



# Smith Hub Infrastructure Master Plan

## Public Input Summary - June 2021

### I. Background

The City of Tempe is developing an infrastructure plan for the Smith Innovation Hub. The plan will guide future city and private development infrastructure investment in the area. A virtual public meeting and survey were conducted in June of 2021 to discuss existing conditions and gather feedback on potential improvements, including lighting, sidewalk or road improvements, bike lanes, landscaping and water/sewer upgrades.

The Smith Innovation Hub Infrastructure Master Plan will identify infrastructure needs for the area, ensuring it aligns with the community's vision, and will include specific projects, high-level cost estimates and a prioritized list of infrastructure improvements. A draft plan will be available on July 30<sup>th</sup> for input with the final plan anticipated by early fall 2021.

### II. Outreach

- Virtual public meeting was held on June 4 with 21 attendees.
- An online public survey was conducted from June 4-17 on Tempe Forum.
- Postcards were mailed to the project area of Town Lake to Apache Boulevard, McClintock Drive to Price Road.
- Emails were sent to stakeholders in the area that had previously participated in outreach.
- Project website included recorded meeting and background materials.

Below is a summary of digital outreach that provided information to the public regarding the meetings, project and opportunities for input:

#### NEXTDOOR

5/27 – public meetings: Reach/Impressions: 59 | Engagement: 1  
6/14 – survey reminder: Reach/Impressions: 47 | Engagement: 0

#### PRESS RELEASE

5/25 – virtual public meeting: 3,018 emails sent, 30.7% open rate, 2.8% click rate

### III. Survey Results

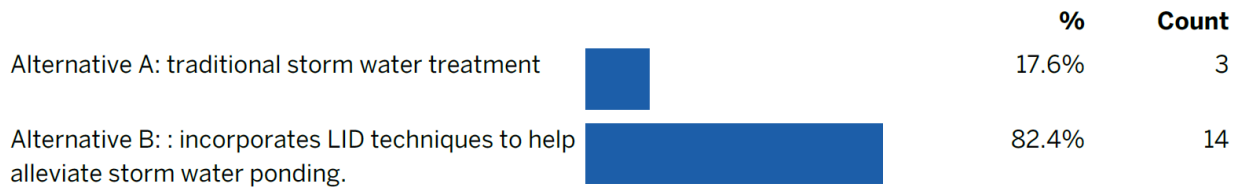
A total of 17 unduplicated survey responses were received.

Short-term improvements proposed for Perry Lane north of 5<sup>th</sup> Street include correcting the gap in right-of-way width, curb and gutter installation, sidewalks, on-street parking, and stormwater improvements to address on-street ponding that occurs with heavy rainfall events.

Alternative A uses traditional stormwater treatment, while Alternative B considers low-impact development (LID) techniques to supplement stormwater facilities and provide water quality treatment, decreased flow, groundwater recharge, and/or sediment removal for runoff.

Both alternatives will add more authorized parking to the street section. Alternative A offers more parking, whereas Alternative B would convert some parking to curb bulbs to integrate natural drainage facilities, as well as provide traffic calming.

1. Please select your preferred alternative for Perry Lane (Alternative A vs Alternative B).



Responses: 17

2. Please provide any additional comments on the Perry Lane alternatives shown above.

1. I'm not on Perry but noted that Rockford Drive just added trees to the sidewalk area. These trees are going to grow into the street and the City will require more burdensome maintenance of the landscaping. Small business owners are trying to run a business and keep getting sidelined by city inspectors that want landscaping pruned. They cost money to install and maintain. Not all business can incur these sideline costs.
2. Not only is B more aesthetically pleasing but it seems safer because of the buffer of the trees. I'd also be more likely to walk than take my car if there was some shade.
3. Not only is this good for safety but also allows for additional parking. That is needed, especially as the area is developed. The planters add shade and beautification.

4. This area is extremely hot and unpleasant to walk
5. This should be a first-priority project. Why-Public Safety. My office is just on the corner of fifth and Perry. Multiple times a day and all hours, I have used this roadway. It's a large apartment complex on the south side of University, and Perry Lane is the most direct route to Tempe Marketplace for them. Many times I see people walking with groceries since Target is the only grocery store around. The lighting in this area is abysmal. There are no sidewalks; therefore, pedestrians walk in the street, and when they are wearing very dark clothing, it's very unsafe. I had quite a scare one night with a pedestrian that I could barely see; it was a dark night, rainy. When it rains, it floods. The very middle of the street is the only part that doesn't flood- forcing pedestrians and bikes to use the middle of the street. I have been bringing this dangerous situation to everyone in the City's attention. Taking care of this right away is not just an 'improvement project' it is a public safety project. It's amazing how the government will quickly shut any company or event down for public safety, but bureaucracy slows progress when they have a glaring problem like this.
6. We need shade and plants/trees in the Tempe for a multitude of reasons.
7. With the on-street parking contemplated for Perry, the disconnected sidewalk doesn't seem to make sense. Pushing the sidewalk to along the street and utilizing traditional stormwater treatment should allow buildings to be built closer to the street and really activate the area as well as allow for the building and awning to help with shade.

