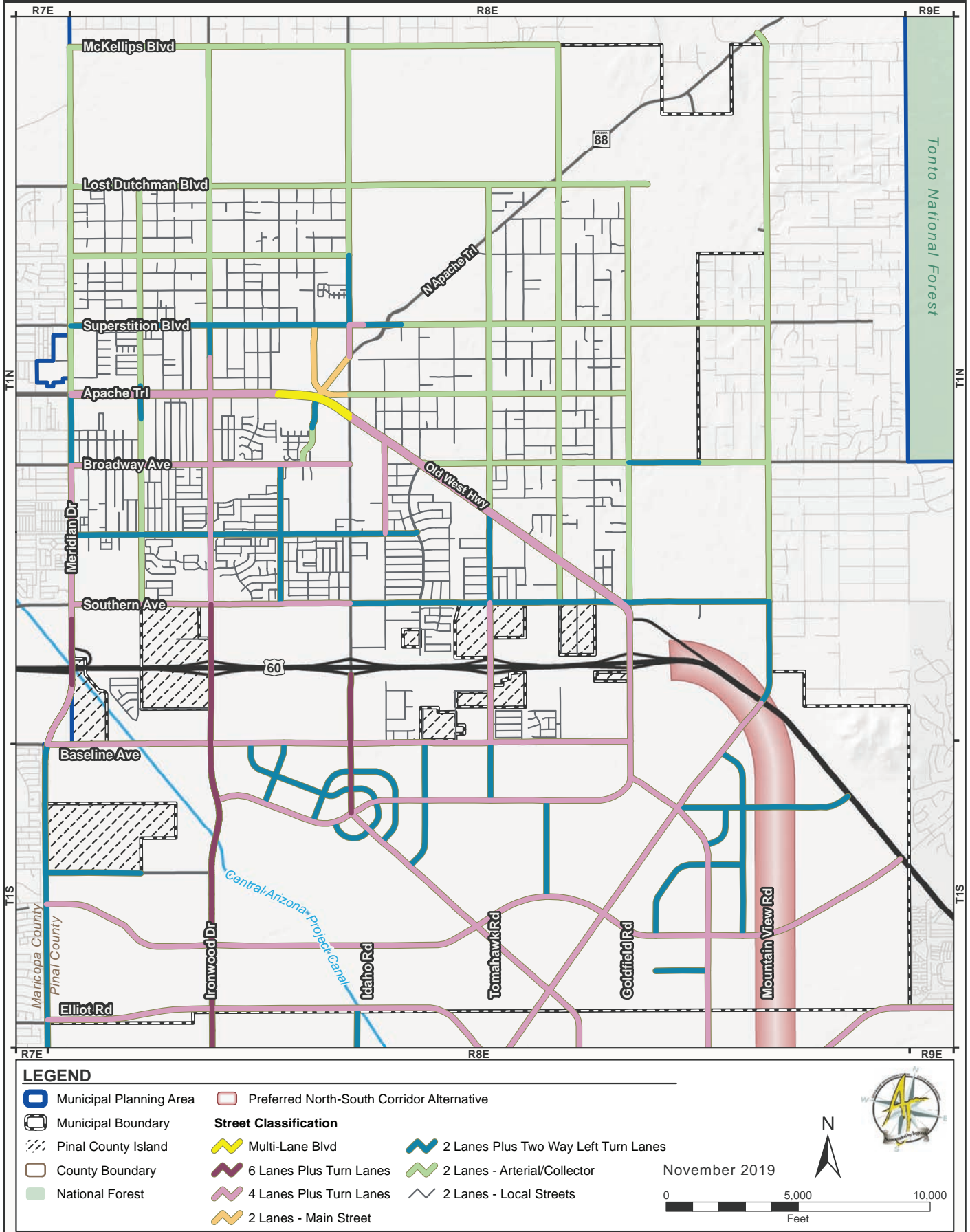
GOAL 7.4: PROMOTE INTELLIGENT TRANSPORTATION SYSTEMS AND TECHNOLOGY ADVANCEMENTS

Policy: Promote solar powered electronic vehicle charging stations in existing and new development.

Policy: Stay up-to-date on changing technologies and how those technologies can impact existing transportation systems and laws.

Map 7.1

Recommended Lanes and Street Classification



Map 7.2

Active Transportation (Overall)

