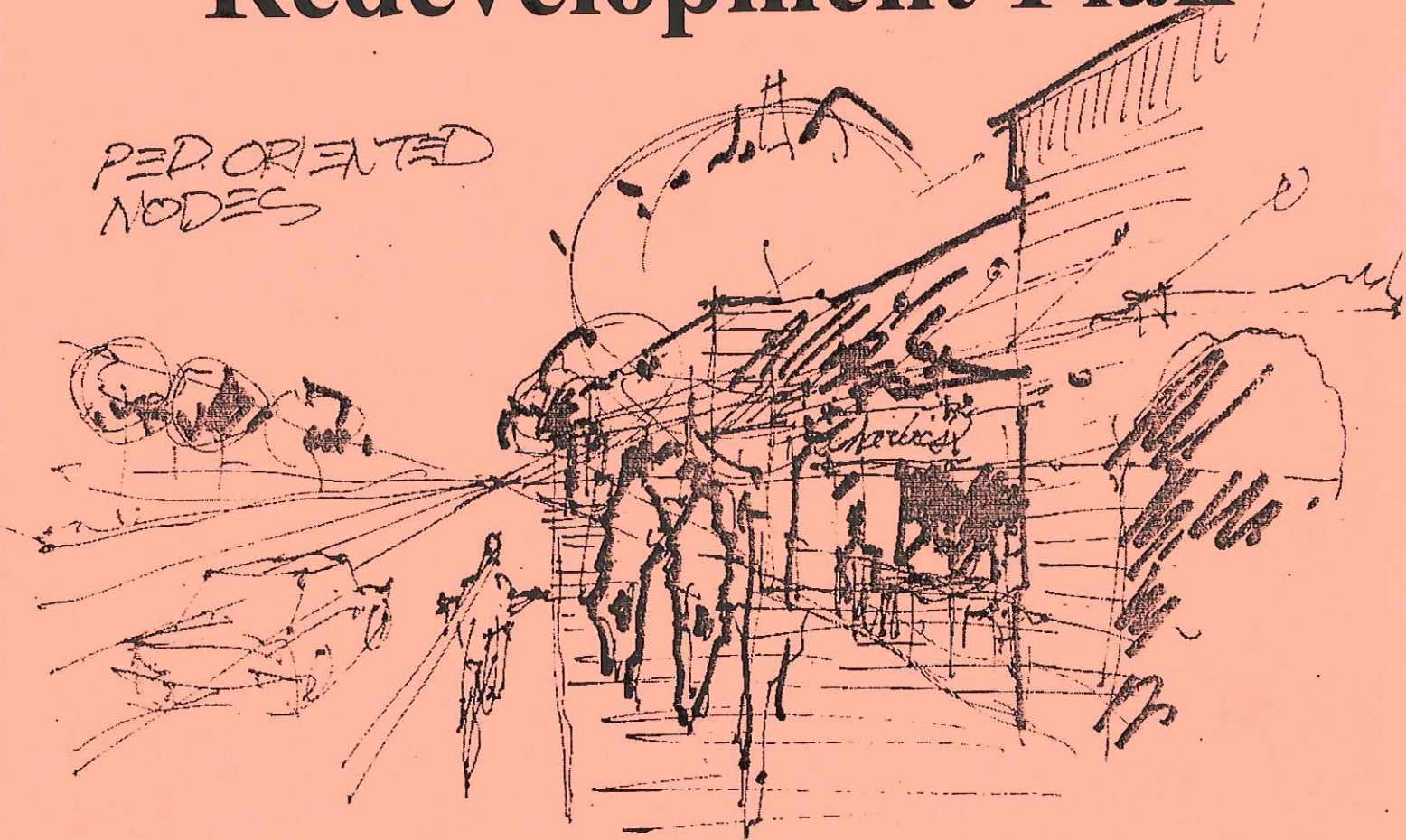


# Apache Boulevard Redevelopment Plan

PED. ORIENTED  
NODES



City of Tempe Development Services Department  
Printed 4/2001

**RESOLUTION NO. 97.75**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA,  
RELATING TO REDEVELOPMENT OF THE APACHE BOULEVARD AREA, A  
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.**

**WHEREAS,** the City Council established a Study Area on May 9, 1996 with the intent of creating a Redevelopment District, and

**WHEREAS,** it is desirable and in the public interest that the Redevelopment Agency of the City of Tempe undertake and carry out a Community Development Block Grant Program, hereinafter called the "Program", identified as the Apache Boulevard Redevelopment Project, Community Development Block Grant Program, and encompassing the area bounded by and legally described as follows:

A parcel of land being a portion of Sections 23 and 24, Township 1 North, Range 4 East, and a portion of Section 19, Township 1 North, Range 5 East, Gila and Salt River Meridian, City of Tempe, County of Maricopa, Arizona more particularly described as follows:

*That portion of said Sections 23, 24, and 19 bounded on the South by the centerline of the Southern Pacific Railroad track, said track lying approximately 1320 feet South of the East/West midsection lines of said Sections 23, 24, and 19; on the East by the centerline of the Tempe Canal; on the West by the West line of said Section 23, and on the North by the following described line:*

*Beginning at the intersection of West line of Section 23, said line also being the centerline of Rural Road, and the centerline Lemon Street;*

*Thence East along the centerline of Lemon Street to the Southerly prolongation of the East boundary of Terrace Park Unit 1, according to Book 94 of Maps, Page 20, Office of the Maricopa County Recorder;*

*Thence North along said East boundary of Terrace Park Unit 1 and continuing along the East boundary of Terrace Park Unit 2, according to Book 99 of Maps, Page 34, Office of the Maricopa County Recorder, to a point on the South line of Sotelo Addition, according to Book 1 of Maps, Page 64, Office of the Maricopa County Recorder;*

*Thence Northwesterly along the South line of said Sotelo Addition to a point on the West line of said Section 23, said line also being the centerline of Rural Road;*

*Thence North on said West line to a point on the centerline on the Southern Pacific Railroad track;*

*Thence Southeasterly along said railroad centerline to a point on the North/South midsection line of said Section 23, said point also being the centerline of Dorsey Lane;*

*Thence continuing along said railroad centerline Easterly and Northeasterly to a point on the North line of said Section 23, said point also being the centerline of University Drive;*

Resolution No. 97.75

*Thence East along the North line of said Section 23 to the East line thereof, said point also being the centerline on McClintock Drive;*

*Thence South along said East line to a point on the Westerly prolongation of the North easement line of the San Francisco Canal as shown on the plat of Casitas Tempe Amended according to Book 190 of Maps, Page 8, Office of the Maricopa County Recorder;*

*Thence East along said North easement line to the West line of Casitas East according to Book 208 of Maps, Page 7, Office of the Maricopa County Recorder;*

*Thence South along said West line to the North line of said San Francisco Canal, said North line also being the South line of said Casitas East;*

*Thence Easterly along the South line of Casitas East and continuing along the South line of Papago Park Village II according to Book 265 of Maps, Page 20, Office of the Maricopa County Recorder to the Southeast corner thereof;*

*Thence South along the East line of said Papago Park Village II to a point on the centerline of the Hayden Canal as shown on the plat of Malaran Park II according to Book 98 of Maps, Page 5, according to the Office of the Maricopa County Recorder;*

*Thence East along said centerline to a point on the North/South midsection line of said Section 24, said point also being the centerline of Smith Road;*

*Thence South on said North/South midsection line to a point on the Westerly prolongation of the North right of way line of the Hayden Canal as shown on the plat of Transmission Terrace according to Book 72 of Maps, Page 37, Office of the Maricopa County Recorder;*

*Thence East along said North right of way line to the centerline of River Drive as shown on said plat of Transmission Terrace;*

*Thence South along said centerline to the Southeast corner of said Transmission Terrace, said point also being the intersection of Orange Street and River Drive;*

*Thence East on the East prolongation of Orange Street to the Northwest corner of Hudson Park according to Book 77 of Maps, Page 40, Office of Maricopa County Recorder;*

*Thence East along the North line of said Hudson Park to the West right of way of State Route 101;*

*Thence South on said West right of way line to the South line of said Hudson Park, said point also being on the centerline of Howe Avenue;*

*Thence East on the East prolongation of said Howe Avenue to the Southwest corner of Block 6, Victory Tract according to Book 31 of Maps, Page 6, Office of the Maricopa County Recorder;*

*Thence East along the South line of said Block 6 and its East prolongation to the centerline of George Drive and MacArthur Drive as shown on said plat of Victory Tract;*

*Thence East along the centerline of said MacArthur Drive to a point on the Tempe Canal as shown on said plat of Victory Tract and the terminus of the North line of the Apache Boulevard Redevelopment project area.*

WHEREAS, the Redevelopment Agency has carefully considered the requirements of Title 36, Chapter 12, Article 3, Section 36-1471, et seq., and has concluded that all declarations, findings and other determinations required by law to be made, have been complied with, and

WHEREAS, the Redevelopment Agency specifically declares the area to be in need of redevelopment, and

WHEREAS, a redevelopment Plan has been prepared, submitted and approved by the City of Tempe Planning and Zoning Commission on Monday, November 10, 1997 and found to be in conformance with the General Plan for the development of the municipality as a whole, and

WHEREAS, a General Plan has been prepared and is recognized and used as a guide as a general development of the City of Tempe as a whole.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1: It is hereby found and determined that the Apache Boulevard Project Area comprise the program for an area in need of redevelopment and qualified as an eligible area under the provisions of Chapter 12, Article 3, Title 36, Arizona Revised Statutes.

Section 2: That the amended or modified redevelopment Plan for the Program, having been duly reviewed and considered, is hereby approved.

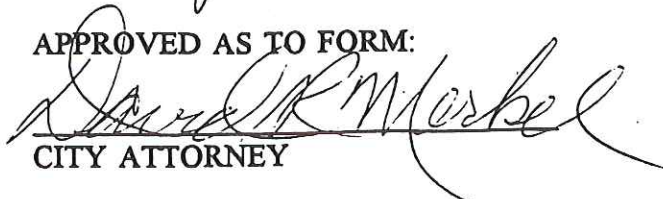
Section 3: That it is hereby found and determined that where the objectives of the Redevelopment Plan cannot be achieved through rehabilitation of portions of the redevelopment area complying with the program, clearance will be used.

Section 4: That it is hereby found and determined that the Redevelopment Plan for the Program conforms to the General Plan of the City of Tempe.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this 11<sup>th</sup> day of December, 1997.

  
MAYOR

ATTEST:  
  
CITY CLERK

APPROVED AS TO FORM:  
  
CITY ATTORNEY

# Apache Boulevard Specific Area Redevelopment Plan

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# I. INTRODUCTION

## A. TEMPE BACKGROUND INFORMATION

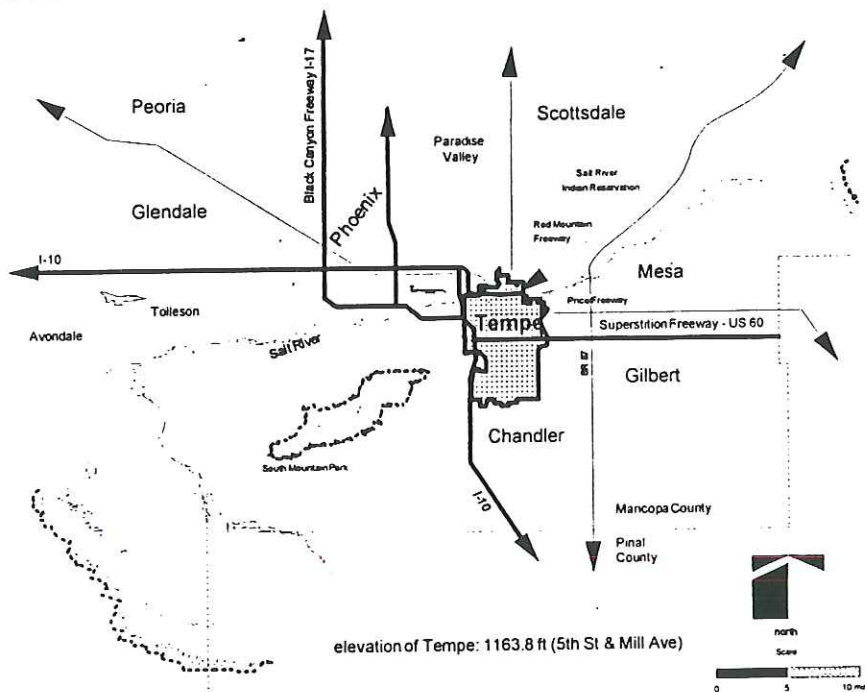
The City of Tempe was founded in 1871. It is located in the Phoenix metropolitan area in south central Arizona. Tempe is crossed by four freeways: Interstate Highway 10; U.S. Highway 60; State Route 101 and State Route 202. The main line of the Union Pacific Railroad serves Tempe. Phoenix Sky Harbor International Airport, a major hub airport, is a ten minute drive from downtown Tempe.

Tempe is Arizona's sixth largest city, located adjacent to Arizona's largest city, Phoenix and third largest city, Mesa.

Tempe's population was 24,897 in 1960; 63,500 in 1970; 147,000 in 1990 and is estimated to be over 158,000 in 1997. This rapid growth is attributable to a number of factors including the rapid expansion of Arizona State University. Other factors include the general growth of the Phoenix metropolitan area which was stimulated by increasing travel, tourism and the attraction of more manufacturing to the area.

Climate is certainly one of the most important factors accounting for the rapid growth of the City's population. Tempe's climate is generally considered ideal from early fall to late spring. In the summer months, the high temperatures are mitigated by relatively low humidity rates.

Tempe is clearly a University town. In 1997, the student enrollment on the ASU main campus was estimated at over 42,000 which equaled approximately one-fourth of the population of Tempe (although not all students live in Tempe). The establishment of ASU's Engineering Excellence Program helps to ensure that the University will keep pace with the Tempe manufacturing base.



Tempe and its Regional Context

## B. APACHE BOULEVARD AREA BACKGROUND

The focus of this study is the Apache Boulevard area and adjacent neighborhoods. Apache Boulevard, formerly designated as U.S. Highway 60 or State Route 89, began to be used in the 1800's as a connection from Tucson to Phoenix and Prescott. From the east, Highway 60 tied-in from Globe, Superior and the Salt River Canyon. State Route 89 linked up with Florence and Tucson. These highways met near Florence Junction, east of town and became one roadway through the Phoenix metropolitan area. This highway was known as Apache Trail in Apache Junction, Main Street in Mesa, Apache Boulevard and Mill Avenue in Tempe, Van Buren Street in Phoenix and finally became Grand Avenue in central Phoenix as it turned northwest towards Wickenburg.

Development in Area 2: Special Development Area, along Eighth Street from Rural to east of Dorsey, followed a somewhat different pattern. This area is bounded on the north by a spur line of the Union Pacific (formerly Southern Pacific) Railroad and on the south by the McKinney-Kirkland Ditch. This ditch was the second dug in the Phoenix metropolitan area in modern times and follows the route of a prehistoric Hohokam canal. Homesteads, later to be subdivided, were established by settlers, many of whom were Mexican Americans from the Tucson and Tubac areas. These settlers took advantage of the newly constructed ditch to as a dependable source of water with which to irrigate gardens, as well as for bathing and drinking. The dirt roadway in front of the homesteads paralleled the railroad line and became the main route linking Tempe with Mesa. Paved with concrete prior to 1920, this section of Eighth Street was designated as a portion of the Ocean-to-Ocean or "Bankhead" Highway, one of the country's first "interstate" routes. In addition to residential and related uses, auto-related commercial and some industrial uses developed in the narrow area between the roadway and the ditch. Later improvements to Apache Boulevard, Rural Road and the extension and conversion of Transmission Road to University Drive, as well as the growth of Arizona State University, resulted in the elimination of virtually all through traffic along Eighth Street and greatly reduced the economic viability of the area.

Over the years, many of the typical "highway commercial" uses sprang up along Apache Boulevard. These included tourist attractions, motels, service stations, restaurants and recreational vehicle parks. In the years following World War II, a significant number of new motels and "tourist-oriented" businesses were established along the Boulevard. The majority of the development was contained within a narrow corridor following the highway. Within the area which is now Tempe, residential subdivisions began appearing in the late 1940's. These were typically located just outside of the commercial corridor of the Boulevard.

Today, there are a significant number of historic structures in the Project Area. In this case, "historic structures" are defined as buildings which are at least 50 years old.