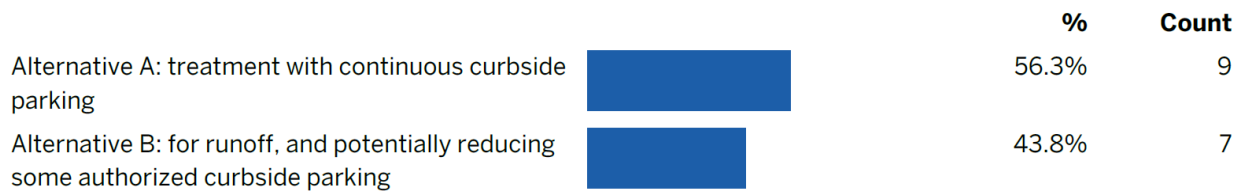
**Perry Lane south of 5<sup>th</sup> Street has existing gutter, curb, and sidewalk. Alternative A would add additional parking along this section, and address Americans with Disabilities Act issues with existing sidewalks and street crossings.**

3. **Are there other improvements you would like to see on this section of Perry Lane? Please explain.**
  1. A better defined landscape plan to help developers clearly understand the expectations.
  2. Bike lanes will always be beneficial in an urban setting to combat motorized traffic.
  3. I am in favor of all streets being lined with trees or shade areas. As the area is improved, there will be more traffic, both pedestrians and vehicles. Plan for future growth now as it is being re-imagined.
  4. I think that your alternate "B" would take care of the safety problem, and add a sense of neighborhood and should be completed as soon as possible

5. No comment.
6. Trees as in the previous question

Short-term improvements proposed for Fifth Street, between Perry Lane and Smith Road, complete the existing sidewalk gaps. Both alternatives will allow authorized parking. Alternative A would complete sidewalks at the back of the curb and rely on traditional stormwater treatment. Alternative B would build detached sidewalks which would allow for LID techniques to supplement stormwater facilities and provide water quality treatment, decreased flow, groundwater recharge, and/or sediment removal for runoff.

4. Please select your preferred alternative for Fifth Street (Alternative A vs Alternative B).



Responses: 16

5. Please provide any additional comments on the Fifth Street alternatives shown above.

1. As explained above, alternative B is the only answer. Alternative A is a stop gap measure. When the option to advance is presented, take it. Improve infrastructure as much as the budget will allow.
2. The addition of the landscaping adds a thoughtful, modern appeal into a sterile industrial park. Giving the park a bit more of a neighborhood feel.
3. this is confusing, I want the low impact development.
4. Why can't there be a mix of both. Can you add some runoff into the A scenario?

Short-term improvements proposed for Smith Road, from University Drive to Rio Salado Parkway, would restripe the existing roadway between curbs. All of the alternatives introduce protected bicycle lanes, as part of the Bikelt Reflector Bike Boulevard being developed throughout Tempe. Alternative A eliminates the authorized on-street parking south of Fifth Street, maintains the two-way left turn lane, and provides protected bicycle lanes with an effective 8' width (6' bike lane with 2' buffer). Alternative B maintains some parking on the northbound lane and provides protected bicycle lanes with an effective 9' width (6' bike lane with 3' buffer).

6. Please select your preferred alternative for Smith Road (Alternative A vs Alternative B).

		<b>%</b>	<b>Count</b>
Alternative A		64.7%	11
Alternative B		35.3%	6

Responses: 17

7. Please provide any additional comments on the Smith Road alternatives shown above.

1. Any time a bicyclist has to pass a parked car there is a chance of injury. On a street like that, cars parked on the street are not thinking about bicyclists when they open their door.
2. Buffered bike lanes are much safer for cyclists.
3. Having a business in this neighborhood and knowing how many delivery vehicles, which are usually larger, keeping the turn lanes is a must. I heard on the presentation that they believe that it would not affect traffic much have worked here for years, and I don't believe that. Also, recently the neighborhood traffic is increased significantly with the increase of door dash/Uber eats services, and I think that trend will continue.
4. I think that some of these improvements are to aid Tempe Marketplace, not help Smith Hub. We have delivery trucks that already have a hard time with the on street parking and adding a bike lane doesn't help that in any way.
5. I've walked this area many times and it's hot and very uncomfortable and very unwalkable. smith road is the obviously the center of the smith hub, it should set an example for the future of the smith hub as a mixed and multimodal hub. Tempe market place is technically in the last mile of smith and apache light rail station and this corridor should be highly walkable and bike friendly.
6. Traffic study will need to dictate whether or not a turn lane is necessary but I do not believe it will be. Parking will become a higher priority in these areas as things are redeveloped.