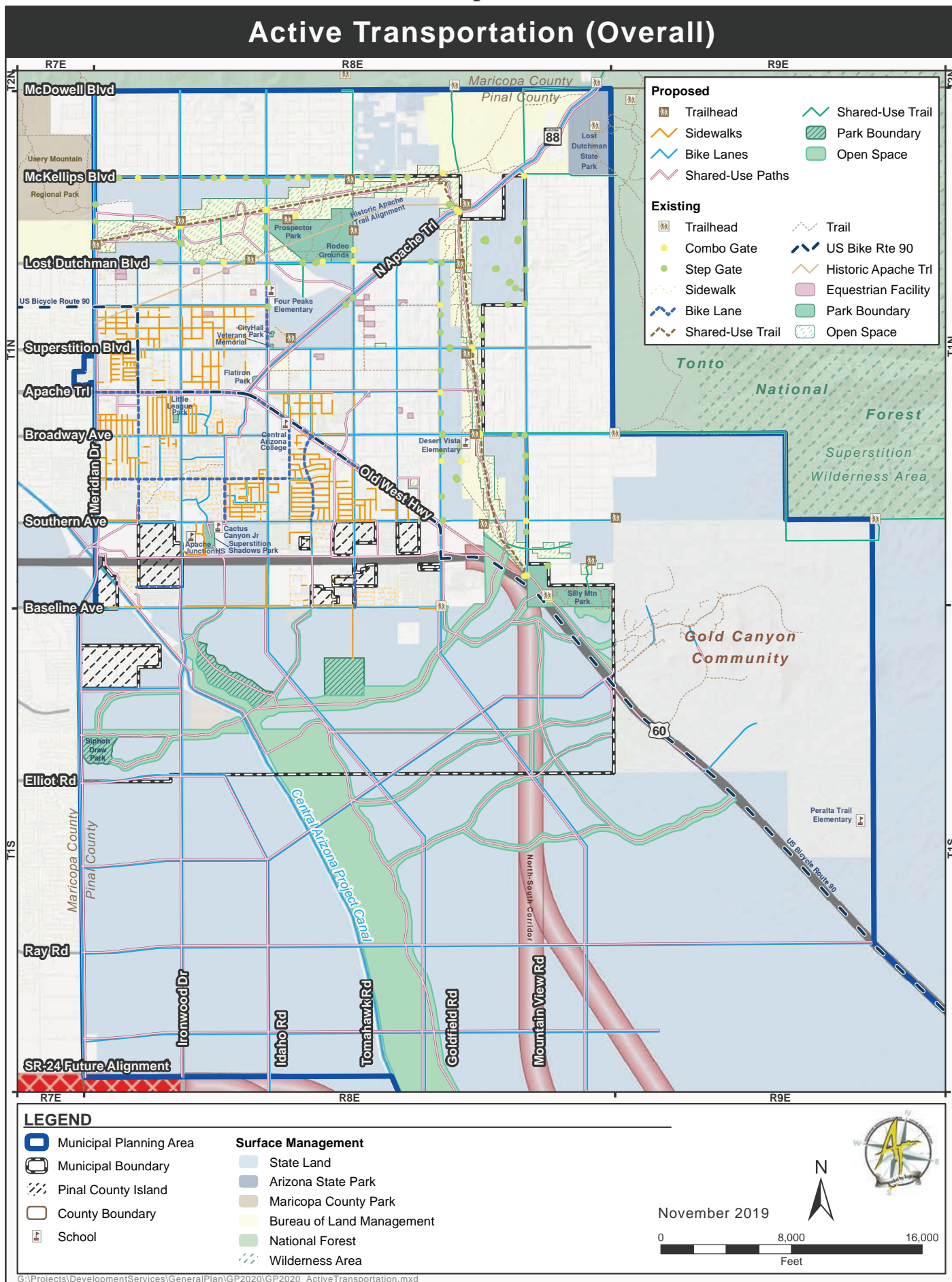


Figure 7.1

Standard Streets

Apache Junction Active Transportation Plan

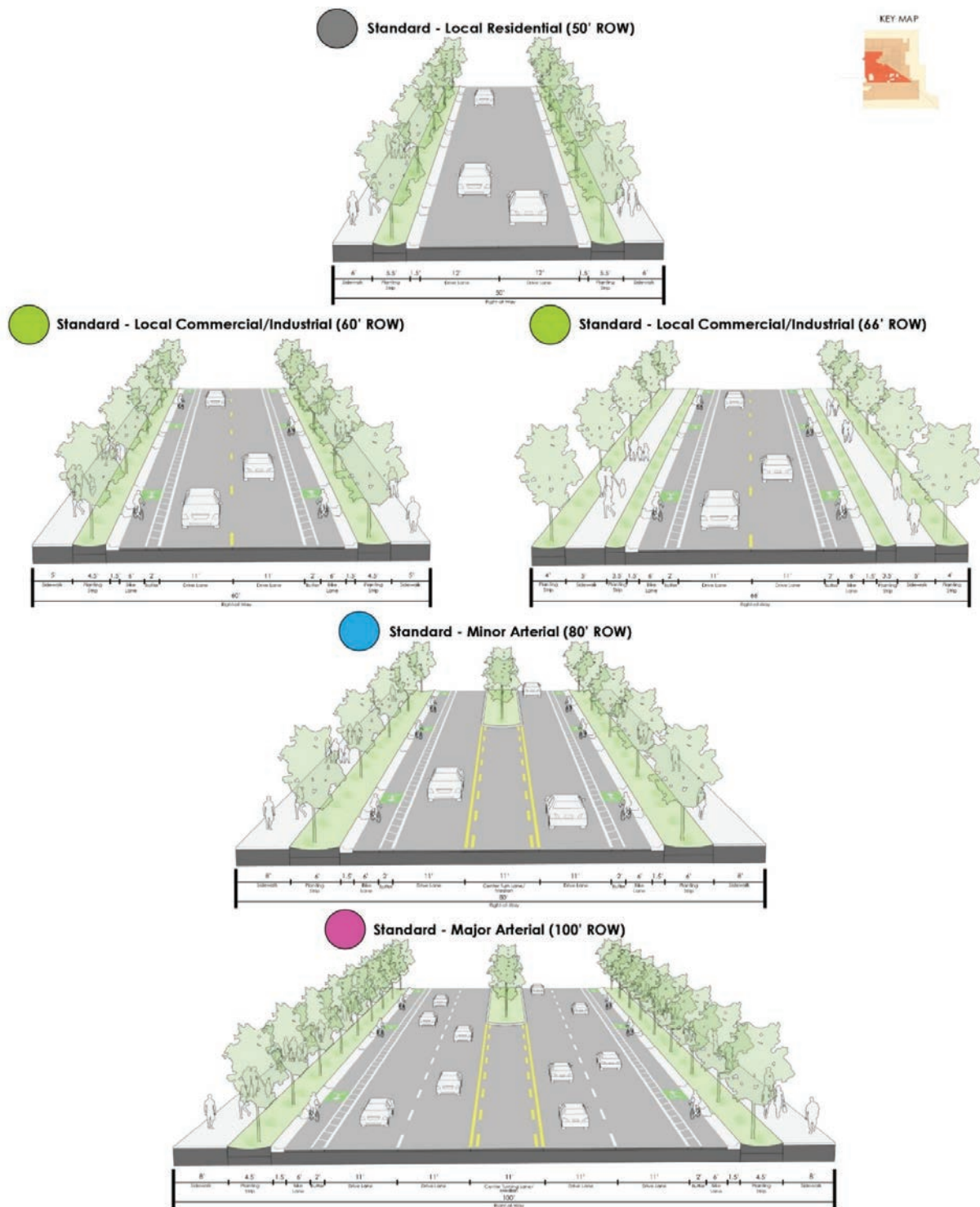


Figure 7.2

Rural Roads

Apache Junction Active Transportation Plan

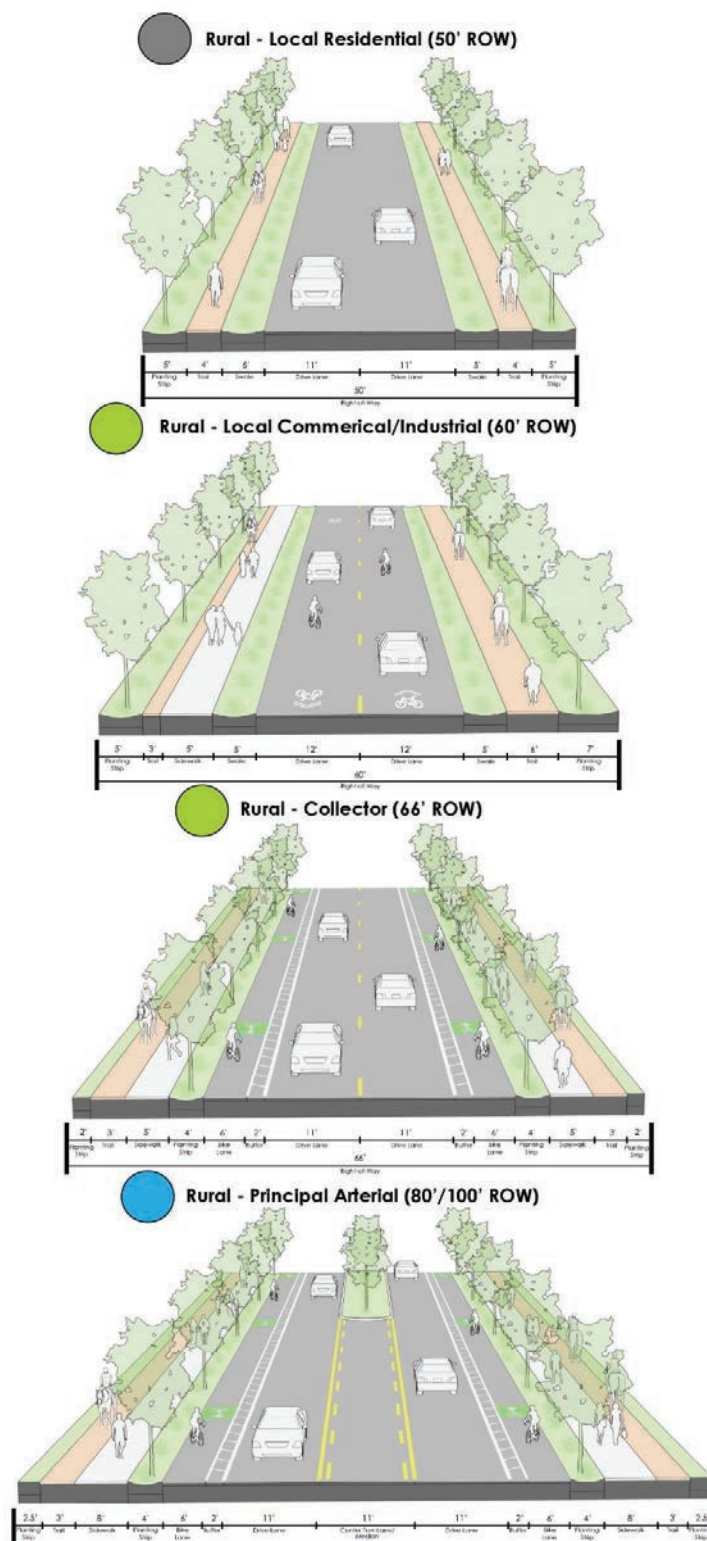
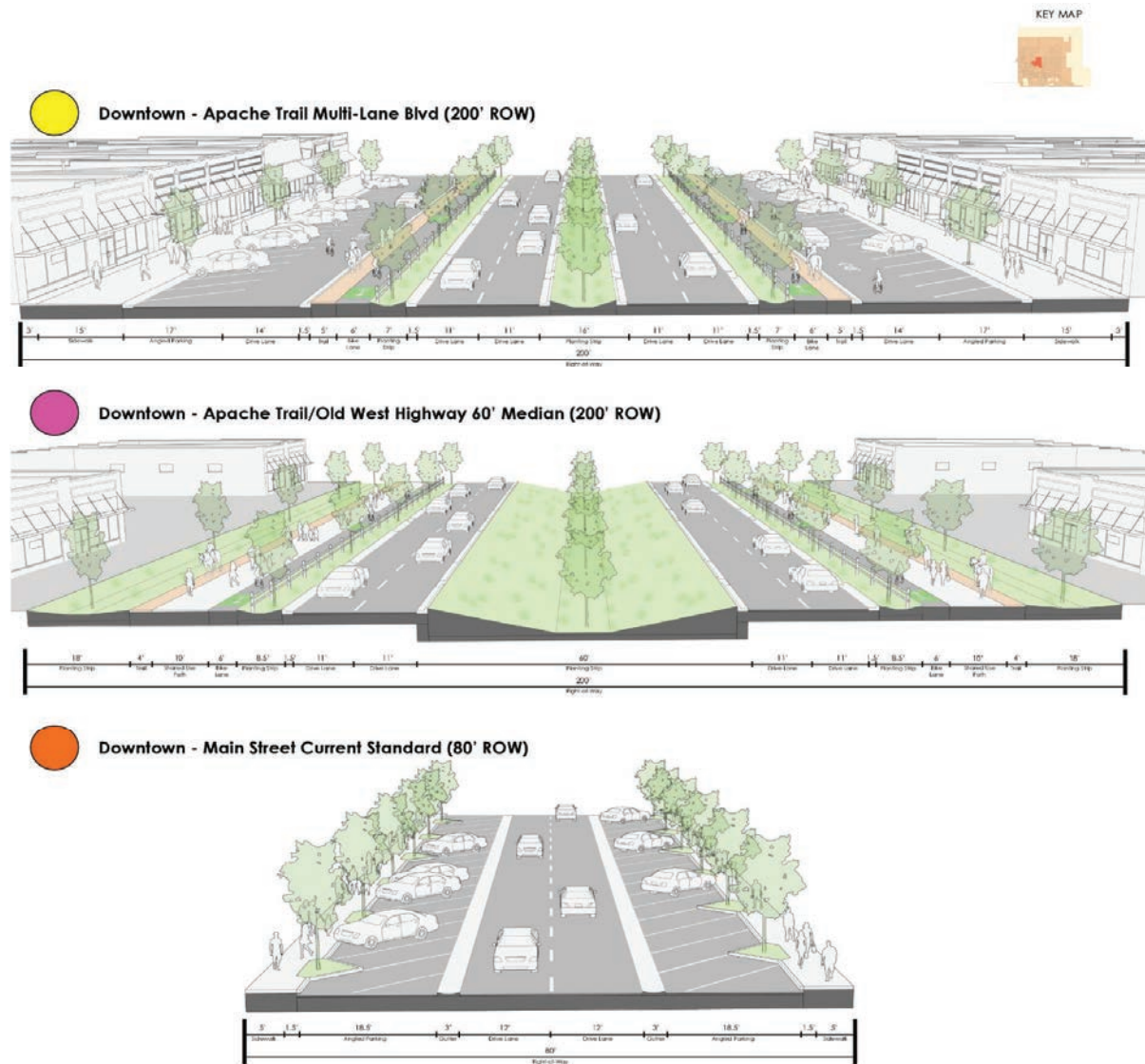



Figure 7.3

Downtown Streets

Apache Junction Active Transportation Plan





AJ 1H₂O Resources



AJ ONE H₂O RESOURCES

WHAT IS 1 WATER? AKA – AJ One H₂O

AJ 1H₂O, is a holistic approach to consider all of the city's water resources. Water resources include surface water, groundwater, wastewater, potable water, recycled water, water runoff and stormwater as a single asset type. This element provides a general overview of the city's commitment towards sustainable water management practices. This element will provide general guidance for staff, the public and elected officials when considering new programs, facility improvements and new development.

INTRODUCTION

Currently, water is provided to the City of Apache Junction by two service providers, the Arizona Water Company ("AzWC") and the Apache Junction Water Utilities Community Facilities District, which is commonly referred to as Apache Junction Water District ("AJWD"). The service area for these two utilities is illustrated on Map 8.1. These two water service providers are regulated as large municipal providers, which is defined as serving more than 250 acre-feet ("AF") of water per year.

AJWD meets the requirements of this program through its Designation of Assured Water Supply ("DAWS" or "Designation"), which is issued by Arizona Department of Water Resources ("ADWR"). AJWD is a member of the Central Arizona Groundwater Replenishment District (CAGRDR);

making their groundwater use consistent with the Phoenix Active Management Area ("AMA"). AzWC meets this requirement with Certificates of Assured Water from ADWR.

AJWD estimates that it currently provides water to a population of approximately 12,750 within the City of Apache Junction. The remainder of the city, approximately 25,500 people, is served by AzWC or private wells.

ARIZONA WATER HISTORY AND LAW

In the 1970s, Arizona recognized that substantial groundwater depletion was occurring in the aquifers of central and southern Arizona. Excessive reliance of groundwater in some areas resulted in significant lowering of groundwater levels, surface subsidence, water quality problems due to intrusion of poor quality water into the aquifer, and/or loss of aquifer storage space. In response, the Arizona Groundwater Code ("AGA") was enacted in 1980 to address the long-term management of groundwater supplies in the state.

ADWR oversees the use of surface water and groundwater and works to develop the policies to ensure long-term water supplies for the people of Arizona. Enactment of the code additionally created several active management areas ("AMAs") within the state, each of which must develop a plan to achieve goals for water management set by the state and to ensure a 100-year water supply.

ADWR adopted its Third Management Plan

(“TMP”) in December, 1999. ADWR is working on developing the Fourth Management Plan, which is scheduled for adoption in 2020. The TMP is part of a series of five management plans that were mandated by the 1980 code. The TMP has regulatory requirements for municipalities, particularly in the area of water conservation. The next level of management plans will shift the focus from regulation towards collaborative, long-term water planning.

Apache Junction water providers must comply with the Assured Water Supply (“AWS”) rules, which require that water providers prove a 100-year supply of renewable water that is physically, continuously and legally available, and must be of sufficient quality before any additional residential development occurs.

Under current corporate boundaries, Apache Junction is located entirely within the Phoenix AMA and participates in the Phoenix AMA plan. The management goal of the Phoenix AMA is to attain “safe-yield” by the year 2025. Achieving safe-yield, as defined in the code, means “to achieve and thereafter maintain a long-term balance between the annual amount of groundwater withdrawn in an AMA and the annual amount of natural and artificial groundwater recharge in the AMA (A.R.S. §45-561 (12)).

BACKGROUND

Terrain and Climate

The Apache Junction area is characterized by a broad, flat-lying alluvial plain cut by low stream terraces and floodplains located in and adjacent to the Salt River and other unnamed washes. The area is located within the Sonoran Desert Climatic Region of Arizona, which is characterized by hot summers and mild winters. Temperatures range from an average maximum of 105° F in July to an average minimum of 39° F in January. The recorded annual precipitation averages 7.2 inches, with the majority of the rainfall occurring during the summer months of July through September and the winter months of December through March. Typically, little precipitation occurs during the spring and fall.

Water Resources

The water resources available to the City of Apache Junction include groundwater wells, Central Arizona Project (“CAP”) water and treated effluent. The

following describes each of these resources:

1. Groundwater.
 - a. Arizona Water Company. AzWC currently uses groundwater as their primary source. In 2001, AzWC completed a hydrologic study for their service area. Based on this study, ADWR determined that 19,255 acre-feet (“AF”) could be pumped annually by AzWC, and that current AzWC-committed demand was only 8,346 AF per year.
 - b. Apache Junction Water District ADWR’s 2010, designation of assured water supply for AJWD determined that 2,769 AF of groundwater could be pumped annually by AJWD, and that the current demand is 1,886 AF per year.
2. Central Arizona Project. Apache Junction water providers have CAP allocations for use.
3. Effluent. Wastewater treatment in the City of Apache Junction is provided by the Superstition Mountains Community Facilities District (“SMCFD”). The SMCFD Wastewater Treatment Facility is reported to currently have approximately 3.07 AF/day of treated effluent available. Treated effluent is being recharged and approximately 1200 AF of recharge credits are available for purchase by AJWD, pursuant to a 2015 agreement. Effluent recharge credits can also be applied to future overdraft of groundwater use, if needed to meet future demands as expansion occurs.

Water Supply and Demand

An assessment of available water supply for future demand depends on the estimated population growth. The 2020 general plan projects that the majority of future growth in the city will occur south of Baseline Avenue, which is primarily within AJWD service area. The following paragraphs describe the relationship between future water supply and demand in the AJWD service area.

1. One-Water Concept: As the water demand and service area expands, renewable water supplies such as additional CAP water, aquifer storage and recovery wells, groundwater recharge facilities, water conservation, rainwater harvesting and effluent re-use should become the focus

for water supplies for future development. AJWD's Superstition Area Water Plant Master Plan includes a pipeline corridor connecting to SMCFD's water reclamation plant to leverage future potable water re-use technologies and develop an additional renewable water resource. In March 2019, the Salt River Project released over 100,000 AF of water captured from Arizona watersheds. In 2018 the SMCFD discharged treated effluent into a local desert wash. Additionally, an unquantifiable volume of urban runoff flowed through Apache Junction's desert washes during the summer months. In the past, these types of water have been viewed as a liability, or risk to the safety and welfare of our community. Moving forward, efforts must be made to master plan infrastructure to manage water as one combined resource to enable future development.

