

III. COMMUNITY CHARACTERISTICS

Phoenix Sky Harbor International Airport serves the Phoenix Metropolitan area and the surrounding rural counties and cities. Located four miles southeast of downtown Phoenix, it is part of a redeveloping older section of the City. The prime impetus for redevelopment of the area has been the expansion of the airport, the on-going construction of the inner loop of the Papago Freeway and the Squaw Peak Parkway; and the anticipated construction of the Hohokam and East Papago Freeways.

The purpose of this chapter is to identify the characteristics of the community served by and surrounding the airport and how these relate to the potential for airport development.

1. SOCIO-ECONOMIC CHARACTERISTICS

A. The Phoenix Metropolitan Area

From its beginning as a Hohokam settlement on the banks of the Salt River over 600 years ago, the Phoenix metropolitan area has grown to a population of more than 1.8 million persons in 1985 (see Table III.1). Phoenix itself had a population of over 900,000 persons in 1985 with a land area of nearly 324 square miles, making it the largest, most populous city in the state. The annual average growth rate for the 1980-85 period was 4.62 percent for the metropolitan area and 2.69 percent for the City of Phoenix.

The Maricopa Association of Governments forecasts continued growth in the metropolitan area and Phoenix. The average annual growth rate for the metro area is expected to increase to 5.2 percent in the 1985-1995 decade and remain stable at 2.7 percent for the City of Phoenix. By 2005, the planning period for this study, a population of 3.7 million persons for the metropolitan area and 1.4 million persons for the City of Phoenix is forecast.

The 1985 employment in the metropolitan area was estimated to be slightly less than 900,000 and for The City of Phoenix approximately 560,000 (see Table III.2). This represents an average annual increase of 7.8 percent per year for the metropolitan area and 7.5 percent for The City of Phoenix during the 1980-85 period.

Forecast short-range employment growth over the planning period is expected to be 5.7 percent for the metropolitan area with a total employment of over 1.8 million by 2005. Similar forecasts for The City of Phoenix call for a short-term growth rate in employment of over 4.1 percent with a total employment of over 920,000 by 2005.

Overall, the growth of the Phoenix area is expected to continue through the planning period.

Table III.1

POPULATION FORECASTS* TO 2005

	EXISTING 1985	1995	2005
Maricopa County	1,917,387	2,925,122	3,822,248
Average Annual Growth Rate	—	5.26%	3.07%
Phoenix Metropolitan Area	1,887,972	2,872,545	3,743,774
Average Annual Growth Rate	—	5.21%	3.03%
City of Phoenix	934,096	1,188,358	1,405,010
Average Annual Growth Rate	—	2.72%	1.82%
Study Area (District 56)	9,269	9,346	9,568
Average Annual Growth Rate	--	0.08%	0.24%

* Includes both resident and non-resident population.

Source: Mountain West Research for Maricopa Association of Governments,
Table 1, 05/18/87.

Table III.2

EMPLOYMENT FORECASTS TO 2005

	EXISTING 1985	1995	2005
Maricopa County	905,786	1,423,387	1,873,573
Average Annual Growth Rate	—	5.71%	3.16%
Phoenix Metropolitan Area	896,460	1,407,708	1,847,848
Average Annual Growth Rate	—	5.70%	3.13%
City of Phoenix	561,622	794,216	920,896
Average Annual Growth Rate	—	4.14%	1.60%
Study Area (District 56)	36,774	57,387	61,813
Average Annual Growth Rate	—	5.61%	0.77%

Source: Mountain West Research for Maricopa Association of Governments,
Table 17, 05/15/87.

B. The Immediate Airport Vicinity

The area immediately adjacent to the airport boundaries is an area in transition. Several factors have contributed to this including: 1) construction of the major highway projects on the east and west of the study area; 2) developer anticipation of the highway construction; and 3) beginning implementation of the Phoenix Sky Harbor Center redevelopment project west of the airport.

The area is employment-based rather than population-based. Population in 1985 was 9,269 persons, forecast to stay constant to 2005. Employment figures for the same area show 36,774 persons working in and around the airport in 1985 and forecast to increase to over 61,000 by 2005.

2. LAND USE

The following major land uses or land use groupings are located near the airport:

A. Phoenix Sky Harbor Center

This mixed use redevelopment project is located west of the airport. It is part of a larger effort to revitalize the Central City area adjacent to the airport by providing jobs, increasing the tax base, removal of homes from areas of high aircraft noise levels, and developing park, public safety, health care and related social service facilities on-site to serve: (1) the neighborhood residents in the remaining portions of the residential neighborhood of the west of the Center and (2) Center employees. The proposed "high tech" industrial park will house research, manufacturing and related uses as well as commercial office and retail/service space. Plans for the Center have included airport related uses for portions adjacent to the Airport.

B. Salt River

For most of the year the Salt River's 1000-foot wide channel is completely dry. During major flood periods the river carries high volumes of water at high velocities. Due to severe flooding in the early 1980's, the banks were reinforced with gabions. Levees were also constructed to divert flood waters, reduce potential erosion and reclaim land for the airport. Currently, the river and flood plain are sites for sand and gravel mining operations and landfills.

