

Staff Summary Report

Development Review Commission Date: 09/25/07

Agenda Item Number: 7

SUBJECT: Hold a public meeting for a General Plan Amendment for the NORTHWEST TEMPE COMMUNITY PLAN.

DOCUMENT NAME: DRCr_NWTCP_002507

SUPPORTING DOCS: Yes

COMMENTS: Request for **NORTHWEST TEMPE COMMUNITY PLAN (PL070372)** (City of Tempe Neighborhood Services, applicant), to amend Tempe General Plan 2030 to define character areas within existing Land Use Designations and establish objectives to guide development decisions in the plan area, generally bounded by Broadway Rd. north to Rio Salado Pkwy; from the Southern Pacific Railroad Tracks west to Priest Dr. (north of University Dr.); from Mill Ave. west to Priest Dr. (south of University Dr.); and the residential area located west of Priest Dr. to Lindon Ln., from University Dr. north to Fifth St., including the following:

GEP07006 – (Resolution No. 2007.80) General Plan Amendment

PREPARED BY: Decima Sever, Outreach Coordinator (480-350-8920)

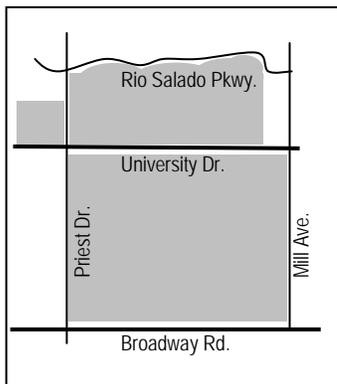
REVIEWED BY: Lisa Collins, Planning Director (480-350-8989) 

LEGAL REVIEW BY: N/A

FISCAL NOTE: N/A

RECOMMENDATION: Staff – Continuance

ADDITIONAL INFO:



The Northwest Tempe Community Plan (NWTCP) was developed by area stakeholders through a series of community meetings and is meant to be a policy document to guide development decisions impacting the area. The process of creating a plan for this area has a long history, with this most recent effort beginning in 2005. A series of community meetings in spring 2007 (March 20, 2007; March 29, 2007; May 9, 2007) finalized the attached document being brought forward to the Development Review Commission and City Council for consideration.

The proposed NWTCP includes all comments, changes and additions agreed upon by community members at public meetings. On the date of the final community meeting, May 9, 2007, extensive revisions were submitted by four residents as a collaborative effort. These requested revisions were distributed at the community meeting and stakeholder comments were received over the next several weeks. Because there was no public discussion on the revisions or a consensus to incorporate the suggested revisions, staff has included them as a separate attachment for consideration by the Commission.

- PAGES:**
1. List of Attachments
 - 2-7. Comments
 7. Reasons for Approval
 - 8-9. History & Facts

- ATTACHMENTS:**
- 1-41. Northwest Tempe Community Plan – proposed document
 42. Plan Area Map
 43. General Plan Projected Land Use Map
 - 44-99. Resident revisions, submitted May 9, 2007

COMMENTS:

The proposed Northwest Tempe Community Plan (NWTCP) is defined as a “land use planning tool” in the Tempe General Plan. This Community Plan follows and further defines the neighborhood’s vision articulated in the *Northwest Tempe Neighborhoods Strategic Plan, 1998-2002*. Based on the goals, objectives and implementation strategies in the strategic plan, the NWTCP proposes objectives and strategies to guide decisions about development, preservation and reinvestment in the plan area. This document would amend *Tempe General Plan 2030* and requires adoption by the City Council.

Staff members representing departments throughout the city have reviewed and commented on the proposed plan. Based on this input, Development Services staff prepared written comments and organized them according to the following categories:

- Strategies that are appropriate for a Community Plan document;
- Strategies that, as written, may conflict with current City policies or guidelines;
- Strategies that, as written, are too specific for a Community Plan;
- Strategies that City Council may wish to take action on separately from the Community Plan which is intended to serve as a policy document.

Strategies that, as written, may conflict with current City policies or guidelines

Recommendation: Consider rewriting strategies to support the vision of the NWTCP plan while adhering to existing policies and guidelines.

Chapter IV Transportation

A. Transportation Element (beginning on page 27)

2.12 Provide off-street parking at the side or rear of buildings rather than the front.

Strategies that, as written, are too specific for a Community Plan

Recommendation: Consider rewriting strategies to support the NWTCP vision through policy statements or remove the strategies and incorporate each, through separate processes, into appropriate regulatory documents.

Chapter II Land Use, Design + Development

A. Land Use Element (beginning on page 5)

- 1.2 Build within existing zoning height restrictions and eliminate line-of-sight concerns for adjacent single-family residences.
- 1.6 Apply the same buffer and privacy wall and landscaping to multi-family housing throughout the NWTCP area used along the single family properties (many which are rentals) along Priest Drive between Broadway Road and University Drive.
- 3.1 Establish specific design criteria within the Formal Historic Character Area through an overlay district that would include additional community-based planning.
- 6.6 Transition the structures to two-story development at neighborhood interface (not just the street).
- 8.5 <University Dr.> Remove center turning lane and provide an alternating combination of landscaped buffer, on-street business parking, bus stops, and pedestrian bulb-outs appropriate to the adjacent land uses.
- 8.6 <University Dr.> Utilize the modular signal lights for better visibility.
- 8.7 <University Dr.> Provide pedestrian crossing points (e.g., Roosevelt Street and Linden Lane) at the quarter mile along the corridor: at intersections, mid-block transit stops, and at other business nodes that are on both sides of the street.
- 8.8 Increase crossing opportunities by adding pedestrian signals at Roosevelt Street and University Drive.

- 10.1 Allow mixed-use along Farmer Avenue north of University Drive with shared or private parking structures abutting the railroad easement with the street frontage to include ground-level storefront retail or office use and a maximum of three stories.
- 11.1 Discourage new development or intensified existing commercial and/or industrial uses from Farmer Street to the Union Pacific Railroad tracks on the north side of First Street.
- 11.2 New development on the north side of First Street should front both Rio Salado Parkway and First Street with neighborhood compatible uses and in pedestrian scale and character along First Street.
- 11.3 Provide direct pedestrian connections, at minimum at Hardy Dr., to the Tempe Town Lake and Tempe Beach Park.
- 11.6 Increased height density and intensity of use is appropriate along Rio Salado Parkway when massing is stepped down on the First Street face of structures.
- 11.7 Maintain view corridors to the Papago Buttes from Hardy Drive, Roosevelt Street, and Farmer Street.
- 11.8 Maintain view corridors to the Hayden Butte from First Street, the Third Street alignment, and Fifth Street.
- 13.2 <Broadway Rd.> Create small-scale commercial development (through infill, re-use, and redevelopment) that will house businesses that serve neighborhood needs and act as a buffer between homes and corridor's high activity areas.

C. Neighborhood Element (beginning on page 20)

- 2.1 Limit height on the south side of University Drive within the Northwest Tempe Planning Area.

Chapter III Conservation + Resources

A. Conservation Element (beginning on page 23)

- 4.13 Embellish entryways with special paving and accent plant materials.
- 4.14 Plant trees in surface parking lots and arrange parking to maximize shade on vehicles.
- 4.15 Include other amenities such as small water features or sculptures in landscape plans.
- 4.18 Maintain areas currently using flood irrigation due to the historic significance, neighborhood character potential and its positive impact on area cooling. Irrigation infrastructure, such as pipes, canals, gates, standpipes, berms, etc. shall not be realigned, changed, or otherwise impinged without public notification, review and study analysis/plan completed.
- 5.5 Incorporate trees along all pedestrian ways.

Chapter IV Transportation

A. Transportation Element (beginning on page 27)

- 1.4 Specifically implement left hand turns from southbound Priest Drive to eastbound Rio Salado Parkway.
- 1.5 In areas where intensified development is expected, create small urban blocks and provide alternative alley access points to enhance circulation.
- 1.9 Redesign Priest Drive so that it has a uniform number of lanes without negatively impacting the adjacent residential area.
- 1.11 Improve Beck Avenue, Roosevelt Street, and Farmer Street as north-south pedestrian corridors.
- 1.13 Make non-automotive transport the preferred and funded mode of transportation.
- 2.1 Provide parking underground or at the rear, side or interior of the development, with access from paved alleys or shared parking where possible.
- 2.2 Reduce parking requirement where transit access is most available.
- 3.3 Provide pedestrian crossing bulb-outs to prevent cars from parking at the corners, make pedestrians more visible beyond parked cars and lessen the crossing distance only where it does not interfere with bicycle lanes.

- 3.6 Provide safe and clearly defined bicycle lanes along Fifth Street, Thirteenth Street, Hardy Drive, University Drive, and Roosevelt Street between Thirteenth Street and Broadway Road. Provide bike lanes on Broadway Road, Priest Drive, and Mill Avenue.
- 5.1 Realign (straighten) First Street to remove the jog between Farmer and Ash Avenues to more adequately serve Downtown Tempe.
- 5.2 Provide a signaled pedestrian crossing (at the end of Farmer Avenue) over the realigned Rio Salado Parkway.
- 5.5 Improve Beck and Roosevelt Streets as a north-south pedestrian corridor to major arterials and regional transit.
- 5.6 Complete local street alignments from Sixth Street to University Drive.
- 5.7 Complete Seventh Street just west of Roosevelt Street.
- 6.2 Create bike and pedestrian access from First Street to Rio Salado Parkway at Farmer Avenue, Roosevelt Street, Beck Avenue and Hardy Drive.
- 6.3 Provide direct access from the neighborhood to the Town Lake and Rio Salado Parkway recreation areas through land north of Rio Salado Parkway to accommodate auto, pedestrians, bicycles, and boat launching.

Strategies that City Council may wish to take action on separately from the Community Plan which is intended to serve as a policy document

RECOMMENDATION: Consider removing the “action item” strategies from the NWTCP and request separate council action for each prior to implementing.

Chapter II Land Use, Design + Development

A. Land Use Element (beginning on page 5)

- 1.1 Explore evaluating development or redevelopment proposals through a Village Planning process to mitigate intrusions on privacy and quality of life by creating buffers and transitions to adjacent residences.
- 1.7 Work with existing grandfathered industrial, public, and utility facilities to upgrade properties to current code requirements for screen walls, landscaping and removal of barbed wire
- 2.1 Pursue purchase, renovation, and management of poorly maintained residential properties

B. Design Element (beginning on page 7)

- 2.3 Enhance the use of Holdeman School’s outdoor space and build a sound barrier along Priest Road at the school site.
- 2.4 Improve facilities at Clark Park, including the classroom building and pool and consider adding a dog run to reduce over use at Mitchell Park.
- 4.2 Explore public and private sources of financial assistance for preservation and restoration of historic structures
- 5.1 Implement a streetscape design for Mill Avenue south of University Drive compatible with the area.
- 6.1 Develop a corridor plan, including design and economic development components, for University Drive.
- 6.8 Develop incubator space for small business growth and expansion
- 11.4 Relocate the Field Services and Traffic Engineering Facilities on Rio Salado Parkway to allow for mixed-use at Hardy Drive and commercial at Priest Drive.
- 11.9 Extend Farmer Drive as pedestrian-only path/bridge across the Rio Salado Parkway to link neighborhoods to Town Lake.
- 13.3 Create a gateway to Tempe by providing distinctive landscaping, signage, and/or appropriate public art.
- 13.4 Consider financial incentives to attract neighborhood-serving businesses, including commercial and office uses.
- 14.2 Provide a safer pedestrian environment by creating shorter pedestrian and bicycle travel

distances crossing Broadway Road and clearly defining crosswalks and intersection treatments.

- 14.5 Complete pedestrian and bicycle amenities along the length of Broadway Road by landscaping where possible, infilling missing sidewalks, and adding bike lanes as well as adding tree lawns where possible.

C. Neighborhood Element (beginning on page 20)

- 1.1 Educate citizens about code enforcement through multiple media including the City website, City cable channel, brochures and neighborhood presentations.
- 1.2 Consider appointing a City liaison as a single point of contact for multiple departmental violations.
- 1.3 Streamline violation correction procedures.
- 1.4 Consider staffing a code enforcement program that identifies officers per population or violation density and not based on geographic area.
- 1.5 Develop a “neighborhood pride” program, providing incentives and funding for neighborhood beautification and conservation.
- 1.6 Conduct an annual grace day that may be tied with neighborhood clean-up days coupled with neighborhood walk-throughs to educate and assist property owners/renters with maintenance code requirements.
- 1.7 Provide assistance to elderly, low income residents, or people with disabilities who are in violation of city codes.

D. Housing Element (beginning on page 22)

- 1.3 Explore incentives (e.g., down payment assistance) to encourage more owner-occupied housing vs. rental properties.
- 2.3 Identify and develop areas for small parks where none are currently available.
- 2.4 Encourage new housing development to address the need for units that are affordable for low to moderate income families. Monitor the overall area balance of housing types and prices that are created and maintained.

Chapter III Conservation + Resources

A. Conservation Element (beginning on page 23)

- 1.1. Offer incentives for sustainable building methods including energy-conserving site planning and construction.
- 1.8 Set goals and monitor resource/energy use indicators and inform residents regarding usage.
- 1.11 Institute “energy harvesting” program (e.g., photovoltaic and/or stirling engines for electric power production).
- 1.12 All municipal buildings should be LEED rated silver or higher.
- 2.1 Monitor flight patterns for compliance with existing intergovernmental agreements.
- 2.2 Identify noise corridors and develop standards for new buildings to mitigate noise from auto, air, and train traffic; focus on areas with significant increases in noise due to congestion, expansion and high density.
- 2.3 Establish a quiet neighborhood zone by implementing a train whistle ban.
- 2.4 Implement a ban or other tools regarding switching rail cars in or near residential areas
- 4.3 Increase, maintain, and replace street trees to provide a canopy for pedestrian shade and increase streetscape plantings, including infill of gaps between existing vegetation.
- 4.7 Distribute information on xeriscape installation and upkeep on non-irrigated areas.
- 4.8 Promote and encourage property owners to utilize the City’s grant program to plant more approved varieties of trees, shrubs, and groundcover throughout the area.
- 4.10 Maintain or create an arbor-like quality in streetscapes and common areas by planting trees near walkways including in the City’s right-of-way and ensuring that the right-of-way can support this type of streetscape treatment.
- 4.24 Establish a City program to assist private property owners who qualify with tree removal and

replacement.

Chapter IV Transportation

A. Transportation Element (beginning on page 27)

- 1.1 Eliminate commercial (business and delivery) traffic through residential areas by establishing truck delivery routes away from neighborhoods, providing way finding signage and using enforcement mechanisms.
- 1.10 Design and construct a traffic calming and pedestrian streetscape on Hardy Drive.
- 2.7 Complete and pave any streets or alleys that serve as primary access routes to resident parking.
- 3.11 Expand the Flash circulator throughout the area.
- 3.12 Encourage businesses to implement transportation management plans for their employees as part of the development approval process.
- 4.1 Resurface alleys with stabilized decomposed granite or other reflective or porous paving material to control dust.
- 4.2 Evaluate alley improvements to beautify and increase the safety of alleys through landscaping and other means.
- 5.14 Implement a street design for both First Street and Farmer Avenue north of Fifth Street that accommodates the area and Downtown business transportation and delivery needs.
- 6.1 Create multi-use paths along the railroad right-of-way.