2. **2025 AJWC and ADWR Projection:** ADWR's 2010, DAWS for AJWC's service area states that the 100-year annual supply volume of 3,995.16 AF exceeds calendar year 2025 demand volume of 3,562.04 AF per year. Therefore, AJWD has a DAWS through December 31, 2025, or until demands exceed 3,562.04 AF per year, whichever is earlier.
3. **Buildout Projection:** AJWD has calculated that 7,746 AF per year of surface and groundwater resources are available in 2018, subject to an 817 AF re-allocation of Non-Indian Agricultural ("NIA") priority CAP water and additional treatment and infrastructure expansions. While this additional supply is greater than current water demand and ADWR's 2010 designation of 3,995.16, it will not be enough to satisfy the city's future build-out population estimated at 140,000. Therefore, additional water sources will need to be secured at some point in the future to accommodate build-out growth.
4. **Water Quality:** The water providers must provide a safe water supply that meets all current Environmental Protection Agency ("EPA") Safe Drinking Water Maximum Contaminant Levels ("MCLs"). A review of the records from both water providers indicates that the water distributed by both the AJWD and the AzWC meets the current EPA MCLs.

Viability of Effluent Reuse

Effluent production is directly in proportion to the serviced population. Treated effluent is typically used to irrigate landscaped areas, golf courses and recreation fields and also used for industrial processing. In early 2018, the Arizona Department of Environmental Quality ("ADEQ") approved regulations allowing Direct Potable Reuse ("DPR"). SMCFD provides the opportunity for effluent reuse for future development.

Water Conservation

AJWD and AzWC water providers must meet the requirements of the 1980 Groundwater Code for water providers within AMAs. Both water providers are working to achieve this goal and should consider increasing their use of CAP water to reduce their reliance on groundwater.

The city should work with AJWD to decrease the per capita water consumption as the majority of the new development in the area will be served by AJWD. It is less likely that significant water conservation can be achieved with existing development. However, the city can require that all new development provide water conservation measures. Since AJWD has a DAWS, the continued development and utilization of renewable supplies will be required to meet future demands.

The city will explore the development of guidelines for industrial use, irrigation, and land development to conserve water use, including the use of low water use landscaping, low use water fixtures, and water reuse.

Stormwater

As a renewable resource for potable water, stormwater quality is addressed through a number of government regulation programs and acts such as the Clean Water Act ("CWA"), National Pollution Discharge Eliminations System ("NPDES"), Arizona Pollutant Discharge Elimination System ("AZPDES") and two city initiated programs which are the City of Apache Junction Stormwater Management Program and the City of Apache Junction Stormwater Regulations Ordinance. These regulatory initiatives provide the framework for AJWD and AzWC to process stormwater in a safe and efficient manner.

Stormwater quantity is also addressed through a number of city regulation programs and federal agencies such as the 2002 Stormwater Master Plan, Federal Emergency Management Agency (“FEMA”), Floodplains, National Flood Insurance Program (“NFIP”), Apache Junction Floodplain Ordinance, Floodplain Management, FEMA Risk Mapping, Assessment, and Planning (“Risk MAP”) Program and also through an innovative initiative known as the Green Infrastructure-Low Impact Development (“LID”) guidelines where design improvement standards are required in new developments. Improvements consist of permeable pavements, curb openings for drainage, sediment traps, domed overflow structures and stormwater harvesting basin to name a few. The goal of the city is to encourage designers and developers to utilize these standards on public projects associated with road and street improvements, as well as private projects.

PLANNING CONSIDERATIONS

In order for AJ 1H2O to be a success both water providers (AJWD and AzWC) and the City of Apache Junction and external water managers must educate and work together to keep an end goal in mind at all times. This will lead to smarter water management practices, increased efficiency of operations, resilience against climate change and enriched livable communities.

GOALS AND POLICIES

GOAL 8.1: ADVANCE Water Quality and Quantity

Policy: Develop and maintain physically and legally available water supplies of sufficient capacity and quality to satisfy demands of current and future water users.

Policy: Investigate creative partnerships for the supply and delivery of water to existing and new development in Apache Junction.

Policy: Participate in processes to develop alternative regulations to facilitate the acquisition, development and use of necessary water supplies.

Policy: Encourage the use of scientific/technical studies to reduce negative impacts of the development of new

water sources on existing water facilities.

Policy: Maintain a reliable water supply in order to enhance the security and economic sustainability of Apache Junction.

Policy: Develop a regional approach to water resource utilization that promotes future growth and sustainability.

Policy: Evaluate the costs and benefits of merging AzWC and AJWD into one municipal water service provider.

Policy: Evaluate the costs and benefits of merging SMCDF (sewer district) and AJWD into a water and waste water city utility department.

GOAL 8.2: STRENGTHEN WATER CONSERVATION

Policy: Develop and/or participate in existing public education efforts regarding the incorporation of water harvesting, xeriscape and other water conservation measures into new developments, redevelopment areas and city projects.

Policy: Promote development that conserves water through the type of LID provisions of recharge and use of renewable water supplies.

Policy: Conserve the use of both groundwater and renewable water supplies.

Policy: Require compliance with ADWR programs, rules and regulations for new developments and city projects.

Policy: Require compliance with water conservation guidelines set by the ADWR, for all users, including those outside of the AMAs.

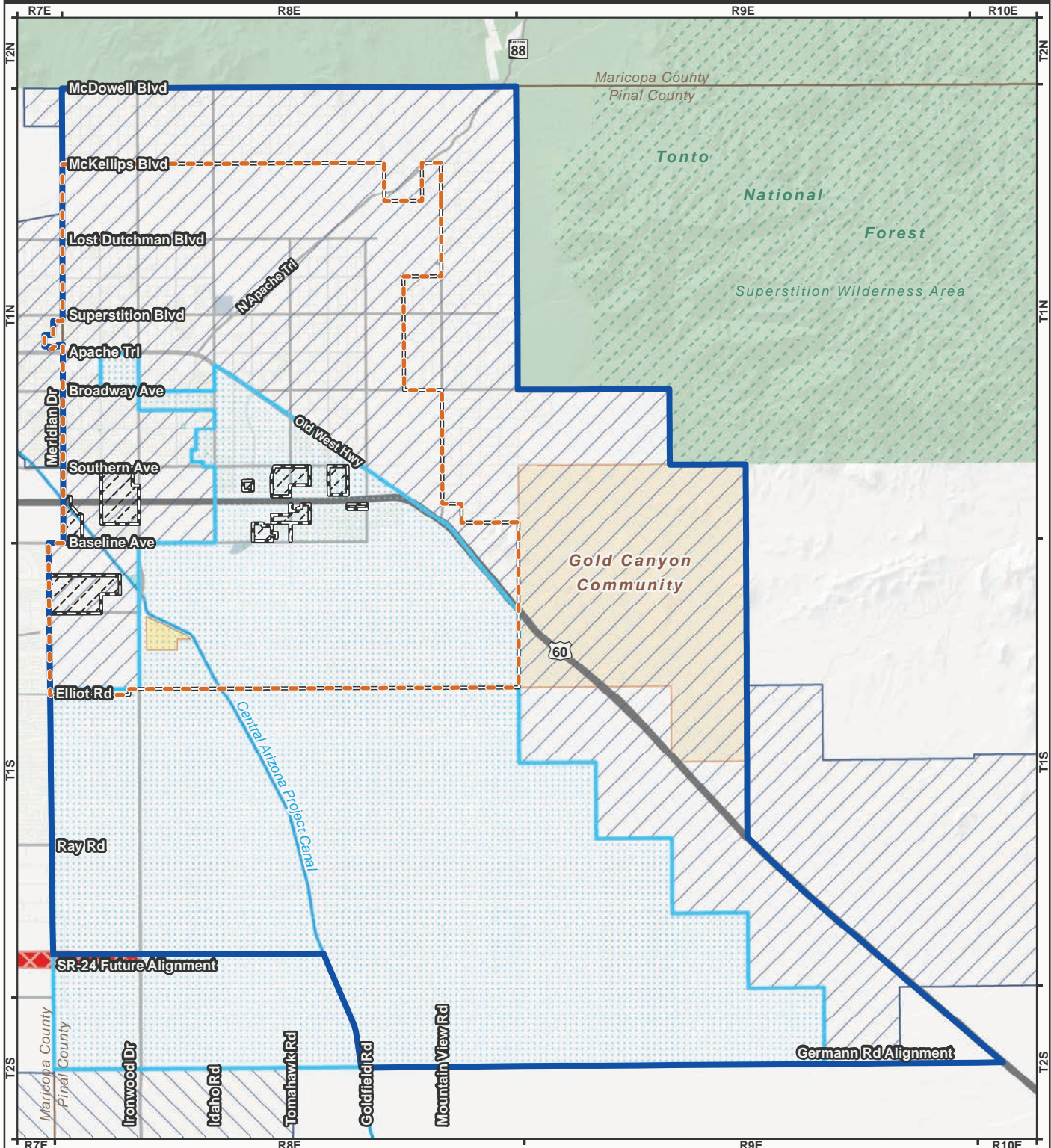
Policy: Update the 2002 Stormwater Masterplan. Consider stormwater as a renewable water supply.

Policy: Adopt LID Standards and incorporate them into the land development code for water quality and managing stormwater as a source of water for landscape irrigation.

Policy: Evaluate the cost/benefit analysis of a stormwater utility to carry out the Stormwater Pollution Prevention Plan (“SWPPP”) and the 2002 Stormwater Masterplan.

MAP 8.1

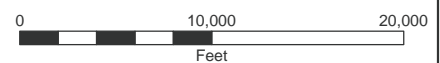
Water and Wastewater Service Areas



LEGEND

- | | | |
|-------------------------|--------------------------------|------------------------------------------------|
| Municipal Planning Area | Apache Junction Water District | Superstition Mtn Community Facilities District |
| Municipal Boundary | Water Service Area | Sewer Service Area |
| Pinal County Island | Water Facility | Sewer Facility |
| County Boundary | Other Water Providers | Other Sewer Providers |
| National Forest | Arizona Water Company | Liberty Utility (Approx. Service Area) |
| Wilderness Area | Queen Creek | |

November 2019



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Growth Area



GROWTH AREA

INTRODUCTION

As the City of Apache Junction population increases, additional housing, commercial and industrial areas will need be developed to support the community. Some of these areas have been identified as new development areas while other areas will be encouraged for infill development. Infill development will be encouraged in the Downtown Redevelopment Area as well as along Old West Highway.

Also, ASLD will serve as a vital development partner for the city when it comes to the development of land south of Baseline Avenue. ASLD partners with local government to facilitate the sale and planning of state owned land for the possibility of new development. The city will work with ASLD to ensure proper infrastructure is available for future growth while not negatively impacting current levels of service to existing development.

Lastly, State Law requires that the general plan identify locations of future growth. During the next ten years, this plan identifies the following areas outlined in map 9.1 and also detailed below as future growth areas.

FUTURE GROWTH AREAS:

1. Downtown Redevelopment Area - The Downtown Redevelopment Area ("DRA") includes the downtown core area, the civic center area, and property frontage located along Apache Trail. This area represents the city's historic commercial corridor and is ideally situated for market revitalization and repositioning. This area is planned for a pedestrian-oriented, mixed-use, downtown. The city is currently updating the Redevelopment Plan for this area, and is actively encouraging development for a variety of uses that are typical and necessary for a successful downtown. Chapter 4 of this general plan provides a further framework for downtown revitalization.
2. U.S. Highway 60 Corridor - The Highway 60 corridor includes the land located along the Highway 60 interchanges. Since the private market and ASLD will have a strong interest in development of these interchange nodes, the general plan proposes a spectrum of development types within this area such as commercial, industrial and high density residential.
3. Lost Dutchman Vistas - The south city area includes the territory from Baseline Avenue to S.R.-24 Corridor (approximately Frye Road). This area will include a range of residential densities, commercial spaces, open space and industrial uses. This area is slated to be the next big phase of development for the city.
4. Old West Highway Corridor - The Old West Highway Corridor (former U.S. 60) includes the property frontage along Old West Highway. While this area has some limited development of underinvested land uses, it also includes a great deal of undeveloped land. The general plan proposes that this area be developed as a mixture of community commercial and multifamily/density development.

5. Rural Residential – This area consists of land generally identified on the land use plan Map as low density residential land use. The majority of the land is located on the northern and eastern edges of the city. It also includes undeveloped ASLD land and BLM property that could be sold and developed in the future. Given the unique nature of this area, there will be continued investment and reinvestment in the rural type of residential properties and preservation of large lot horse properties. Appropriate growth and preservation will be vital towards a smart growth approach within this area. The careful planning of low density development along with the preservation of this area will make the city even more unique. This uniquely situated “green belt” along the northern and eastern edges of the city will serve as a marketing tool for those who seek being away from the city as well as having instant access to the natural environment. The conservation of this area will serve as a lasting legacy for many generations to come.

PLANNING CONSIDERATIONS

Proper infrastructure planning will be essential when considering and deliberating growth proposals. Moreover, infrastructure planning will need to take place in advance in some areas in order to incentivize and facilitate growth with shovel ready sites. Strategic infrastructure planning and investing will serve as key catalyst for the city to be able to reach its ultimate development potential, while doing so in an orderly and thoughtful manner.



GOALS AND POLICIES

GOAL 9.1: INCREASE THE CITY'S FINANCIAL SUSTAINABILITY

Policy: Develop into a shopping and entertainment destination for the region.