C. Pueblo Grande Municipal Monument

Located on approximately 85 acres northeast of the airport, Pueblo Grande is owned and operated by the City of Phoenix. It consists of a museum, Hohokam archaeological features and sites, and is included in the National Register of Historic Places. The park received 55,000 visitors in 1986.

D. Southern Pacific Railroad

The Southern Pacific Railroad has trackage within a 110 foot wide right-of-way extending across the northern boundary of the airport, directly north of Air Lane Road. The railroad tracks constitute a barrier to airport expansion to the north.

E. Landfills

There are three landfills south of the airport. Two are operational; one is on airport property south of the Air National Guard and is being filled with inorganic construction debris. The other two are on the south bank of the Salt River; the Bradley Landfill is operational, and the old Estes landfill has been closed. These landfills could affect possible rechannelization of the Salt River.

F. Industry and Commerce

In addition to the Phoenix Sky Harbor Center redevelopment project, numerous, manufacturing, research and development, warehousing, air cargo and aviation related uses are located north of the airport along Air Lane. Some of these companies, including Garrett, one of the city's largest employers, lease space on airport property. Garrett's lease expires in 2049.

Commercial operations are scattered along Air Lane and 24th Street; notably, at the intersections along 24th Street at Air Lane, Buckeye Road, and at the I-10 Interchange. A Rodeway Inn is located on the southwest corner of Buckeye and 24th Street in the redevelopment project, although it is not formally included in this project.

G. Vacant Lands

The major areas of vacant land (excluding the Salt River) lie to the west and to the east of the Airport. To the west, Phoenix Sky Harbor Center has cleared land between 24th Street and 16th Street and west of 16th Street, to remove noise-sensitive residences. To the east, areas targeted for highway improvements (Hohokam, East Papago, Route 153) and/or in the Salt River flood plain are presently vacant.

Land use planning in the Study Area is affected by two Phoenix plan documents: 1) the General Plan for Phoenix - 1985/2000, and 2) the Central City Urban Village Plan.

The Plans call for:

- o Continued expansion of Airport property, generally from 24th Street on the west (except for the southeast corner of Buckeye and 24th Street), to State Route 153 on the east, to the Salt River on the south.

- o Industrial development adjacent to the airport on the north and west sides.
- o Commercial development at the southwest corner of 24th and Buckeye Road.
- o Development of the Salt River and the area east of the airport between SR 153 and the Hohokam Expressway for parks/open space uses.
- o Development of a future/potential core area at 44th Street and Van Buren, the area of the Gateway Center development.

3. ZONING

While the General Plan provides a guide for future development of the City, the Zoning Ordinance is the legal tool for regulation of land use in accordance with the plan. The City of Phoenix Airport Zoning Ordinance regulates maximum allowable building heights to prevent development of structures which could impede air traffic.

The City of Phoenix Zoning Ordinance zones both the airport property as well as off-airport property. Most of the airport is zoned A Industrial (some with Special Permit Provisions). Other areas of the airport are zoned R-3 Residential or C-3 Commercial.

Most of the land surrounding the airport is also zoned A Industrial. Generally, land fronting on Van Buren Street is zoned C-3, as are parts of 24th Street. Pockets of residential zoning are located on the north and west, but are slowly being absorbed into the industrial zoning.

4. OPPORTUNITIES AND CONSTRAINTS

From a community perspective, the following represent opportunities and constraints to the continued growth and expansion of the airport (see Figure III-1):

A. Relocation of 24th Street

The Phoenix Sky Harbor Center Plan provides for the relocation of 24th Street to the west. This relocation will open up lands with direct access to the airport and suitable for uses such as rental car facilities, parking, food service facilities, etc.

Some existing uses such as the Rodeway Inn are not scheduled for purchase and redevelopment by Phoenix Sky Harbor Center. If these properties are included in Airport expansion plans, provisions will need to be worked out with Phoenix Sky Harbor Center.

B. Relocation of the Salt River

The former 1983 Sky Harbor Master Plan called for rechannelization of the Salt River to the south to provide land for a new third runway. Depending on the direction or form that the channelization would take, land south of the river's bank would be affected. Currently those uses include an operational landfill, a retired landfill, a sand and gravel mining operation, a new high-profile industrial park sub-division and other various uses. These uses all complicate potential rechannelization and have major cost implications, potentially including the cost of removal of landfill materials.

C. Use of the Salt River

The City of Phoenix general plan and City of Tempe general plan designate the Salt River for parks and open space uses. The voters in Maricopa County recently defeated a proposition to establish a special district to convert the dry Salt River into a 27 mile long park system called the Rio Salado. A scaled-down version of the park is currently under consideration.

D. The Proposed Roadway System on the East

Realignment of the Hohokam Expressway (S.R. 143) to the east, construction of State Route 153 south and extension of Sky Harbor Boulevard east to the East Papago Freeway, all will serve to define the opportunities for expansion available to Sky Harbor, as well as the opportunities for rechannelization of the Salt River. The farther east and the lower vertical profile this road system presents, the better it will be for the Airport.