Chapter V Open Space, Recreational + Cultural Resources

A. Open Space Element (beginning on page 31)

- 1.3 Use the Neighborhood Grant Program to implement a comprehensive network of paths throughout the Northwest Tempe Community area and neighborhoods.
- 1.4 Develop guidelines and/or public easements for use of private space for shared public open space.
- 1.6 Identify, develop and maintain pocket park and community garden opportunities throughout the area.
- 1.7 Develop procedures to encourage the conversion and maintenance of abandoned private space or vacant public space to park use (e.g., Farmer Avenue and the railroad and Broadway Road and Thirteenth Street).
- 1.8 Acquire land to build pocket parks with children play area, seating, water fountain, grass, shade trees, and/or picnic table that will serve areas of intense residential development within a quarter mile in any direction.
- 1.10 Work with the school district to redesign school facilities to improve visibility, lighting, accessibility, and signage/directional information to create a more enjoyable park-like environment.
- 1.11 Develop a small park on Wilson Street at the Third Street alignment.
- 2.1 Obtain utilization of the railroad right-of-way for a linear path between Thirteenth Street and Broadway Road.

B. Recreational Element (beginning on page 33)

- 1.1 Provide either City of Tempe Kid Zone or Teen Zone programs on all public school campuses (as age appropriate).
- 1.2 Work with the School District to establish regularly scheduled community events at the schools.
- 1.4 Develop master plans for Clark and Mitchell Parks.

C. Cultural Resources Element (beginning on page 34)

- 1.2 Establish a theme for neighborhood identification through art opportunities and functional equipment such as street lights, traffic signals, bus shelters, and sidewalks.
- 1.3 Incorporate public art at major entry areas into the Northwest Tempe area such as Fifth Street

at Priest Drive and Farmer Avenue, on Hardy Drive at Broadway Road and Rio Salado Parkway and on Third and Fourth Streets in addition to a central art project at University and Hardy Drives.

- 1.4 Include public art in all parks and make it usable whenever possible (e.g., seating, lighting, play structures, or bike parking).

Chapter VI Public Facilities + Services

A. Public Services Element (beginning on page 35)

- 1.1 Work to place all utility lines underground.
- 1.2 Upgrade electric facilities in neighborhoods to comply with design standards.
- 1.3 Identify irrigation boxes with opportunities for public art, seating, or shades to maximize environmental aesthetics.
- 1.4 Negotiate in utility market for neighborhood purchase of green power at the best rates.
- 1.5 Consider area-wide or district cooling to maximize energy efficiency and cost effectiveness.
- 2.1 Increase bicycle police presence.
- 2.2 Select and install a neighborhood lamp style that provides both street and pedestrian lighting.

Miscellaneous comments:

Staff erred in documenting resident input regarding character area boundaries as shown on the Proposed Character Areas Map on page 8. Staff will correct the map to expand the Mixed Use Neighborhood Village Character Area boundaries to incorporate the single family residential parcels immediately north of Mitchell Park (south of University Dr and east of Hardy Dr.).

Public Input The Northwest Tempe Community Plan documents the articulated vision of residents, property owners and business owners in the area. The process of creating a plan for this area has a long history. This most recent effort was initiated in February 2005 with the contracted services of Partners for Strategic Action, Inc. The proposed document was developed through a series of community meetings resulting in multiple draft documents being prepared, presented and distributed for review and comment. The public input process culminated in a series of community meetings in Spring 2007 which finalized the proposed document being brought forward as a General Plan Amendment request.

The proposed NWTCP includes all comments, changes and additions agreed upon by community members at public meetings. On the date of the final community meeting, May 9, 2007, extensive revisions were submitted by four residents as a collaborative effort. These requested revisions were distributed at the community meeting and comments were received from stakeholders over the next several weeks. Because there was no consensus to incorporate the suggested revisions, staff has included them as a separate attachment for consideration by the Commission.

Conclusion The proposed Community Plan articulates the community's vision for the Northwest Tempe area and is the product of the passion and commitment of area residents, property owners and business owners. Recommendations made by staff are intended to support the community's vision while acknowledging the role of the plan as a policy document.

REASONS FOR APPROVAL:

The General Plan provides for the adoption of a Community Plan to further define the goals and objectives of a particular geographic area when the Neighborhood Vision Plan (ie-Strategic Plan) calls for more intensive planning and a policy document that amends the General Plan and the city concurs with this need. The Community Plan is not the exclusive policy statement for a specific area but works in conjunction with the General Plan and all other relevant plans. The General Plan is the comprehensive policy document that serves as the broad foundation for all plans and references them as tools for implementing long-range community goals.

HISTORY & FACTS:

Summary of Public Participation Plan

The Northwest Tempe area has a long history of citizen-driven planning efforts. Following is a brief summary of this history.

August 1996	Riverside/Sunset Strategic Plan process began through neighborhood sponsored by City of Tempe, Rio Salado Architecture Foundation, AIA Rio Salado Arizona, and Riverside/Sunset Neighborhood Associations. The effort was facilitated by AIA Rio Salado Arizona and funded by the City of Tempe.
November 1996	Final event of the process was an urban design charrette
December 1997	General Plan 2020 adopted by the City
November 1998	Adopted by City Council the resident-driven planning effort with the assistance of NewTowN, developed a Strategic Plan for the remaining eight neighborhoods in the area.
February 1999	Tempe City Council officially designated two Preservation/Redevelopment Study Areas
November 1999	DRAFT Northwest Tempe Neighborhoods Joint Strategic Plan kick off meeting for the Specific Area Plan
December 1999	City Council formed a citizen committee known as the Planning Area Advisory Board (PAAB) to review development proposals and provide input for the SAP's development and guide the process
Dec 1999–June 2000	City staff produced a series of 6 public workshops to inform the communities in the area of the issues related to sound and effective planning and to gather public input on stakeholder desires and preferences relative to preservation/development redevelopment for Northwest Tempe
October 2001	DRAFT Specific Area Plan to PAAB members and staff for preliminary review
March 2002	City Council dissolves the PAAB
April–June 2002	Review of the current state of the Northwest Tempe Specific Area planning process was initiated and a series of recommendations for completing the process were developed
June 13, 2002	Northwest Tempe Specific Area Plan completed for public distribution
June 13 & 15, 2002	Residents participated in six facilitated neighborhood meetings to discuss the public comment process and receive the Northwest Tempe Specific Area Plan document
September 2002	Community Plan Review Meetings held
November 2002	Announcement that the plan is put on hold and will be re-evaluated in conjunction with the Tempe General Plan process
November 2003	City Council authorized funding to hire a consultant
Nov 2003–June 2004	Neighborhood Advisory Committee (NAC) and staff developed a scope of work and solicited consultant assistance
December 2004	General Plan adopted by City Council
May 2004	Tempe General Plan 2030 was ratified by the Tempe voters
February 2005	NWTCP process kick off event began
February 20, 2005	Zoning Development Code adopted by the City Council
October 2005	NWTCP First Draft Review
March 2007	NWTCP Community Workshops
May 2007	NWTCP Community Workshop

Summary of Resources

The following resources were used as reference in the development of the NWTCP.

Northwest Tempe Community Plan Open House Meeting Summary Notes; Partners for Strategic Action, Inc.; February 23, 2005.

Northwest Tempe Community Plan Focus Group Meeting Summary Notes; Partners for Strategic Action, Inc.; March 8, March 9 and March 22, 2005.

Tempe Zoning & Development Code; City of Tempe; Adopted January 20, 2005.

Northwest Tempe Neighborhoods Strategic Plan Implementation Plan Matrix Draft; October 3, 2004.

Tempe General Plan 2030. City of Tempe; Adopted December 4, 2003.

Northwest Tempe Specific Area Plan: Action Items; June 4, 2002.

City Council Issue Review Session Minutes; June 6, 2002.

Community Design and Development Division of Development Services Memorandum to Mayor and City Council; June 6, 2002.

Northwest Tempe Specific Area Plan Draft, City of Tempe; June 13, 2002.

Northwest Tempe Design Guidelines; City of Tempe.

Northwest Tempe Specific Area Plan: First Draft Public Comments; June 13, 2002.

Northwest Tempe Specific Area Plan Second Draft; City of Tempe; June 30, 2003.

Northwest Tempe Specific Area Plan Community Meeting Summary Notes; L.L. Decker & Associates, Inc.; June 2002.

Northwest Tempe Specific Area Plan Phone Conversations Summary; June 2002.

Riverside-Sunset Strategic Plan: 1997-2001 Completed Items Summary; June 2002.

Outreach Strategic for Northwest Tempe Specific Area Plan; Development Services; May 1, 2002.

Northwest Tempe Neighborhoods Joint Strategic Plan: 1999-2004; City of Tempe Development Services, Neighborhood Planning and Urban Design, Northwest Tempe Neighborhoods CDC; Draft November 1999.

Design Charrette: Infill Development in Historic Neighborhoods; NewTowN Community Development Corporation; March 1999.

City of Tempe Neighborhood Survey Prepared for Tempe Neighborhoods Tomorrow; The Summit Group; 1999.

NewTowN Design Project Process Report; Northwest Tempe Neighborhoods Community Development Corporation (NewTowN) and Venture Catalyst; 1998.

Riverside/Sunset Neighborhoods Strategic Plan: 1997-2001.

Riverside Sunset Neighborhoods Urban Design Project Report; Created by RSNA in partnership with The Rio Salado Chapter of the American Institute of Architects; September – November 1996.

Riverside/Sunset Neighborhoods 26 Projects to be Included in A Specific Plan: The Conclusion of an Urban Design Charrette; AIA (Rio Salado Chapter with Riverside/Sunset Neighborhood Associations; November 1996.

Maple Ash Neighborhood Plan, 1995

City of Tempe

Northwest Tempe Community Plan



Proposed Plan
June 2007

Northwest Tempe Community Plan

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I. INTRODUCTION

A. Purpose

The Northwest Tempe Community Plan (NWTCP) articulates a vision that will guide future decision-making about infill development, preservation and reinvestment in the Northwest Tempe neighborhoods. The NWTCP is an amendment to the *Tempe General Plan 2030* and outlines focused area goals, objectives, and strategies that are specific to the Northwest Tempe area and neighborhoods. The focus is on illuminating and addressing the unique area aspects that augment but not duplicate *Tempe General Plan 2030* policies.

The NWTCP is the result of extensive neighborhood planning that has occurred for almost two decades. The neighborhood actively participated in several community-based planning efforts—the *Riverside/Sunset Neighborhood Strategic Plan*, *Northwest Tempe Neighborhoods Strategic Plan*, *the Joint Northwest Tempe Neighborhoods Strategic Plan* and *the Draft Specific Area Plan*. Subsequent to these neighborhood plans, the City of Tempe adopted (December 4, 2003) and voters ratified (May 18, 2004) *Tempe General Plan 2030*. The City also adopted the *Zoning and Development Code* which became effective February 22, 2005. A *Comprehensive Transportation Plan* is now being finalized. A comprehensive “Summary of Public Involvement” is included in Appendix A.

These planning efforts, coupled with the many changes surrounding the area necessitated the development and adoption of the NWTCP. The extensive past planning efforts, provided the foundation for the NWTCP. To complete the NWTCP additional community meetings and focus groups were held to update and fine-tune the plan.

How the NWTCP should be used. The NWTCP should be referenced by the residents, property owners, businesses, realtors, developers, City staff, City boards and Commissions, and ultimately the City Council. Similar to the General Plan, it will serve as the policy document that guides City decisions for various development and redevelopment proposals and/or area preservation activities within the Northwest Tempe area and neighborhoods.

“Being human is itself difficult, and therefore all kinds of settlements (except dream cities) have problems. Big cities have difficulties in abundance because they have people in abundance. But vital cities are not helpless to combat even the most difficult of problems...Lively, diverse, intense cities contain the seeds of their own regeneration, with energy enough to carry over for problems and needs outside themselves.”

Jane Jacobs, The Death and Life of Great American Cities

“Even the journey of a thousand miles must begin with a single step.”

Chinese Proverb



B. Northwest Tempe Community Planning Area

The *Planning Area* of the NWTCP is depicted in Figure 1.1 and is generally bounded by Broadway Road north to Rio Salado Parkway; from the railroad tracks west to Priest Drive (north of University Drive); from Mill Avenue west to Priest Drive (south of University Drive). It also includes the residential area known as Lindon Park, located west of Priest Drive, from University Drive to Fifth Street.

C. Historic Background

The Northwest Tempe area has a rich history and includes some of Tempe's oldest neighborhoods. Riverside and Sunset neighborhoods (then referred to as El Barrio De Abajo) was established in the late 1800's by the founding Hispanic families of Tempe. Migrant farm workers, laborers and craftsmen worked the land, built the canals and buildings of early Tempe and worked for Charles Trumble Hayden at his ferry, shops and flour mill. Many of these Mexican and Yaqui families built their own homes on small homesteads. In 1887, the Southern Pacific Railroad arrived in Tempe; the depot was located on the other side of the tracks from "Riverside."

"The basic purpose of preservation is not to arrest time but to mediate sensitivity with the forces of change. It is to understand the present as a product of the past and a modifier of the future."

*John w. Lawrence,
School of Architecture
Tulane University, New
Orleans. April 24, 1970.*

Tempe's Growth Period, 1909-1930, saw the expansion of subdivisions, city services, the Normal School (now ASU) and transportation systems. In 1909, Gage Addition became the first major urban expansion of the original Tempe townsite and, for the first time in Tempe History, deed restrictions defining building setbacks, architectural criteria and minimum construction costs were included as conditions of the sale of lots. Throughout the 1920s and 30s, Tempe worked to improve its connectivity to regional markets and to capitalize on its locational advantage. What had begun as a settlement located at a reliable river crossing point became a hub of multi-modal national and regional transportation systems, impacting broad patterns of community development.

By the late 1940's, after the World Wars, Anglo residents began settling in the area. Subdivisions of modest single family homes, duplexes and small scale four-plexes continued to stretch westward until the 1960's. In the mid-1970's, a housing crunch at nearby Arizona State University caused large scale apartment communities to develop throughout the neighborhood. At the same time, the City began Downtown redevelopment, including a number of residences adjacent to the commercial corridor along Mill Avenue.

By the late 1980s, newer housing drew students away from apartment complexes, causing a marked drop in rental rates. Tempe continued to grow, transportation improvements were made, and Downtown redevelopment continued to expand. The once quiet neighborhoods began to experience an increase in cut-through traffic and airport noise associated with expanding operations at Sky Harbor International Airport. Residential property usage in the area also began to shift from single-family owner-occupied to rental properties of various types.



In the 1990s, the neighborhood experienced a continued influx of rental properties and multi-family infill and redevelopment. The area became attractive to investors who acquired single-family residential properties for redevelopment or rental investments. As a result of these changes, neighborhood residents organized, initiated community-driven planning efforts, and expressed the desire for an increased role in neighborhood planning and decision-making.

By 2004, the result of earlier neighborhood planning efforts had galvanized a vision for the area guiding the city to redesign 5th and 13th Streets for traffic calming, rebuild Jaycee Park, construct a new multi-generational community center, and initiate a free local area shuttle connecting residents to downtown, ASU, and neighborhoods to the east. The neighborhood continues to evolve through preservation, sensitive redevelopment and infill.