Policy: Capture greater shares of the year-round and seasonal resident expenditures.

GOAL 9.2: PLAN FOR AN APPROPRIATE GEOGRAPHIC MIX OF RESIDENTIAL, COMMERCIAL AND RECREATIONAL USES IN THE DOWNTOWN

Policy: Identify the downtown area as the location for a mix of higher intensity employment uses, commercial uses, higher density residential uses and other cultural, recreation and entertainment uses.

Policy: Link the downtown area with vehicular, transit, equestrian, bicycle, and pedestrian modes that connect with the external circulation networks.

GOAL 9.3: ENCOURAGE INFILL DEVELOPMENT

Policy: Promote the downtown, U.S. 60 Corridor and Old West Highway Corridor for infill projects.

Policy: Evaluate the use of catalysts to implement the infill policy including, but not limited to, fee waivers, transfer of development rights and streamlining of desirable projects.

Policy: Evaluate potential underutilized areas where redevelopment or revitalization activities are warranted.

GOAL 9.4: SUPPORT SUSTAINABLE GROWTH

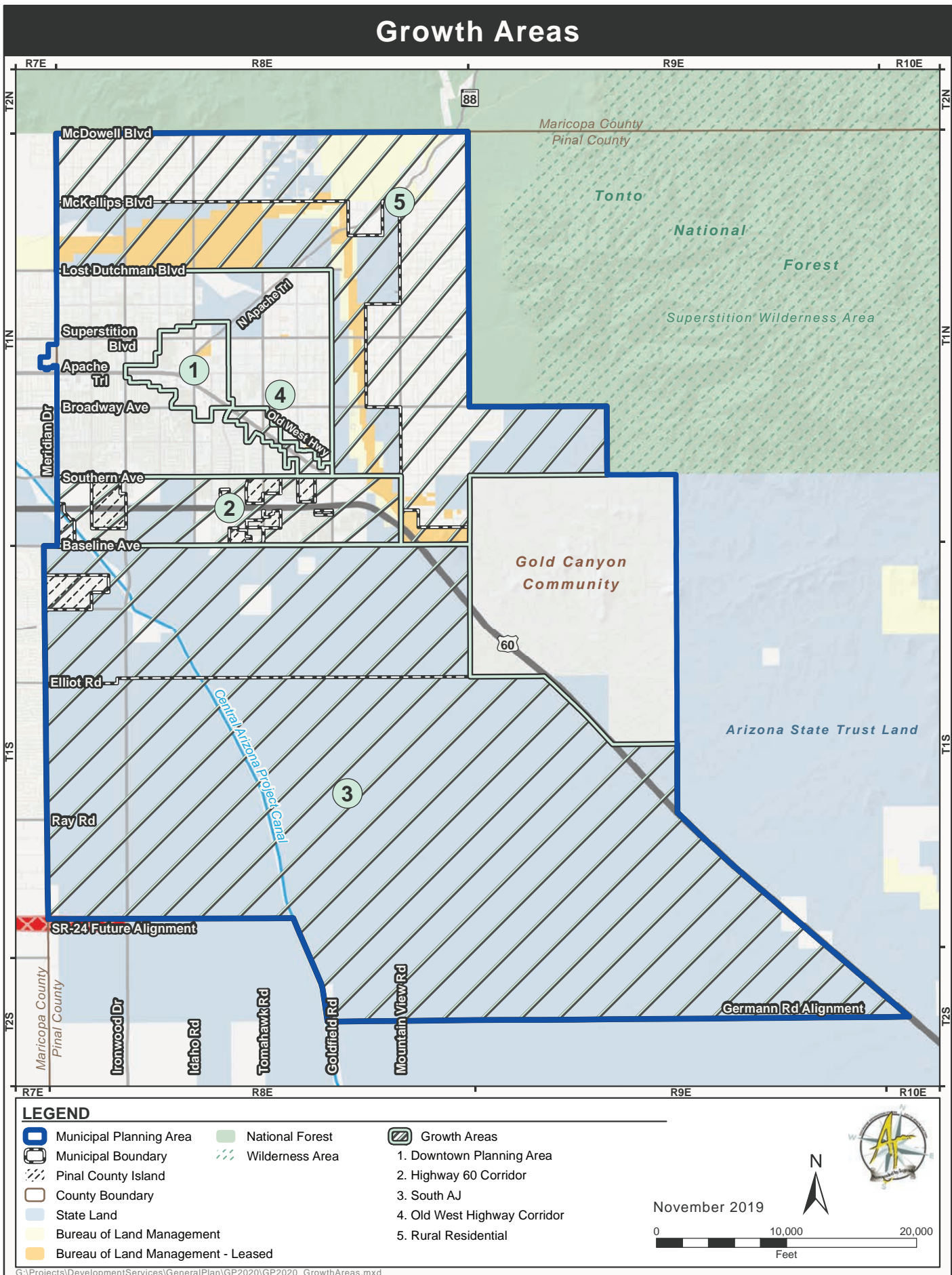
Policy: Encourage the use of “green building practices” for developers/builders.

Policy: Require the use of low impact development practices for all new development.

Policy: Conserve for future generations permanent open space to connect the natural resources that are the essence of what defines the city.

MAP 9.1

Growth Areas



Cost of Development



COST OF DEVELOPMENT

INTRODUCTION

Based on the projected number of dwelling units and population for the city at build-out, millions of dollars will be spent to install basic infrastructure to provide resident and business services to include the provision of water, drainage/flood control, and roadway facilities. In addition, fire and emergency

management services, police protection, recreation facilities, and the general government and public works operations will be expanded to respond to growth needs. The cost to bring infrastructure and services on line is only the beginning. Operating, maintaining and renovating facilities will require significant long-term funding.

This is especially important because the city on is on the threshold of developing approximately 6,700 acres south of Baseline Avenue. With the possible

FINANCIAL MECHANISMS

TABLE 10.1

Option	Description	City Function
General Transaction/Sales Tax	Taxes paid on retail sales activities with the city. Can be used for most types of expenditures.	Apache Junction levies 2.4 percent on all retail purchases in the city.
Dedicated Transaction/Sales Tax	Taxes paid on retail sales activities within the city. Revenues are dedicated for a specific purpose.	Apache Junction levies .4 percent for public safety personnel retirement system “PSPRS” and for road maintenance.
Property Tax	Tax based on the assessed valuation of property within the city. Can be used for most types of expenditures.	Apache Junction does not impose a municipal property tax on property owners within the city limits.
Intergovernmental Transfers	Revenues received from state and federal sources. Some funds are not encumbered and others must be used for specific purposes.	Apache Junction receives State Shared Revenues and Highway User Revenue Funds based on population.
Charges for Services	Charged for the actual cost of providing services. May fund operating and capital expenditures.	Apache Junction charges fees for services such as municipal court, planning, engineering, business licenses, parks and recreation, and library fees.

FINANCIAL MECHANISMS CONTINUED

Activity Related Taxes	Includes hotel occupancy taxes, taxes on rental cars, and other specific purposes.	No tax, due to state limitations that restrict the use of these taxes to only Maricopa and Pima Counties.
Development Fees	Fees imposed upon developers on a one-time basis to cover specific costs/impacts of the development.	Apache Junction administers a development fee program.`
General Obligation Bonds	Borrowing instruments that are backed by the full taxing authority of the City.	None at this time.
Revenue Bonds	Borrowing instruments that are backed and repaid by a current or future revenue source.	The City uses current revenues to retire debt.
Construction Sales Tax	Taxes will be paid on all new construction. Adjacent cities currently charge approximately 4%	This option has not been used in the past. This will need to be approved by voters
Special/Improvement Districts	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.	Levies Street light improvement district tax.
Development Agreements	Agreements between the city and property owner/developer that may require the installation of infrastructure or dedication of land as a condition of development.	Apache Junction has used this tool to ensure appropriate basic infrastructure is installed by the developer.
Cooperative Efforts	Financial, infrastructure development, and shared use agreements between public and/or private entities and the municipality.	This option has been used in the past.
Other Financing Methods	Consumer market type financing methods are available such as lease purchase agreements and traditional bank financing.	None.
Dedication	Contribution of property by a landowner to provide locations for amenities such as roads, schools, or parks.	This option has been used in the past.

influx of new residents, long-term financial planning is vital. The demands of growth include public infrastructure costs and the maintenance of streets, parks, water and sewer services as well as public safety.

The purpose of this chapter is to identify future

standards and strategies in order for future development to contribute an adequate and fair share cost to service these new developments. State law requires that only a proportionate cost of these services may be charged to a new development. The city takes a conservative approach to financial sustainability. This has led to conservative

spending and a strategic approach for city initiated improvements since the city does not have a municipal property tax. Planned revenue is subject to more volatile sources such as sales tax, construction permit fees, and user/development fees that follow the ebb and flow of the private market. Apache Junction revenue sources include:

Additional financing mechanisms that assist providing infrastructure improvements:

Community Facilities Districts (“CFDs”): This important financing mechanism is used in many communities to construct major public facilities. The districts are created upon petition by property owners and managed by the city. CFD debt, however, is not a liability of the city. CFD debt is assessed against the real property that benefits from the improvements. CFDs are used for large master planned communities and may not be feasible for smaller subdivisions and residential projects typically found in Apache Junction.

Improvement Districts (“IDs”): These districts provide for the construction of public infrastructure (water, sewer and streets). Property owners are assessed a special assessment lien by the city for repayment of the improvement bond. In the case of default by property owners, the city is responsible for any delinquencies and must institute foreclosure proceedings.

Financing Authorities: Arizona has two authorities that assist in the financing of water and sewer infrastructure, streets and drainage improvements, municipal buildings and other city improvements. The Arizona Water Infrastructure Finance Authority (“WIFA”) and Greater Arizona Development Authority (“GADA”) are designed to provide borrowers below market interest rates on loans and lower issuance costs.

PLANNING CONSIDERATIONS

The City of Apache Junction does not impose a municipal property tax on property owners owning property within the city limits. From a funding/financial mechanisms standpoint, the city is working from a disadvantage because it relies so heavily on a general transaction/sales tax. As stated in prior chapters the city experiences seasonal ebbs and flows in population. It is during the winter months where the city is able to collect the majority of its funding.

This is at a great risk due to the uncertainty of each season. With the combination of limited commercial shopping/restaurant destinations, the city will have to work on developing/redeveloping commercial areas to keep tax dollars within the city. The development of regional commercial centers in Mesa a few miles west of the city add to the development pressures the city will face in the future. Additionally, every five years the city will need to continually monitor development fees to ensure that new development continues to pay its fair share of growth-related impacts.

GOALS AND POLICIES

GOAL 10.1: CONSIDER ALTERNATE FINANCIAL MECHANISMS

Policy: Explore the possibility of implementing a minor property tax to diversify funding and accelerate city-initiated improvements such as public safety, parks, streets and the expansion of other municipal services.

GOAL 10.2: MAINTAIN OR ENHANCE PUBLIC SERVICE LEVELS

Policy: Public services/facilities should be available concurrently with development demand.

GOAL 10.3: ACHIEVE ECONOMIES OF SCALE WITH THE PROVISION OF PUBLIC FACILITIES AND SERVICES

Policy: Create service efficiency through an expanded customer base.

Policy: Cluster densities within compact service areas, while providing meaningful open space areas.

GOAL 10.4: EMPLOY CAPITAL IMPROVEMENTS PLANNING TO GUIDE DEVELOPMENT

Policy: Continue to implement the city’s capital improvement program annually. 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.

Policy: Maximize the use of grants and subsidies to pay for capital projects and services.

Policy: Conduct periodic national and international peer city analysis to identify best practices for infrastructure development, maintenance and financing.

GOAL 10.5: ENSURE THAT NEW DEVELOPMENT PAYS IT'S FAIR AND PROPORTIONAL SHARE OF THE COST OF ADDITIONAL PUBLIC FACILITY AND SERVICE NEEDS THAT IT GENERATES

Policy: Continue to recover, through development fees, the costs of police, roads, parks and libraries associated with new development.

Policy: When practical and feasible, encourage the formation of CFDs, or improvement districts, to upgrade or construct city streets and sidewalks in developed or developing areas.