In more recent years, the viability of Apache Boulevard as a commercial strip has changed significantly, due in part to the freeway system bypassing the area. Interstate 10 created an alternate connection to Tucson in the 1960's. Shortly thereafter, the Superstition Freeway (now



State Route 60) created an alternate link to the east valley and points beyond, beginning in the 1970's. Also contributing to the decline of Apache Boulevard is the fact that its extensive concentration of highway commercial zoning is no longer viable in its current context. One of the problems is that many of the commercial parcels are very narrow and long, making it difficult to develop these properties. Some of the lots are only 100 to 200 feet wide and 1300 feet long. These small lots are difficult to assemble into parcels large enough to accommodate new development.

Furthermore, the increasing age of many buildings along with a lack of maintenance are contributing factors to the undesirable conditions which currently exist along many areas of the Boulevard. This pattern of disinvestment, combined with a large amount of underutilized or vacant land, makes this area a prime candidate for redevelopment. "Underutilized" land is defined as property which is not used to its highest potential. An example would be an acre of land zoned for multi-family development which has a small single family residence on it. The pattern of disinvestment may be attributed, in part, to the fact that the Boulevard is no longer the state highway connecting major destinations. Therefore, the tourism attraction is greatly diminished.

### **C. REDEVELOPMENT PROGRAM HISTORY**

As the City of Tempe has grown in density and become nearly built-out, there has been an increased awareness of the need for redevelopment within our boundaries. The need for city assistance in this area was brought to the attention of the City Council in the late 1980's by a group of business owners. There was a strong desire to improve the aesthetics of Apache Boulevard. The City of Tempe responded with an enhancement program in the early 1990's. It included the construction of landscape medians, improved street lighting, installation of new sidewalks, placing power lines underground and an update of business signage along Apache Boulevard. Underground utilities and infrastructure were also enhanced at this time. More recently, transit shelters were installed along Apache Boulevard.

However, the aesthetic improvements did not address many problems which persisted. Again, several business owners and residents approached the City of Tempe for assistance. In response, three focus group meetings were held in early 1996 to address the problems. This process was followed by the Apache Boulevard Redevelopment Area being defined as a "study area" by the Tempe City Council on May 9, 1996 with the intent of creating a redevelopment area. In the summer of 1996, a request was made for volunteers to serve on a Project Area Committee. As a result, 23 representatives were selected to serve on the Apache Boulevard Project Area Committee (APAC).

Meanwhile, awareness of the unique history and development potential of the Eighth Street area was raised by several concerned citizens and community groups. The City became actively involved, beginning in 1991, with the purchase of the National Register-listed Elias-Rodriguez House, continued with the stabilization of the house and, in December 1994, the facilitation of "La Tormenta de Ideas." "La Tormenta" was a day-long brainstorming session, or "charrette," at

which a cross-section of civic leaders, design and business professionals, interested citizens and City staff generated ideas for the redevelopment of the area. In addition, the City Council has committed to completely restoring the Elias-Rodriguez House and site as a commemoration of the contributions of Tempe's Mexican American pioneers and as a catalyst for the thematic redevelopment of the area. In order to most effectively promote the redevelopment of the Eighth Street area as a unique, historically-inspired, mixed-use district, it was incorporated into the Apache Boulevard Redevelopment Study Area as Area 2: Special Development Area.

APAC began meeting in September 1996. During the Autumn of 1996, they worked with City staff through a "visioning" process to create a list of factors which are important for improving the area. A mission statement was written and adopted in early 1997. Survey work and mapping took place in late '96 and early '97. After the background information was compiled, a design charrette was held on July 25, 1997 for the purpose of establishing design guidelines for the Boulevard. The following Redevelopment Plan is the result of these efforts between City staff and APAC members. The plan was adopted by the Tempe City Council on December 11, 1997.

## II. REDEVELOPMENT PROGRAM

### A. PROGRAM PURPOSE

The City of Tempe is committed to the continued reinvestment in and redevelopment of the Apache Boulevard Project Area (also referred to as "Project Area"). For many years, the availability of larger parcels of land in high growth areas has drawn the attention of developers and investors away from the Project Area. This has contributed to a pattern of disinvestment along Apache Boulevard. Typically, urban growth is most dynamic in the newer sections of town, near the boundary of the city. This has been true in the Phoenix metropolitan area, with the result that many parcels have been left vacant in older, established areas of town.

The overall aim of this plan is to encourage reinvestment and redevelopment in the Project Area. It is intended that this plan put forward concepts and strategies which will guide the future development in the Project Area, as further described in the following Mission Statement.

### B. MISSION STATEMENT

The following Mission Statement was adopted by the Apache Boulevard Project Area Committee:

*Encourage reinvestment in the Apache Boulevard area in order to build a more desirable neighborhood in which people will enjoy living and working. Enhance the positive aspects of this area and promote desirable reuse of the land.*

- Regarding Apache Boulevard:

*Upgrade commercial development by introducing viable long-term businesses and mixed-use projects, creating a sense of place with an aesthetically pleasing theme. Increase the residential and tourist-oriented development. Develop a strong business community with a Boulevard management district, intermodal transit system, trolley service and a safe, well-lighted environment. Increase the number of community facilities. Undergrounding utility lines in the area is also encouraged.*

- Regarding Residential areas:

*Encourage a strong sense of community and an enhanced quality of life through an improved integration of the Boulevard and its services with the surrounding residential areas. Work toward an increased owner-occupied to rental ratio; consistently adequate lighting, streets and paths; enhanced participation in community associations; increased green spaces & parks; enhanced recreational opportunities; better access to schools and improved vehicle, pedestrian and bicycle flows through the neighborhood. Promote the rehabilitation of existing residential structures and eliminate rundown structures that cannot be rehabilitated.*

## **C. STATEMENT OF DEVELOPMENT OBJECTIVES**

In keeping with the Mission Statement, the primary goal of the Redevelopment Program for the Apache Boulevard Project Area is to restore and transform this corridor into a more viable commercial and residential area. Strategic activities are to be undertaken to meet the objectives established in this Redevelopment Plan.

The objectives of this plan are to improve the Project Area through redevelopment and rehabilitation of substandard conditions, to eliminate blighting influences and to improve the desirability and economic viability of this area. The specific redevelopment objectives are as follows:

1. Increase the utilization of undeveloped or under-developed property in the area.
2. Encourage the rehabilitation of older buildings whose construction is basically sound.
3. Preserve and restore buildings which are historically significant. If it is not feasible for such buildings to be retained and restored, proper documentation and recording of the structures is to be promoted.
4. Provide community facilities and social services for Project Area residents. Coordinate with the extensive programs provided by the Community Services Department.
5. Encourage shared parking which serves several groups of users during various times of day.
6. Discourage non-essential traffic and promote efficient local circulation.
7. Create safer pedestrian and bicycle circulation with appropriate amenities and conveniences.
8. Provide for the cleanup and mitigation of environmental problems by the creation of public/private partnerships for the redevelopment of these blighted areas.
9. Enhance the "gateway" to Tempe through the improvement or removal of unsightly conditions and the addition of new gateway feature elements.
10. Discourage uses which are likely to have an adverse impact on the high-quality image of Tempe.
11. Encourage transit-oriented development which clusters higher density development around transit stations.
12. In the Eighth Street Special Development Area, recognize its unique history through the planning, architecture and landscaping of new projects and the sensitive rehabilitation of historic structures.

## **D. APPROACH TO ACHIEVE OBJECTIVES**

In order to achieve the stated objectives, the City of Tempe promotes a comprehensive and cooperative approach to the Apache Boulevard Redevelopment Area. This includes a partnership between the public, private and non-profit participants with an interest in the area. In general, the

City of Tempe will work to ensure that public decisions and investments are made with an awareness of the potential effect on this area. Also, the City will work to ensure that the objectives of the Apache Boulevard Redevelopment Plan are pursued. The City will work closely with property owners, financial institutions, developers, realtors, homebuilders, businesspersons and investors to promote opportunities for beneficial redevelopment. The following section describes the proposed changes in land use along with design guidelines for future development.

## **E. LAND USE ELEMENT**

### Existing Land Use & Site Conditions

Most of the land which fronts onto Apache Boulevard is zoned C-2, General Commercial District. Some of the land uses include apartments, trailer parks, motels, restaurants, bars, entertainment uses, automotive service facilities and retail establishments. Many of these uses are a reflection of the former status of this roadway as a state highway. As mentioned earlier, there has been a pattern of disinvestment coupled with increasing obsolescence of business uses.

In general, properties which are toward the east end of the Boulevard (McClintock Drive to the Tempe Canal) offer the greatest opportunity for redevelopment.

Contributing to the redevelopment potential are the numerous old motels and commercial structures which have suffered from neglect and disinvestment. It may be possible to save, revitalize and reuse some of these buildings. However, many will need to be removed in order to make way for new development. Special efforts will be made to reuse the structures which have historical significance.

#### **ZONE ONE (Rural Road to McClintock Drive)**

In general, the properties in this zone tend to be in better shape than those further east. Perhaps the proximity of the University has had a stabilizing influence on these businesses. Beyond the Boulevard, there are some well-established residential neighborhoods. There are also active "neighborhood associations" at work to improve the area. The positive results of these associations can be seen in the recent pattern of reinvestment in these neighborhoods.

However, a concentration of substandard conditions exists in the area south of Spence Avenue, east of Rural Road. In general, the housing in this neighborhood suffers from disinvestment. Many of the streets are substandard, unpaved, lacking adequate sidewalks and missing all or part of the cul-de-sac at the end of the street. The substandard conditions are exacerbated by access to the railroad right-of-way at the south end of these dead-end streets.

One of the largest undeveloped sites in the area is the former site of the Superlite Block plant at the southwest corner of McClintock and University Drives. Plans for development of this property have been processed at the City of Tempe. The plans call for a 288-unit apartment complex with a 5 acre retail development at the northeast corner of the site. A 3-acre public park is also proposed to be constructed with private funds along 8<sup>th</sup> Street at the intersection of Una Drive. After development, the park will be maintained by the City of Tempe.

#### **ZONE TWO (McClintock Drive to Price Road)**

Another area of opportunity exists along the north side of Wildermuth Avenue, west of Price Road. Many of the residential lots in this area are "underutilized", with small residences on large lots. Combined with the substandard lots directly to the north, this area offers an opportunity for redevelopment. Several of the existing trailer parks in this area are substandard. It is common to find old motels with trailers located behind. Many of these situations include travel trailers

which have been converted to rental housing.

Along Apache Boulevard itself, there are many vacant parcels which could be combined with adjacent property to create more developable parcels of land. One of the main problems is that many of these parcels are very long and narrow: up to a quarter-mile in length with a very narrow (100 to 200 foot) frontage on the Boulevard. Redevelopment of these parcels can be encouraged by assembling land into larger, more usable lots.

### **ZONE THREE (Price Road to Tempe Canal)**

A unique situation exists in the area south and west of Watson's Flowers, near the Tempe Canal (refer to the Proposed Land Use Map, Exhibit "O"). There is a substantial amount of underutilized agricultural land and open space in this area, east of Price Road on the south side of the Boulevard. This property has remained largely undeveloped because it is in the flood plain and needs to be elevated for flood protection purposes.

### **AREA 2: SPECIAL DEVELOPMENT AREA (Eighth Street from Rural Road to the historic Creamery, east of Dorsey)**

Another unique situation is found in this area. As previously described, this area has a history of development and decline related to, yet distinct from that of the remainder of the Project Area. In addition, a combination of factors, including restricted turning access for automobiles off Rural Road, absence of frontage along the north side of Eighth Street from Rural to Dorsey (due to the railroad spur), the shallow depth of all other properties in the area, multiple and absentee ownership and a mix of zoning, with R-4 being most prevalent, pose obstacles to redevelopment. These same "obstacles" may, however, suggest possibilities which could result in a unique mix of uses in a thematically-related development area.

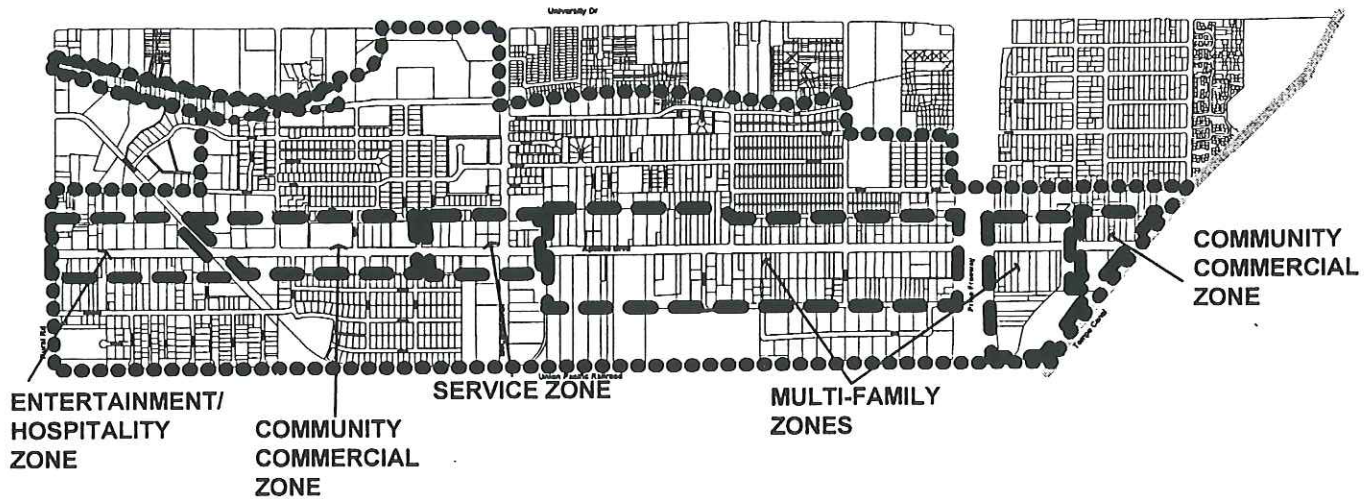
## **PROPOSED LAND USE**

### **Land Use Zones and Design Guidelines**

Through the planning process for the Project Area, several land use classifications have been designated for land which is fronting on Apache Boulevard. These proposed zones are illustrated on the following map. As land is redeveloped in the area, these land uses will be encouraged and the following Design Guidelines will be pursued.

In order to stimulate ideas and concepts for the Design Guidelines, a "design charrette" was held on July 25, 1997 at the Tempe Library. A "charrette" is a brainstorming session aimed at generating creating solutions to a problem or issue. This charrette was focused on the public spaces along the Boulevard. Specific issues discussed included: connections between private developments and public space; connections to various modes of transportation; design guidelines for the public space along the Boulevard; the future character of the street frontage; and safety issues.

Following is a list of land uses and design guidelines by "zone". These guidelines summarize the concepts which are being advanced for the Project Area.



## LAND USE "ZONES"

### ZONE ONE

#### Rural Road to Terrace Drive:

The primary existing land uses along the Boulevard in this zone are hospitality and tourism. These uses are a natural result of the proximity to the ASU campus. It is recommended that these uses remain and be expanded upon. Relatively few parcels are undeveloped in this section.

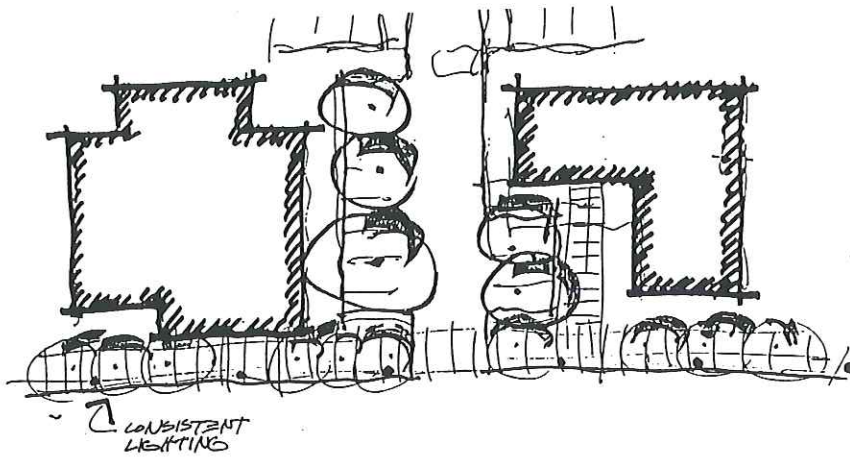
- Develop a gateway from the west; designate this as a special district.
- Provide better pedestrian & bike facilities.
- Lower the speed limit to 35 mph or less on Apache Boulevard.
- Locate transit facilities in the median of the Blvd. with covered newsstand/coffee shop at seating area.