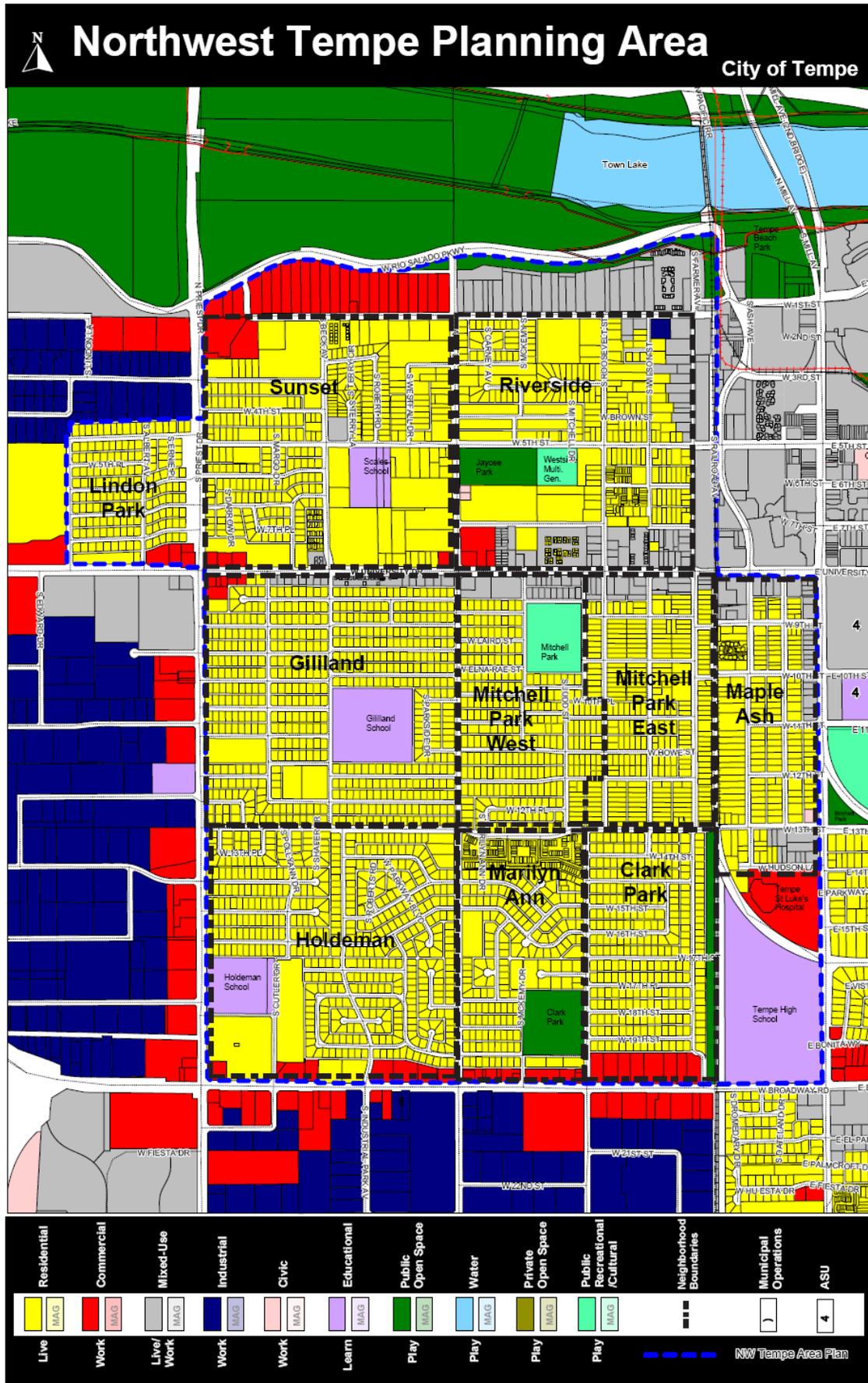
"Never doubt that a small group of committed citizens can change the world; indeed, it is the only thing that ever has."
Margaret Mead

D. NWTCP Amendment Process

Any amendments to the NWTCP will be considered in a manner consistent with the requirements outlined for General Plan amendments and therefore, follow the requirements outlined in the Tempe General Plan 2030. The NWTCP should be reviewed periodically with active involvement by area residents. At the very least, when the General Plan undergoes a comprehensive review and update the NWTCP should also be revisited.



Figure 1.1 Northwest Tempe Planning Area



Chapter II Land Use, Design + Development

Land Use, Design + Development further define the *Tempe General Plan 2030* for the NWTCP area and neighborhoods.

- Land uses are defined by the *primary* use that occurs on the property.
- Existing land uses are current uses on the property.
- Projected land uses are those which are anticipated to occur within the next 25 years through the plan's guidance.
- Density reflects the residential intensity designated to land uses referred to by "dwelling units per acre" and shown as du/ac.

"True involvement comes when the community and the designer turn the process of planning the city into a work of art."

The Design of Cities
Edmund Bacon

Both existing and projected land uses may or may not conform to the property's zoning designation. Refer to the *City of Tempe Zoning and Development Code* for property zoning.

A. Land Use Element

Vision: The *Vision* expressed by the NWTCP values the neighborhood character and stresses the importance of historic preservation of one of the oldest areas in Tempe. The vision honors the area's historic residential character, encourages an appropriate transition from the high-density, urban-type development in Downtown Tempe to a lower-density development pattern, both in height and intensity, while encouraging a mix of commercial services meeting neighborhood needs along major corridors.

The community values the area's location that allows easy access to Arizona State University (ASU), Mill Avenue area, Rio Salado/Town Lake area, and other activity or employment areas by walking, bicycling or riding transit. The preservation and enhancement of the pedestrian environment is an important component of the vision. More landscaping, tree-lined streets, parks/open space, and safety, air quality and easing congestion are all environmental issues that the plan's vision strives to achieve.

The NWTCP Land Use Element intent is to:

- Protect and improve neighborhoods by encouraging only development of land that serves the neighborhoods' needs; and
- Preserve neighborhoods by promoting only development and new investment consistent and compatible with the existing neighborhood's character and pedestrian-friendly environment.

Objective 1: Promote only new development, road improvements and investment that is compatible with the area's historic and eclectic character and residential orientation and that respects the area's unique quality.

Strategies:



- 1.1 Explore evaluating development or redevelopment proposals through a Village Planning process to mitigate intrusions on privacy and quality of life by creating buffers and transitions to adjacent residences.
- 1.2 Build within existing zoning height restrictions and eliminate line-of-sight concerns for adjacent single-family residences. Use site plans, building orientation, sight and sound barriers, and landscaping to mitigate intrusions to adjacent residences.
- 1.3 Provide separation distances and appropriate differentiated structure wall treatments at the rear of commercial uses.
- 1.4 Screen rooftop activity areas and orient balconies and windows away from existing dwellings.
- 1.5 Evaluate new development's impact on circulation so that it does not encourage noise, light, and cut-through traffic problems for adjacent residences.
- 1.6 Apply the same buffer and privacy wall and landscaping to multi-family housing throughout the NWTCP area used along the single family properties (many which are rentals) along Priest Drive between Broadway Road and University Drive.
- 1.7 Work with existing grandfathered industrial, public, and utility facilities to upgrade properties to current code requirements for screen walls, landscaping and removal of barbed wire.
- 1.8 Incorporate buffers and building mass and height transitions within projects to ensure compatibility with adjacent residential areas.

Objective 2: Improve rental property maintenance and management.

Strategies:

- 2.1 Pursue purchase, renovation, and management of poorly maintained residential properties.

B. Design Element

Vision: The NWTCP *Design Element* recognizes the area’s historic character and ensures that infill development and redevelopment is compatible.

The NWTCP Design Element intent is to preserve and enhance neighborhoods by:

- Promoting the beautification of all neighborhood areas in terms of building design, landscape, and area development, preservation and/or redevelopment;
- Reducing residents’ dependence on the automobile; and
- Enhancing livability of the neighborhoods.

Character Areas

Within the NWTCP area the architecture, landscaping, and historic fabric varies from area to area. However, these design elements should create the palette for considering new or infill public/private development projects. The Design Element is organized around “Character Areas.” These character areas further define how the Northwest Tempe Community area should develop in order to maintain its unique appeal. They have been designated based on common characteristics such as history, land use, landscaping, or development patterns. The character areas listed in the box may cross neighborhood lines discussed in the Neighborhood Element. Figure 2.1 shows the Future Land Use Plan that delineates the various character areas while the following section presents character area objectives and strategies.

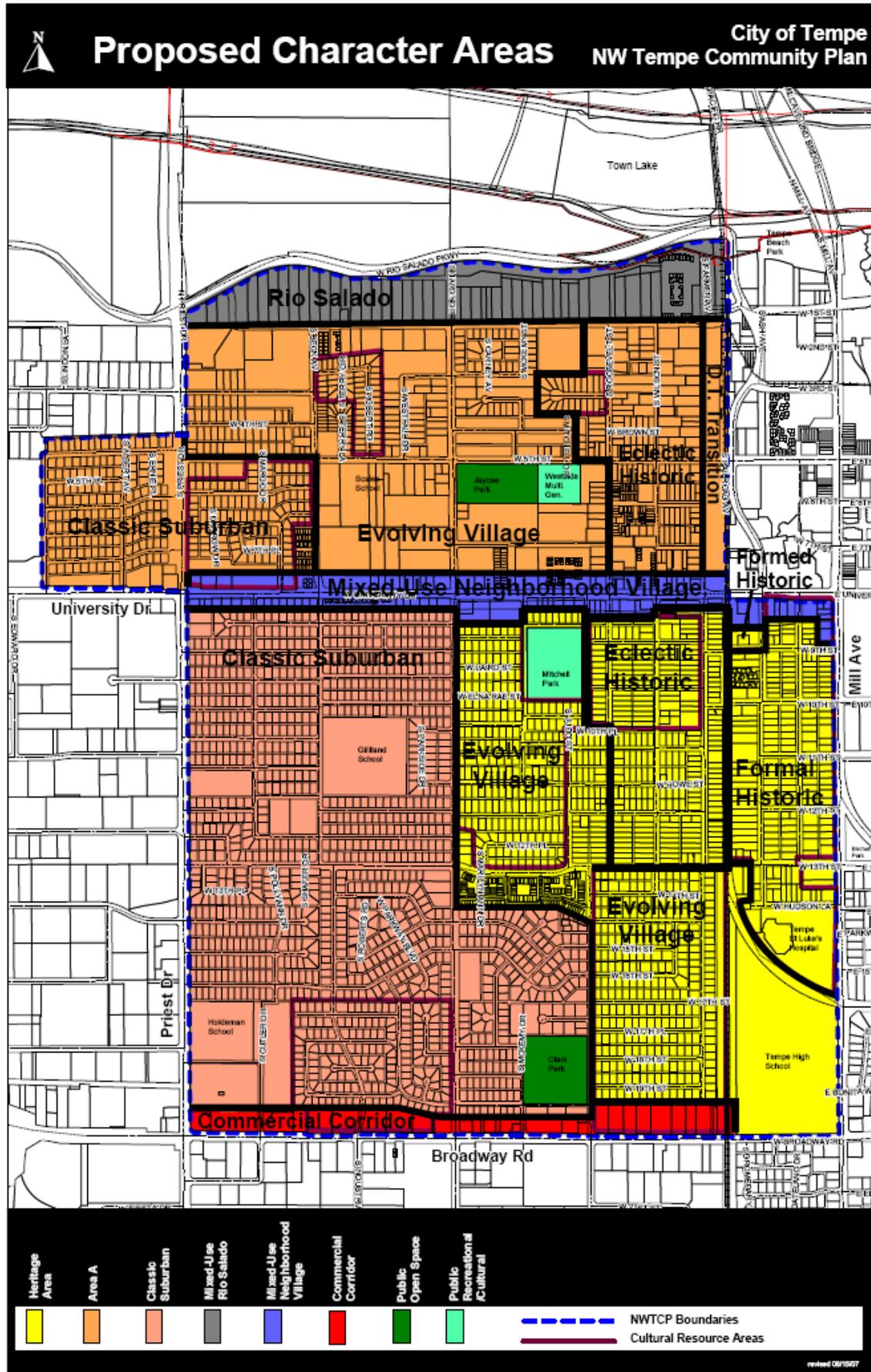
NWTCP Character Areas	
✓	Classic Suburban
✓	Evolving Village #1
✓	Evolving Village #2
✓	Formal Historic
✓	Eclectic Historic
✓	Neighborhood Mixed-Use
✓	Rio Salado/ Downtown Transition
✓	Commercial Corridor

Classic Suburban

Definition: The Classic Suburban Character Area represents a large portion of the NWTCP area. Many of these small single-family homes were built following World War II and are similar in architectural design and site planning. Lots are relatively shallow and driveways access an attached carport from the street. The streets align in a grid-like pattern and very few cul-de-sacs are present. Houses are primarily single-story, block masonry construction. Most blocks have alleys, which provide access for utilities and refuse collection.

Vision: The Vision is to promote the existing single-family residential use of the Classic Suburban Character Area. Current homeowners are encouraged to reinvest in their properties and residential infill or redevelopment should reflect the current single-family character.

Figure 2.1 Proposed Character Areas



Evolving Village #1

Definition: This area is primarily residential with a growing number of apartment complexes, multi-family units, and rental properties. There are a high degree of absentee landowners. The area has a collection of diverse structures that have been built and rebuilt over time. The Westside Multigenerational facility and Fifth St. redesign have assisted in stabilizing the area and encouraging reinvestment.

Vision: The area vision is to stabilize the development by attracting reinvestment by home or property owners instead of absentee landowners. The residents would like to see this area “evolve” to more of a “village-type” of residential development that is pedestrian-oriented. New development or redevelopment should enhance the neighborhood scale and provide connectivity to the entire Northwest Tempe area.

Evolving Village #2

Definition: This area is primarily single-family residential built in the 1950s. The area has some irrigated properties primarily south of Thirteenth Street. The area is experiencing home remodeling and reinvestment in existing structures.

Vision: The area vision is to encourage continued property owner reinvestment that has begun in recent years with residents supporting limited evolution in terms of structural design and character. The City should take steps to create an environment where homeowners want to stay and are encouraged to rehabilitate and/or expand their property. This character area desires to protect its traditional Arizona 1950s-type residential neighborhood character that values the retention of the irrigation areas and mature landscaping with non-irrigated areas developed in a complimentary way.

Formal Historic

Definition: The Formal Historic Character Area includes the Maple-Ash Neighborhood and many of the City’s oldest structures. It has a variety of building types and architectural styles and an interest in preservation of these styles. Lots tend to be irregular in size and shape and most are larger than the typical residential property in the NWTCP area. The area is experiencing home remodeling and reinvestment in existing structures. The eastern edge of the Formal Historic Character Area fronts on Mill Avenue and has a strong visual connection with ASU (Gammage Auditorium, Nelson Fine Arts). As Mill Avenue has evolved, what began as a quiet Main Street lined with houses transformed into a wide, heavily-traveled arterial street. Increased volume in traffic on both Mill and University has subsequently begun to funnel into and become a burden to the neighborhood. Also as a result of the high volume of traffic on both Mill and University, there has been a trend for residencies facing those streets to become small businesses and more commercial in nature. These recent changes have in turn caused the remaining residents to be active in proposing a number of architectural design requirements consistent with the character of the neighborhood. Some of the special qualities of the neighborhood include dwelling units that are unique from each other and tend to be more custom by nature and sidewalks that are set back from the street. Historically speaking, flood irrigation has played an important part in bringing relatively lush vegetation and large trees to the area. It is in part this unique landscaping, along with other facets such as artistically decorated irrigation pipes that help define the character of this neighborhood.

Vision: The area Vision is to encourage continued property owner reinvestment in existing structures in a way that preserves the historic character. The city should take steps to create an environment where homeowners want to stay and are encouraged to renovate their property. This character area desires to protect its lush, mature landscaping. A sensitive transition from commercial activities that insulates the core residential properties in this unique history-rich area is essential.

Eclectic Historic

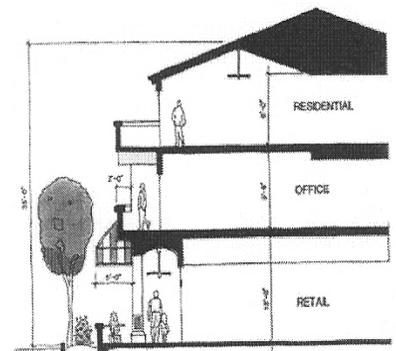
Definition: This character area includes classic suburban-type residential development from the late 1950's and early 1960's. The area includes many historic buildings but it also includes development of various ages. As a result, it is clearly different than the Maple-Ash "Formal Historic" Character Area. The area is experiencing rehabilitation activity while maintaining its residential character. These changes brought about by the revitalization are improving the area.