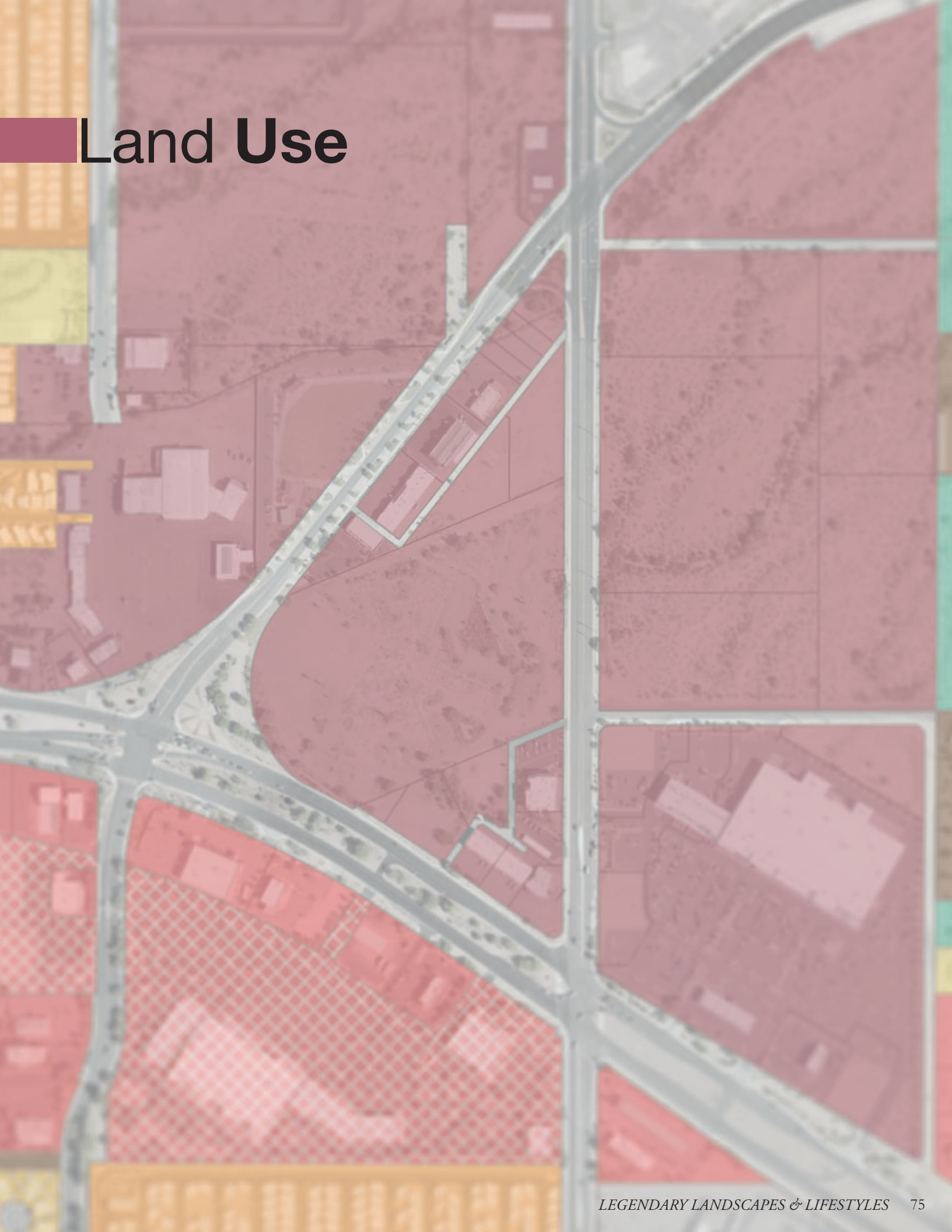
Policy: Conduct a periodic review with peer governments of the city's tax and fee structure to ensure economic development competitiveness including a construction sales tax.

GOAL 10.6: RELATE INFRASTRUCTURE INVESTMENT AND LAND USE DECISIONS TO MUNICIPAL ECONOMIC SUSTAINABILITY

Policy: Recognize long term municipal revenue implications of land use decisions. Support desired levels of public services and fiscal stability by promoting revenue generating land uses.

Policy: Conduct fiscal impact analysis for major developments or annexation proposals.

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Land Use



LAND USE

INTRODUCTION

The land use element is the city's blueprint for growth. Its purpose is to guide the city in making land use changes to achieve a balanced community. This element contains goals and policies that provide direction on how the city will develop into the future. Map 11.1, the land use plan map, illustrates the anticipated distribution, basic use and intensity to which land in the city is proposed to be developed at build-out. Build-out is defined as the theoretical point at which the city is completely developed in accordance with the future land use plan map. The actual build-out date is impossible to target since development and growth are dependent upon cyclical market trends, private property ownership interests and potential annexations.

The 2020 general plan's planning area is approximately 95 square miles, whereas the city's incorporated land area is approximately 34.8 square miles. The planning area outside the city's incorporated boundary is intended to represent land that the City of Apache Junction may consider annexing at some time in the future dependent on ASLD approval. Consequently, it is important to plan this area even though the city does not yet have legal authority over the land. The city is hopeful that Pinal County and the ASLD will favorably consider the 2020 general plan when making decisions that might impact those lands that could be annexed at some point in the future.

To assist in guiding growth and development consistent with the community's vision, the following land use categories set forth in table 11.1 have been designated on the land use plan map. The densities reflected in these land use categories do not entitle a property owner to the maximum density. The actual densities allowed are based on the approved zoning district for the property and/or specific development agreements, if any, approved for the property.

- Low Density Residential (1 DU/1.25 AC)
- Medium Density Residential (10 DU/AC)
- High Density Residential (40 DU/AC)
- Master Planned Community (20 DU/AC)
- Downtown Mixed Use (office, commercial retail, multifamily and high-density residential) (8.5 DU/AC Minimum)
- Commercial
- Light Industrial/Business Park and Heavy Industrial
- Public/Institutional
- Open Space and Recreational
- Flood Plain
- Conservation (1 DU/AC)

LAND USE DESIGNATIONS

Low Density Residential (1 DU/1.25 AC)

This land use designation represents where single-family homes on large lots, that allow for substantial setbacks between individual homes in order to maintain a rural character and retain the natural environment.

Medium Density Residential (10 DU/AC)

This land use designation represents areas where traditional single-family home, cluster homes, or other density development is appropriate with the lot sizes that allow for a range of setbacks depending on the product type.

High Density Residential (40 DU/AC)

This land use designation represents areas where traditional single-family homes, townhouses, condominiums and apartments is appropriate with the lot sizes that allow for relatively small setbacks between individual detached homes as well as common wall units. Higher density product should be located for easy access to schools, shopping, employment and freeway access.

Master Planned Community (20 DU/AC)

This land use designation represents areas where large developments with a range of uses is planned and developed in a comprehensive manner. Developments in this land use designation typically provide a range of housing options, commercial areas and recreational amenities with easy access to transportation routes.

Downtown Mixed-Use (8.5 DU/AC Minimum)

This land use designation represents a specific area in the Downtown where a mix of uses are allowed. While most of the current land uses in the city was developed under the traditional single-use concept, contemporary principles of planning suggest that mixed-use development (e.g., combinations of variety of high-density residential, commercial, industrial and recreational land uses) and provides a popular, marketable, environmentally friendly and economically viable alternative. Single-family development (RS-4) will be limited to the redevelopment of RV/Manufactured home parks as well as the outer edges of the Downtown Redevelopment Area only.

Commercial

This land use designation represents commercial and office areas with convenient access to major roadways that are close to residential areas, intended to serve the surrounding community consisting of general retail, restaurants, department chain stores, grocery stores and professional offices.

Light Industrial/ Business Park and Industrial

This land use designation represents areas where manufacturing is appropriate. These uses generally occur in a business park type environment with clustered buildings and inward focuses activity which can include light and heavy industrial, professional office, warehouses and other similar uses.

Public/Institutional

This land use designation represents areas where public or semi-public uses are most appropriate, including churches, police/fire substations, utility facilities and hospitals. With emergency service uses (e.g. police and fire) being permitted under all designations with appropriate review.

Open Space and Recreation

This land use designation represents areas that are natural open space which have been preserved through zoning, conservation easements or public ownership.

Flood Plain

This land use designation represents areas where property has been designated in a federal flood plain.

Conservation (1 DU/AC)

This land use designation represents areas in the city located along the northern and eastern edges of the city. Historically these areas have been designated as a 14 mile green space around Apache Junction. In order to preserve this green space loop, a conservation designation has been elected and capped to a maximum of one dwelling unit per gross acre. Clustering of units and preservation of open space should be the primary development tool.

PLANNING CONSIDERATIONS

Unplanned/Vacant Land

Only a small percent of land has been left unplanned and vacant. This leaves little opportunity for future new development projects. The majority of future construction will entail the redevelopment of existing land. It is therefore essential to provide flexibility so new development can offer an array of options for future residents. Sixty-three (63%) percent of

TABLE 11.1 LAND USE DESIGNATIONS AND ZONING

The table below correlates land use and zoning designations.

Land Use Designations	Zoning Districts
Low Density Residential (1 DU/1.25AC)	RS-GR, RS-54
Medium Density Residential (10 DU/AC Max)	RS-20, RS-10, RS-7, RS-5
High Density Residential (40 DU/AC Max)	RM-1, RM-2, RM-3, MHP, RVP
Master Planned Community (20 DU/AC Max)	Multiple Zoning Districts map apply
Downtown Mixed Use	B-3, RM-1, RM-2, RM-3, RS-4
Commercial	B-1, B-2, B-3
Light Industrial/Business Park and Industrial	B-4, B-5
Public/Institutional	PI
Open Space and Recreation	OSR (BLM)
Flood Plain	Flood Plain Overlay
Conservation (1 DU/AC)	Conservation

residential housing stock is manufactured homes and recreational vehicles. The city must take this into consideration and not allow any more of this type of development.

Planning for the Development of Vacant State Land

Approximately 6,700 acres of vacant land owned by the ASLD is located between Baseline Avenue and Frye Road/State Route 24 (S.R.-24) alignment. The general plan has designated this area as master planned community (“MPC”) in order to provide general guidance for the development of this land. The master planned community designation would ensure a variety of residential, commercial and industrial uses to facilitate a high quality of life and a vibrant economy.

Gold Canyon can boost the economy

Currently, shopping and dining options are limited in Gold Canyon, where approximately 10,000 persons reside. With shopping and dining areas scarce a large portion of residents travel outside of their community to shop, eat and recreate. It is common knowledge that residents of Gold Canyon do not shop in Apache Junction. This dynamic proposes a unique business and tax dollar attainment opportunity for the city. Proper planning along the US-60 highway corridor will help ensure regional and local shopping opportunities for existing residents and traveling residents of Gold Canyon.

Community Health

Top health priorities for any community is access

to green space and parks, acceptable air and water quality and access to healthy food. It is vital to consider these priorities when reviewing projects to ensure a high-quality of life standard for residents.

Sources of Aggregate

Due to the continuous growth experienced in the valley, the Aggregate Protection Act (“APA”) (Senate Bill 1598) requires cities to address existing sources of aggregates. Aggregate is a key material used in construction in everything from driveways to roads. The law requires cities to encourage the preservation of such sites and well as help mitigate incompatible land uses. The language below addresses these efforts.

GOALS AND POLICIES

GOAL 11.1: BE CONSIDERATE OF THE RURAL CHARACTER OF THE CITY

Policy: Preserve mountain views through the limitation of multi-story buildings outside the downtown core and master planned area.

Policy: Require active open space in all new residential developments.

GOAL 11.2: PROVIDE A BALANCE OF USES THROUGHOUT THE COMMUNITY

Policy: Allow for the future development of regional shopping centers.

Policy: Provide incentives for desired uses.

Policy: Attract employment uses to the U.S. 60 corridor.

Policy: Discourage any additional manufactured home/recreational vehicle parks and mini-storage within the city.

GOAL 11.3: REVITALIZE OLDER NEIGHBORHOODS AND THE DOWNTOWN

Policy: Revitalize older neighborhoods through grants and redevelopment loans.

Policy: Promote the redevelopment of the downtown through the elimination of dilapidated structures.

Policy: Provide high-density multi-family housing within the downtown area.

Policy: Establish functionally compatible uses (uses that are “good neighbors” to each other).

Policy: Encourage infill development with a variety of housing types.

Policy: Require the clustering of development along the 14 mile green space surrounding the city along the northern and eastern boundary.

GOAL 11.4: ENCOURAGE AND PROMOTE SUSTAINABLE LAND USE DEVELOPMENT

Policy: Encourage use of green building standards.

Policy: Zoning regulations should include sustainable development standards.

Policy: Utilize city resources to promote sustainable awareness.