#### Terrace to Una-Butte:

There are a variety of commercial uses here. The vision for this area is to create a small commercial district which serves the nearby residential areas. Land uses such as a neighborhood grocery store and small shops would fit into the idea of a neighborhood commercial area in this location.

- Provide "bait parking" at front and place the majority of parking at rear of businesses (bait parking is a small amount of parking near the street, which serves as "bait" to attract customers).





## "BAIT PARKING"

\* larger parking area & rear + service

- Construct pedestrian plazas from the sidewalk to entryways on adjacent businesses. Provide a stronger connection of the Blvd. to the commercial developments in this manner.

### **Una-Butte to Kachina Drive alignment** (approximately 400 feet east of McClintock):

This *service district* includes several existing automotive oriented uses which provide a valuable service to the adjacent neighborhoods and the community at-large. Therefore, this type of use fits into the Redevelopment Plan. However, aesthetic enhancements should be pursued whenever possible.

- Provide public art on the Boulevard right-of-way.

## ZONE TWO

### Kachina to Price Freeway:

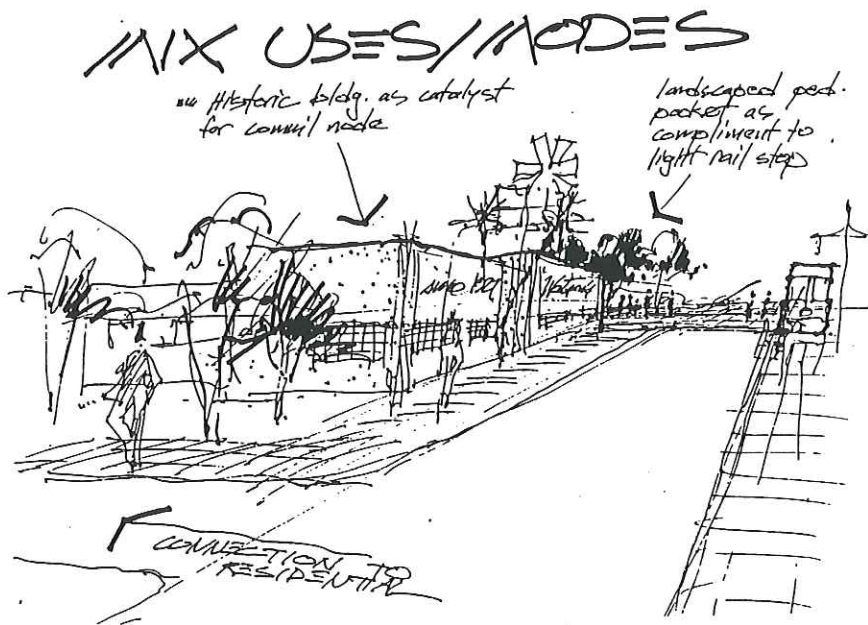
Multi-family residential development is encouraged in this area. There is currently an overabundance of commercial zoning along Apache Boulevard. The addition of residential units would help to attract more “neighborhood commercial” uses to the zone west of McClintock Drive.

- Focus on neighborhood development - more residential along the Blvd. Provide incentives for rezoning to residential.
- Create pedestrian corridors to connect adjacent residential areas to the Blvd.
- Consider rehabilitation of historic auto-related buildings as character elements.

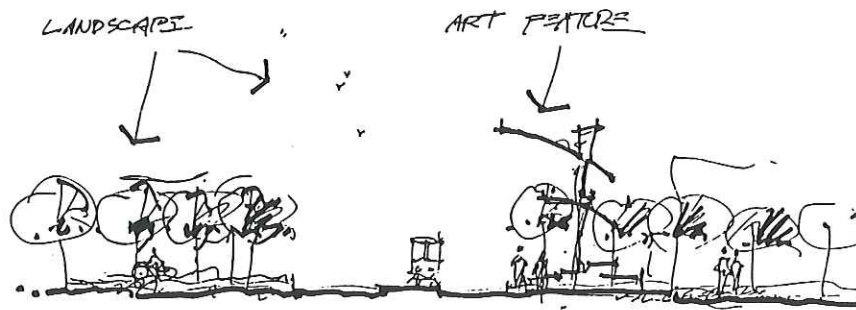
## ZONE THREE

### Price Freeway to Tempe Canal:

Multi-family residential use is planned with a pocket of neighborhood commercial use at the corner of Lebanon Street and Apache Boulevard. The additional residential units in this area could make a small commercial district viable. The corner of Lebanon & Apache would allow the integration of a historic building (Watson’s Flowers) into the plan.



- Overcome the separation caused by State Route 101; create visual links to the rest of the Blvd. (linear gateway)
- Create a gateway to Tempe and this district.



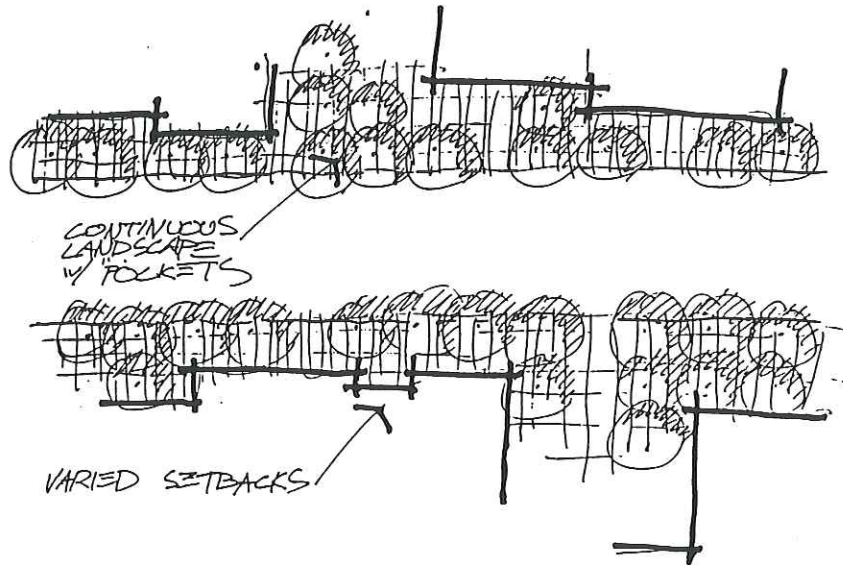
## "GATEWAY"

- Overall emphasis on residential scale/character with smaller commercial nodes.
- Use canal to provide: gateway amenity for district; alternative transportation route for community; open space/park for adjacent neighborhoods.
- Promote a height limit of no greater than 3 stories.
- Add a unique or consistent treatment to bridge the freeway - possibly including public art.
- Encourage more locally-oriented commercial development (neighborhood services), rather than destination oriented businesses.
- Promote an eclectic character/undulation of buildings.

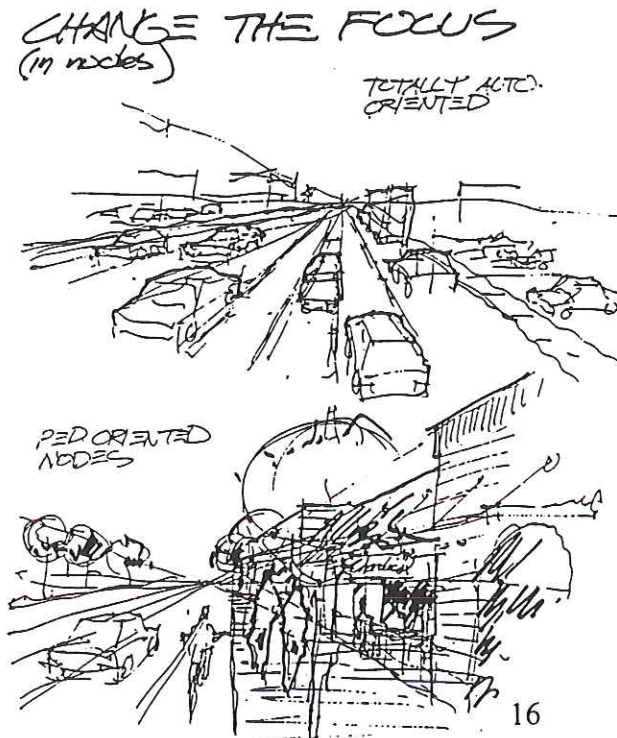
### GENERAL COMMENTS:

- Add better pedestrian lighting to the Boulevard right-of-way.
- Create areas of desirable activity in conjunction with transit stops - incorporate art elements.

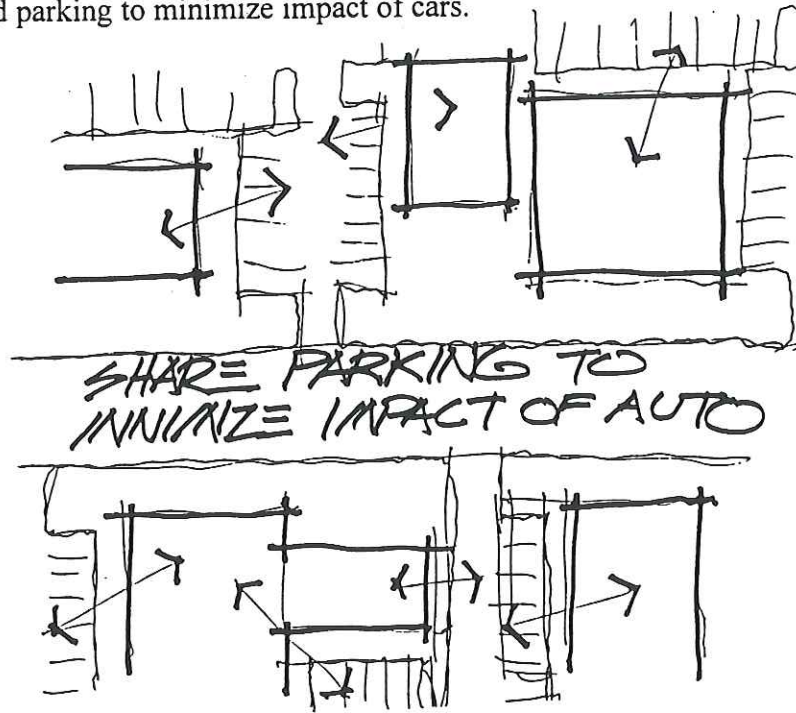
- Encourage a variety of building setbacks - allow for wider pedestrian space in conjunction with transit stops.



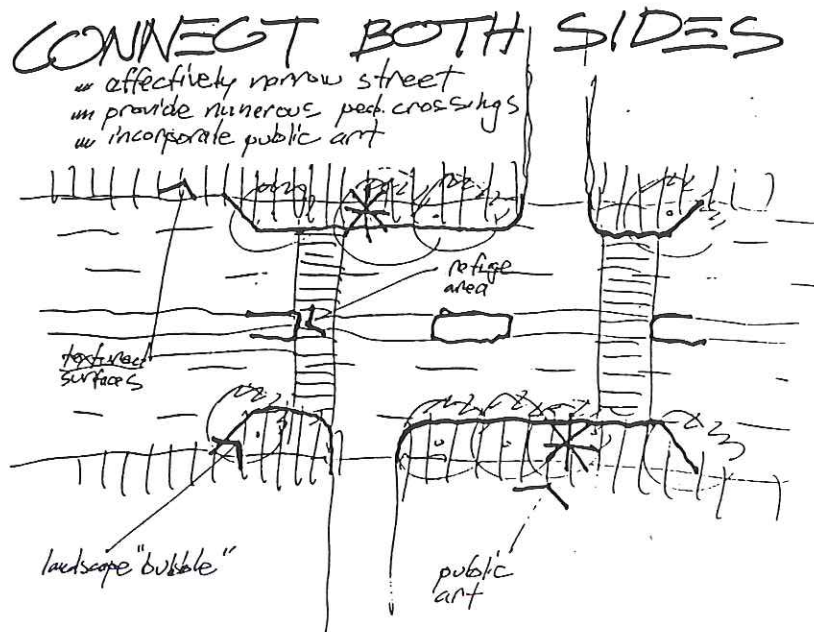
- Promote a regional expression in design including indigenous materials & plants.
- Include historical references in building design.
- Change overall focus of the Boulevard from automobile to pedestrian.



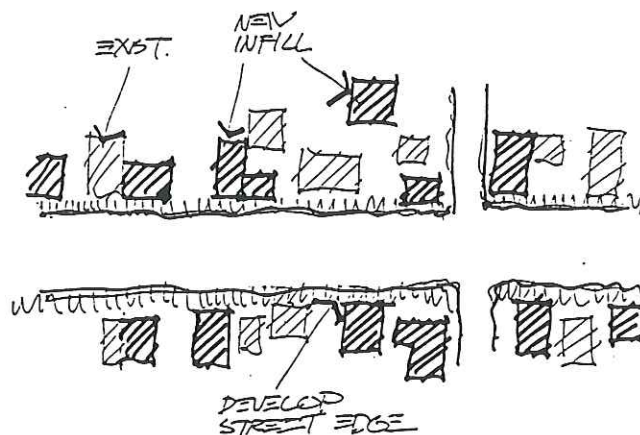
- Promote shared parking to minimize impact of cars.



- Connect both sides of the Boulevard - facilitate pedestrian crossings.



- Balance commercial & residential development (more residential and less commercial)
- Encourage overall sense of community - better neighborhoods.
- Utilize appropriate landscaping with “canopy trees” to create shade along the Boulevard.
- Integrate public art into projects as a unifying element for the Boulevard as well as a medium for expressing neighborhood identities.
- Promote varied building heights.
- Emphasize/celebrate transit.
- Use buildings & trees to define street edge, but some varied building setbacks.
- Reduce traffic lanes to 2 in each direction - minimize Phoenix to Mesa auto traffic.
- Run light rail transit down the middle of the Blvd.
- Modify zoning ordinance to enable these suggestions to be implemented.



**INFILL**

we need more "rooftops"  
 we Mixed-use: neighborhood council  
 intensified residential

- Explore the possibilities of Mixed Use developments (i.e. residential integrated with commercial or office uses).
- Utilize the design standards of Crime Prevention Through Environmental Design (CPTED). This Design Guideline is an important element to consider in all zones. Crime Prevention Through Environmental Design is the proper design and effective use of the built environment in order to lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life. It is based on the five principles of Territoriality, Natural Surveillance, Access Control, Activity Support and Maintenance. This Master Plan supports the use of CPTED principles for the promotion of a safer environment in the Project Area. Please see Exhibit “A” for further information.

## AREA 2: SPECIAL DEVELOPMENT AREA

### **Eighth Street, Rural Road to the historic Creamery, East of Dorsey**

Existing zoning includes C-2, R-4 and I-2, with R-4 being most prevalent. Most of the R-4 zoned land, and thus, most of the land in the area, is undeveloped. Other uses consist of a single family residence, the proposed museum in the restored Elias-Rodriguez House, a restaurant, bar, private auto repair in a historic garage and, in the historic Creamery complex, a mix of uses including a microbrewery and artisan studio/shops. While the proximity of the area to the ASU campus and existing apartments would indicate a demand for additional multi-family development, the expressed community vision for the area calls for a greater diversity of use. A mix of retail shops, artisan studios, restaurants, cultural and academic-related facilities, as well as multi-family residential, related thematically to each other and the particular factors and history pertaining to this area would result in an exciting "place" unique to Tempe and the state.

- Architecture, site planning and landscaping to reflect Mexican American heritage and other historical influences particular to this area. Examples of appropriate design elements include the use of courtyards, articulated buildings and street edge definition.
- Enhance streetscape.
- Underground utilities.
- Pursue opportunities related to improved access and visibility off Rural Road, transit links with downtown and Rio Salado and utilization of the rail spur.
- Improve pedestrian links with adjoining residential areas and ASU.