Vision: The Eclectic Historic Character Area's vision is to continue compatible rehabilitation and creative adaptive reuse of buildings. Maintaining the residential character and promoting neighborhood walkability is critical. Careful attention must be given to transitioning from the surrounding character areas by ensuring development compatibility in building scale and design.

Mixed-Use Neighborhood

Definition: The Mixed-Use Neighborhood Character Area is located along the University Drive corridor. Traditionally, mixed-use has been horizontal in nature but the City of Tempe is now experiencing the vertical integration of multiple uses. Retail, office, employment, and residential uses may be included in the designation.

Vision: This area is intended to create traditional "Main Street" development that provides moderate scale retail, restaurant, and office space on ground levels, with residential or live/work space above. Mixed-use projects should address design policies that are contextually appropriate, human in scale, pedestrian-oriented, and sensitively connected to the surrounding neighborhoods.



Compact vertical mixed-use buildings encourage the integration of desirable neighborhood services.

Rio Salado/Downtown Transition

Definition: The Rio Salado/Downtown Transition Character Area represents a transitional area between the Tempe Town Lake area and Downtown Tempe. It is experiencing some mixed-use development. The Town Lake project is a reality and the area has developed recreational and cultural amenities.

Vision: Over time, the Rio Salado area will transform, encompassing mid-rise office, multi-family housing, and mixed use projects that combine live, work, and play into a single development. These mixed-uses may include small neighborhood convenience retail, artist lofts, and professional offices. Providing an appropriate transition from a high activity urban setting to a lower density neighborhood is critical to achieve. This can be done through landscape buffers, transition of densities and heights, as well as a shift in the types of uses that border the NWTCP area.

Commercial Corridor

Definition: The Commercial Corridor Character Area along the Broadway Road corridor provides a unique edge to the NWTCP area. The commercial corridor guidelines in the *Tempe General Plan 2030* basically apply to this corridor. This high-volume arterial street connects commuters from Mesa, Gilbert and Chandler to the Downtown and other regional activity centers. It is the east-west freeway alternative that was originally designed to accommodate local traffic. The industrial uses on the south side of the street range from retail/warehouse to truck and auto-related operations. These uses continue to impact the quiet enjoyment of residential properties north of Broadway Road.

Vision: The Vision is to provide a transition from higher intensity uses along the corridor to the more traditional residential land use areas. It is important to vary the horizontal and vertical mixed-use projects along the corridor to provide "nodes" or concentrations of neighborhood commercial that serve as activity centers. The uses should include small scale retail, restaurant and office space integrated into the site, with residential or live/work space where appropriate within the development. The area should also consider pedestrian orientation and access from adjacent residential areas to increase the sense of community and promote a village character.

Checklist for Successful Mixed-Use Site Development

- Are the uses complimentary?
- Are the uses located within convenient walking distances of each other?
- Are the uses linked by sidewalks or paved paths?
- Do the buildings fit with and compliment each other?
- Do the uses create activity at different times of the day?
- Is parking kept out of the pedestrian's path of travel?
- Do the uses support one another economically?

Source: *A Guide to Land Use and Public Transportation, Volume II: Applying the Concepts, The Snohomish County Transportation Authority*

Character Area Objectives

The following objectives are intended to provide a constructive method of achieving the values outlined in the Vision for each of the character areas above.

Objective 1: Use design elements that seek to enhance the pedestrian and community orientation of common areas and improve street character and activity.

Strategies:

- 1.1 Encourage pedestrian-oriented building design by enhancing the street level architectural detailing, rhythm of windows and doors, first story height, and building and landscape materials.
- 1.2 The front elevation of multi-family units should be individualized, to create diversity and add to the sense of ownership and personal space. Development of the space between building and the sidewalk should be identified as an area of transition from the public domain to private living spaces.
- 1.3 To encourage social interaction, create pedestrian-oriented and public common areas within developments.
- 1.4 Use prominent front doors, stoops, or porches that face the street.
- 1.5 Establish a meaningful network of pedestrian linkages and nodes.
- 1.6 Create pedestrian orientation where buildings can be accessed directly and comfortably from the sidewalk.
- 1.7 Select and install a neighborhood lamp style that has a pedestrian scale (e.g., street lights at approximately 13 feet maximum).

Objective 2: Continue to promote the low-density residential pattern within the Classic Suburban Character Area.

Strategies:

- 2.1 Encourage infill owner-occupied housing.
- 2.2 Encourage the infill of individual carriage houses rather than large-scale re-use (private redevelopment).
- 2.3 Enhance the use of Holdeman School's outdoor space and build a sound barrier along Priest Road at the school site.
- 2.4 Improve facilities at Clark Park, including the classroom building and pool and consider adding a dog run to reduce over use at Mitchell Park.
- 2.5 Consider alley-accessed accessory units in appropriate locations where acceptable to landowners and adjacent residents on the block.

Guideline

Pedestrian-Friendly Site Design Checklist

- ✓ *Delineated walkways through parking lots.*
- ✓ *Connections to neighborhoods and surrounding areas*
- ✓ *Easy-to-identify building entrances and building frontages located along streets, rather than across parking lots*
- ✓ *Convenient and safe access to transit and adjacent sidewalks*
- ✓ *Alignment of walkways for convenience and reduced travel distances*
- ✓ *Accessible routes of travel to and from the site*
- ✓ *No barriers (walls, ditches, landscaping, or roads without safe crossings) to pedestrian travel*
- ✓ *Shade is provided*
- ✓ *Meets ADA surface requirements*

- 2.6 Encourage the development of small lot, single family homes in appropriate areas to mirror the existing development patterns.
- 2.7 Encourage individual ownership opportunities (e.g., town homes, row houses and small lot single family homes).
- 2.8 Identify existing alleys that, with modest improvements, could be used for pedestrians and bicycles.
- 2.9 Redevelopment and infill on the perimeter of this area should direct traffic to major arterial streets protecting the residential area from cut-through traffic and speeding vehicles.
- 2.10 Address cut-through traffic impacting the area by extending traffic calming measures.

Objective 3: New development and reinvestment in or near the Formal Historic Character Area should reflect and/or augment the area’s historic architecture.

Strategies:

- 3.1 Establish specific design criteria within the Formal Historic Character Area through an overlay district that would include additional community-based planning.
- 3.2 Maintain intensified uses in the scale and historic character of predominant existing uses.
- 3.3 Public input should be sought when a code variance is requested that intensifies development or consolidates lots for new development.
- 3.4 Utilize architectural themes found in historic homes such as rooflines, building materials, and window treatments to guide the design of new development and promote thematic compatibility.
- 3.5 Preserve the rhythm of the residential character along the streets and incorporate this pattern in redevelopment projects.
- 3.6 Conserve the streetscape and mature trees within the Formal Historic Character Area.
- 3.7 Encourage private reinvestment by individual property owners and non-profit organizations.
- 3.8 Encourage public reinvestment through Capital Improvement and Neighborhood Program Grants.
- 3.9 Encourage public reinvestment through the Housing Rehabilitation Program.
- 3.10 Encourage rehabilitation of homes that maintains the historic value.

Objective 4: Identify, restore and preserve valuable historic buildings.

Strategies:

- 4.1 Encourage property owners to register historic buildings both locally and nationally.



- 4.2 Explore public and private sources of financial assistance for preservation and restoration of historic structures.
- 4.3 Utilize redevelopment and historic preservation tools available to the City on a site-specific basis to preserve points of historic value.
- 4.4 Modify, where possible, building codes to enable reuse and rehabilitation of historic properties and structures.

Objective 5: Improve the aesthetics along the area’s major thoroughfares and alleys.

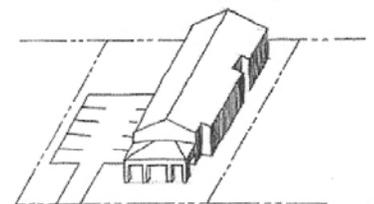
Strategies:

- 5.1 Implement a streetscape design for Mill Avenue south of University Drive compatible with the area.

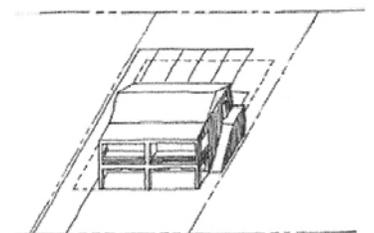
Objective 6: Establish University Drive as a gateway corridor that transitions land uses and intensities while promoting infill development on underutilized land within the corridor.

Strategies:

- 6.1 Develop a corridor plan, including design and economic development components, for University Drive.
- 6.2 Consider surrounding resident opinions and support during the review and approval process for proposed projects.
- 6.3 Encourage live-work concepts that provide housing and employment opportunities.
- 6.4 Encourage basic goods and services (e.g., grocery, hardware, pharmacy, and childcare) to serve the NWTCP area and neighborhoods.
- 6.5 Encourage the attraction of professional offices that typically provide a higher wage than commercial establishments.
- 6.6 Transition the structures to two-story development at neighborhood interface (not just the street).
- 6.7 Where lot depth prohibits interior access, the existing alley may be used to access parking for the building.
- 6.8 Develop incubator space for small business growth and expansion.



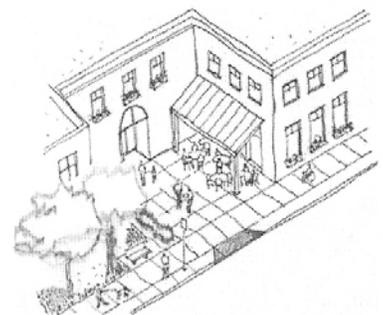
Small-scale commercial or mixed-use infill with parking at side.



Small commercial infill with parking at rear.

Objective 7: Create a University Drive Corridor pedestrian overlay district to ensure a pedestrian-friendly development pattern and connections to the surrounding area.
Strategies:

- 7.1 Use architectural elements that increase the interest of the passers-by (e.g., windows and doorways instead of walls).



Defined entry and common open spaces in mixed-use development that fronts on a neighborhood street.



- 7.2 Provide widened sidewalks, outdoor dining, and planters along the corridor.
- 7.3 Add landscape elements to enhance storefront attractiveness.
- 7.4 Construct new structures that enhance the human scale, especially at the street level including arcades and shade structures as architectural elements.
- 7.5 Provide outdoor activity areas that include private areas as well as semi-public and public spaces where "community interaction" happens.
- 7.6 Allow ground floor retail facing the street and encourage outdoor dining in developments.
- 7.7 Provide pedestrian amenities such as benches and seat walls, trash receptacles, special paving, potted plants, and lighting in public places throughout the corridor.
- 7.8 Discourage massive, undifferentiated facades.

Objective 8: Improve circulation through the University Drive Corridor area.

Strategies:

- 8.1 Continue to study traffic diversion needs as development increases in the area to reduce cut-through traffic.
- 8.2 Integrate transit stops and bus pull-out shelters into site plans for development along the University Drive corridor.
- 8.3 Provide enhanced streetscape with special paving, furnishings, landscaping, and lighting that may vary in design at different areas of the segment.
- 8.4 Integrate art treatments along the corridor.
- 8.5 Remove center turning lane and provide an alternating combination of landscaped buffer, on-street business parking, bus stops, and pedestrian bulb-outs appropriate to the adjacent land uses.
- 8.6 Utilize the modular signal lights for better visibility.
- 8.7 Provide pedestrian crossing points (e.g., Roosevelt Street and Linden Lane) at the quarter mile along the corridor: at intersections, mid-block transit stops, and at other business nodes that are on both sides of the street.
- 8.8 Increase crossing opportunities by adding pedestrian signals at Roosevelt Street and University Drive.

- 8.9 Business and delivery traffic should be directed away from residential streets.
- 8.10 Residents of a mixed-use project and their guests may enter from the residential street (e.g. resident parking only).
- 8.11 Provide appropriate traffic calming measures at strategic pedestrian crossing locations on University Drive.

Objective 9: Create a distinct overall residential character ensuring that multi-family and mixed use development is complimentary with residential character.

Strategies:

- 9.1 Encourage diversity of residential types and design while maintaining an overall residential character.
- 9.2 Encourage innovative and compatible higher density residential such as townhouses and courtyard style development rather than larger scale multi-family complexes.
- 9.3 Vary dwelling sizes and ownership opportunities (e.g., co-op, condo).
- 9.4 Allow flexible development siting arrangements that are neighborhood compatible.
- 9.5 Encourage multi-family proposals that offer varied floor plans and facades.
- 9.6 Limit the number of multi-family units per development entry point to maintain scale.
- 9.7 Encourage compatible colors, textures, window, and roofline treatment of residential projects.

Mixed-Use Guidelines

Both residential and commercial uses are located within the development, either horizontal or vertical in form. This may be accomplished on multiple parcels of land with multiple owners as long as the site is planned and developed as one integrated development. A development may be phased provided that the final built Planned Area Development contains a combination of residential and commercial uses.

The project must be of reasonable scale to the surrounding neighborhood determined by:

- Building heights and required setbacks
- Building massing and breaks in mass similar to adjacent structures or illustrated view corridors
- Neighborhood support for the project
- Illustrated views from development to nearby residences and from nearby residences to development, at the locations and levels which neighbors would see the project.

Development encourages (through the provision of shaded sidewalks within and around the development, shaded transit stop, drinking fountains, bicycle lockers, showers for employees, or other methods) alternative modes of transportation (light rail, bus, bicycle or pedestrian) with access to and integration of transit facilities.

Uses are not segregated; there is cross access between uses and shared parking opportunities.

Creatively designed developments include any combination of the following:

- The site plan or building/s provides for new technologies, diverse amenities, unique design, different materials or other features;
- The site plan or building/s are designed for maximum energy efficiency and minimum environmental impacts (green building concept);
- The development creates a living environment, reflective of a village concept, in which there is the opportunity to live and work in the same development and the opportunity to learn or play is readily accessible by on-site or nearby facilities;
- The site plan should maximize walking, interaction, shared facilities and easy access to daily necessities (housing with grocery, post office, medical offices, restaurants, etc.);
- There are no barrier walls or fences segregating uses within the development (pool uses excluded);
- Shared retention;
- Shared structure;
- Shared refuse;
- Shared recreational amenities (for both residents and employees of commercial uses);
- Shared streets, driveways, parking and sidewalks;
- Other innovative and compatible concepts.



- 9.8 Provide transitions and sensitivity to the redevelopment and heritage preservation of the areas in the eastern portion of the Riverside neighborhood (the alley west of Roosevelt Street).
- 9.9 Preserve historically significant properties that contribute to the area's eclectic mix.

Objective 10: Promote live-work opportunities within the area.

Strategies:

- 10.1 Allow mixed-use along Farmer Avenue north of University Drive with shared or private parking structures abutting the railroad easement with the street frontage to include ground-level storefront retail or office use and a maximum of three stories.
- 10.2 Accommodate the establishment of home-based businesses that are compatible with the residential character to encourage adaptive reuse of existing houses and infill.



Objective 11: Create a transition from the residential neighborhood to the Tempe Town Lake and Downtown Tempe.

Strategies:

- 11.1 Discourage new development or intensified existing commercial and/or industrial uses from Farmer Street to the Union Pacific Railroad tracks on the north side of First Street.
- 11.2 New development on the north side of First Street should front both Rio Salado Parkway and First Street with neighborhood compatible uses and in pedestrian scale and character along First Street.
- 11.3 Provide direct pedestrian connections, at minimum at Hardy Dr., to the Tempe Town Lake and Tempe Beach Park.
- 11.4 Relocate the Field Services and Traffic Engineering Facilities on Rio Salado Parkway to allow for mixed-use at Hardy Drive and commercial at Priest Drive.
- 11.5 Protect nearby residential areas from excessive noise, high volume traffic, and overflow parking from lakeside events.
- 11.6 Increased height density and intensity of use is appropriate along Rio Salado Parkway when massing is stepped down on the First Street face of structures.
- 11.7 Maintain view corridors to the Papago Buttes from Hardy Drive, Roosevelt Street, and Farmer Street.
- 11.8 Maintain view corridors to the Hayden Butte from First Street, the Third Street alignment, and Fifth Street.
- 11.9 Extend Farmer Drive as pedestrian-only path/bridge across the Rio Salado Parkway to link neighborhoods to Town Lake.