GOAL 11.5: PROVIDE EQUAL PROTECTION OF EXISTING AGGREGATE AND RESIDENTIAL DEVELOPMENT

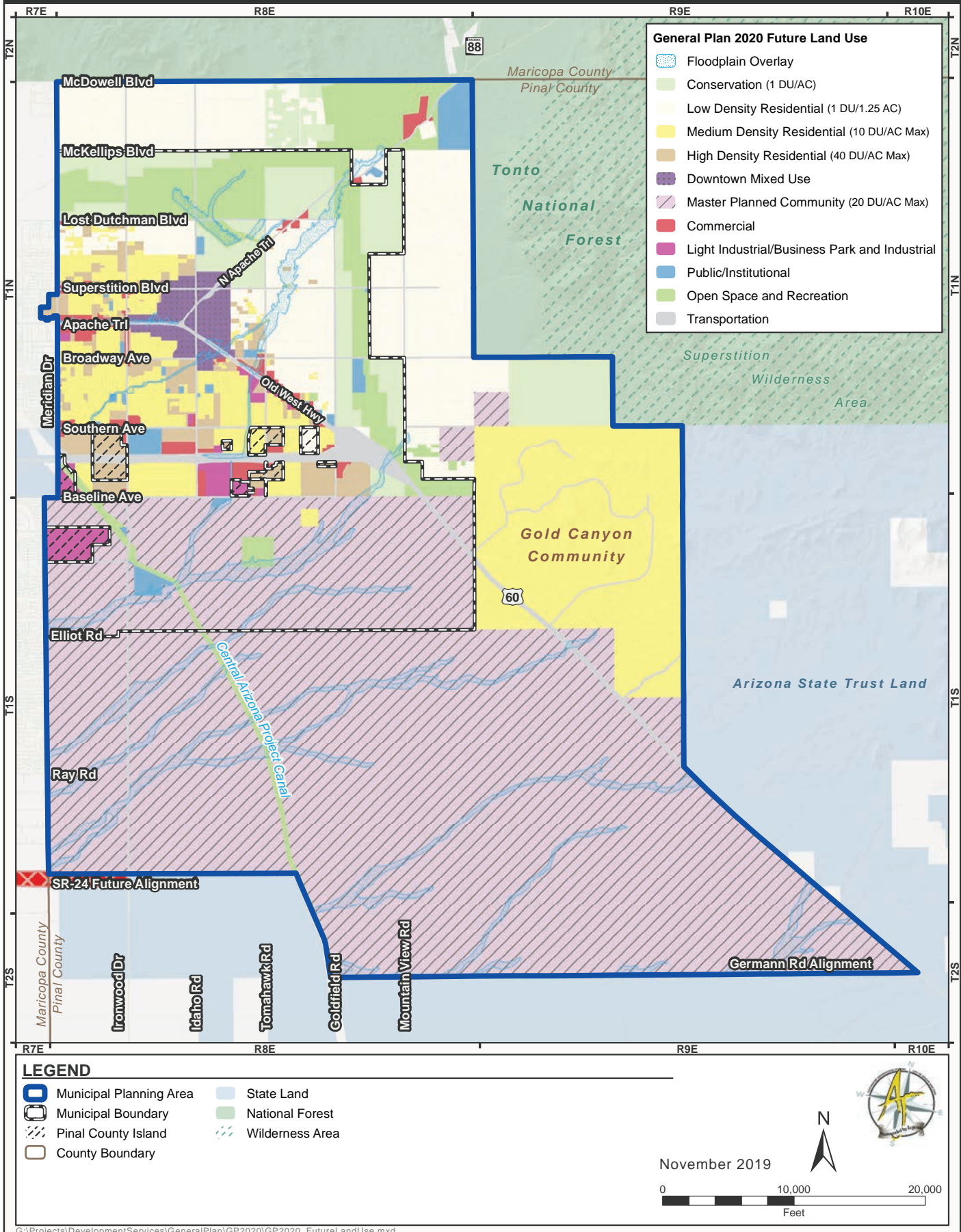
Policy: Discourage new residential zoning adjacent to where existing or future aggregate operations are planned.

Policy: Discourage aggregate operations near or adjacent to residential development, schools or planned/existing city parks.

Policy: Promote aggregate operations to be located adjacent to industrial uses.

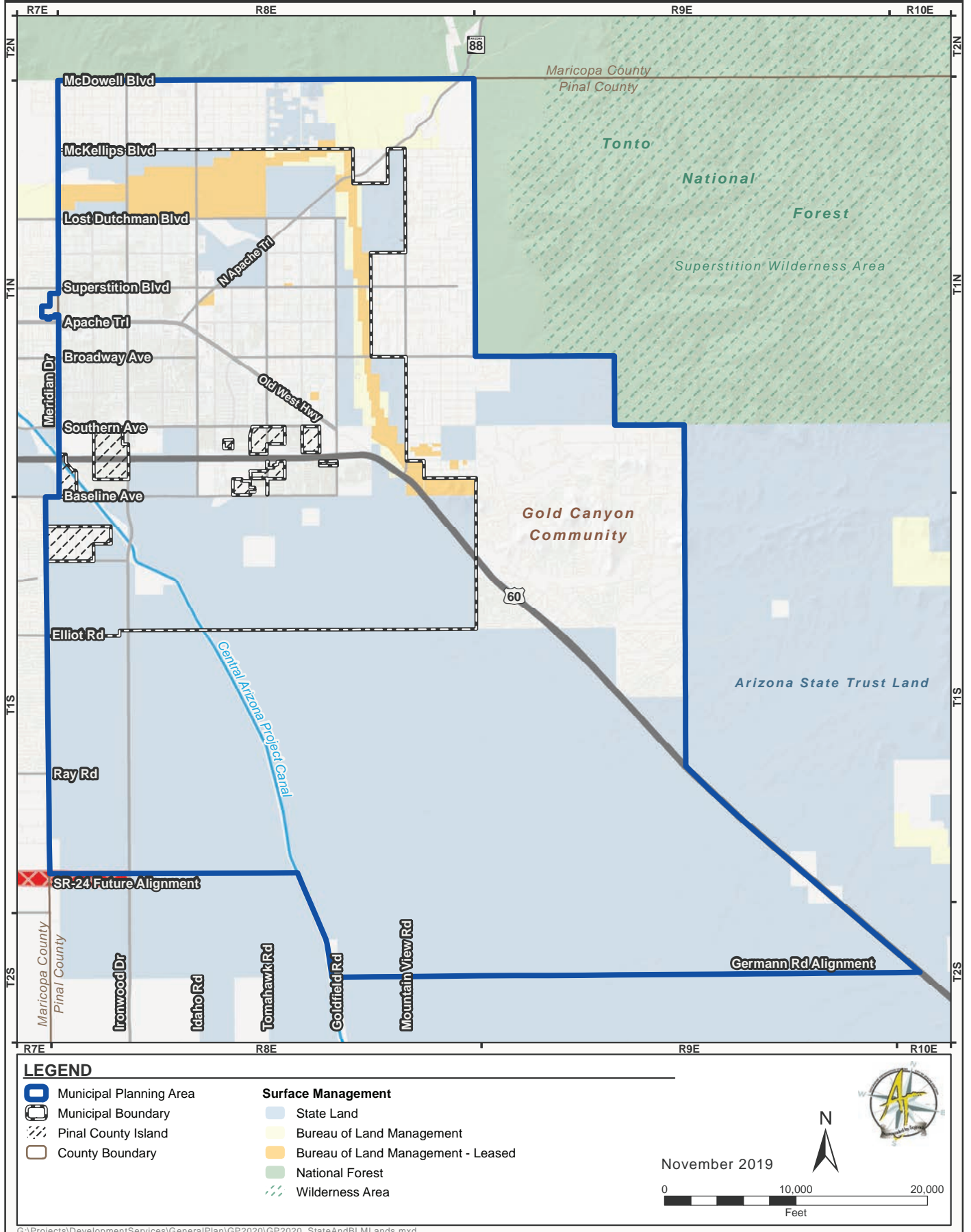
MAP 11.1

Future Land Use



MAP 11.2

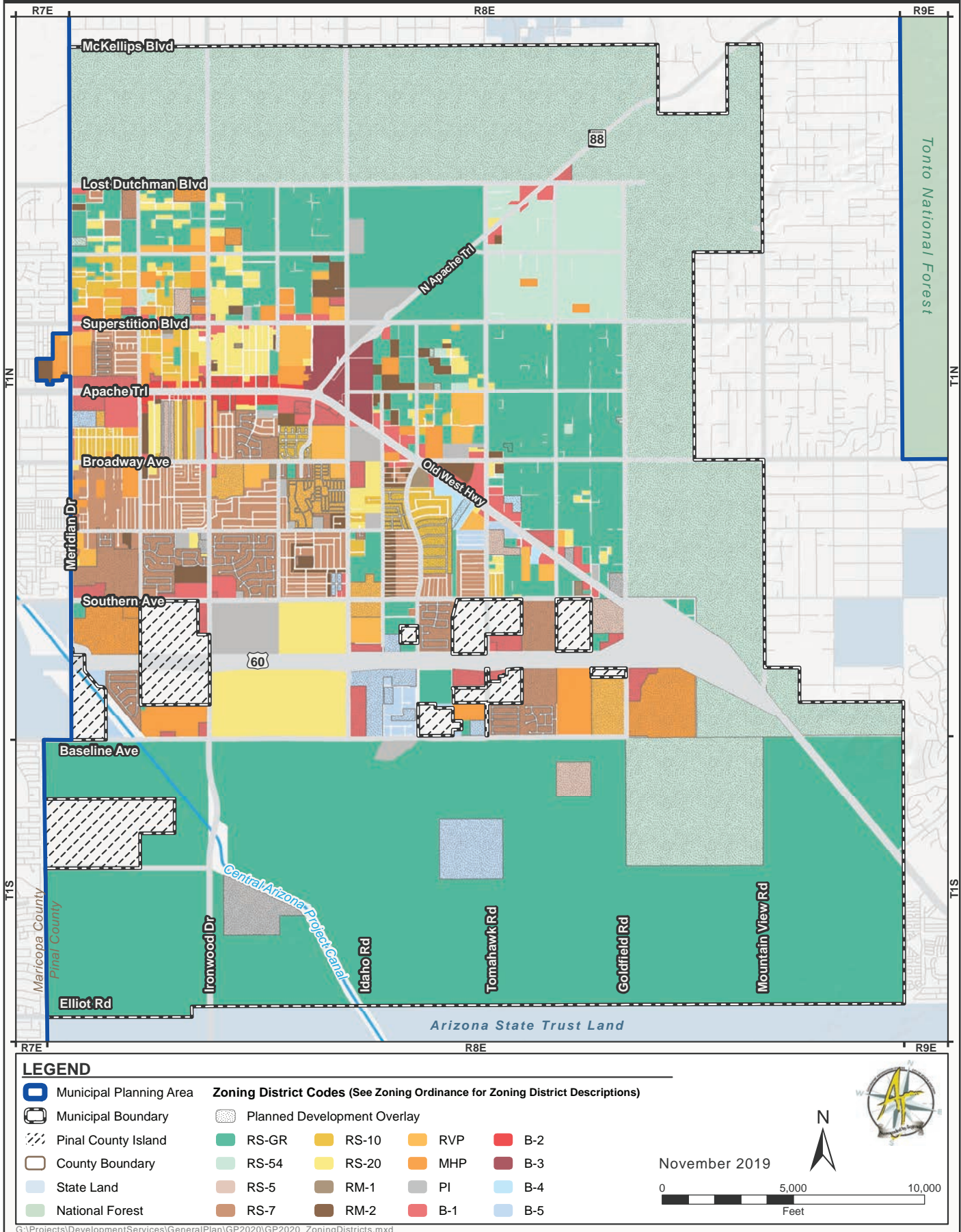
Arizona State and BLM Lands



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MAP 11.3

Zoning Districts





Intergovernmental Cooperation



INTERGOVERNMENTAL COOPERATION

INTRODUCTION

The purpose of the Intergovernmental Cooperation plan element is to present the city's goals and policies for improving communication, land use decision making and government service delivery amongst various levels of governments. This element establishes a framework that the city and surrounding governmental entities must undertake to improve the quality of life for its residents of Apache Junction. The aim is reduce public costs and redundancy of municipal services and to avoid or resolve intergovernmental conflicts. The city seeks to continually improve its relationships with neighboring governments, AJUSD, SFMD, Pinal County, regional entities (CAG, MAG, Phoenix-Mesa Gateway Airport), the State of Arizona, federal agencies and other governmental units.

Potential areas of conflict generally revolve around annexation issues and competition for sales tax base. The process of developing a general plan can identify potential conflicts. The plan attempts to eliminate areas of conflict by identifying matters where specific conflicts could occur and offer a mechanism for conflict resolution and/or joint planning.

This plan element calls for better and regular information exchange, cooperative “growing smarter” planning, cross-boundary planning for elements that extend beyond municipal borders,

such as surface water management or transportation, continued sharing of common resources, such as recreation sites, geographic data, long-term boundary agreements, and means of dispute resolution such as negotiation or mediation.

CONDITIONS, ISSUES, AND OPPORTUNITIES

The city utilizes intergovernmental agreements, leases and contracts to coordinate with other governmental entities. These various units of local, regional, state and federal governments and quasi-governmental entities can be described as either primary or secondary in terms of the city's need for coordination and cooperation. Additionally, the city is very active in regional organizations including the Pinal Partnership, East Valley Partnership and its Superstition Vistas subcommittee, Valley Partnership, Greater Phoenix Economic Council, and the Phoenix-Mesa Gateway Airport Board, Central Arizona Governments, and Maricopa Association of Governments.

AREAS OF COORDINATION

Schools

The city and the AJUSD have had a great working relationship related to parks and recreation since the city's incorporation. Both entities keenly understand the symbiotic relationship that the two organizations have. Both the city and AJUSD have a shared interest because of the locational choices people have. Households have choices where they choose to live and primary among the decision framework

is the quality of the public-school system followed by public safety, employment opportunities, the quality of life and the cost of living. While the city and AJUSD have had a long standing arrangement regarding shared use of facilities, there is room for continued or expanded cooperation. Cementing the symbiotic relationship between the city and AJUSD is important because great schools create great neighborhoods and vice versa.