Long-term proposed improvements include changes to Perry Lane south of 5th Street, 3rd Street from McClintock to Smith Road, Fifth Street from Smith to Price Road, and Rockford and River Drive. These improvements would introduce detached sidewalks to these street sections.

**8. Please provide any comments on the long-term improvements proposed on these streets.**

1. Adding landscaping and sidewalks will help this area improve. I believe these changes will help attract more customer-focused businesses and, in turn, help attract better employees. I've been a proponent of additional retail/restaurant with possible residential living above shops.
2. if the smith hub is going to be a mixed use and multi modal hub its very important to include bike infrastructure and to make improvements that will encourage new housing. It takes more than paint to create a new community and the smith hub needs a completely new identity. it also has to compensate for trucks and industrial uses which makes trees and green infrastructure even more important.
3. Is there any way to make the sidewalk permeable for seepage of water back into the ground or add areas for runoff?
4. Same comment as before. This does not assist the business in any way. It only helps Pedestrian traffic. And that pedestrian traffic doesn't aid Smith Hub. This is being done to aid the mall and businesses to the north of Smith Hub. I haven't seen who will pay for this or who is required to maintain the landscaping. I assume our land will be lost in this sidewalk/planter area and we will not be reimbursed for it. Or do we have to pay for the sidewalks, trees and planters?

**Smith Innovation Hub businesses are valued members of the Tempe community, providing jobs and contributing to the tax base for key City services. A goal is to retain and expand existing Smith Industrial Hub businesses while attracting new innovators and educators. The Smith Innovation Hub Design Guidelines recommend developing the Smith Innovation Hub identity.**

**9. What would you suggest the Smith Innovation Hub implement to help build its identity? (Please rank in order of importance)**

1. Gateway Entrances
2. Public Art
3. Branding
4. Design Standards
5. Other
6. Business Association

If you answered "other," what element would you suggest to help build identity?

1. Go above and beyond to make this carbon neutral, climate change mitigating, green, sustainable, etc.
2. Green space and smaller development

3. Green space, park space if you are building residential.
4. Help the homeless community. They are on our property six days a week and have to be asked to leave.
5. Street and sidewalk improvements with the addition of landscaping is the priority. Having an area that is attractive with easily access will certainly have the effect of attracting customer focus businesses that will be a service all the residents of the area and possibly attract a mix of residential and business cooperatives.

**10. What area(s) do you feel should be addressed to improve the Smith Innovation Hub? (Please rank in order of importance)**

1. Sidewalk shade
2. Road Improvements
3. Sidewalks
4. Street lighting
5. Crime and safety
6. Public art
7. Bicycle lanes
8. More transit
9. Open Space

The Tempe Urban Forest Master Plan notes the importance of shade along Tempe streets; shade encourages increased pedestrian and cyclist activity and can decrease the exposure of vulnerable populations, including the young and elderly, to extreme heat when they are walking next to roads that radiate heat. Constrained right-of-way, utilities, and truck activity can be impediments to shade tree placement.

**11. In these instances, do you think shade structures are a good alternative to shade trees?**

		<b>%</b>	<b>Count</b>
Yes		58.8%	10
No		41.2%	7

Responses: 17

**12. Please share any other comments you have regarding the Smith Hub.**

1. Adding additional shade is not just practical it's also aesthetically pleasing to see structures or landscaping that provides it. Having areas that provide shade is now just more inviting and has a tranquil feel even if you're not using it. I prefer to see landscaping and trees far more than a structure. It is bringing nature into a place where it is badly needed.
2. In most cases urban environments need to engage the street and quite often the building and / or building elements themselves need to be

used to supplement the shade provided by landscaping or the buildings get too disconnected from the street.

3. shade structures could help unify the smith hub and build it's brand and identity. smith road and 5th is obviously the center of the smith hub and should represent something and should be the base of the smith hub.
4. Shade structures invite more of the homeless population to the area. With the proximity to the freeway already so close (and that being a hub on University/Price for that population due to the freeway traffic). Trees are a better complement to the area, and also help the environment more.
5. The trucks are already hitting the tree branches next to the road and now you are having them as a requirement?