Objective 12: Make transportation improvements within the Rio Salado/Downtown Transition area and ensure integrated transit.

Strategies:

- 12.1 Allow ingress/egress on the south side of Rio Salado Parkway without reducing median landscaping to provide circulation to properties from Rio Salado Parkway and First Street.
- 12.2 Integrate transit stops and bus pull-out shelters into site plans for development along the corridor.
- 12.3 Future renovation of First Street should include landscape and amenities to encourage pedestrian and bicycle use.
- 12.4 Require primary ingress and egress from Rio Salado Parkway to discourage auto traffic into the adjacent neighborhoods.

Objective 13: Transition land uses and intensities along the Broadway Road between Priest and Mill Avenue and promote infill development on underutilized land.

Strategies:

- 13.1 Improve the Broadway Road corridor appearance and development quality.
- 13.2 Create small-scale commercial development (through infill, re-use, and redevelopment) that will house businesses that serve neighborhood needs and act as a buffer between homes and corridor's high activity areas.
- 13.3 Create a gateway to Tempe by providing distinctive landscaping, signage, and/or appropriate public art.
- 13.4 Consider financial incentives to attract neighborhood-serving businesses, including commercial and office uses.
- 13.5 Small scale commercial projects should include pedestrian system linkages to businesses.
- 13.6 Encourage the development of neighborhood professional/personal service-type businesses.

Building height should step down to provide a transition to existing residential buildings.



Objective 14: Strengthen the area's opportunity for live-work type of development patterns.

Strategies:

- 14.1 Consider the neighborhood impacts and mitigate them if necessary (e.g., limited parking and traffic impact) when evaluating employment-type uses.
- 14.2 Provide a safer pedestrian environment by creating shorter pedestrian and bicycle travel distances crossing Broadway Road and clearly defining crosswalks and intersection treatments.
- 14.3 Encourage shared driveways and parking areas between compatible uses.
- 14.4 Integrate transit stops and bus pull-out shelters into site plans for development along the corridor.
- 14.5 Complete pedestrian and bicycle amenities along the length of Broadway Road by landscaping where possible, infilling missing sidewalks, and adding bike lanes as well as adding tree lawns where possible.

C. Neighborhoods Element

Vision: The **Vision** expressed by the NWTCP Neighborhoods Element is to create a strong, aesthetically-pleasing residential area that is served by neighborhood commercial and services that meet area needs.

Within the NWTCP area the following are the neighborhoods:

Lindon Park	Sunset
Riverside	Gililand
Mitchell Park West	Mitchell Park East
Maple Ash	Holdeman
Marilyn Ann	Clark Park

“Neighborhood: A physical setting with perceivable edges and characteristics that can be felt upon entering or leaving. It is the shared setting of which each structure is a feature. It is the transitional space between one’s home and the broader community.”

*Vernon D. Swaback
Designing The Future*

The NWTCP Neighborhoods Element intent is to:

- Preserve and improve the physical, social, and economic health of the NWTCP neighborhoods; and
- Enhance the quality of life of residents by protecting the unique character of neighborhoods within the NWTCP area.

Objective 1: Protect and enhance the neighborhoods by improving property maintenance and management through effective and proactive enforcement of City codes and ordinances.

Strategies:

- 1.1 Educate citizens about code enforcement through multiple media including the City website, City cable channel, brochures and neighborhood presentations.
- 1.2 Consider appointing a City liaison as a single point of contact for multiple departmental violations.
- 1.3 Streamline violation correction procedures.
- 1.4 Consider staffing a code enforcement program that identifies officers per population or violation density and not based on geographic area.
- 1.5 Develop a “neighborhood pride” program, providing incentives and funding for neighborhood beautification and conservation.
- 1.6 Conduct an annual grace day that may be tied with neighborhood clean-up days coupled with neighborhood walk throughs to educate and assist property owners/renters with maintenance code requirements.
- 1.7 Provide assistance to elderly, low income residents, or people with disabilities who are in violation of city codes.
- 1.8 Encourage community participation in City of Tempe neighborhood and maintenance programs.

Objective 2: Minimize the impact of downtown development on the surrounding neighborhoods.

Strategies:

2.1 Limit height on the south side of University Drive within the Northwest Tempe Planning Area.



D. Housing Element

Vision: The NWTCP *Housing Element* encourages the development of a broad range of housing opportunities with an overall increase in owner-occupied housing rates. The Element encourages appropriate infill and redevelopment that blends with the character and scale of existing housing stock.

The NWTCP Housing Element intent is to:

- Ensure preservation of the area's residential character while allowing new and redeveloped housing that compliments the existing character and provides a range of housing opportunities.

Objective 1: Promote increased home ownership opportunities and decrease the overall percentage of rental housing.

Strategies:

- 1.1 Encourage the transition of apartment complexes to owner-occupied housing such as condominiums.
- 1.2 Encourage conversion of rental property to owner-occupied housing.
- 1.3 Explore incentives (e.g., down payment assistance) to encourage more owner-occupied housing vs. rental properties.

Objective 2: Provide opportunities for a mix of household types and income levels.

Strategies:

- 2.1 Encourage family-oriented housing types by creating residential areas with outdoor activity areas, safe pathway/access to parks and useable open space.
- 2.2 Retain neighborhood schools.
- 2.3 Identify and develop areas for small parks where none are currently available.
- 2.4 Encourage new housing development to address the need for units that are affordable for low to moderate income families. Monitor the overall area balance of housing types and prices that are created and maintained.
- 2.5 Support housing for special needs population such as people with disabilities and elderly.

CHAPTER III CONSERVATION + RESOURCES

The Conservation & Resource Chapter includes issues related to environmental protection and enhancement within the area.

A. Conservation Element

Vision: The NWTCP *Conservation Element* encourages the sustainability of natural resources (water, air, land) while ensuring that all development is sensitive to Arizona’s climate. The NWTCP area wants to be a recognized leader in innovative neighborhood planning techniques that work to reduce the heat island and automobile dependence.

The NWTCP Conservation Element intent is to:

- Present strategies that result in the improvement of the area’s quality of life, improvement of air quality, reduction of noise, reduction in vehicles miles traveled, and increase of overall area sustainability.

Objective 1: Incorporate resource and energy savings into the architecture, construction, and siting of structures.

Strategies:

- 1.1. Offer incentives for sustainable building methods including energy-conserving site planning and construction.
- 1.2. Orient buildings to maximize natural light and northern exposures while minimizing western exposures.
- 1.3. Protect solar access without jeopardizing opportunities to provide shade.
- 1.4. Use proper shading devices such as awnings for windows with western exposures.
- 1.5. Utilize materials and colors in construction that minimize heat absorption.
- 1.6. Alternatives to asphalt paving should be encouraged wherever possible (e.g., porous or reflective hardscape).
- 1.7. Utilize long-term investment (long life) materials (lifecycle analysis).
- 1.8. Set goals and monitor resource/energy use indicators and inform residents regarding usage.
- 1.9. Encourage homeowners to use low-cost energy/water conservation programs (e.g., landscaping, weatherizing) available through the City.

Sustainable Development: A Summary of Best Practices

- Build more compactly
- Mix uses
- Conserve natural systems
- Recycle land and buildings
- Connect to adjoining development
- Contribute to local economic and social advancement
- Be mindful of successive uses
- Design for walking, cycling and transit use
- Incorporate facilities and amenities that build community
- Make distinctive places
- Design a low-energy building shell
- Use energy-efficient mechanical systems
- Tap solar energy
- Employ low-energy lighting
- Reduce and reuse construction materials
- Select environmentally friendly materials
- Use products created locally and regionally
- Create structures for long-term utility
- Use permeable surface materials to recharge groundwater and reduce storm water runoff
- Develop performance standards for sustainable development
- Promote green building codes
- Develop programs of public education about sustainable development



- 1.10 Require LEED or similar certified buildings whenever there is an opportunity through the entitlement process.
- 1.11 Institute “energy harvesting” program (e.g., photovoltaic and/or stirling engines for electric power production).
- 1.12 All municipal buildings should be LEED rated silver or higher.

Objective 2: Preserve the health of the planning area by mitigating area noise and the impacts of expanding operations at Phoenix Sky Harbor International Airport as well as the transportation corridors.

Strategies:

- 2.1 Monitor flight patterns for compliance with existing intergovernmental agreements.
- 2.2 Identify noise corridors and develop standards for new buildings to mitigate noise from auto, air, and train traffic; focus on areas with significant increases in noise due to congestion, expansion and high density.
- 2.3 Establish a quiet neighborhood zone by implementing a train whistle ban.
- 2.4 Implement a ban or other tools regarding switching rail cars in or near residential areas.

Objective 3: Assure that increases or decreases in density or intensity are appropriate to the neighborhood character and community goals.

Strategies:

- 3.1 Zoning changes must be consistent and align with the NWTCP.
- 3.2 Evaluate proposed development density, intensity and scale for impacts and contributions to the neighborhoods per the NWTCP.
- 3.3 Assess development proposals as they relate to the built-environment and streetscape context.
- 3.4 Ensure that infill and redevelopment projects are compatible with the existing neighborhood context by evaluating surrounding areas for design direction and providing appropriate transitions.
- 3.5 Encourage neighborhood compatibility and project creativity while maintaining height standards.

The tallest buildings should be placed on arterial streets. Height steps down to 2-story where buildings interface with residential districts.



Objective 4: Promote landscape materials (compatible with Arizona’s climate) for all types of developments and streets that improve aesthetics and livability.

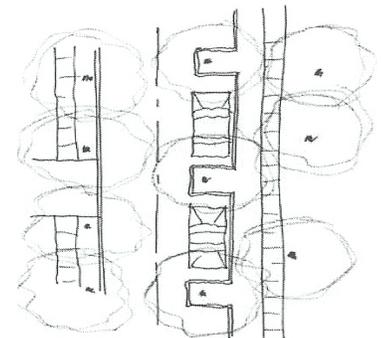
Strategies:

- 4.1 Provide landscaping along streets for aesthetics and cooling to mitigate the urban heat island effect.
- 4.2 Plant trees strategically: to shade sidewalks, pedestrian crossings and shared use streetscape areas (sidewalk cafes, etc.); as framing elements for business entrances; and to create a processional character on the street.
- 4.3 Increase, maintain, and replace street trees to provide a canopy for pedestrian shade and increase streetscape plantings, including infill of gaps between existing vegetation.
- 4.4 Plant trees strategically to shade buildings and reduce energy consumption of buildings.
- 4.5 Encourage shade during the hottest hours of the day along all walkways.
- 4.6 Use landscaping appropriate to the availability of flood irrigation or use low-water use methods and landscaping.
- 4.7 Distribute information on xeriscape installation and upkeep on non-irrigated areas.
- 4.8 Promote and encourage property owners to utilize the City’s grant program to plant more approved varieties of trees, shrubs, and groundcover throughout the area.
- 4.9 Use landscape design elements that pull diverse forms and multiple ownership buildings together and maintain the unified residential character.
- 4.10 Maintain or create an arbor-like quality in streetscapes and common areas by planting trees near walkways including in the City’s right-of-way and ensuring that the right-of-way can support this type of streetscape treatment.
- 4.11 Encourage more outdoor living areas, whether shared or individual, for all ages of residents (including safe child play areas).
- 4.12 Soften the scale and enhance architectural style of buildings with project landscaping, foundation plantings, and entry plantings.
- 4.13 Embellish entryways with special paving and accent plant materials.
- 4.14 Plant trees in surface parking lots and arrange parking to maximize shade on vehicles.
- 4.15 Include other amenities such as small water features or sculptures in landscape plans.

Guideline

Select trees based on growth characteristics and site conditions, considering available space, overhead clearance, soil conditions, exposure, and desired color and appearance.

- ✓ Provide a broad canopy where shade is desirable.
- ✓ Use narrow or columnar trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street for crime prevention.
- ✓ Avoid using trees that are susceptible to insect damage and avoid pollen-producing species.
- ✓ Select trees that are well adapted to the environment, including soil, wind, sun exposure and exhaust.



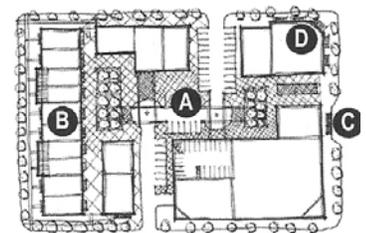
*Parallel on-street parking with tree grates.
Trees shade sidewalk and street.*

- 4.16 Promote the use of permeable and/or reflective hardscape where appropriate as well as other means of underground water retention.
- 4.17 Vertical “living walls” (trellis, vine-covered fences) are preferable to materials that absorb and reflect heat.
- 4.18 Maintain areas currently using flood irrigation due to the historic significance, neighborhood character potential and its positive impact on area cooling. Irrigation infrastructure, such as pipes, canals, gates, standpipes, berms, etc. shall not be realigned, changed, or otherwise impinged without public notification, review and study analysis/plan completed.
- 4.19 Landscape sites that are located outside flood irrigation zones with water use sensitivity.
- 4.20 Replace dead trees and shrubs promptly rather than just removing them to meet code compliance.
- 4.21 Select at least three species of street trees to accommodate varying watering conditions, varying space available and potential horticultural problems associated with a single species. This can mean selecting a primary shade tree, a secondary columnar tree, and an accent tree species for each street. Trees should be supplemented by a combination of both evergreen and flowering shrubs, accents and groundcovers as conditions permit. Varieties may be selected from the current Arizona Department of Water Resources Low Water Use Plant List. However, for areas receiving flood irrigation, attention must be paid to a specific species’ sensitivity to over-watering.
- 4.22 Maintain trees and other landscaping within the City right-of-way.
- 4.23 Maintenance of trees and landscaping on private property shall be the responsibility of the private property owner.
- 4.24 Establish a City program to assist private property owners who qualify with tree removal and replacement.

Objective 5: Provide private common areas and amenities for multi-family developments away from the street.

Strategies:

- 5.1 Enhance entryways to individual units through landscaping and courtyards.
- 5.2 Incorporate project amenities/facilities, such as community mailbox units, pay phones, storage, and laundry facilities in a well-planned landscaped design.
- 5.3 Incorporate common turf areas for children’s play and barbecues in appropriate family-oriented developments.
- 5.4 Provide walled enclosures for refuse containers and uncontained trash.
- 5.5 Incorporate trees along all pedestrian ways.
- 5.6 Provide pedestrian links between these private community amenities and surrounding nodes and pedestrian ways.



A Parking is mid-block to discourage inappropriate traffic through neighborhood.

B Rowhouses with porches on the street reflect character and scale of a residential district.

C Transit is convenient to walkways and integrated in the development.

D Massing and scale increases along arterial streets.

CHAPTER IV TRANSPORTATION

The Transportation Chapter includes issues related to moving people, goods, and services throughout the NWTCP area.

A. Transportation Element

Vision: The NWTCP *Transportation Element* is to encourage the link between transportation and land use planning by enhancing multi-modal (auto, transit, bicycle, and pedestrian) transportation methods within and between the neighborhoods, while discouraging through traffic by diverting it onto regional roadways.

The NWTCP Transportation Element intent is to:

- Present strategies that promote multi-modal transportation and discourage auto orientation.

Objective 1: Minimize neighborhood impacts by sensitively moving traffic through the neighborhood while minimizing congestion.