The city has little if any coordination with the “public” charter schools.

Town of Queen Creek/City of Mesa/ Pinal County

The city has a very good working relationship with the City of Mesa, the Town of Queen Creek and Pinal County. City leaders have ample opportunity to converse during meetings and events such as the airport board meeting or the East Valley Mayor’s Prayer Breakfast. The city and the Town of Queen Creek councils had a joint meeting in 2016 and both communities passed a resolution to agree on a common southern boundary. That boundary is the centerline of the extension of SR-24. Such joint meetings can produce landmark agreements that avoid years of squabbling and court battles regarding annexation. Instead, the communities can spend valuable resources on planning for growth rather than arguing over who gets which piece of the growth pie. The city has similar relationships with both Pinal County and the City of Mesa where leaders are continually discussing matters of regional importance including transportation, utility service areas, land use and protecting the region’s natural environment and quality of life.

Utility Service Delivery: Water, Sewer, and Stormwater Services

It has been the city’s long standing policy, to not provide water or sanitary sewer service outside the city limits unless there is an annexation agreement between the water or sewer district and the property owner. The city can grow in a more orderly fashion with traditional utilities for water and sewer and for stormwater management.

On-Site Septic Systems

The city and sewer district must encourage existing and future development to connect to a municipal

sanitary sewer system. It is not practical to provide sewer on 1.25 zoned acre lots in the low density suburban areas. The city encourages the elimination of package plants and individual septic systems as a way to make the current systems more efficient, protect groundwater and to recharge the aquifer with highly treated effluent water. The city has been hampered in its development and infill of properties that have infrastructure in terms of roads, curb, gutter, sidewalk, police protection but no access to sewer or limited access to potable water.

Public Transit

The citizen survey illustrated that the citizens have a strong interest in public transit. The city has attempted to implement transit on three occasions without ending up with a functioning transit system. The city is seven miles from the nearest transit stop in the City of Mesa. When Apache Junction moved from the CAG region to the MAG region, the city lost its opportunity to start a transit system using valuable federal operating dollars. Now that the city is in the MAG region for transportation purposes, those operating funds are no longer available. Had the city started a system when it would have been considered a “rural” system, the city would have been able to bring those dollars with them into the MAG funding systems. MAG does fund transit capital projects but does not supply federal operating dollars. This makes the prospect of starting a transit system much more difficult for the city and its residents.

OPPORTUNITIES FOR COLLABORATION

Open Space and Conservation of Natural Corridors

Apache Junction and the surrounding incorporating area in Maricopa and Pinal Counties has significant and unique environmental assets that are integral to the desirability of the area. The city should emphasize the protection of significant environmental corridors for recreation and wildlife movement. There should be a coordinated regional approach to protecting such resources, led by the city and Pinal County. What is the best way to ensure cooperation between federal, state, counties, and adjacent municipalities in the region in the conservation of key environmental assets such as the Usury Pass Regional Park, Tonto National Forest,

Superstition Wilderness, ASLD, BLM lands, the CAP Canal corridor?

intergovernmental coordination issues.

1 H2O Management

Utilizing intergovernmental cooperation among all water managers at the federal, quasi-governmental, state, county, municipal, and districts will transform the philosophy of water to consider all aspects of water (potable, stormwater, treated wastewater) in a coordinated management of water as 1 H2O in the city and the region.

Compact Growth

The city should direct new development to areas currently served by public utilities and roads and provide additional infrastructure only when available serviced land in the region has been nearly fully used. For us development into municipalities in the county and support county comprehensive plans that direct growth in an orderly and logical fashion. San Tan Valley is an example of unplanned growth that should not be repeated in the region.

Annexation of County Islands

Pinal County could play a pivotal role in setting up informational meetings or a town hall style meeting to educate property owners on the pros and cons of eliminating county islands. County islands consist of a variety of housing including mobile home and RV parks, a condo project, multiple family and single-family homes along with some commercial and industrial areas. With the county and city working more closely aligned, the obvious service delivery gaps and confusion could be eliminated. The city should continue to abide by a firm policy to not extend sewer or water services without annexation.

Shared Use of Facilities

There should be more shared use of schools for community meetings, activities and events within the budget and operational limitations of AJUSD.

GOALS AND POLICIES

This section provides the policy guidance to meet the goals of the 2020-2050 Apache Junction General Plan: Legendary Landscapes and Lifestyles and describes actions that the city must take to address

GOAL 12.1: PROTECT THE IRREPLACEABLE LEGENDARY LANDSCAPES AND LIFESTYLE OF THE CITY AND REGION

Policy: The city, federal, state, county and adjacent cities have an imperative and obligation to protect the Superstition region for future generations and shall ensure that the regions natural landscapes are not lost to irresponsible growth.

Policy: The city will lead by example by requiring development to leave the lightest foot print possible on the landscape.

Policy: The city will convene regional partners to define the metrics and agree to a regional compact for the protection of the resources that define the region and the quality of life for area residents.

GOAL 12.2: FOSTER THE 3 C's OF INTERGOVERNMENTAL COOPERATION (COLLABORATION, COMMUNICATION AND COLLEGIALLY)

Policy: The city will work proactively to avoid conflict on matters pertaining to regional issues and build interpersonal relationships that promote communication and cooperation.

Policy: Put residents first by sharing public resources, services and facilities that serve residents across jurisdictional boundaries.

Policy: Grow the City of Apache Junction in a way that benefits the region while conserving the quality of life of existing residents, visitors and businesses.

Policy: Encourage planning in Pinal County that promotes the eventual elimination of county islands, logical extensions of public utilities and roadways, services delivery and directs growth to existing municipalities.

Policy: The city will not permit connection to water and sewer utilities without annexation to the city.

TABLE 12.1

AGENCY	AREA OF COORDINATION
PRIMARY	
LOCAL MUNICIPALITIES	
QUEEN CREEK MESA FLORENCE	PLANNING, TRANSPORTATION, TRANSPORTATION, SUPERSTITION VISTAS
COUNTIES	
PINAL MARICOPA	PLANNING, TRANSPORTATION, TRANSPORTATION PLANNING, FLOOD CONTROL
SCHOOLS	
AJUSD CHARTER SCHOOLS	FACILITIES, PLANNING
DISTRICTS	
WUCFD OR AJWD SMCFD NUMBER 1	FACILITIES PLANNING FACILITIES PLANNING
REGIONAL	
CENTRAL ARIZONA GOVERNMENTS MARICOPA ASSOCIATION OF GOVERNMENTS PHOENIX-MESA GATEWAY AIRPORT AUTHORITY	208 WATER QUALITY, TRANSPORTATION TRANSPORTATION, PLANNING, ECON DEV FACILITY & LAND USE PLANNING
SECONDARY	
STATE	
DEPARTMENT OF TRANSPORTATION “ADOT” DEPARTMENT OF HOUSING “ADOH” STATE PARKS BOARD STATE LAND DEPARTMENT “ASLD” DEPARTMENT OF REVENUE “DOR” DEPARTMENT OF WATER REGULATION “ADWR” DEPARTMENT OF ENVIRONMENTAL QUALITY “ADEQ” REGISTER OF CONTRACTORS “ROC”	SR 88, SR 24, N/S CORRIDOR CDBG/HOME SPP FUNDS, MFG. HOMES/FACTORY BUILT BUILDINGS LOST DUTCHMAN STATE PARK STATE LANDS TAXATION FLOODPLAIN ADMINISTRATION STORMWATER QUALITY CONSUMER PROTECTION
FEDERAL	
U.S. DEPARTMENT OF AGRICULTURE – NATIONAL FOREST SERVICE	TONTO NATIONAL FOREST
U.S. DEPARTMENT OF THE INTERIOR - BUREAU OF LAND MANAGEMENT	PARKS/OPEN SPACE
UTILITIES	
ARIZONA WATER COMPANY SALT RIVER PROJECT “SRP” QUEST COMMUNICATION (CENTURYLINK) SW GAS MEDIACOM	

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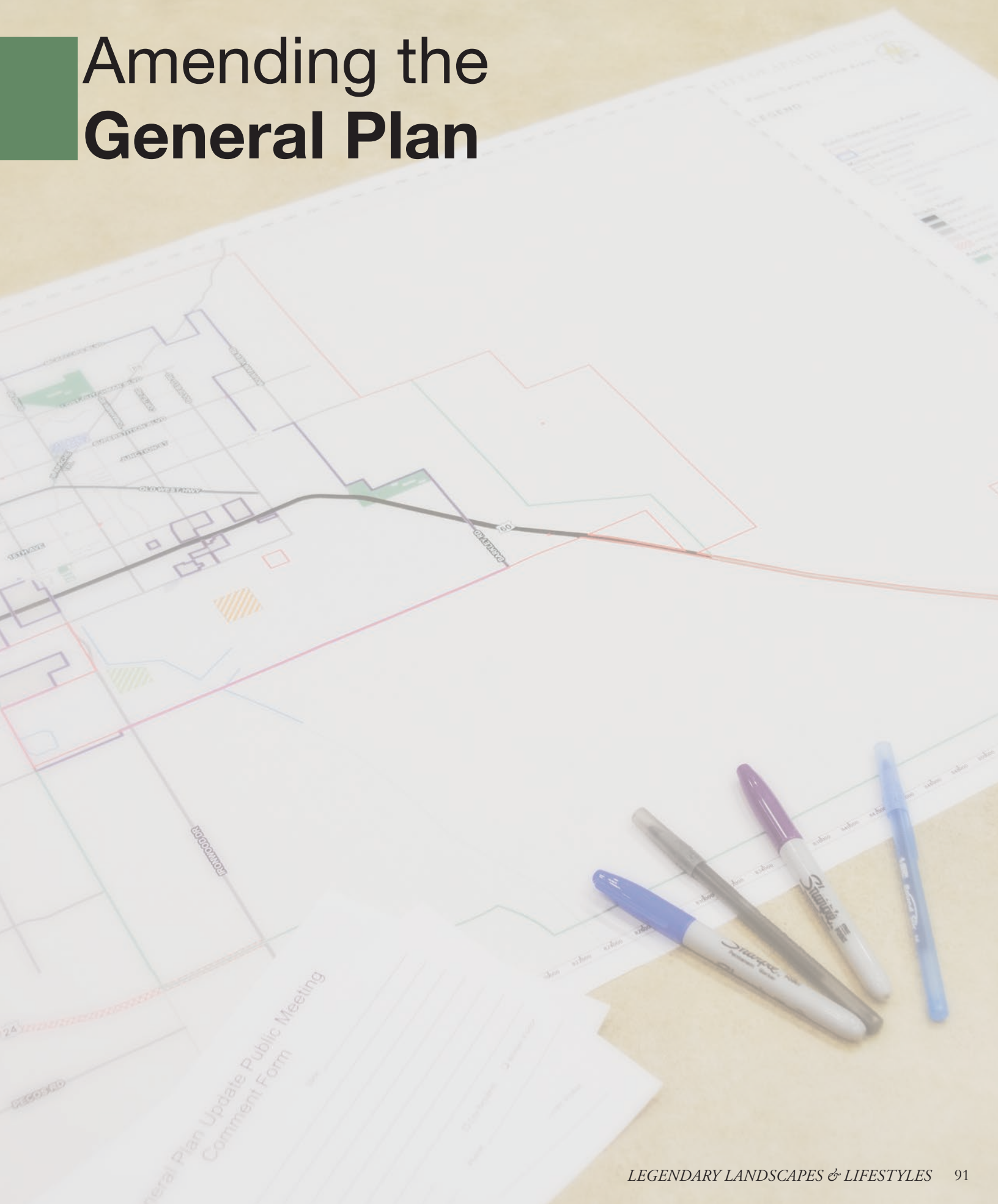
Part 3

Plan Implementation



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Amending the General Plan





AMENDING THE GENERAL PLAN

INTRODUCTION

The planning process leading up to the adoption of a general plan is a rigorous process involving many formal and informal public meetings and public hearings over a considerable period of time. In regard to the city's general plan these meetings were supplemented with surveys, community presentations, open houses as well as other methods that were used to determine the community's goals and objectives regarding the development of the city.

The general plan, however, must continually be reexamined to respond to the changing social, economic, and demographic trends associated with dynamic growth within the city and region. Development pressures directly impact land use, traffic patterns, socio-economic conditions, provision of city services, and a host of other factors which must be addressed so that the general plan remains effective and relevant. Significant changes in any of these factors can trigger a need to amend the 2020 general plan.

Accordingly, future changes to the plan should be carefully considered to avoid invalidating the entire general plan development process and undermining community confidence. The following describes the process and criteria for general plan amendments.