## **F. OTHER PROGRAM COMPONENTS**

### **1. Connections/Streets**

#### **EXISTING FACILITIES**

The Apache Blvd. Study Area is connected to its surroundings by a grid pattern of arterial streets on a one-mile grid and collector streets at the half-mile point. As outlined below, this project area presents some unique circumstances which are exceptions to this pattern. Other problems are associated with the grid layout:

- In Zone One, the typical street pattern has been broken up on the south side of Apache Blvd. by the Union Pacific Railroad tracks. This has resulted in many cul-de-sacs in the area south of Spence Avenue, east of Rural Road. Many of the cul-de-sacs are substandard in size and layout. Also, several of the streets open out onto the railroad right-of-way, creating an undesirable condition.
- The streets at the eastern edge of the Hudson Manor neighborhood end in dead-end streets without cul-de-sacs. This makes it difficult for vehicles to turn around.
- Another area of concern is the residential area along Don Carlos Drive, east of McClintock in Zone Two. In this area, several cul-de-sac streets are substandard and in some cases are utilized for access to the commercial properties along Apache Blvd.
- Because of the linear street system north of Apache Blvd., there has been a problem with traffic cutting through neighborhoods. This is especially true in the University Heights area in Zone One, west of McClintock Drive. A traffic diverter was installed on an

- interim basis to address the problem. Based on the results, further action will be taken.
- The traffic count on Apache Blvd. is in the range of 30,000 cars per day on a 6-lane facility with no bicycle lane provided. As a comparison, University Drive carries over 40,000 cars per day on a 4-lane roadway. Rural Road has a traffic count of almost 50,000 cars per day on a 6-lane facility and McClintock Drive carries approximately 48,000 cars per day on a 5-lane (3 southbound; 2 northbound) roadway.
- Although in close proximity to Rural Road, ASU and one of the densest population zones in the state, access to the Eighth Street area is limited: no left turns onto Eighth are allowed from Rural Road southbound traffic, and pedestrian access from neighboring multi-family developments is blocked or unimproved.

#### PROPOSED FACILITIES

The problem areas outlined above can be addressed as follows (as shown on the Proposed Land Use map):

- Improved cul-de-sacs will be of benefit to some of the residential streets south of Spence Avenue in Zone One. Other streets can be integrated into new residential development as land is assembled into larger parcels.
- At the east end of the Hudson Manor neighborhood, one option is to connect the three streets in a looped roadway linking Cedar Street to Hudson Drive. This proposal is integrated with the concept of redeveloping the existing Modernette Mobile Home Park into a new residential development as an extension of Hudson Manor.
- In the Don Carlos area of Zone Two, a combination of looped streets and improved cul-de-sacs will help to create a safer environment for the residents. It will also solve an ongoing problem of commercial vehicle access through the residential area.
- If the University Heights traffic diverter in Zone One proves to be effective and acceptable to the area residents, the diverter will be made permanent. If it is not deemed to be the most effective solution, other options may be explored.
- Apache Blvd. should be narrowed to 4 vehicle lanes in order to allow for bicycle facilities and future mass transit service. Rural Road and McClintock Drive appear to be appropriately planned for the volumes of traffic which travel these streets.
- Once the future of the Creamery Branch rail spur and transit routes is determined, reconfigure the intersection of Rural Road and Eighth Street to improve vehicular access into the Eighth Street area; investigate the potential of an additional connection with University Drive to the north and Terrace, Stanley or Mariana to the south.

#### 2. Transit Facilities

##### EXISTING FACILITIES

Existing transit in the Project Area includes: the "Red Line" bus route along Apache Boulevard, bus Route 72 on Rural Road and bus Route 81 on McClintock Drive. Of special note is the fact that the Red Line has the highest ridership in Tempe. This seems to indicate that other transit options may be viable in this area.

##### PROPOSED FACILITIES

A private consultant has been working jointly with Tempe Transportation staff on a proposed



transit system. The first phase would likely be a link between downtown Phoenix and downtown Tempe/ASU area, possibly terminating at Rural Road. A federal grant is being pursued as the primary funding mechanism for this system. The fact that Tempe has a funding source through the 1/2 cent transit sales tax makes it likely that this grant will be funded. If the project moves forward, the mass transit system should be under construction by the year 2002 in Zone One. As this report is being written, alternative alignments for a mass transit system are being considered with the goal of connecting Phoenix, Tempe and Mesa. The Apache Boulevard Project Area Committee has expressed its desire to have the transit system located on Apache Boulevard, not on the adjacent railroad alignment or University Drive. Locating the transit line on Apache Boulevard would create the best connection to the businesses already located on this arterial street and it would best serve the redevelopment of this area.

Bus service in Tempe has been steadily improving. Recently, hours of operation have been extended and more frequent service established. The Red Line, which serves Apache Boulevard has the highest passenger volumes in the area. The addition of shade structures and benches along the Boulevard has also enhanced service to bus riders. Recently, bus shelters have been installed approximately every 1/2 mile along the boulevard. Future connections of the mass transit system and bus system will be planned for maximum efficiency.

Investigate the potential of a branch-line transit connection within the Eighth Street area and to the primary route and downtown, utilizing the rail spur.

### **3. Bicycle Facilities**

#### **EXISTING FACILITIES**

Tempe has over 70 miles of bicycle facilities on arterial streets and collector streets. These "connections" form a web across the city, making this one of the most "bicycle friendly" communities in the state. In our study area, collector streets such as Lemon Street, Eighth Street, Terrace Drive and Dorsey Lane have wide outside lanes for bicyclists. However, Apache Boulevard is lacking in bicycle facilities. This situation forces cyclists to ride on the sidewalk, a dangerous situation for everyone: cyclists, pedestrians and vehicular traffic. Therefore, a safer bicycle connection to the ASU campus is necessary along Apache Blvd.

Another concern is that bicyclists do not have good access to Connolly Middle School and McClintock High School which serve this area. Both schools are located south of the Project Area, east of McClintock Drive. The railroad tracks and adjacent patterns of development inhibit bike and pedestrian access to the south. The existing bike connection to the south along McClintock Drive is very narrow and steep as it goes under the railroad line.

#### **PROPOSED FACILITIES**

Tempe's Bicycle Plan calls for the facilities on Terrace (Zone One) and Lemon/Don Carlos (Zones One and Two) to be identified as "Neighborhood Routes" (refer to Exhibit "N"). This should meet the requirements of residents north of Apache Blvd. The critical issue is to provide a bicycle facility on the Boulevard. This may best be solved in combination with the suggestion earlier that Apache Blvd. be modified from 6 lanes to 4 vehicular lanes, allowing room for bike

lanes, wider sidewalks and a future mass transit line.

A better bicycle connection should be made from the Project Area to the south in the vicinity of McClintock Drive. This would allow students at Connolly Middle School and McClintock High School safer access from their homes in the Project Area.

#### **4. Pedestrian Facilities**

##### **EXISTING FACILITIES**

Along Apache Boulevard, the existing sidewalk system is often crowded because it carries both pedestrian and bicycle traffic. Although the 8-foot wide sidewalk has been established as a standard for Tempe, it does not appear adequate in this area. Also, the walkway is located immediately adjacent to the curb line of a traffic lane, resulting in an undesirable pedestrian zone.

The existing street width makes it difficult for pedestrians to cross Apache Boulevard. This problem is especially noticeable at streets such as Dorsey, which is a collector street, yet has no traffic signal at Apache Blvd.

Existing pedestrian paths in the residential areas are generally adequate and provide access to the collector & arterial street system. Bus shelters and benches are provided at approximately 1/2 mile intervals along Apache Blvd.

##### **PROPOSED FACILITIES**

The primary need is for enhanced pedestrian pathways along Apache Blvd. One way of making the pathways more useful as noted above, would be the separation of bicycle traffic onto a separate bike lane, which would serve as a buffer between vehicular and pedestrian traffic. It would also be desirable to allow easier pedestrian crossings at the Boulevard. A narrower street section would be one step in the right direction. Additional traffic signals would also help.

In the Eighth Street area, additional and improved pedestrian connection with adjoining multi-family residential areas are needed. The south sidewalk along Eighth Street should be widened and enhanced to link developments.

#### **5. Open Space**

##### **EXISTING FACILITIES**

Existing open space includes Hudson Park in the Hudson Manor neighborhood (Zone One), Escalante Park and Thew School (Zone Two). The University Heights neighborhood (north of Apache Blvd., west of McClintock Drive in Zone One) does not have significant public open space at this time. This need has also been addressed in the City of Tempe Parks Master Plan.

##### **PROPOSED FACILITIES**

There are plans for two new public parks which should be significant amenities for area residents:

- One is a planned retention area/public park in the 1900 block of East Don Carlos in Zone Two. This will provide a useful amenity for the Escalante neighborhood in Zone Two.

- Secondly, a private developer is planning to construct a 3-acre public park on Eighth Street, west of McClintock Drive as part of the Jefferson Commons apartment complex in Zone One. This park will be of great benefit to the University Heights neighborhood, which has no significant open space at this time.

- Also, there will be open space on the grounds of the proposed fire station to be constructed at the corner of Apache Boulevard and Gary Drive in Zone One.

With these improvements in place, there should be adequate open space in each of the existing neighborhoods. Proposed improvements to bicycle facilities will serve to make the open space more accessible to area residents. Future multi-family residential developments will need to incorporate recreation features and open space into the projects as part of the Quality Study administered by the City of Tempe, Development Services Dept.

Rehabilitation of the historic Elias-Rodriguez House will include landscaping to recreate the irrigated garden and orchard on the site. As part of a "living museum" of early-day Mexican American life in Tempe, the site will be open to the public and will provide a unique "place of respite" in the Eighth Street area.

## **6. Public Facilities**

### **EXISTING FACILITIES**

Thew School is an elementary school which serves the areas east of McClintock Drive in Zone Two. It is within walking distance for most residents in this area. West of McClintock Drive (in Zone One), elementary students are bussed to Laird School if they reside north of Apache Blvd. Those who reside south of Apache Blvd. are bussed to Hudson School.

All junior high school students in the Project Area are bussed to Connolly Middle School located south of Broadway Road and east of McClintock Drive at Country Club Way and Concorda Drive. High school students are bussed to McClintock High School on the east side of McClintock Drive at Del Rio Drive.

The Escalante Center in Zone Two is undergoing an expansion and renovation which will create a top notch community facility in this area. This includes meeting space for community events and social service programs which have been very popular.

There are currently two police beat offices in the area. Beat 15 in Zone One has an office in the Lemon Terrace Apartment complex located at the southeast corner of Lemon Street and Terrace Avenue. Beat 16's office in Zone Two is located at Escalante Center.

### **PROPOSED FACILITIES**

There has been a concern expressed by residents west of McClintock drive that the elementary students should be able to attend a school within walking distance. Also, as new residential units are added to this area, there will be a demand for more classroom space. Perhaps this would justify a new elementary school in the area. This issue will be pursued through the Tempe Elementary School District.

A new fire station and administration building is being constructed at the northeast corner of Apache Blvd. and Gary Drive in Zone One. This building will be a "state of the art" facility and should provide an excellent amenity to the surrounding community. The Community Use Room in the fire station will provide a convenient meeting place for the adjacent neighborhoods. Police Beat 15 will also have a new office in this facility.

The re-use concept for the rehabilitated Elias-Rodriguez House is as a "living museum" of early-day Mexican American life in Tempe. A small visitor center, as well as landscaped grounds, will be open to the public and provide interpretive opportunities. In the future, adjoining public-private development may provide additional cultural, educational and social opportunities.

## **7. Streetscape**

### **EXISTING FACILITIES**

Current conditions along the Apache Boulevard streetscape include an eight foot wide sidewalk installed in the early 1990's. Street lights were also brought up to current standards at that time. Most of the public right-of-way behind the sidewalk is utilized as landscape area in front of adjacent businesses. Transit shelters are in place at approximately one-half mile intervals. Along Eighth Street, standard street lights and a five foot wide sidewalk are provided.

### **PROPOSED FACILITIES**

The proposed plan includes "Desert Museum" Palo Verde trees to be used as street trees along Apache Blvd. The Zoning Ordinance calls for street trees to be planted at the rate of one per 25 feet of frontage with 75 % of those being Desert Museum Palo Verde. Other "streetscape" improvements will be planned after the Light Rail Transit plans are more defined. Streetscape improvements along Eighth Street will have a similar planting scheme with an enhanced walkway.

## **8. Infrastructure**

### Storm Drains:

The current policy of requiring on site storage and retention of rainfall or runoff to the extent of the 100 year design storm should be adequate for the foreseeable future. This criteria should ensure that no changes to the existing storm water collection system will be required. The one exception would be rehabilitation of selected components of the system based on remaining useful life and accepted replacement & rehabilitation criteria.

### Water Lines:

The greatest potential impact on existing water/wastewater lines will most likely be caused by a significant number of new residential (multi-family) units. According to the proposed Land Use plan, this impact will be greatest in the area between Smith and Price Roads in Zone Two. The Apache Boulevard area is served by a series of looped water lines. Recent improvements to the Boulevard also included installation of water lines within the street right of way. A replacement waterline is scheduled for Wildermuth in the near future. As new developments are constructed,

there will be a need for substantial waterline construction **within the developments** to meet fire fighting criteria.

#### Wastewater Lines:

Regarding the proposed new multi-family development at the southwest corner of University and McClintock Drives in Zone One, there is an existing 12" VCP line in University Drive that flows west to Rural and an 8"/10" VCP line in old 8<sup>th</sup> Street that flows west to Rural Road. Analysis using slopes, diameters, pipe roughness coefficients and design guidelines indicates that the line on Old 8<sup>th</sup> Street is not capable of receiving flow from the Superlite property without incurring surcharging. (Future development between Dorsey Lane and Rural road on the south side of Old 8<sup>th</sup> Street will require any capacity that the downstream portion may have.) The 12" line on University Drive decreases in slope in the downstream direction thereby decreasing the hydraulic capacity. Flow monitoring of the shallow reach is needed to determine the "as-built" effect of this proposed new residential use.

Proposed development along the north side of Apache Boulevard, east of Smith Road in Zone Two is currently served by two 8" VCP sewers. One is located in Apache Blvd. and the other is in Lemon Street. In general they are of substandard hydraulic design. The most cost effective solution would be to utilize both lines in a flow split of future flows. A 50/50 split could provide about 0.11 million gallons per day (m.g.d.) to each line (peak flow) providing velocities near the original design values.

East of Smith Road along the south side of Apache Blvd. in Zone Two, multi-family development is proposed with the potential of creating flows of 0.46 m.g.d. The existing 8" VCP sewer line has a design capacity of 0.21 m.g.d, well below the anticipated peak of future development. Replacement of this line is required due to its hydraulic shortcomings. In addition, the existing line is half way between Wildermuth and Apache. It is recommended that the existing line be replaced with a 10" or 12" line. Estimated cost is \$500,000 for construction and \$100,000 for consultant design and inspections. Also, the existing sanitary sewer easement needs to be widened. It is currently only 10 feet wide which is substandard. The additional 2' to 6' of width may cost \$15,000 to \$50,000. During construction, flow from parcels upstream must be accommodated.

This new sewer ties into the Broadway Road relief line (10"/12"/15" VCP) that diverts flow east of Smith at Broadway road and picks up flow along its length until it becomes an 18" line north of University Drive. As this line receives substantial flows from parcels outside of this new multi-family development, a few reaches of the Smith pipe may need to be upsized from the new east-west line to the 15" reach north of Apache Blvd. This 450' replacement would involve extensive pump-around as well as pulling pipe from a sleeve in Apache Blvd. A construction estimate of \$300,000 - \$400,000 is expected. A flow study pre/post development should be undertaken prior to any design.

However, the wastewater lines in the area between Smith and Price Roads appear to be too small to accommodate new multi-family development along Apache Boulevard. The existing 12" VCP line will most likely need to be replaced by a 15" line in order to accommodate a significant

number of new residential units.

## **G. PROGRAM ACTIVITIES TO ACHIEVE PLAN OBJECTIVES**

### **Project Area Development Strategy**

The City of Tempe intends to complete the Project Area Redevelopment Program as presented. The strategy will be to:

- Identify the causes and severity of existing problems and potential problems.
- Prescribe approaches to resolving those problems.
- Propose a development scenario that will improve the Project Area.
- Utilize public/private partnerships wherever possible, with the emphasis on private funding.
- Use municipal and federal funding to incentivise new private development.

The following program activities will be utilized to achieve the objectives of the Apache Boulevard Redevelopment Plan.

#### **1. Transportation**

Vehicular access to the project area and circulation within the area is critical to the positive development of the area. The City of Tempe will pursue transportation improvements in cooperation with other governmental agencies, Arizona State University, private developers and businesses. The planning process, private development funds, intergovernmental grants-in-aid and the City of Tempe Capital Improvements Program are the primary tools.