Strategies:

- 1.1 Eliminate commercial (business and delivery) traffic through residential areas by establishing truck delivery routes away from neighborhoods, providing way finding signage and using enforcement mechanisms.
- 1.2 Continue to explore and implement traffic calming techniques and solutions to minimize the impacts of traffic on the neighborhoods.
- 1.3 Utilize proactive measures to optimize traffic flows on Rio Salado Parkway and Priest Drive and to discourage cut through traffic in the neighborhoods.
- 1.4 Specifically implement left hand turns from southbound Priest Drive to eastbound Rio Salado Parkway.
- 1.5 In areas where intensified development is expected, create small urban blocks and provide alternative alley access points to enhance circulation.
- 1.6 Creatively explore with the neighborhood techniques for minimizing congestion other than street widening.
- 1.7 Work with existing right-of-way to maximize the presence of travel lanes, landscape buffers, street trees, ADA sidewalks, and either bike lanes or on-street parking as appropriate.
- 1.8 Utilize noise mitigation efforts (such as block walls on the east side of Priest Drive) as necessary.
- 1.9 Redesign Priest Drive so that it has a uniform number of lanes without negatively impacting the adjacent residential area.

Ways to Reduce the Impact of Individual Vehicular Trips

1. Car and van pooling
2. Strategic scheduling to lessen traffic during peak demand
3. Delivery systems that distribute goods and services more efficiently than individual back-and-forth trips
4. Teleconferencing, telemedicine, and telecommuting, in which one "travels" with zero bulk at the speed of light
5. A redesign of the present automobile, including its size, guidance systems, and fuel source
6. More compact, interrelated land use patterns with provisions that make walking or riding a bicycle a viable option
7. Going beyond the automobile to the use of public transit

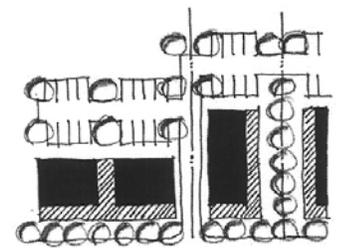
Designing The Future
Vernon D. Swaback

- 1.10 Design and construct a traffic calming and pedestrian streetscape on Hardy Drive.
- 1.11 Improve Beck Avenue, Roosevelt Street, and Farmer Street as north-south pedestrian corridors.
- 1.12 Business and delivery traffic must not use residential streets.
- 1.13 Make non-automotive transport the preferred and funded mode of transportation.
- 1.14 Work with the neighborhood to minimize negative impacts of transportation projects.
- 1.15 Encourage planning and development to be consistent with the City's street classification system, including the designation of Transit Street and Green Streets (see *Tempe Circulation Master Plan*).

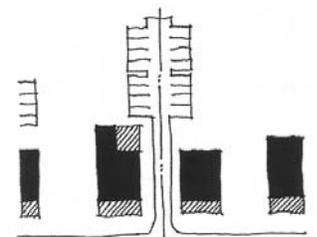
Objective 2: Address parking issues to ensure adequate parking in the appropriate areas.

Strategies:

- 2.1 Provide parking underground or at the rear, side or interior of the development, with access from paved alleys or shared parking where possible.
- 2.2 Reduce parking requirement where transit access is most available.
- 2.3 Provide adequate street and alley access to residential parking.
- 2.4 Provide on-street parking whenever possible.
- 2.5 Allow occupant/guest on-street parking where possible.
- 2.6 Design parking lots to place less emphasis on vehicles, to decrease the amount of pavement, and provide greater visual interest such as landscaping.
- 2.7 Complete and pave any streets or alleys that serve as primary access routes to resident parking.
- 2.8 If shared parking is not utilized, each development must provide adequate but not excessive parking.
- 2.9 Eliminate event parking on private property and unpaved lots within the area through better code enforcement.
- 2.10 Require event holders to provide adequate transportation or off-street parking outside of the Northwest Tempe area.
- 2.11 Ensure curbing that is accessible for the elderly and handicapped.
- 2.12 Provide off-street parking at the side or rear of buildings rather than the front.
- 2.13 Discourage the use of parking as a buffer adjacent to residential areas and reduce the amount of parking in neighborhoods by using residential permit parking.



Series of connected parking areas.



Shared drive with shared parking.

- 2.14 Provide safe bike and pedestrian connections and paths from the university to neighboring areas while reducing auto connections.

Objective 3: Promote and accommodate multi-modal transportation opportunities to reduce automobile dependence.

Strategies:

- 3.1 Enhance pedestrian and bicycle connections between neighborhoods, especially across University Drive.
- 3.2 Provide safe pedestrian and bicycle travel by making crossings highly visible to motorists with pavement treatments, signage, and other design treatments.
- 3.3 Provide pedestrian crossing bulb-outs to prevent cars from parking at the corners make pedestrians more visible beyond parked cars and lessen the crossing distance only where it does not interfere with bicycle lanes.
- 3.4 Provide direct access to buildings for transit riders, pedestrians, and bicyclists.
- 3.5 Create pedestrian orientation where buildings can be accessed directly and comfortably from the sidewalk while mitigating traffic impacts.
- 3.6 Provide safe and clearly defined bicycle lanes along Fifth Street, Thirteenth Street, Hardy Drive, University Drive, and Roosevelt Street between Thirteenth Street and Broadway Road. Provide bike lanes on Broadway Road, Priest Drive, and Mill Avenue.
- 3.7 Provide secure bicycle storage at designated bus stops to promote bike and bus commuting.
- 3.8 Locate bus shelters near compatible businesses and high density housing.
- 3.9 Design bus shelters that are compatible with the design character of the surrounding neighborhood and will serve as public art pieces.
- 3.10 Maintain direct access to Downtown Tempe for pedestrians, bicyclists, local transit, fire, emergency and city service vehicles, but indirect access for autos.
- 3.11 Expand the Flash circulator throughout the area.
- 3.12 Encourage businesses to implement transportation management plans for their employees as part of the development approval process.

Objective 4: Improve the appearance and usage of alleys throughout the area.

Strategies:

- 4.1 Resurface alleys with stabilized decomposed granite or other reflective or porous paving material to control dust.
- 4.2 Evaluate alley improvements to beautify and increase the safety of alleys through landscaping and other means.
- 4.3 Improve alleys in a manner that controls heat and speed in addition to dust.

Objective 5: Ensure smooth, efficient traffic movement through the area.

Strategies:

- 5.1 Realign (straighten) First Street to remove the jog between Farmer and Ash Avenues to more adequately serve Downtown Tempe.
- 5.2 Provide a signaled pedestrian crossing (at the end of Farmer Avenue) over the realigned Rio Salado Parkway.
- 5.3 Provide neighborhood access to Tempe Beach Park.
- 5.4 Implement a street design for both First Street and Farmer Avenue north of Fifth Street that accommodates the area and Downtown business transportation and delivery needs.
- 5.5 Improve Beck and Roosevelt Streets as a north-south pedestrian corridor to major arterials and regional transit.
- 5.6 Complete local street alignments from Sixth Street to University Drive.
- 5.7 Complete Seventh Street just west of Roosevelt Street.

Objective 6: Create pedestrian and bicycle paths that link the area to regional transit and other destinations as well as neighborhood parks.

Strategies:

- 6.1 Create multi-use paths along the railroad right-of-way.
- 6.2 Create bike and pedestrian access from First Street to Rio Salado Parkway at Farmer Avenue, Roosevelt Street, Beck Avenue and Hardy Drive.
- 6.3 Provide direct access from the neighborhood to the Town Lake and Rio Salado Parkway recreation areas through land north of Rio Salado Parkway to accommodate auto, pedestrians, bicycles, and boat launching.
- 6.4 Improve walking/cycling connections to existing re-use (e.g., Mitchell School) and new neighborhood open spaces.

CHAPTER V OPEN SPACE, RECREATIONAL + CULTURAL RESOURCES

The Open Space, Recreational + Cultural Resources Chapter includes issues related to enhancing the neighborhood through open space, creating more recreational opportunities and enhancing cultural resources throughout the NWTCP area.

A. Open Space Element

Vision: The NWTCP *Open Space Element* is to enhance designated available open spaces through improvements and connections.

The NWTCP Open Space Element intent is to:

- Present strategies to protect existing and create new areas that provide a respite from the urbanization of Tempe.

Objective 1: Develop a cohesive, comprehensive network of paths to activity nodes and open spaces.

Strategies:

- 1.1 Connect open space with multi-purpose pathway links.
- 1.2 Provide amenities such as benches, drinking water, and shade along open space connecting routes and activity nodes.
- 1.3 Use the Neighborhood Grant Program to implement a comprehensive network of paths throughout the Northwest Tempe Community area and neighborhoods.
- 1.4 Develop guidelines and/or public easements for use of private space for shared public open space.
- 1.5 Work with prospective developers to create amenities of mutual benefit to the community and the development and explore ways to partner efforts.
- 1.6 Identify, develop and maintain pocket park and community garden opportunities throughout the area.
- 1.7 Develop procedures to encourage the conversion and maintenance of abandoned private space or vacant public space to park use (e.g., Farmer Avenue and the railroad and Broadway Road and Thirteenth Street).
- 1.8 Acquire land to build pocket parks with children play area, seating, water fountain, grass, shade trees, and/or picnic table that will serve areas of intense residential development within a quarter mile in any direction.
- 1.9 Improve access to and use of public school grounds and facilities.



- 1.10 Work with the school district to redesign school facilities to improve visibility, lighting, accessibility, and signage/directional information to create a more enjoyable park-like environment.
- 1.11 Develop a small park on Wilson Street at the Third Street alignment.

Objective 2: Ensure adequate parks and recreational facilities throughout the area and enhance utilization.

Strategies:

- 2.1 Obtain utilization of the railroad right-of-way for a linear path between Thirteenth Street and Broadway Road.



B. Recreational Element

Vision: The NWTCP ***Recreational Element*** is to preserve and create new opportunities to enjoy art and cultural activities within the area.

The NWTCP Recreational Element intent is to:

- Present strategies that encourage an active, healthy lifestyle by providing recreational opportunities within the area.

Objective 1: Encourage better use of the Tempe Elementary School District facilities in the area.

Strategies:

- 1.1 Provide either City of Tempe Kid Zone or Teen Zone programs on all public school campuses (as age appropriate).
- 1.2 Work with the School District to establish regularly scheduled community events at the schools.
- 1.3 Encourage partnerships between neighborhood associations and school organizations such as Parent Teacher Associations, Parent Teacher Organizations, and Booster Clubs.
- 1.4 Develop master plans for Clark and Mitchell Parks.

C. Cultural Resources Element

Vision: The NWTCP ***Cultural Resources Element*** is to preserve and create new opportunities to enjoy art and cultural activities within the area.

The NWTCP Cultural Resources Element intent is to:

- Present strategies to provide access to visual and performing art as well as cultural amenities and facilities.

Objective 1: Develop public art opportunities in public spaces such as streetscapes, parks, and schools.

Strategies:

- 1.1 Support the Art in Transit Master Plan that provides policies for integrating public art in the City's transit and transportation system.
- 1.2 Establish a theme for neighborhood identification through art opportunities and functional equipment such as street lights, traffic signals, bus shelters, and sidewalks.
- 1.3 Incorporate public art at major entry areas into the Northwest Tempe area such as Fifth Street at Priest Drive and Farmer Avenue, on Hardy Drive at Broadway Road and Rio Salado Parkway and on Third and Fourth Streets in addition to a central art project at University and Hardy Drives.
- 1.4 Include public art in all parks and make it usable whenever possible (e.g., seating, lighting, play structures, or bike parking).
- 1.5 Maximize the amount of open space incorporated into projects.

Chapter VI PUBLIC FACILITIES + SERVICES

The Public Facilities + Services Chapter identifies existing and proposed public facilities and services to support the area.

A. Public Services Element

Vision: The NWTCP *Public Services Element* is to identify improvements to public facilities and services that will enhance the community.

The NWTCP Public Services Element intent is to:

- Present strategies to provide enhanced facilities that serve the neighborhood and utilize available facilities more effectively.

Objective 1: Work with public utilities to ensure good service and neighborhood character compatibility.

Strategies:

- 1.1 Work to place all utility lines underground.
- 1.2 Upgrade electric facilities in neighborhoods to comply with design standards.
- 1.3 Identify irrigation boxes with opportunities for public art, seating, or shades to maximize environmental aesthetics.
- 1.4 Negotiate in utility market for neighborhood purchase of green power at the best rates.
- 1.5 Consider area-wide or district cooling to maximize energy efficiency and cost effectiveness.

Objective 2: Provide adequate street amenities that are compatible with the area's design character and that address public safety needs.

Strategies:

- 2.1 Increase bicycle police presence.
- 2.2 Select and install a neighborhood lamp style that provides both street and pedestrian lighting.

APPENDIX A

Summary of Public Participation Plan

The Northwest Tempe area has a long history of citizen-driven planning efforts. Following is a brief summary of this history.

August 1996	Riverside/Sunset Strategic Plan process began through neighborhood sponsored by City of Tempe, Rio Salado Architecture Foundation, AIA Rio Salado Arizona, and Riverside/Sunset Neighborhood Associations. The effort was facilitated by AIA Rio Salado Arizona and funded by the City of Tempe.
November 1996	Final event of the process was an urban design charrette
December 1997	General Plan 2020 adopted by the City
November 1998	Adopted by City Council the resident-driven planning effort with the assistance of NewTowN, developed a Strategic Plan for the remaining eight neighborhoods in the area.
February 1999	Tempe City Council officially designated two Preservation/Redevelopment Study Areas
November 1999	DRAFT Northwest Tempe Neighborhoods Joint Strategic Plan kick off meeting for the Specific Area Plan
December 1999	City Council formed a citizen committee known as the Planning Area Advisory Board (PAAB) to review development proposals and provide input for the SAP's development and guide the process
Dec 1999 – June 2000	City staff produced a series of 6 public workshops to inform the communities in the area of the issues related to sound and effective planning and to gather public input on stakeholder desires and preferences relative to preservation/development redevelopment for Northwest Tempe
October 2001	DRAFT Specific Area Plan to PAAB members and staff for preliminary review
March 2002	City Council dissolves the PAAB
April – June 2002	Review of the current state of the Northwest Tempe Specific Area planning process was initiated and a series of recommendations for completing the process were developed
June 13, 2002	Northwest Tempe Specific Area Plan completed for public distribution



June 13 & 15, 2002	Residents participated in six facilitated neighborhood meetings to discuss the public comment process and receive the Northwest Tempe Specific Area Plan document
September 2002	Community Plan Review Meetings held
November 2002	Announcement that the plan is put on hold and will be re-evaluated in conjunction with the Tempe General Plan process
November 2003	City Council authorized funding to hire a consultant
Nov. 2003 – June 2004	Neighborhood Advisory Committee (NAC) and staff developed a scope of work and solicited consultant assistance
December 2004	General Plan adopted by City Council
May 2004	Tempe General Plan 2030 was ratified by the Tempe voters
February 2005	NWTCP process kick off event began
February 20, 2005	Zoning Development Code adopted by the City Council
October 2005	NWTCP First Draft Review
March 2007	NWTCP Community Workshops
May 2007	NWTCP Community Workshop



APPENDIX B

Summary of Resources

The following resources were used as reference in the development of the NWTCP.

Northwest Tempe Community Plan Open House Meeting Summary Notes; Partners for Strategic Action, Inc.; February 23, 2005.

Northwest Tempe Community Plan Focus Group Meeting Summary Notes; Partners for Strategic Action, Inc.; March 8, March 9 and March 22, 2005.

Tempe Zoning & Development Code; City of Tempe; Adopted January 20, 2005.

Northwest Tempe Neighborhoods Strategic Plan Implementation Plan Matrix Draft; October 3, 2004.

Tempe General Plan 2030. City of Tempe; Adopted December 4, 2003.