GENERAL PLAN AMENDMENT PROCESS

Amendments to the general plan shall be classified as either major or minor amendments. In accordance with A.R.S. Section 9-461.06, changes to the general plan are to be considered major amendments if the resulting change is a "substantial alteration of the municipality's land use mixture or balance as established in the land use element." The general plan amendment process shall include, for both major and minor approvals, a review, analysis, findings of fact and recommendation for approval, denial, or modification by staff to the planning and zoning commission and the city council. No rezoning requiring a general plan amendment shall be approved by the city council until after the council approves the major or minor general plan amendment. The following procedural requirements apply to major amendments.

Major amendments to the 2020-2050 general plan shall comply with the following:

1. Will be processed starting January 1st of each year and shall be considered by the council at its second regular meeting in September of each year.
2. May only be considered by the city council at a single hearing during the calendar year the proposal is made. [Note: Minor amendments may be processed and considered at any time during the year].
3. Must receive a two-thirds majority vote (5 out of 7) of the city council for approval.

4. May be requested by private individuals and/or agencies in accordance with the procedures set forth in Arizona law.
5. Must comply with the same procedures used for the adoption of the general plan.
6. May not be enacted as an emergency measure by the City of Apache Junction, but is subject to referendum as provided by article IV, Part 1, Section 1, Subsection (8), Arizona Constitution, and Title 19, Chapter 1, Article 4, except for general plans that are required to be submitted to the voters for ratification.
7. Must be approved by the governing body in the form of a resolution.

PLAN AMENDMENT 60 - DAY REVIEW PERIOD AND NOTICE

To ensure adequate scrutiny of proposals for major amendments to the general plan, state statutes mandate that local governments provide notice of the proposal a minimum of sixty (60) calendar days prior to providing notice of public hearing. Major amendments must also meet the public involvement criteria outlined in state statutes that provide effective, early, and continuous public participation from all geographic, ethnic, and economic areas of the municipality. Planning staff must also transmit the proposal to the planning and zoning commission and city council and provide review copies to the following entities:

- The planning agency of the county in which the municipality is located.
- Each county or municipality that is contiguous to the corporate limits of the municipality or its area of extraterritorial jurisdiction.
- The regional planning agency within which the municipality is located.
- The Department of Commerce or any other state agency that is subsequently designated as the general planning agency for this state.
- The Department of Water Resources for review and comment of the water resources element.
- Any person or entity that requests in writing to receive a copy of the proposal.

MAJOR PLAN AMENDMENTS

Amendments to the 2020 general plan shall be considered major amendments if they substantially alter the community's land-use mixture and balance in accordance with one or more of the following criteria:

1. Any planning area boundary change of 100 or more contiguous acres.
2. Any proposed land use plan map change from a residential land use designation to a non-residential land use designation of 10 or more contiguous acres.
3. Any proposed land use plan map change from a commercial land use designation to a business park/industrial land use designation of 10 or more contiguous acres.
4. Any proposed land use map change from a commercial, business park, or industrial land use designation to a residential land use designation of 10 or more contiguous acres.
5. Any proposed zoning map change from a residential zoning district to a non-residential zoning district of 10 or more contiguous acres for property that is identified in the land use plan as residential.
6. Any proposed zoning map change from a commercial zoning district to a business park/industrial zoning district of 10 or more contiguous acres for property that is identified in the land use plan as commercial.
7. Any proposed zoning map change from a commercial, business park, or industrial zoning district to a residential zoning district of 10 or more contiguous acres for property that is identified in the land use plan as commercial or business park/industrial.
8. Any proposed zoning map change from a single-family residential zoning district to a multiple-family residential zoning district of 10 or more contiguous acres for property that is identified in the land use plan as very low density rural residential, low density residential, or medium density residential.
9. Any zoning code text and/or general plan text changes that conflict with or alter the intent

of any general plan goal, objective or policy as determined by the development services director or designee.

10. Public hearings and adoption:

- a. Planning and Zoning Commission: A minimum of two public hearings at different locations within the municipality to promote citizen participation. Action by the planning and zoning commission shall then be transmitted to the city council.
- b. City Council: A minimum of one public hearing. Approval of a major amendment requires the affirmative vote of at least two-thirds (5 out of 7) of the members of the city council.

11. Notice of public hearing: For major amendments to the general plan, the city provides notice of public hearings before the planning and zoning commission and city council at least fifteen (15) but not more than thirty (30) calendar days prior to the hearing date by publication at least once in a newspaper of general circulation within the municipality.

MINOR PLAN AMENDMENTS

All other changes not expressly classified as a major plan amendment shall be classified and processed as minor plan amendments, except the following changes which are exempt from both the major and minor amendment process:

1. Any proposed zoning map change that complies with the land use plan map.
2. Any proposed general plan and/or zoning code text change that does not conflict with or alter the intent of any general plan goal, objective or policy as determined by the development services director or designee.
3. Any proposed zoning map change from a higher density residential zoning district to a lower density residential zoning district.
4. Any proposed change to the functional roadway classification map that does not adversely impact all or a portion of the entire community, as determined by the director of public works or designee
5. Creation of any new zoning district classifications

within the zoning code.

6. Any changes to the implementation program.

7. Public Hearing and Adoption:

- a. Planning and Zoning Commission: A minimum of one public hearing. Action by the planning and zoning commission shall then be transmitted to the city council.
- b. City Council: A minimum of one public hearing. Approval of a minor amendment requires a simple majority vote of the city council.

8. Notice of Public Hearing: For minor amendments to the general plan, the city provides notice of public hearings before the planning and zoning commission and city council at least fifteen (15) but not more than thirty (30) calendar days prior to the hearing date by publication at least once in a newspaper of general circulation within the municipality.

GENERAL PLAN AMENDMENT FINDINGS OF FACT

In considering a plan amendment resulting from a proposed zoning map change, zoning code text change, general plan future land use map change, or general plan text change, the following criteria shall be evaluated:

1. Whether the amendment proposes a land use designation that the land use plan map does not adequately provide optional sites to accommodate.
2. Whether the amendment constitutes an overall improvement to the general plan, will not solely benefit a particular landowner or owners at a particular point in time, and is consistent with the overall intent of the 2020-2050 general plan.
3. Whether the proposed amendment is justified by an error in the 2020-2050 general plan as originally adopted.
4. Whether the proposed change is generally consistent with goals, objectives, and other elements of the 2020-2050 general plan.
5. Whether the proposed change is justified by a change in community conditions or neighborhood characteristics since adoption of

the plan.

6. Whether the amendment will 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. Substantially decreasing existing and future water supplies.
 - d. Replacing employment with residential uses.
 - e. 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.
 - f. Increasing traffic (without mitigation measures) on existing roadways beyond the planned level of service, and that negatively impact existing and planned land uses.
 - g. Affecting the existing character (i.e., visual, physical and functional) of the immediate area.
 - h. Increasing the exposure of residents to aviation generated noise, safety and/or flight operations.
 - i. Materially diminishing the environmental quality of the air, water, land, or cultural resources.
 - j. 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 proposed change meets the amendment criteria, constitutes an improvement to the 2020-2050 general plan, and complies with the goals and policies of the plan.

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Plan Implementation

Chapter 6: Public Safety, Services and Facilities Element

6.1

6.2

Short Term

Chapter 4: Downtown Element

General Plan Element

Goal

Department Responsible For Implementation

Chapter 1: Environmental Planning Element

1.1

Public Works and Development Services Department

1.2

Public Works and Development Services Department

1.3

Development Services Department

1.4

Public Works and Development Services Department

1.5

Development Services Department

1.6

Development Services Department

1.7

Public Works and Development Services Department

1.8

Public Works and Development Services Department

2.1

Parks and Recreation Department

2.2

Parks and Recreation Department

2.3

Parks and Recreation Department

2.4

2.5

3.1

Chapter 2: Parks, Recreation and Open Space Element

Chapter 3: Neighborhood Preservation Element



IMPLEMENTATION PROGRAM

INTRODUCTION

The implementation program puts the 2020 general plan goals and policies in motion. More specifically, the implementation program establishes specific measures that will lead to plan achievement. Much of plan implementation occurs on a case-by-case basis through review of proposed rezonings, site plans, conditional uses, plats, public improvements, and public facilities. Implementation also occurs on a daily basis within the city administration through an ongoing system of analysis and study intended to reach rational conclusions about community needs and the best courses of city action within the framework established by 2020-2050 general plan.

Table 14.1 contains a series of implementation tasks that have been organized by chapter, goal, department responsibility and implementation priority. Implementation priorities have been categorized into four (4) implementation terms:

Continuous (On-going)

Short Term (1-3 years)

Medium Term (4-6 years)

Long Term (7+ years)

This table should be evaluated on an annual basis and updated to reflect changes in policy and/or resource capabilities.

GENERAL PLAN ANNUAL REPORT

The general plan annual report assists in the implementation of the general plan and can be incorporated into the analysis and performance for the development services department that is included in the city's annual budget. It includes the following sections:

- Implementation measure - Lists the goals necessary to carry out each element of the general plan.
- Lead department - Identifies the responsible city department for accomplishing that particular measure.
- Projected time frame - Identifies and prioritizes the time frame for the measure to be initiated.

Table 14.1

General Plan Element	Goal	Department Responsible For Implementation	Implementation Priority
Chapter 1: Environmental Planning Element	1.1	Public Works and Development Services Departments	Continuous
	1.2	Public Works and Development Services Departments	Continuous
	1.3	Development Services Department	Short Term
	1.4	Public Works and Development Services Departments	Short Term
	1.5	Development Services Department	Medium Term
	1.6	Development Services Department	Long Term
	1.7	Public Works and Development Services Departments	Continuous
	1.8	Public Works and Development Services Departments	Medium Term
Chapter 2: Parks, Recreation and Open Space Element	2.1	Parks and Recreation Department	Short Term
	2.2	Parks and Recreation Department	Continuous
	2.3	Parks and Recreation Department	Short Term
	2.4	Parks and Recreation Department	Short Term
	2.5	Parks and Recreation Department	Short Term

General Plan Element	Goal	Department Responsible For Implementation	Implementation Priority
Chapter 3: Neighborhood Preservation Element	3.1	Development Services	Short Term
	3.2	Development Services	Short Term
	3.3	Development Services	Short Term
	3.4	Development Services	Short Term
Chapter 4: Downtown Element	4.1	Development Services and Economic Development Departments	Short Term
	4.2	Development Services and Economic Development Departments	Short Term
	4.3	Development Services and Economic Development Departments	Medium Term
	4.4	Development Services and Economic Development Departments	Medium Term
	4.5	Economic Development Department	Short Term
	4.6	Development Services	Short Term
	4.7	Economic Development Department	Medium Term
	4.8	Development Services	Short Term
	4.9	Economic Development Department	Short Term
Chapter 5: Economic Development Element	5.1	Economic Development Department	Medium Term
	5.2	Economic Development Department	Short Term
	5.3	Economic Development Department	Short Term
	5.4	Economic Development Department	Short Term
	5.5	Economic Development Department	Medium Term
	5.6	Economic Development Department	Short Term

General Plan Element	Goal	Department Responsible	Implementation Priority
Chapter 6: Public Safety, Services and Facilities Element	6.1	Police and Fire	Continuous
	6.2	Public Works and Development Services Departments	Continuous
	6.3	Public Works Department	Short Term
	6.4	Public Works and Development Services Departments	Medium Term
	6.5	Parks and Recreation Department	Continuous
	6.6	Management Services	Long Term
Chapter 7: Circulation Element	7.1	Public Works Department	Short Term
	7.2	Public Works Department	Short Term
	7.3	Public Works Department	Continuous
	7.4	Public Works and Development Services Departments	Medium Term
Chapter 8: 1 H2O Element	8.1	Water Providers	Short Term
	8.2	Water Providers	Short Term
Chapter 9: Growth Area Element	9.1	Development Services	Medium Term
	9.2	Development Services	Medium Term
	9.3	Development Services and Economic Development Departments	Short Term
	9.4	Development Services	Short Term
Chapter 10: Cost of Development, Capital Improvements Element	10.1	Management Services	Short Term
	10.2	Public Works, Parks and Development Services Departments	Continuous
	10.3	Development Services	Long Term
	10.4	Public Works Department	Short Term
	10.5	Development Services	Short Term
	10.6	Development Services	Short Term
Chapter 11: Land Use Element	11.1	Development Services	Short Term
	11.2	Development Services and Economic Development Departments	Medium Term
	11.3	Development Services	Long Term
	11.4	Development Services	Short Term
	11.5	Development Services	Long Term
Chapter 12: Intergovernmental Cooperation Element	12.1	Development Services	Long Term
	12.2	Development Services	Long Term

Nestled at the foot of the Superstition Mountains, Apache Junction is strategically positioned as the eastern gateway into the Greater Phoenix metro area (Valley of the Sun) and the western entry to the Tonto National Forest's recreation venues. The surrounding geography and western atmosphere draw more than half a million visitors through the city annually. From the mysterious stories of hidden treasures to the people who follow them, Apache Junction is surrounded by legends.

City of Apache Junction
300 East Superstition Blvd.
Apache Junction, AZ 85119

www.ajcity.net