The project area will be promoted as a mass transit corridor. The preferred location for new transit is on Apache Boulevard, as opposed to the existing railroad line which borders the southern edge of the Project Area. Transit stops should be located for maximum convenience, safety and accessibility.

#### **2. Structural Renovation and Property Reinvestment**

The Apache Boulevard Redevelopment Area is in one of the oldest sections of the City and contains structures that have been built over the last hundred years. Some of the commercial and residential structures in the area are in disrepair. Other sites are underutilized or underdeveloped. Many businesses suffer from economic obsolescence. Renovation of historic structures will be encouraged, where feasible. By renovating existing structures, some of the historical character of the Boulevard can be maintained. Through renovation, the appearance of the area will be improved and more positive development can be attracted to the Project Area.

The following activity will be pursued and will involve individual property owners, business tenants, downtown financial institutions, the City and design professionals. The primary tools available include business and financial institution cooperation, property owner and tenant commitment, voluntary participation, private sector funding and intergovernmental grants.

- In cooperation with the financial institutions, create and implement a commercial revitalization loan pool that would provide loan capital at less than market rates to property owners and/or business tenants for store front and interior remodeling and business

expansion. Loan eligibility will be limited to Project Area businesses and some conditions will be applied to participation in the program.

### **3. Public Development Projects**

Efforts will be made to encourage the public sector to construct appropriate capital projects in the Project Area. The planning process, public financing and persuasion will be used to encourage both the public and private sectors to improve the area. Following are activities which will be pursued.

- Promote the improvement of street lighting for pedestrians in a manner that is consistent with the Project Area plans.
- Promote the development of parks, open space, public places and improved streetscape throughout the Project Area.
- Continue to monitor City Zoning, Land Use and Building Safety regulations in order to encourage the redevelopment and improvement of the project area in accordance with the redevelopment plan.

### **4. Private Development**

New development of high quality residential and commercial projects is necessary to revitalize the project area and prevent economic decline. The following activities will be pursued and will involve private developers, investors, financial institutions, the City and project area property owners. Private financing, industrial and municipal development bond financing, intergovernmental grants-in-aid, and tax abatement will be the primary tools. Cooperation among developers, property owners, financial institutions and the City will also be promoted.

- Assist developers and investors in the process of project identification, economic feasibility analysis, acquisition of property, development planning, securing financing and obtaining necessary permits for development projects in appropriate Project Area locations.
- Identify, attract and assist appropriate businesses to locate in the Project Area. Identify appropriate locations for sale or lease to these businesses and provide additional assistance as necessary.
- Assist and encourage project area property owners to identify appropriate end uses for property, find buyers where desired, renovate existing structures and pursue new development when appropriate.

### **5. Information, Communication and Public Relations**

Maintaining effective communications with and providing up-to-date information to the public, government and private sector decision-makers, business people and potential investors and developers is critical to a comprehensive Project Area development program. Efforts should be made to keep all interested individuals and organizations apprised of trends, development and activities related to the Project Area development program. Efforts should be made to keep all interested individuals and organizations apprised of trends, developments and activities related to the Project Area in order to raise pertinent issues, develop consensus and maintain progress. The following activities will be pursued and will involve business people, financial institutions, the Chamber of Commerce, property owners, government, private developers, and potential

investors. The primary tools will be the planning process, local news media publication of specific information and Tempe's participation in the Community Development Block Grant Program.

- Publish a periodic newsletter which will report on current activities, happenings and accomplishments associated with the Project Area.
- Promote the Project Area by sending media releases to the local media when noteworthy events happen or when milestones are reached in the redevelopment process.
- Periodically update the specific information developed in the Apache Boulevard Redevelopment Plan to show changes and adjust as necessary.
- Maintain a continuing dialogue with Federal, State, County and local government decision-makers, developers, investors, businesses, property owners, residents and service organizations to articulate and develop an understanding of the needs, assets and opportunities in the Project Area. Develop public presentations, speeches and media presentations for this purpose.

**6. Incentives for Redevelopment.** When the redevelopment area is formally adopted by the City Council, certain tools become available in this area. Some of the tools which may be available include:

- **A temporary lessening of property taxes.** This may be in the form of a Government Property Lease Excise Tax which involves the City of Tempe holding ownership of the property and leasing back to the private developer.
- **Assembly of land parcels.** If the City of Tempe assists in assembly by purchasing the parcels, disposition of the land will be through an R.F.P. process to select a "preferred developer". With the City having powers of "eminent domain" in the redevelopment area, this tool may be advantageous in certain situations.
- **City sales tax rebate** for public/quasi-public infrastructure.
- **Direct financial participation** in acquisition, relocation, demolition and environmental mitigation of real estate utilizing federal or city funding as available.
- **Direct City participation** in the provision of public/quasi-public onsite/offsite infrastructure with federal or city funds as available.
- **Enterprise zone tax incentives** are available to qualified businesses who are certified by the Arizona Department of Commerce. The Tempe Enterprise Zone is a designated area within Tempe in which new and existing businesses can take advantage of benefits such as tax savings and preferential consideration for loan and job training programs administered by the Arizona Department of Commerce. All of the Apache Boulevard Project Area is located in an "Enterprise Zone". There are two types of incentives available. One is the state income tax credit for net increases in "qualified employment positions". Another incentive is the property tax reclassification for qualified manufacturing businesses locating or expanding facilities in the enterprise zone. Additional information is available from the State Enterprise Zone Coordinator at 280-1340.
- **Property tax reductions and income tax credits** may be applicable to National Register-listed historic properties.



The provision of any of these incentives will be dependent upon thorough analysis of the economic benefits to the City of any proposed redevelopment project and approval by the Tempe City Council. Such incentives will be utilized to secure economically desirable projects.

### **III. SPECIFIC TECHNIQUES TO BE USED TO ACHIEVE PLAN OBJECTIVES**

The major actions planned for the redevelopment of the Project Area are rehabilitation, spot clearance, and acquisition & clearance.

#### **A. REHABILITATION**

##### **1. General**

Owners of property designated for rehabilitation will be encouraged to pursue rehabilitation of those structures. This is contingent upon the buildings being structurally capable of being brought up to rehabilitation standards. Also, the property must be compatible with the Project Area Redevelopment Plan and meet applicable codes & ordinances. The long term economic feasibility of such rehabilitation should be carefully evaluated.

##### **2. Rehabilitation Standards**

All properties designated for rehabilitation shall be upgraded in compliance with applicable codes and ordinances of the City of Tempe, which are incorporated by reference as part of this plan, including:

- Design Review Ordinance - City Code, Chapter 11; Ord. #86.10 (2/7/86)
- Zoning Ordinance #808 - as amended
- Uniform Building Code - as amended
- Uniform Mechanical Code - as amended
- Uniform Plumbing Code - as amended
- Uniform Housing Code - as amended
- Uniform Fire Prevention Code - as amended
- The City of Tempe Housing Rehabilitation Program, Standards for Rehabilitation

The City of Tempe may reduce such standards for an individual existing structure or use if it is determined that all of the following apply:

- The rehabilitation of the structure cannot feasibly be made to comply because of existing site, use, or other physical limitations.
- The reduction of such standard will not have an adverse effect on the Project Area.
- The remaining economic life of such structure shall not be less than twenty (20) years.
- The reduction of such standard will not otherwise adversely affect the health, safety or welfare of the occupants of the structure or of the Project Area.

Secretary of the Interior Standards for the Treatment of Historic Properties may be applicable to properties within the Redevelopment Area which are listed on the National Register of Historic Places.

#### **B. ACQUISITION AND CLEARANCE**

Properties may be designated for acquisition and clearance under any of the following conditions:

**1. To Remove Substandard Conditions**

Properties which cannot be rehabilitated because of basic structural conditions are eligible for acquisition and clearance.

**2. To Promote Historical and Architectural Preservation**

Properties which are so located as to interfere with the promotion of historical and architectural preservation may be acquired and cleared to provide appropriate setting for such structures.

**3. To Remove Blighting Influences**

Properties which either by their physical condition or their use create a blighting influence on the surrounding area shall be eligible for acquisition and clearance.

**4. To Provide Redevelopment and Other Plan Objectives**

Properties which inhibit land assembly to meet the objectives of the Redevelopment Plan are considered an impediment to land disposition and shall be eligible for acquisitions and clearance. Such properties may also include vacant land which is needed for reuse of an adjacent parcel or for supporting facilities.

Properties subject to acquisition, not required for public improvements, may be exempt from acquisition if such properties will be improved to conform to all applicable provisions and requirements of the Plan in their specific locations and do not impede the redevelopment of adjacent properties.

**C. SPOT CLEARANCE**

Spot clearance activities may be pursued in order to:

**1. Remove Substandard Conditions**

Properties which cannot be rehabilitated because of basic structural conditions shall be eligible for acquisition and clearance.

**2. Remove Blighting Influences**

Properties which create a blighting influence on the surrounding area (because of their physical condition or use) shall be eligible for acquisition and clearance.

**3. Provide Land for Public Improvements of Facilities**

Properties which are so located as to interfere with the installation of public improvements and facilities required to meet the objectives of the Redevelopment Plan shall be eligible for acquisition and clearance.

**4. Promote Historical and Architectural Preservation**

Properties which are of historical or architectural significance may be acquired and relocated to other sites or restored on the existing site.

## **D. GENERAL LAND USE**

### **1. Land Use Plan**

Predominant land uses, major circulation routes and public uses are shown in the City of Tempe General Plan 2020 Land Use Plan as amended by this Apache Boulevard Specific Area Redevelopment Plan. The specific plans for this redevelopment area are included in the Exhibits at the end of this Redevelopment Plan. Please refer to these maps for additional information.

### **2. Description of Predominant Land Uses**

For specific uses, densities, yard and height requirement, refer to the City of Tempe Ordinance No. 808 (Zoning Ordinance) as amended.

### **3. Type, Location and Other Characteristics of the Internal Circulation System**

#### **TYPE OF STREETS**

- Freeway
- Arterial Streets
- Urban Collector Streets
- Local Streets

#### **LOCATION OF STREETS**

- Freeway: The Price/Pima Freeway (State Route 101) runs north-south through the Project Area with connections to University Drive and Broadway Road.
- Arterial Streets: Rural Road, McClintock Drive and Apache Boulevard are Arterial Streets
- Urban Collector Streets: Terrace Road, Dorsey Lane, Spence Avenue, Lemon Street, Don Carlos Avenue, Smith Road, River Drive and Wildermuth Avenue are Urban Collector Streets.
- Local Streets: All other streets in the Project Area are local streets.

### **4. Land Use Provisions and Building Requirements to be Imposed on Property Acquired by the Agency**

The provisions and regulations governing the use and development of land are not limited to the Redevelopment Plan. The conditions, restrictions and limitations imposed by the Redevelopment Plan are in addition to any conditions, limitations or restrictions contained in the Zoning Ordinance of the City of Tempe, Arizona, and any other applicable laws regulating use and development in the City.

#### **ADDITIONAL REGULATIONS, CONTROLS AND RESTRICTIONS RELATED TO LAND USE:**

Controls and restrictions on parcels for redevelopment are based upon the requirements of Zoning Ordinance No. 808 of the City of Tempe.

- **Setback Requirements:** Building setbacks are typically required for all uses in the Project Area. However, it is recommended that design freedom be given to encourage variety in design and creative solutions to the public space along street frontages. This may involve reducing the building setback to “zero” in some cases and will involve possible amendments to the Zoning Ordinance or support of variances to it.
- **Off-Street Parking Requirement:** Off-street parking shall be provided and maintained in accordance with the Zoning Ordinance of the City of Tempe or as granted by a variance. “Shared parking” may be beneficial for adjoining uses and should be encouraged as a way of reducing the total number of parking spaces required.
- **Signs:** New signs shall be designed and constructed to be complimentary elements of the project. Signage shall be in accordance with City Ordinances and is subject to design control as part of the Design Review procedure.
- **Landscaping:** Portions of sites not containing structures shall be appropriately landscaped in accordance with the requirements of the Zoning Ordinance and Design Review Board.

## **E. DESIGN OBJECTIVES**

General design objectives and guidelines have been established for the Redevelopment Area. Please refer to Section II, Parts E, F and G of this document. The purpose of these guidelines is to:

- Achieve sound and attractive development that will stimulate and enhance the area.
- Create a desirable environment for businesses and residents.
- Protect property values.
- Develop compatible uses.

## **F. OTHER PROVISIONS NECESSARY TO MEET REQUIREMENTS OF STATE AND LOCAL LAWS**

- 1. Statement of Boundaries of Project**  
See Exhibit “B”
- 2. Projected Land Use Plan for the Redevelopment Area**  
Predominant land uses, major circulation routes and public uses which are projected are shown on the City of Tempe General Plan 2020 Projected Land Use Plan as amended by this Apache Boulevard Specific Area Redevelopment Plan and its Projected Land Use Map (see Exhibit “O”).
- 3. Zoning Map for the Redevelopment Area**  
See Exhibit “F”
- 4. Conceptual Redevelopment Plan**  
See Exhibit “O”

5. **Existing Land Use Map**  
See Exhibit "C"

6. **Existing Contextual Map**  
See Exhibit "D"

7. **Standards of Population Densities, Land Coverage and Building Intensities**  
Standards pertaining to population densities, land coverage and building intensities are located in published statistical data, zoning ordinance and land use plan available in the Development Services Department of the City of Tempe.

8. **Method and Cost of Acquisition**  
One or more acquisition appraisals by independent fee appraisers will be made of all properties to be acquired. Based upon the appraisal, an offer reflecting fair market value will be made to the property owners. (Every effort will be made to reach an acceptable price.) If an agreement cannot be reached, condemnation suits will be initiated, with the fair market value to be fixed by the Courts.

9. **Method of Financing Redevelopment Projects**  
Funding is provided in part by Community Development Block Grants (CDBG) and HOME grants established by the Community Development Housing Act of 1974. Applications for funding are made annually to the Department of Housing and Urban Development (HUD). Both short term needs and long term objectives are included. The application also incorporates the Community Housing Affordability Strategy (CHAS).

The CDBG and HOME applications and funding received are based on low/moderate incomes in Census Tracts within the City limits of Tempe, along with needs of the citizens within those census tracts.

\* In addition, City of Tempe general funds, Improvement District financing, Community Facilities District financing, Industrial Development Authority financing and private financing will be used to support redevelopment projects where appropriate.

10. **Method of Relocating Displaced Families, Individuals and Businesses**  
All relocation benefits are subject to the Uniform Relocation Assistance and Real Property Acquisition Policies act of 1970 with amendments or local and state laws and policies, whichever are applicable.

The Development Services Department has a Relocation Section to provide assistance in helping displaced persons and businesses relocate to new locations with standard, safe facilities. The Department representative will assist in:

- Searching, locating and inspecting a new facility.
- Advising on financing, methods of payment and filing claims.
- Assisting in information on moving, storage, property damage, etc.

**11. Land Disposition**

- Transfer of Property Interest: Acquired property, or any interest therein, within the Project Area may be sold, leased, exchanged or otherwise transferred to any redeveloper for residential, recreational, commercial, industrial or other uses, both public and private in accordance with the Redevelopment Plan.
- Transfer Restrictions: Acquired property may be transferred subject to such covenants, conditions and restrictions as are deemed to be in the public interest or necessary to carry out the purposes of the Redevelopment Plan.
- Fair Value: Acquired property shall be transferred at its fair value for uses proposed in accordance with the Redevelopment Plan. Fair value may be less than the cost of acquiring and preparing the property for redevelopment. In determining fair value, the following shall be considered: restrictions on the property; covenants, conditions and obligations assumed by the redeveloper of the property; and economic benefit to the community derived from the project.
- Public Offering: Acquired property shall be transferred only after public advertising for bids or proposals has been made for at least thirty (30) days, or under such reasonable competitive bidding procedures as the City of Tempe prescribes.
- Temporary Use: The City of Tempe may temporarily operate and maintain acquired real property in the Project Area pending disposition of the property for redevelopment, for uses and purposes deemed desirable even though not in conformity with the Redevelopment Plan.
- Additional and specific information shall be included in all Land Sales Offering documents pertaining to property offered for redevelopment.

**12. Non-Discrimination**

The property within the project shall not be restricted as to the sale, lease, use or occupancy upon the basis of race, sex, religion, color, or nation origin.