Northwest Tempe Specific Area Plan: Action Items; June 4, 2002.

City Council Issue Review Session Minutes; June 6, 2002.

Community Design and Development Division of Development Services Memorandum to Mayor and City Council; June 6, 2002.

Northwest Tempe Specific Area Plan Draft; City of Tempe; June 13, 2002.

Northwest Tempe Design Guidelines; City of Tempe.

Northwest Tempe Specific Area Plan: First Draft Public Comments; June 13, 2002.

Northwest Tempe Specific Area Plan Second Draft; City of Tempe; June 30, 2003.

Northwest Tempe Specific Area Plan Community Meeting Summary Notes; L.L. Decker & Associates, Inc.; June 2002.

Northwest Tempe Specific Area Plan Phone Conversations Summary; June 2002.

Riverside-Sunset Strategic Plan: 1997-2001 Completed Items Summary; June 2002.

Outreach Strategic for Northwest Tempe Specific Area Plan; Development Services; May 1, 2002.

Northwest Tempe Neighborhoods Joint Strategic Plan: 1999-2004; City of Tempe Development Services, Neighborhood Planning and Urban Design, Northwest Tempe Neighborhoods CDC; Draft November 1999.

Design Charrette: Infill Development in Historic Neighborhoods; NewTown Community Development Corporation; March 1999.

City of Tempe Neighborhood Survey Prepared for Tempe Neighborhoods Tomorrow; The Summit Group; 1999.

NewTown Design Project Process Report; Northwest Tempe Neighborhoods Community Development Corporation (NewTown) and Venture Catalyst; 1998.

Riverside/Sunset Neighborhoods Strategic Plan: 1997-2001.



Riverside Sunset Neighborhoods Urban Design Project Report; Created by RSNA in partnership with The Rio Salado Chapter of the American Institute of Architects; September – November 1996.

Riverside/Sunset Neighborhoods 26 Projects to be Included in A Specific Plan: The Conclusion of an Urban Design Charrette; AIA (Rio Salado Chapter with Riverside/Sunset Neighborhood Associations; November 1996.

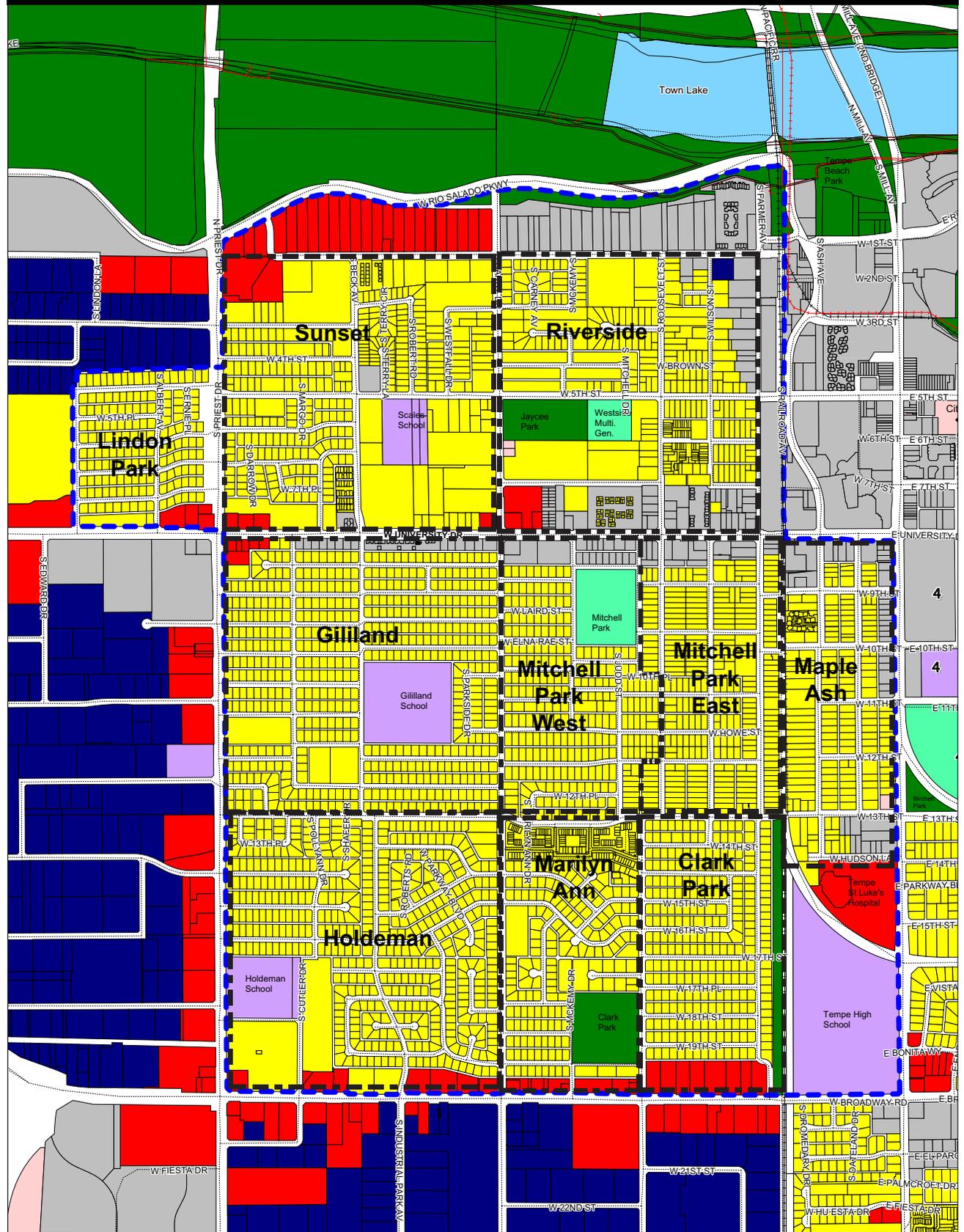
Maple Ash Neighborhood Plan, 1995





Northwest Tempe Planning Area

City of Tempe



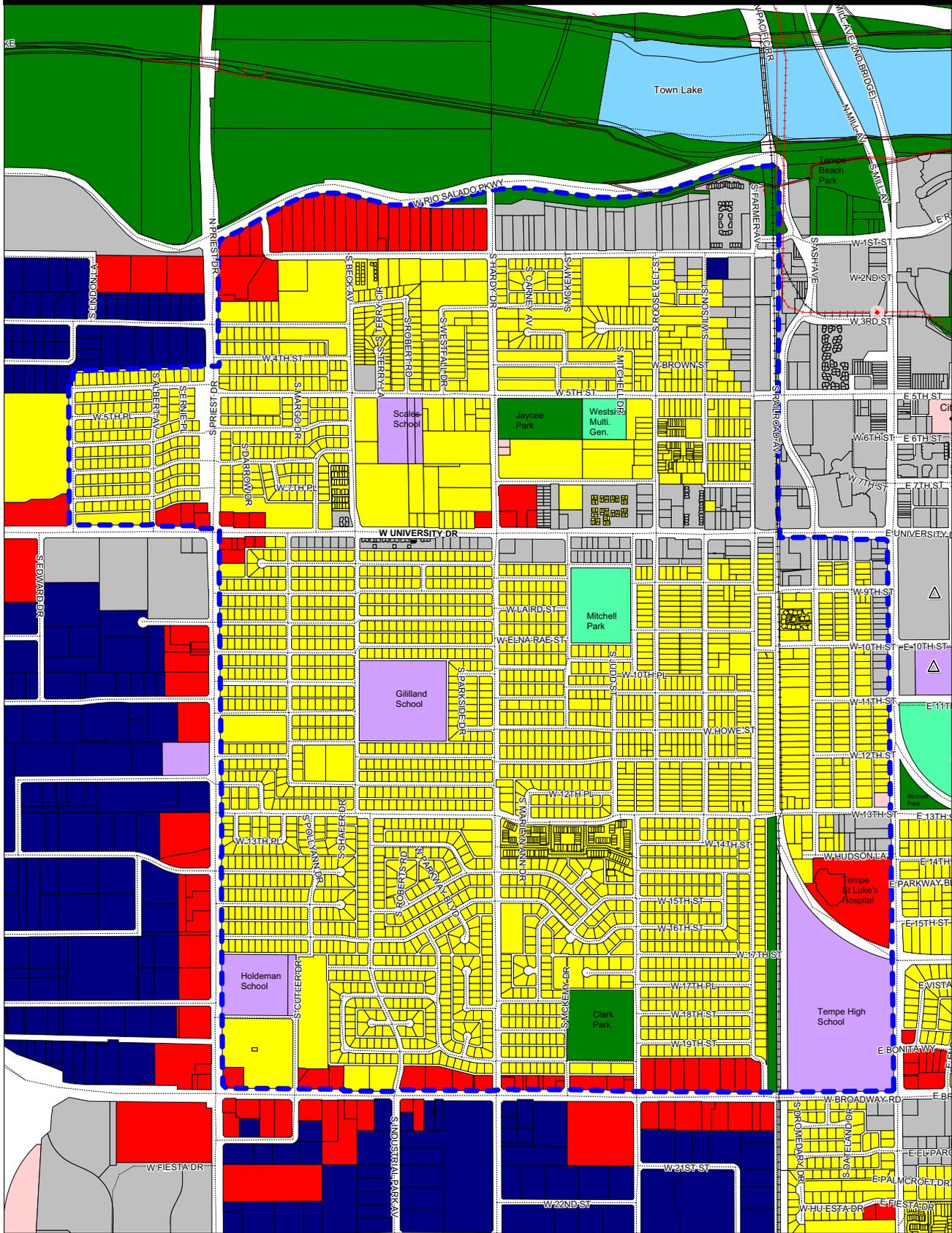
Residential	Commercial	Mixed-Use	Industrial	Civic	Educational	Public Open Space	Water	Private Open Space	Public Recreational /Cultural	Neighborhood Boundaries	Municipal Operations	ASU
Live	Work	Live/Work	Work	Work	Learn	Play	Play	Play	Play			

NW Tempe Area Plan



Projected Land Use

City of Tempe
General Plan 2030



	Residential		Commercial		Mixed-Use		Industrial		Civic		Educational		Public Open Space		Water		Private Open Space		Public Recreational / Cultural		Proposed Lt. Rail Station		Municipal Operations		ASU
	Live		Work		Live/Work		Work		Work		Learn		Play		Play		Play		Play		NW Tempe Area Plan				

Feedback to April 30, 2007 draft of the Northwest Tempe Community Plan

All recommended additions come from the original Draft Northwest Tempe Specific Area Plan produced by NewTown and the City of Tempe (Neil Calfee) and distributed to the community re-labeled as a draft Strategic Plan in 1999. References are left in the text along with edits from the originating Neighborhood Strategic Plan to track the source from the three documents. The numbering system need not be used, but its purpose was to keep sub-items connected so that ideas were not disaggregated from their specific location or logical objective. This type of disaggregation and re-organization of original plan language has caused a great deal of confusion and difficulty in comparison among drafts that is truly unfortunate. Reverting to the original organization is the easiest solution to this problem. This keeps the logic of concepts and locations linked. Because the actual strategies rarely differ, this should be acceptable to the City as a more professional product.

All recommended deletions to what has been offered in the Community Plan are based on an analysis of these three documents in comparison. Where items have already been completed, deletions are not necessary—they actually provide a sense of accomplishment for all concerned. However, should certain items be null and void based on existing approvals, changes in plans, or completions, they should be recommended for deletion with this rationale indicated after the next iteration. In other words, simple track edit does nothing to improve understanding of why changes are being recommended. Notes on why the edit is recommended are required.

Respectfully submitted by:

Jenny Lucier

Mark Lymer

Kirby Spitler

Margaret Stout

(and anyone else who wants to sign on—alpha-order names)

General comments:

- Delete text box inserts from other sources.
- The sketches are very helpful, but need to be made larger for legibility.

Page 1: Introduction; Purpose

Insert the Vision and Mission statements created by the community:

The northwest Tempe neighborhoods seek to create a sustainable urban village with a high quality of life.

The Northwest Tempe Neighborhoods Community Plan seeks neighborhood sustainability by establishing policies that enhance valuable housing stock

and encourage responsive and responsible development that preserves and enhances local heritage and character, while fostering livability.

Page 3: Figure 1.1

Please add the following maps to the document with appropriate placement:

- Projected Land Use Map and definitions of key
- Character Area Map (to be understood as a design overlay to the underlying land use map)
- Existing Zoning Map
- Areas of Possible Intensification (a map that depicts any differences between existing zoning and project land use)
- Redevelopment Study Areas Map (these are still legally in place and should be explained in the Plan)
- Historic Inventory Map (this has been created for other purposes)

INTRODUCTION

A. Purpose

The Northwest Tempe Community Plan (NWTCP) articulates a vision that will guide future decision-making about infill development and reinvestment in the Northwest Tempe neighborhoods. The NWTCP is an amendment to the *Tempe General Plan 2030* and outlines focused area goals, objectives, and strategies that are specific to the Northwest Tempe area and neighborhoods. The focus is on illuminating and addressing the unique area aspects that augment but not duplicate *Tempe General Plan 2030* policies.

The NWTCP is the result of extensive neighborhood planning that has occurred for almost two decades. The neighborhood actively participated in several community-based planning efforts—the *Riverside/Sunset Neighborhood Strategic Plan*, *Northwest Tempe Neighborhoods Strategic Plan*, *the Joint Northwest Tempe Neighborhoods Strategic Plan* and *the Draft Specific Area Plan*. Subsequent to these neighborhood plans, the City of Tempe adopted (December 4, 2003) and voters ratified (May 18, 2004) *Tempe General Plan 2030*. The City also adopted the *Zoning and Development Code* which became effective February 22, 2005. A *Comprehensive Transportation Plan* is now being finalized. Appendix A is a comprehensive “Summary of Public Involvement.”

These planning efforts, coupled with the many changes surrounding the area necessitated the development and adoption of the NWTCP. The extensive past planning efforts, provided the foundation for the NWTCP. To complete the NWTCP additional community meetings and focus groups were held to update and fine-tune the plan.

How the NWTCP should be used. The NWTCP should be referenced by the residents, property owners, businesses, realtors, developers, City staff, City boards and Commissions, and ultimately the City Council. Similar to the General Plan, it will serve as the policy document that guides City decisions for various development and redevelopment proposals and/or area preservation activities within the Northwest Tempe area and neighborhoods.

B. Northwest Tempe Community Planning Area

The **Planning Area** of the NWTCP is depicted in Figure 1.1 and is generally bounded by Broadway Road north to Rio Salado Parkway; from the railroad tracks west to Priest Drive (north of University Drive); from Mill Avenue west to Priest Drive (south of University Drive). It also includes the residential area known as Lindon Park, located west of Priest Drive, from University Drive to Fifth Street.

C. Historic Timeline

The Northwest Tempe area has a rich history and includes some of Tempe's oldest neighborhoods. Riverside and Sunset neighborhoods (then referred to as El Barrio De Abajo) was established in the late 1800's by the founding Hispanic families of Tempe. Migrant farm workers, laborers and craftsmen worked the land, built the canals and buildings of early Tempe and worked for Carl Hayden at his ferry, shops and flour mill. Many of these Mexican and Yaqui families built their own homes on small homesteads. In 1887, the Southern Pacific Railroad arrived in Tempe; the depot was located on the other side of the tracks from "Riverside."

By the late 1940's, after the World Wars, Anglo residents began settling in the area. Subdivisions of modest single family homes, duplexes and small scale four-plexes continued to stretch westward until the 1960's. In the mid-1970's, a housing crunch at nearby Arizona State University caused large scale apartment communities to develop throughout the neighborhood. At the same time, the City began Downtown redevelopment, including a number of residences adjacent to the commercial corridor along Mill Avenue.