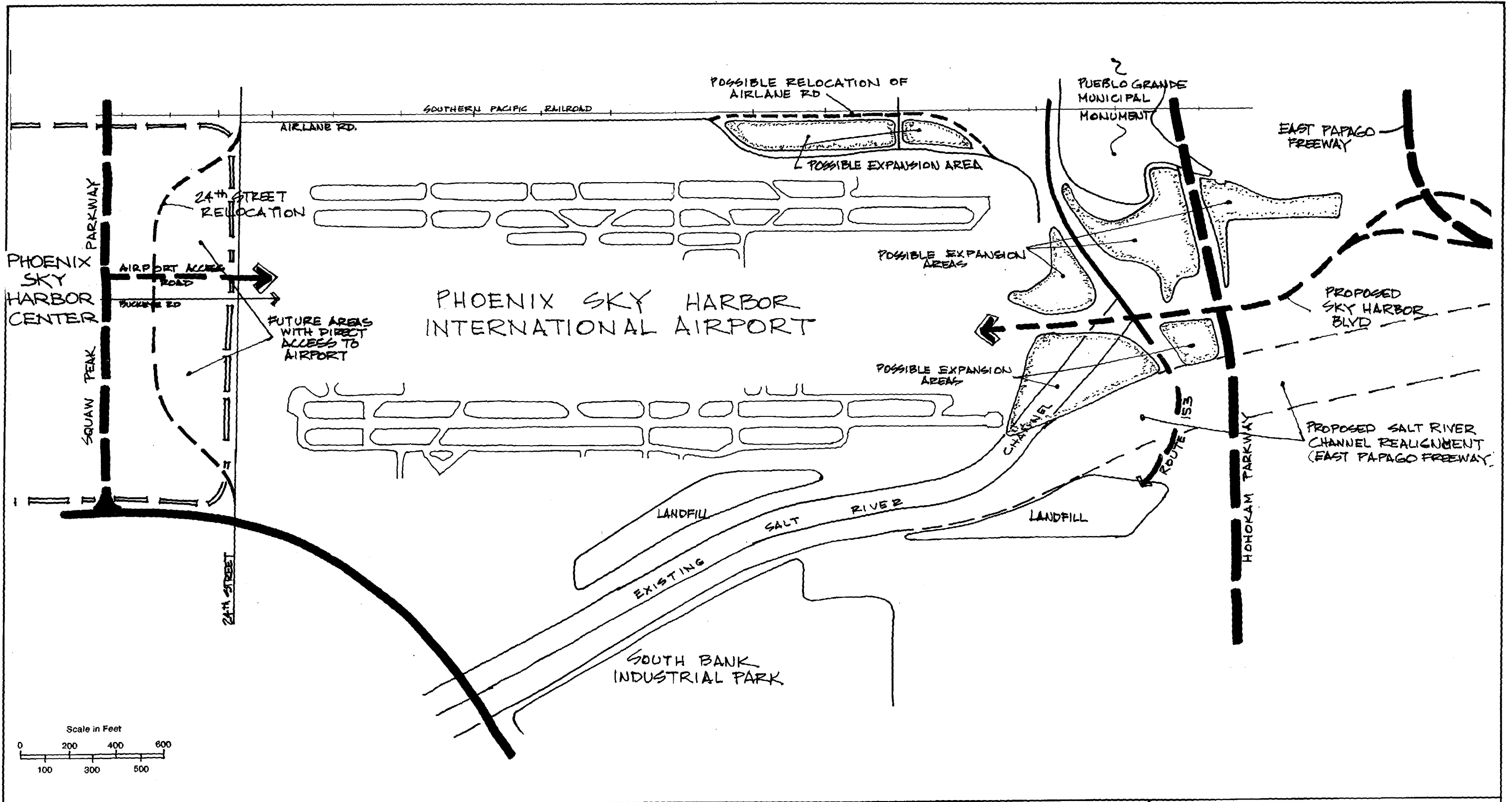
Present plans for the roadway system show substantial areas of excess right-of-way that will be available to the Airport. These lands can be used for a variety of uses such as parking, storage, and similar uses. Suitable access to these parcels will be needed.

E. The Southern Pacific Railroad

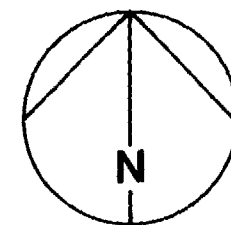
The railroad is a barrier to expansion to the north. However, the opportunity does exist to relocate Air Lane Road to follow the railroad in the east and open up an area for expansion of the Airport.

F. Pueblo Grande National Monument

The monument constrains runway extension to the east for the airport. City park staff presently report that the monument is subject to noise and vibration from airport operations.



PHOENIX SKY HARBOR INTERNATIONAL AIRPORT MASTER PLAN UPDATE



**Opportunities and Constraints,
Airport Vicinity**

Figure III-1

G. Noise

Noise continues to be a major concern for Sky Harbor. The recently completed Part 150 Study, jointly sponsored by the City of Phoenix and City of Tempe, addressed noise impacts of present and future airport operations. The recommendations of this study are incorporated into the master plan proposals.