**13. Effective Periods of Controls - Extensions**

The provisions and requirements outlined in this section shall be in effect for twenty (20) years from the date of recordation of the Plan; except that the non-discrimination provisions shall be in effect in perpetuity. The provisions and requirements, or any part of them thereafter may be extended for additional, successive ten year periods.

**14. Procedure for Changes in Approved Plan**

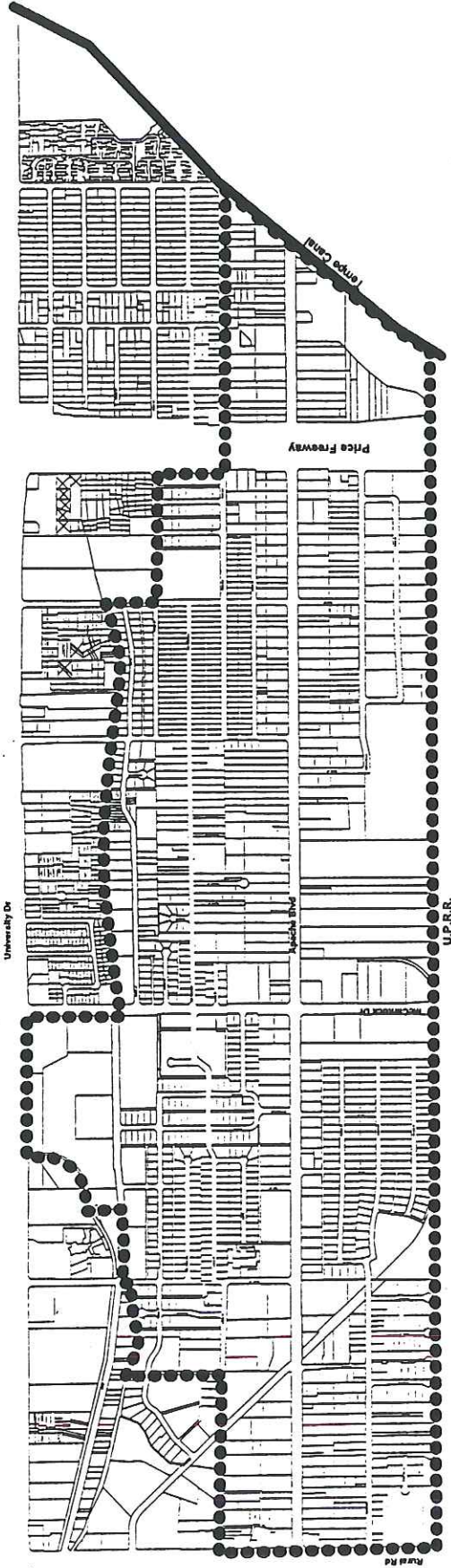
This Redevelopment Plan may be amended from time to time upon compliance with the requirements of law with the following provision. Regarding any land in the Redevelopment Area previously disposed of by the City of Tempe, Arizona for use in accordance with the Redevelopment Plan, the City of Tempe will receive written consent

of the owner of such land if the interest therein of the owner is materially affected by such amendment.

A regular review of progress in the redevelopment area will be set up jointly with the Apache Blvd. Project Area Committee and City of Tempe staff.



EXHIBIT "B"



Redevelopment Project Area

..... Redevelopment Project Area

# Apache Boulevard Tempe, Arizona



Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

**BOUNDARY DESCRIPTION**  
**APACHE BOULEVARD REDEVELOPMENT PROJECT AREA**

A parcel of land being a portion of Sections 23 and 24, Township 1 North, Range 4 East, and a portion of Section 19, Township 1 North, Range 5 East, Gila and Salt River Meridian, City of Tempe, County of Maricopa, Arizona more particularly described as follows:

That portion of said Sections 23, 24, and 19 bounded on the South by the centerline of the Southern Pacific Railroad track, said track lying approximately 1320 feet South of the East/West midsection lines of said Sections 23, 24, and 19; on the East by the centerline of the Tempe Canal; on the West by the West line of said Section 23, and on the North by the following described line:

Beginning at the intersection of West line of Section 23, said line also being the centerline of Rural Road, and the centerline Lemon Street;

Thence East along the centerline of Lemon Street to the Southerly prolongation of the East boundary of Terrace Park Unit 1, according to Book 94 of Maps, Page 20, Office of the Maricopa County Recorder;

Thence North along said East boundary of Terrace Park Unit 1 and continuing along the East boundary of Terrace Park Unit 2, according to Book 99 of Maps, Page 34, Office of the Maricopa County Recorder, to a point on the South line of Sotelo Addition, according to Book 1 of Maps, Page 64, Office of the Maricopa County Recorder;

Thence Northwesterly along the South line of said Sotelo Addition to a point on the West line of said Section 23, said line also being the centerline of Rural Road;

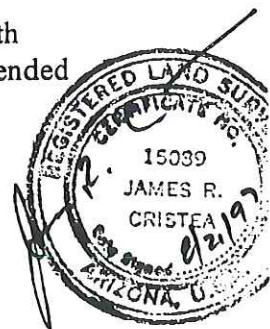
Thence North on said West line to a point on the centerline on the Southern Pacific Railroad track;

Thence Southeasterly along said railroad centerline to a point on the North/South midsection line of said Section 23, said point also being the centerline of Dorsey Lane;

Thence continuing along said railroad centerline Easterly and Northeasterly to a point on the North line of said Section 23, said point also being the centerline of University Drive;

Thence East along the North line of said Section 23 to the East line thereof, said point also being the centerline on McClintock Drive;

Thence South along said East line to a point on the Westerly prolongation of the North easement line of the San Francisco Canal as shown on the plat of Casitas Tempe Amended according to Book 190 of Maps, Page 8, Office of the Maricopa County Recorder;



Thence East along said North easement line to the West line of Casitas East according to Book 208 of Maps, Page 7, Office of the Maricopa County Recorder;

Thence South along said West line to the North line of said San Francisco Canal, said North line also being the South line of said Casitas East;

Thence Easterly along the South line of Casitas East and continuing along the South line of Papago Park Village II according to Book 265 of Maps, Page 20, Office of the Maricopa County Recorder to the Southeast corner thereof;

Thence South along the East line of said Papago Park Village II to a point on the centerline of the Hayden Canal as shown on the plat of Malaran Park II according to Book 98 of Maps, Page 5, according to the Office of the Maricopa County Recorder;

Thence East along said centerline to a point on the North/South midsection line of said Section 24, said point also being the centerline of Smith Road;

Thence South on said North/South midsection line to a point on the Westerly prolongation of the North right of way line of the Hayden Canal as shown on the plat of Transmission Terrace according to Book 72 of Maps, Page 37, Office of the Maricopa County Recorder;

Thence East along said North right of way line to the centerline of River Drive as shown on said plat of Transmission Terrace;

Thence South along said centerline to the Southeast corner of said Transmission Terrace, said point also being the intersection of Orange Street and River Drive;

Thence East on the East prolongation of Orange Street to the Northwest corner of Hudson Park according to Book 77 of Maps, Page 40, Office of Maricopa County Recorder;

Thence East along the North line of said Hudson Park to the West right of way of State Route 101;

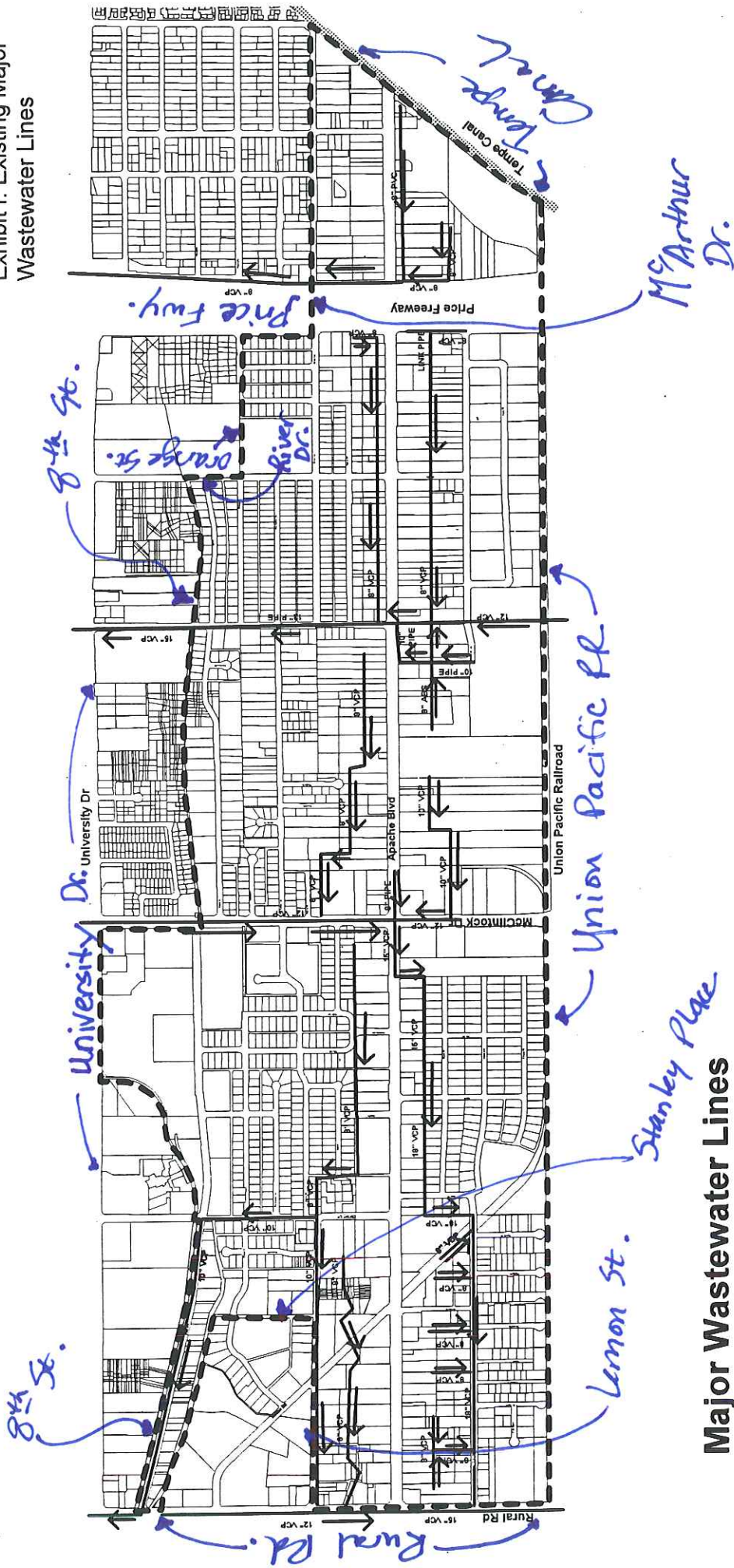
Thence South on said West right of way line to the South line of said Hudson Park, said point also being on the centerline of Howe Avenue;

Thence East on the East prolongation of said Howe Avenue to the Southwest corner of Block 6, Victory Tract according to Book 31 of Maps, Page 6, Office of the Maricopa County Recorder;

Thence East along the South line of said Block 6 and its East prolongation to the centerline of George Drive and MacArthur Drive as shown on said plat of Victory Tract;

Thence East along the centerline of said MacArthur Drive to a point on the Tempe Canal as shown on said plat of Victory Tract and the terminus of the North line of the Apache Boulevard Redevelopment project area.

Exhibit I: Existing Major Wastewater Lines



Sewer Line

Direction of Flow

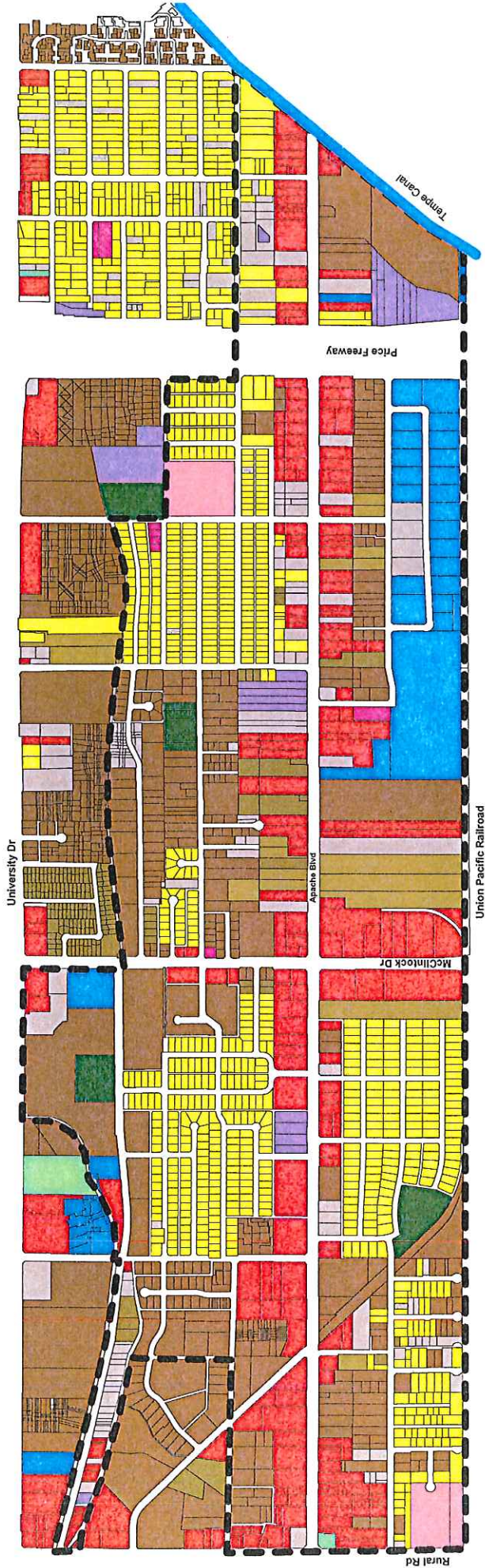
Redevelopment Project Area



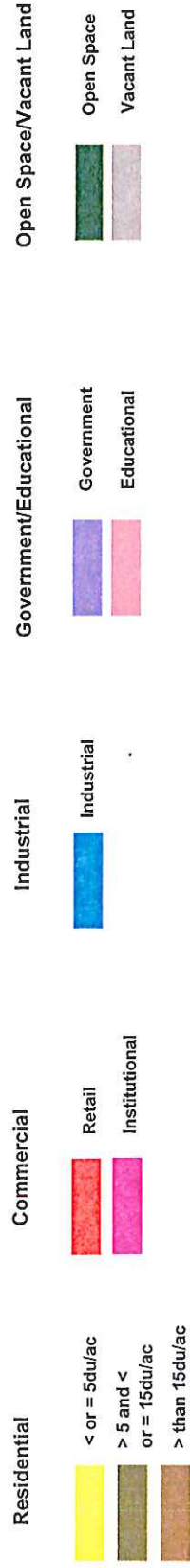
# Apache Boulevard Tempe, Arizona

Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

Exhibit C: Existing Land Use



## Existing Land Use



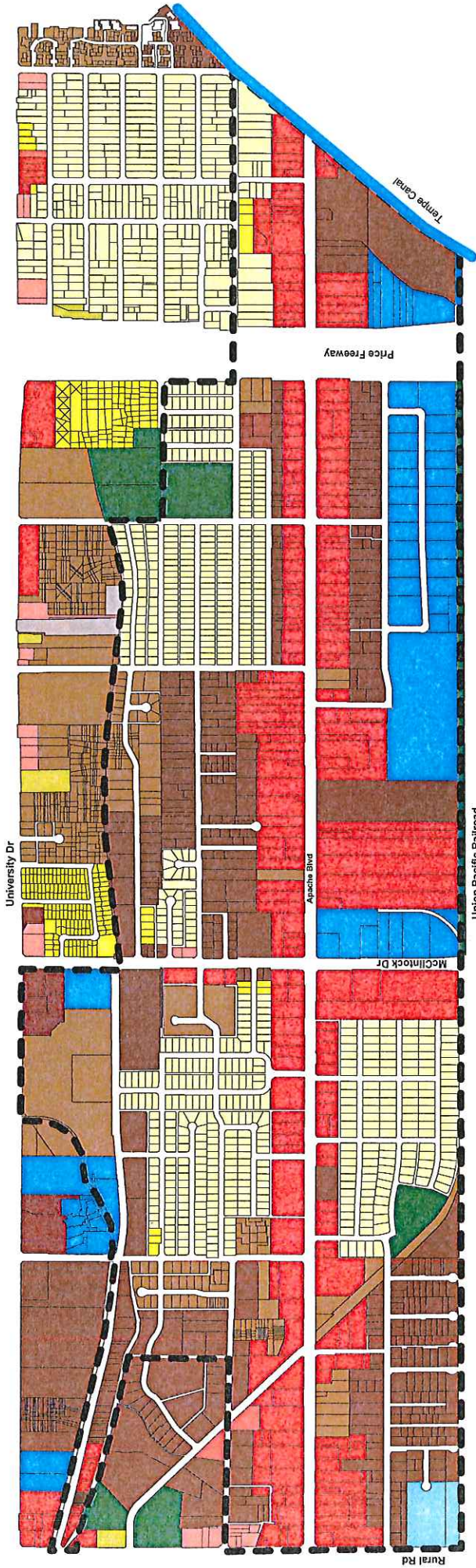
--- Redevelopment Project Area



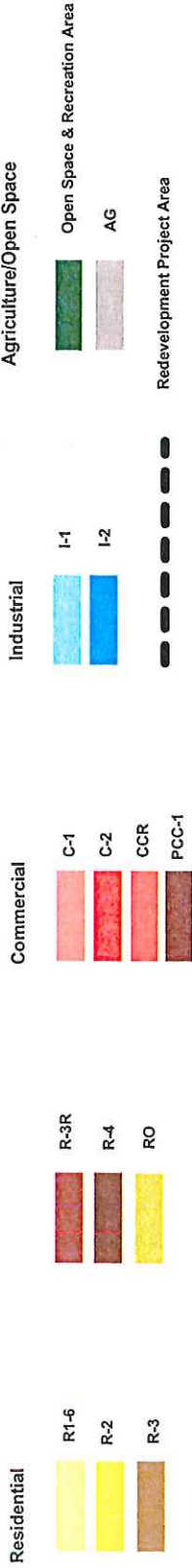
# Apache Boulevard Tempe, Arizona

Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

Exhibit F: Existing Zoning



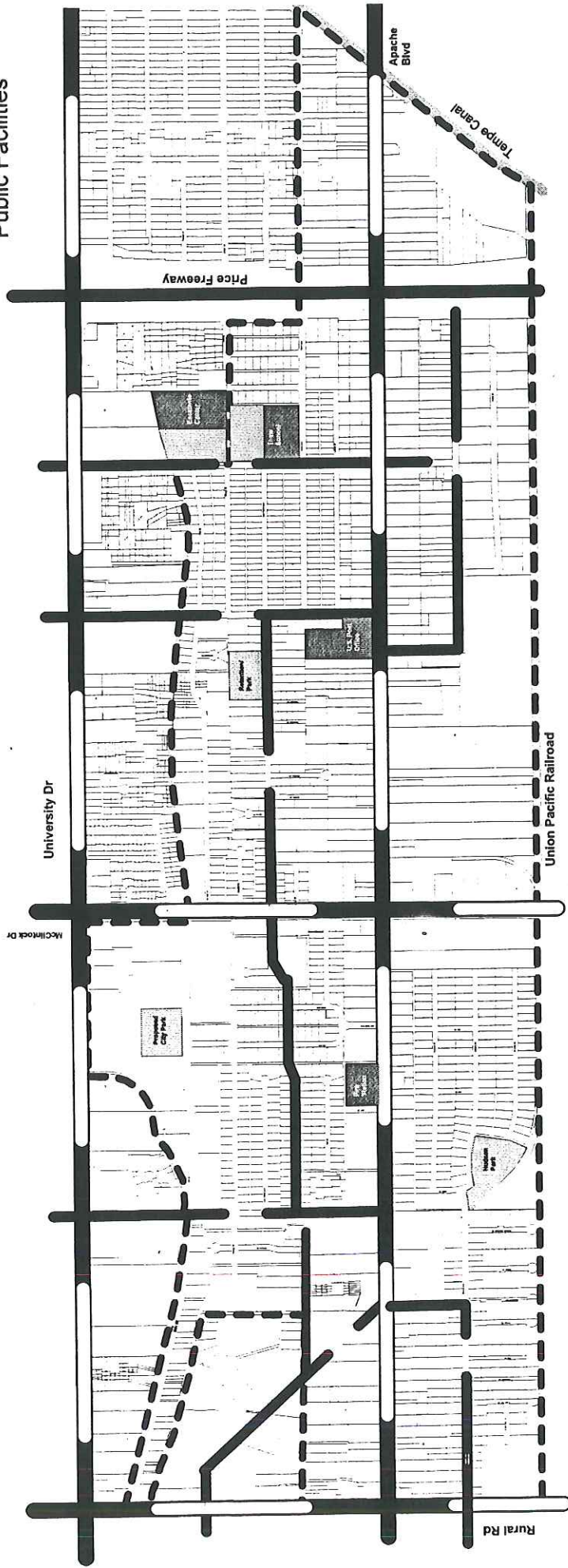
Zoning Map



Apache Boulevard  
Tempe, Arizona

Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

**Exhibit G: Existing  
Streets/Open Space/  
Public Facilities**



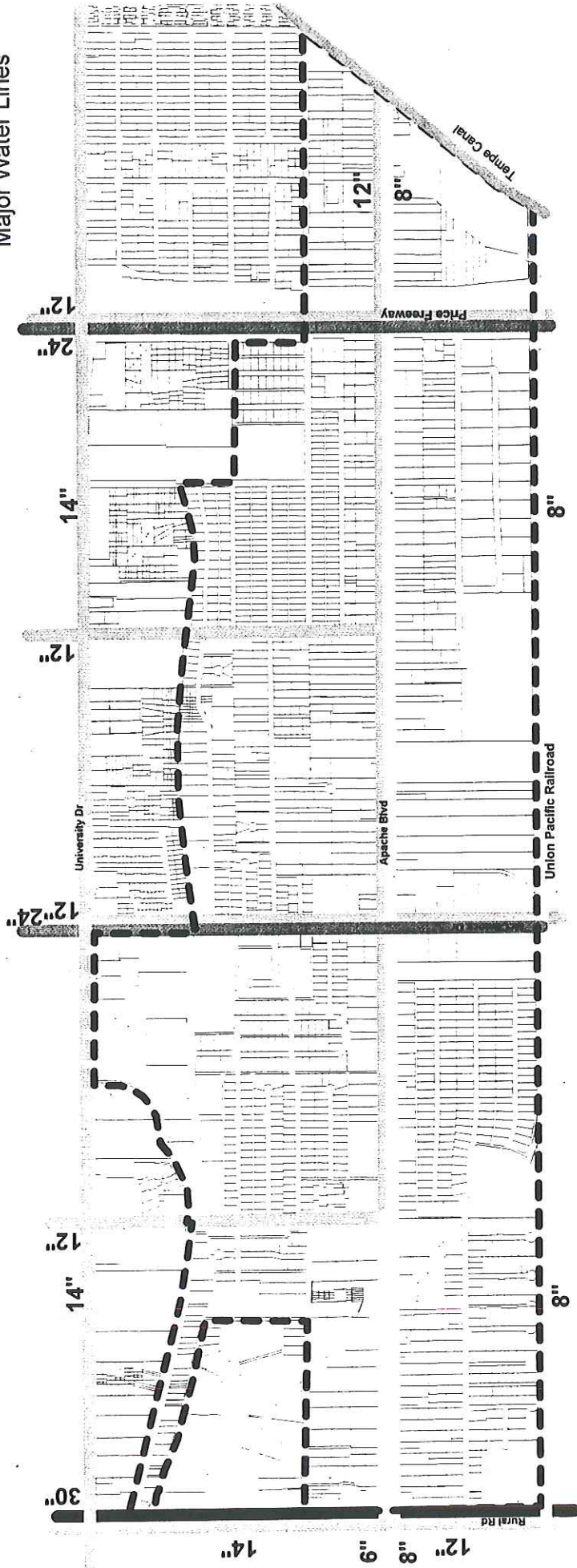
**Streets / Open Space / Public Facilities**

- Collector Street
- Arterial Street
- Freeway
- Open Space
- Public Facilities
- Redevelopment Project Area



**Apache Boulevard Tempe, Arizona**

Exhibit H: Existing Major Water Lines



Major Water Lines

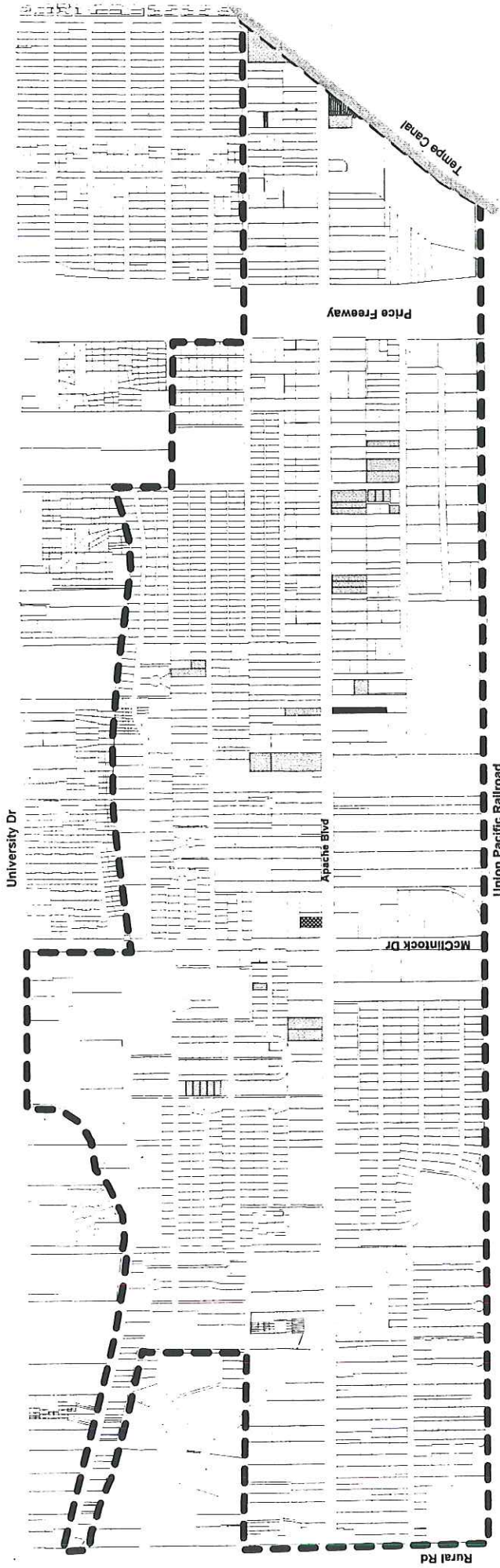
Redevelopment Project Area

# Apache Boulevard Tempe, Arizona

Produced by the Development Services Dept.  
Redevelopment - Special Projects Division



Exhibit J: Existing  
Historic Structures



Historic Structures

-  Not Eligible for National Register
-  Individually Eligible for National Register

-  Contributor to Potential National Register District
-  Listed on National Register

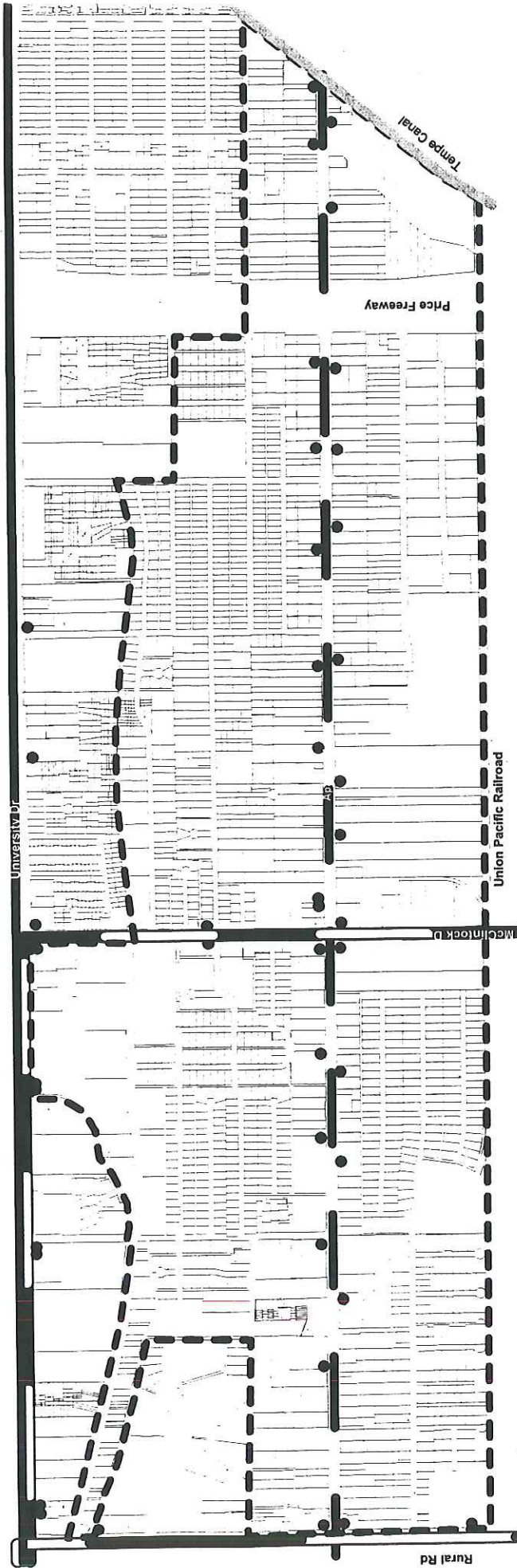
Redevelopment Project Area



Source: City of Tempe Multiple Resource Updates, March 1997

# Apache Boulevard Redevelopment Project Area Tempe, Arizona

Exhibit L: Existing  
Bus Facilities



**Bus Facilities**

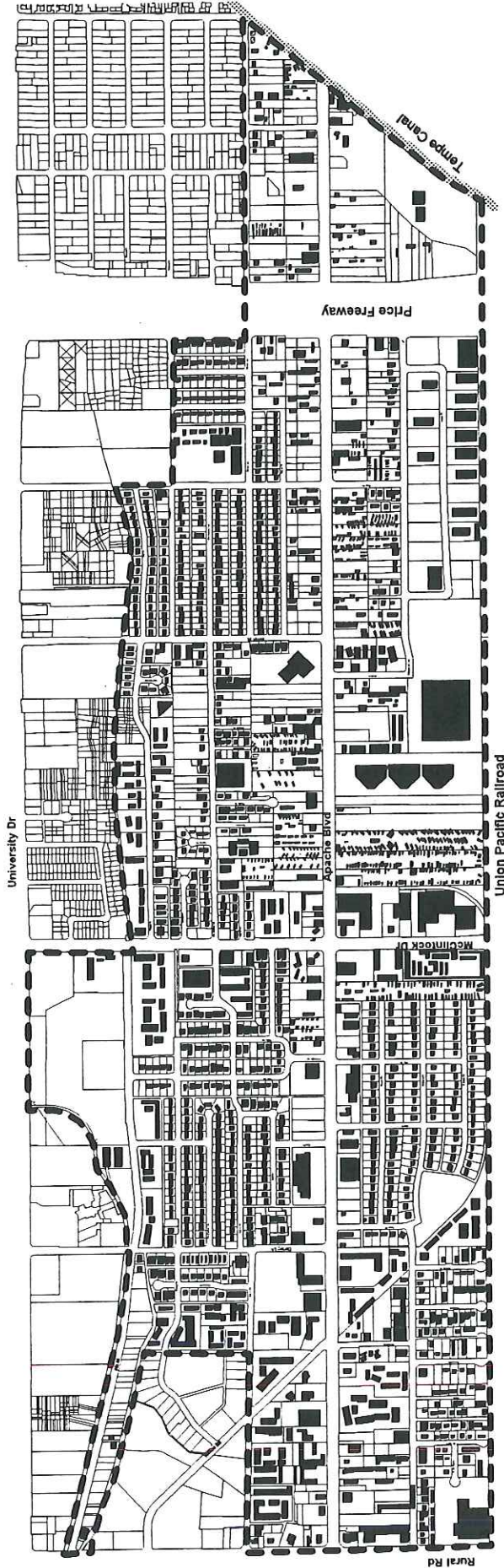
-  Red Line
-  Route 56 - Priest/University
-  Route 81 - Hayden/McClintock
-  Route 72 - Scottsdale/Rural
-  Bus Stops
-  Redevelopment Project Area

# Apache Boulevard      Tempe, Arizona



*Produced by the Development Services Dept.  
Redevelopment - Special Projects Division*

Exhibit M: Existing  
Building Footprints



Building Footprints

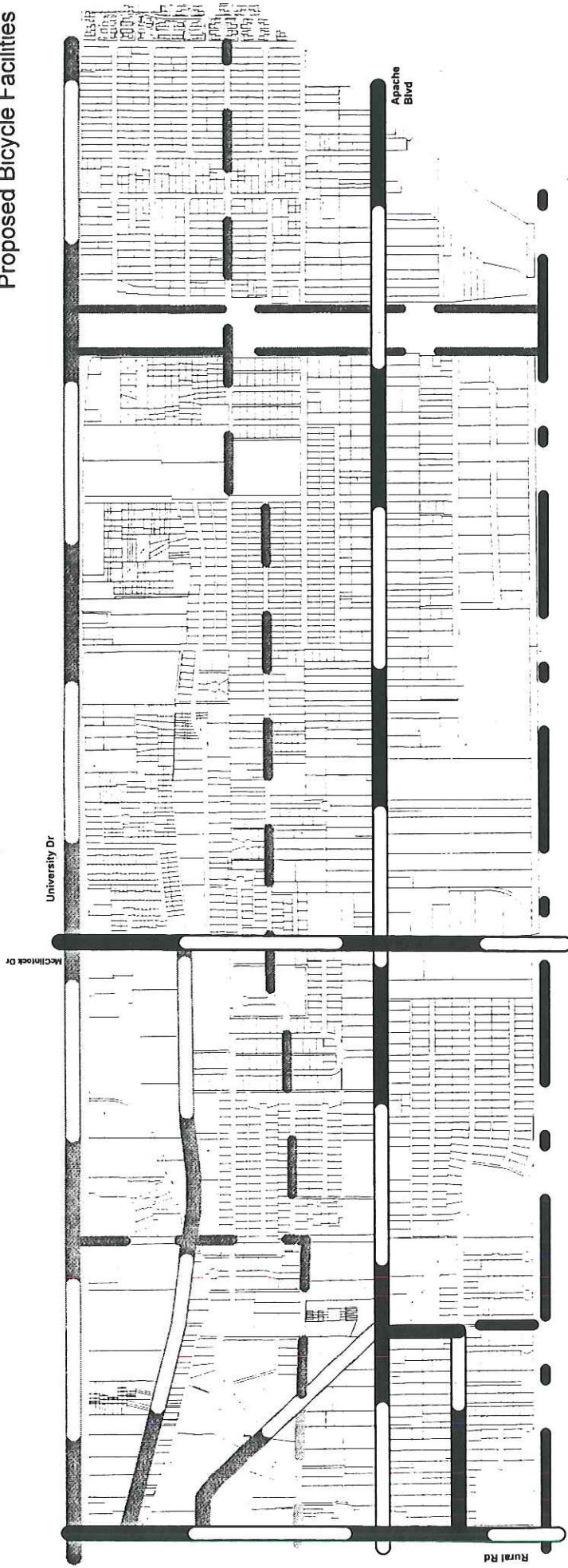
Redevelopment  
Project Area



# Apache Boulevard Tempe, Arizona




Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

Exhibit N: Existing and Proposed Bicycle Facilities






**Bike Facilities**

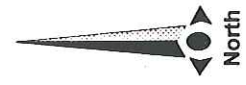
**Existing Facilities**

-  Bike Route
-  Wide Outside Curb Lane
-  Bike Lane

**Proposed Facilities**

-  Bike Path
-  Bike Route
-  Bike Lane

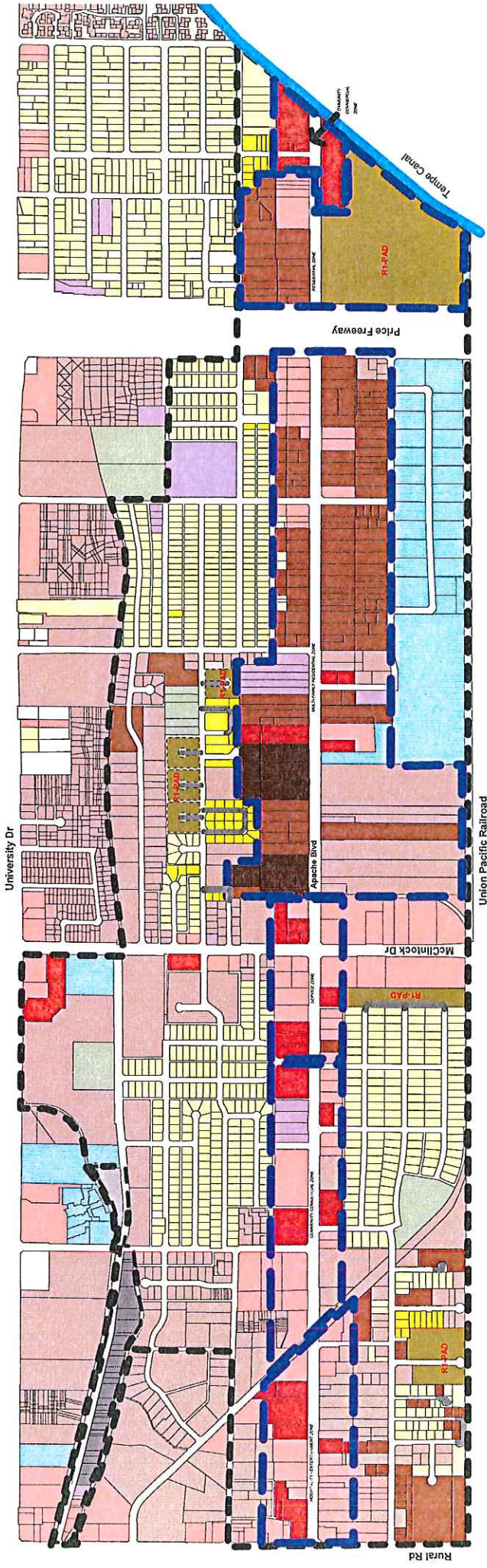
Redevelopment Project Area



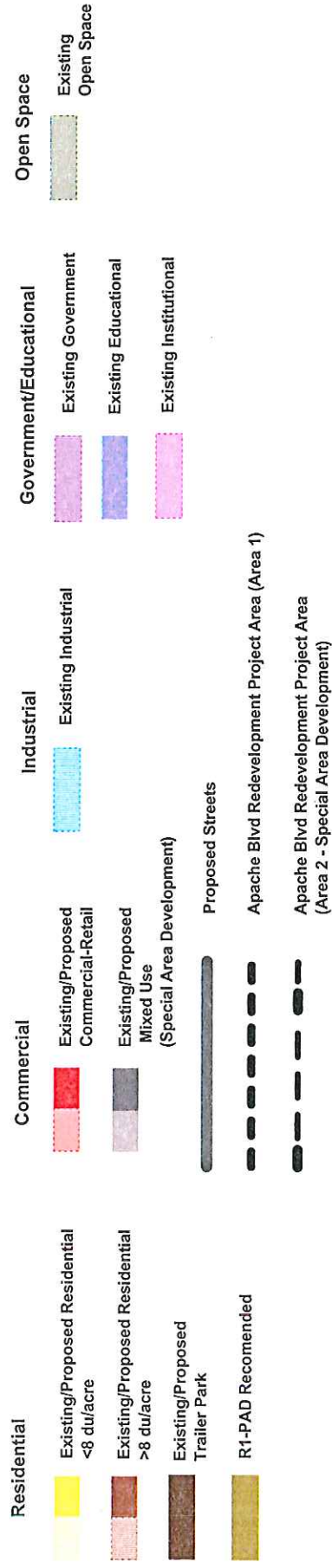
# Apache Boulevard      Tempe, Arizona

Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

Exhibit O: Proposed Land Use



Proposed Land Use



# Apache Boulevard Redevelopment

Produced by the Development Services Dept.  
Redevelopment - Special Projects Division

## ARTICLE 2

CRIME PREVENTION THROUGH  
ENVIRONMENTAL DESIGN CONCEPTSSECTION 2-1 CONCEPTS

(a) Crime Prevention Through Environmental Design (CPTED) is the proper design and effective use of the built environment in order to lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life.

(b) Proper designated and effective use of the physical environment must not only match a space that can support it, but the design must assure that the intended activity has the opportunity to function well and support the control of behavior.

(c) CPTED involves the design of a physical space so that it enhances the needs of bona fide users of the space. This emphasis on design and use deviates from the traditional "target hardening" approach to crime prevention.

(d) Owners, managers and community users have a joint responsibility by reporting to the police all suspicious activities and criminal occurrences; without this, the effectiveness of CPTED is minimized. Creating and maintaining partnerships with the community and the Tempe Police Department will aid in the improvement of quality of life issues and make for a safer environment and a more productive community.

(e) For CPTED to be successful, it must be understandable and practical for the normal users of the space as well as the designer. The normal users know more about what is going on in that environment and they have a vested interest (their own well-being) in assuring that their immediate environment operates properly. The "Three-D" approach to space assessment provides a simple guide for the normal users in determining the appropriateness of how their space is designed and used. The Three-D concept is based on the three functions or dimensions of human space:

1. All human space has some *designated* purpose.
2. All human space has social, cultural, legal or physical *definitions* that prescribe the desired and acceptable behaviors.
3. All human space is *designed* to support and control the desired behaviors.

(f) Crime Prevention Through Environmental Design is supported by the following five overlapping principles that are applied to specific sites and situations.

## SECTION 2-2 TERRITORIALITY

Territoriality is a concept which clearly delineates private space from semi-public to public spaces, and creates proprietorship which challenges abuse of that space. Provision of territorial reinforcement calls for designing an environment which clearly delineates private space to create a sense of "ownership" and which readily distinguishes strangers or intruders. Ownership fosters behavior that challenges abuses of space or unwanted acts in that space because owners have a vested interest and are more likely to challenge intruders or report them. The sense of owned space creates an environment where strangers or intruders stand out and are more easily identified through:

1. The enhanced feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones.
2. The design of space to allow for its continued use and intended purposes.
3. The use of pavement treatments, landscaping, art, signage, screening and fences define and outline ownership of space.

## SECTION 2-3 NATURAL SURVEILLANCE

Natural surveillance is a design concept directed primarily at keeping intruders under observation. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them. Areas can be designed so they are more easily observed through:

1. Design and placement of physical features to maximize visibility. This will include building orientation, windows, entrances and exits, parking lots, refuse containers, walkways, guard gates, landscape trees and shrubs, use of wrought iron fences or walls, signage and any other physical obstructions.
2. Placement of persons or activities to maximize surveillance possibilities.
3. Minimum maintained lighting standards that provide for nighttime illumination of parking lots, walkways, entrances, exits and related areas to promote a safe environment.

## SECTION 2-4 ACCESS CONTROL

Access control is a design concept directed primarily at decreasing criminal accessibility. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas where they will not be easily observed. When present, intruders are more readily recognized through:

1. The use of sidewalks, pavement, gates, lighting and landscaping to clearly guide the public to and from entrances and exits.

2. The use of gates, fences, walls and landscaping to prevent or discourage public access to or from dark or unmonitored areas.

## SECTION 2-5 ACTIVITY SUPPORT

Activity support is the presence of activity or absence of activity planned for the space. Activity support involves placing activity where the individuals engaged in an activity will become part of the natural surveillance system. Examples include:

1. Place safe activities in areas that will discourage would be offenders, to increase the natural surveillance of these activities and the perception of safety for normal users, and the perception of risk for offenders.
2. Place high risk activities in safer locations to overcome the vulnerability of these activities by using natural surveillance and access control of the safe area.
3. Locate gathering areas in locations that provide for natural surveillance and access control or to locations out from the view of would-be offenders.
4. Improve the scheduling of space to allow for effective use and appropriate intensity of accepted behaviors.

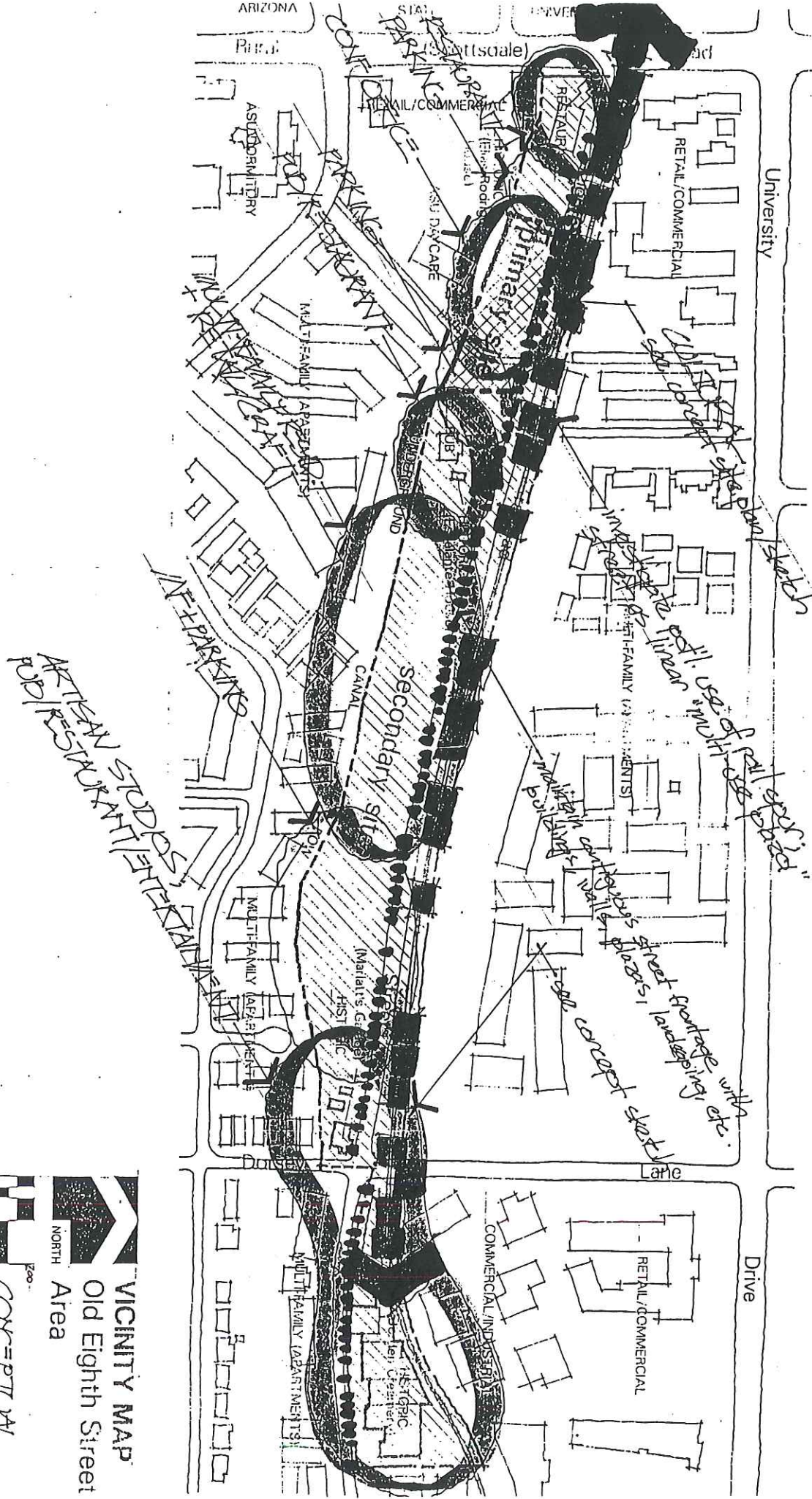
## SECTION 2-6 MAINTENANCE

Proper maintenance of landscaping, lighting treatment and other features can facilitate the principles of CPTED, territorial reinforcement, natural surveillance and natural access control. Functions include:

1. Proper maintenance of lighting fixtures to prescribed standards.
2. Landscaping which is maintained at prescribed standards.
3. Minimizing the conflicts between surveillance and landscaping as the ground cover, shrubs and trees mature.



**Exhibit Q - Area 2:  
Special Development  
Area Plan**



**VICINITY MAP**  
Old Eighth Street  
Area

2000'

CONCEPTUAL  
LAND USE