By the late 1980s, newer housing drew students away from apartment complexes, causing a marked drop in rental rates. Tempe continued to grow, transportation improvements were made, and Downtown redevelopment continued to expand. The once quiet neighborhoods began to experience an increase in cut-through traffic and airport noise associated with expanding operations at Sky Harbor International Airport. The area also began to experience a shift from primarily owner-occupied single-family residential to an increase in rental properties.

In the 1990s, the neighborhood experienced a continued influx of rental properties and multi-family infill and redevelopment. The area became attractive to investors who acquired single-family residential properties for redevelopment or rental investments. As a result of these changes, neighborhood residents organized, initiated community-driven planning efforts, and expressed the desire for an increased role in neighborhood planning and decision-making.

Figure 1.1

By 2004, the result of earlier neighborhood planning efforts had galvanized a vision for the area guiding the city to redesign 5th and 13th Streets for traffic calming, rebuild Jaycee Park, construct a new multi-generational community center, and initiate a free local area shuttle connecting residents to downtown, ASU, and neighborhoods to the east. The neighborhood continues to evolve, with needs for infill, preservation, and sensitive redevelopment.

D. NWTCP Amendment Process

Any amendments to the NWTCP will be considered similarly to the requirements outlined for General Plan amendments and therefore, follow the requirements outlined in the Tempe General Plan 2030. The NWTCP should be reviewed periodically with active involvement by area residents. At the very least, when the General Plan undergoes a comprehensive review and update the NWTCP should also be revisited.

CHAPTER II LAND USE, DESIGN + DEVELOPMENT

Land Use Plan + Design further define the *Tempe General Plan 2030* for the NWTCP area and neighborhoods.

Land uses are defined by the *primary* use that occurs on the property.

Existing land uses are current uses on the property.

Projected land uses are those which are anticipated to occur within the next 25 years through the plan's guidance.

Density reflects the residential intensity designated to land uses referred to by "dwelling units per acre" and shown as du/ac.

Both existing and projected land uses may or may not conform to the property's zoning designation. Refer to the *City of Tempe Zoning and Development Code* for property zoning.

NWTCP Land Use Element

Vision: The ***Vision*** expressed by the NWTCP values the neighborhood character and stresses the importance of preservation of one of the oldest areas in Tempe. The vision honors the area's historic residential character, encourages an appropriate transition from the high-density, urban-type development in Downtown Tempe to a lower-density development pattern, both in height and intensity, while encouraging a mix of commercial services meeting neighborhood needs along major corridors.

The overall goal of the Land Use element is to protect and improve the neighborhoods' sustainability by allowing development of land for residential and commercial uses that serve the neighborhoods' needs and match existing character

The community values the area's location that allows easy access to Arizona State University (ASU), Mill Avenue area, Rio Salado/Town Lake area, and other activity or employment areas by walking, bicycling or riding transit. The preservation and enhancement of the pedestrian environment is an important component of the vision. More landscaping, tree-lined streets, parks/open space, and safety, air quality and easing congestion are all environmental issues that the plan's vision desires to achieve.

The NWTCP Land Use Element intent is to:

Protect and improve *the neighborhood's sustainability by only promoting* development of land that serves the neighborhoods' needs; and *by*

Only promoting development and new investment that is consistent and compatible with the existing neighborhood's character and pedestrian-friendly environment. (Edited with 5/5/07 Review)

Objective 1: Promote *only* new development, road improvements and investment that are compatible with the area's historic and eclectic characters, residential orientation and respects the area's unique quality. (Edited with 5/5/07 Review)

Strategies:

- 1.1 Evaluate, *through a "Village Planning Commission,"* development or redevelopment proposals to mitigate intrusions on privacy and quality of life by

utilizing planning tools such as buffers and transitions to adjacent residences.
(Edited with 5/5/07 Review)

- 1.2 Build within existing zoning height restrictions and eliminate line-of-sight concerns for adjacent single-family residences. Use site *planning*, building orientation, sight and sound barriers, and landscaping to mitigate intrusions to adjacent residences.
- 1.3 Provide separation distances and appropriate differentiated structural/wall treatments at the rear of commercial uses.
- 1.4 Screen rooftop activity areas and orient balconies and windows away from existing dwellings.
 - 1.5 *Regulate* new development's impact on circulation so that it does not encourage noise, light, and cut-through traffic problems for adjacent residences.
 - 1.6 Apply the same buffer and privacy wall and landscaping to multi-family housing throughout the NWTCP area used along the single family properties (many which are rentals) along Priest Drive between Broadway Road and University Drive.
 - 1.7 Work with existing industrial, public, and utility facilities *that possess grandfathered entitlements* to upgrade properties to current code requirements for screen walls, landscaping and removal of barbed wire. **(Edited with 5/5/07 Review)**
 - 1.8 Incorporate buffers and building mass and height transitions within projects to ensure compatibility with adjacent residential areas.

Objective 2: Improve rental property maintenance and management.

Strategies:

- 2.1 Pursue purchase, renovation, and management of poorly maintained *single-family and* multi-family properties.

Objective 3: Assure that increases or decreases in density or intensity are appropriate to the neighborhood character and community goals. (NTN 1.)

Strategies:

Amend the General Plan with the NTN Specific Area Plan.

Complete and implement a Specific Area District Plans for the Revitalization, Redevelopment and Heritage Character Areas. (RSNA 1.2.)

Use Districts Plans to leverage implementation of the NTN Specific Area Plan, but redevelop or re-use land in a finely targeted manner only. (RSNA 1.2.1.)

Align zoning and General Plan projected land use with District Plans (RSNA 1.2.2.)

Prepare the development infrastructure by completing public works improvements (sewer, water, lighting, streets and alleys) prior to development if possible (refer to Transportation and Urban Design Elements). (RSNA 1.2.3.)

Implement the Block Plans described in Appendix A through the appropriate District Plan. (RSNA 1.2.4.)

Intensify existing land use without compromising existing areas of preservation by using low- to moderate-density projected land use (10-20 dwelling units per acre) and minimal high-density projected land use (above 20 dwelling units per acre). (RSNA 1.5.)

Identify desired low, medium and high densities in each neighborhood. (NTN 1.1.)

Indicate Plan designations to illustrate desired future density ranges. (NTN 1.1.1.)

Transitions in housing densities will be discussed and recommended through District

Plans. (NTN 1.1.3.)

Indicate appropriate sites for future in-fill or redevelopment (see Conservation, Preservation, Rehabilitation and Redevelopment Element). (NTN 1.2.)

Carefully evaluate each proposed development's density, intensity and scale for impacts and contributions to the neighborhoods per the NTN Specific Area Plan. (NTN 1.2.1.)

Assess proposals in accord with their built-environment and streetscape context. (NTN 1.2.2.)

Consider contributions to neighborhood amenities as prerequisites for allowing intensified development. (NTN 1.2.3.)

Seek to replace incompatible uses and substandard structures. Where appropriate bring structures up to standards (see Conservation, Preservation, Rehabilitation and Redevelopment Element). (NTN 1.3.)

Objective 4: Encourage a mix of residential and commercial land uses that enable residents to live, learn, work and recreate in the area (including in-fill, re-use and redevelopment projects that will create high quality, small scale, pedestrian oriented residential, commercial and mixed use buildings that are compatible with the existing neighborhoods). (RSNA 2.)

Strategies:

Develop creative zoning ordinances to enable development in the "urban village" model. (RSNA 3.)

Create new zoning classifications to allow for Urban Village development as defined in the NTN Specific Area Plan.

In-fill mixed use Urban Village development on underutilized land with R3, C1 and CCD zoning on University Drive and Mill Avenue to enhance the viability of the Neighborhood Commercial Corridors (see Land Use Map and Transportation Element). (RSNA 2.1.)

Create a processional gateway along University on approach from Priest to Mill and along Mill from 13th Street on approach to University, through alternating land uses and increasing heights. (NTN 3.2.1.)

Establish policies that require multi-level development to "step down" in scale from arterial frontage to two-story neighborhood interiors, as determined by the NTN Specific Area Plan. (NTN 3.2.)

Allow up to three stories along University between Mill and Roosevelt; and up to two stories between Roosevelt and Priest. Allow up to three stories along Mill to between University and 10th; and two stories from 10th to 13th. (NTN 3.2.1.1.)

Where higher than two stories at the Neighborhood Commercial Corridor arterial, require buildings to step down to no more than two stories facing the neighborhood mid-block. (NTN 3.2.1.2.)

Recruit basic goods and service businesses. (NTN 2.1.)

Support the local businesses that provide basic goods and services as much as possible. (NTN 2.1.1.)

Encourage blends of commerce, higher moderate density housing (15-20 dwelling units per acre) and open plazas where appropriate. (NTN 2.1.2.)

Consider artisan studios and home-based business (live/work) in upper level dwellings. (NTN 2.4.2.)

Eliminate building code barriers to vertical mixed use development without

compromising life safety issues.

Encourage a strong link between land use and multi-modal transportation methods, as indicated in the Transportation and Urban Design Elements.

In-fill underutilized residential land to enhance owner occupancy as indicated in the Housing and Preservation, Rehabilitation and Redevelopment Elements

Objective 5: Promote development of compatible uses adjacent to each other. (NTN 3.)

Strategies:

Buffer uses as necessary (see Urban Design Element). (NTN 3.1.)

Improve land use and access compatibility (see Transportation and Urban Design Elements). (NTN 3.3.)

Discourage commercial traffic through residential areas. (NTN 3.3.1.)

Match traffic and parking solutions to the particular uses of property. (NTN 3.3.2.)

Ensure that neighborhood access for pedestrians, bicyclists and transit riders is adequately accommodated. (NTN 3.3.3.)

Encourage uses and building forms that will buffer the residential neighborhood from the Central Commercial District (Downtown) and ASU

Place Urban Village Mixed Use development at transition points as shown in the Projected Land Use Map.

Develop University Drive and Mill Avenue as the primary Neighborhood Commercial Corridors, utilizing Urban Village Mixed Use

Create a transition from the residential neighborhood to the Rio Salado Project. (RSNA 2.4.)

Develop the north side of 1st Street and Farmer Avenue north of 5th Street as Transition Corridors between the neighborhood into and the Downtown and Rio Salado Project, utilizing Urban Village Mixed Use and Urban Village High Density Residential. (RSNA Economic Base 3.2.)

Remove commercial and industrial uses from Farmer to the Union Pacific Railroad tracks on the north side of 1st to eliminate barriers to the Rio Salado Project and Tempe Beach Park. (RSNA 2.5.1.)

NWTCP Design Element

Vision: The NWTCP ***Design Element*** recognizes the area's historic *and eclectic* characters and ensures that infill development and redevelopment is compatible. The NWTCP Design Element intent is to:

Promote the beautification of all neighborhood areas in terms of building design, landscape, and area development, preservation and/or redevelopment;
Reduce residents dependence on the automobile; and
Enhance livability of the neighborhoods.

Character Areas

Within the NWTCP area the architecture, landscaping, and historic fabric varies from area to area. However, these design elements should create the palette for considering new or infill public/private development projects. The rest of the Design Element is organized around "Character Areas." These character areas further define how the Northwest Tempe Community area should develop in order to maintain its unique appeal. They have been designated based on common characteristics such as history, land use, landscaping, or development patterns. The character areas listed in the box may cross neighborhood lines discussed in the Neighborhood Element. Figure 2.1 shows the Future Land Use Plan that delineates the various character areas while the following section presents character area objectives and strategies.

Classic Suburban

Definition: The Classic Suburban Character Area represents a large portion of the NWTCP area. Many of these small single-family homes were built following World War II and are similar in architectural design and site planning. Lots are relatively shallow and driveways access an attached carport from the street. The streets align and connect with the street grid with very few cul-de-sacs present. Houses are primarily single-story, block masonry construction. Most blocks have alleys, used primarily for utilities and refuse collection.

Vision: The Vision is to promote the existing single-family residential use of the Classic Suburban Character Area. Current homeowners are encouraged to reinvest in their properties and residential infill or redevelopment should reflect the current single-family character.

Figure 2.1 Future Land Use Plan – Character Areas

Evolving Village #1

Definition: This area is primarily residential with a growing number of apartment complexes, multi-family units, and rental properties. There are a high degree of absentee landowners. The area has a collection of diverse structures that have been built and rebuilt over time. The Westside Multigenerational facility has assisted in stabilizing the area and encouraging reinvestment.

Vision: The area vision is to stabilize the development by attracting reinvestment by home or property owners instead of absentee landowners. The residents would like to see this area “evolve” to more of a “village-type” of residential development that is pedestrian-oriented. New development or redevelopment should enhance the neighborhood scale and provide connectivity to the entire Northwest Tempe area.

Evolving Village #2

Definition: This area is primarily single-family residential built in the 1950s. The area has some irrigated properties primarily up to Thirteenth Street. The area is experiencing home remodeling and reinvestment in existing structures.

Vision: The area vision is to continue to encourage property owner reinvestment that has begun in recent years. Additionally, the City should takes steps to create an environment where homeowners want to stay and are encouraged to rehabilitate and/or expand their property. This character area desires to protect its traditional Arizona 1950s-type residential neighborhood character that values the preservation of the irrigation areas and mature landscaping with non-irrigated areas developed in a complimentary way.

Formal Historic

Definition: The Formal Historic Character Area includes the Maple-Ash Neighborhood and many of the City’s oldest structures. It has a variety of building types and architectural styles and an interest in preservation. Lots tend to be irregular in size and shape and most are larger than the typical residential property in the NWTCP area. The eastern edge of the Formal Historic Character Area fronts on Mill Avenue and has a strong visual connection with ASU (Gammage Auditorium, Nelson Fine Arts). As Mill Avenue has evolved, what began as a quiet Main Street lined with houses transformed into a wide, heavily-traveled arterial street. The impact has increased auto volume and speed has led to a shift from owner-occupied residential uses and an attractive street presence to more retail and office uses.

Vision: The area Vision is to preserve the primarily historic residential character and provide a sensitive transition from commercial activities that insulates the core residential properties in this history-rich area.

Eclectic Historic

Definition: This character area includes classic suburban-type residential development from the late 1950’s and early 1960’s. The area includes many historic buildings but it also includes development of various ages. As a result, it is clearly different than the Maple-Ash “Formal Historic” Character Area. The area is experiencing rehabilitation activity while maintaining its residential character. These changes are improving the area.

Vision: The Eclectic Historic Character Area’s vision is to continue compatible rehabilitation and creative adaptive reuse of buildings. Maintaining the residential character and promoting neighborhood walkability is critical. Careful attention must be given to transitioning from the surrounding character areas by ensuring development capability in building scale and design.

Neighborhood Mixed-Use

Definition: The Neighborhood Mixed-Use Character Area is located along the University Drive corridor. Traditionally, mixed-use has been horizontal in nature but

the City of Tempe is now experiencing the vertical integration of multiple uses. Retail, office, employment, and residential uses may be included in the designation.

Vision: This area is intended to create traditional “Main Street” development that provides moderate scale retail, restaurant, and office space on ground levels, with residential or live/work space above. Mixed-use projects should address design policies that are contextually appropriate, human in scale, pedestrian-oriented, and sensitively connected to the surrounding neighborhoods.

Rio Salado/Downtown Transition

Definition: The Rio Salado/Downtown Transition Character Area represents a transitional area between the Tempe Town Lake area and Downtown Tempe. It is experiencing some mixed-use development. The Town Lake project is a reality and the area has developed recreational and cultural amenities.

Vision: Over time, the Rio Salado area will transform, encompassing mid-rise office, multi-family housing, and mixed use projects that combine live, work, and play into a single development. These mixed-uses may include small neighborhood convenience retail, artist lofts, and professional offices. Providing an appropriate transition from a high activity urban setting to a lower density neighborhood is critical to achieve. This can be done through landscape buffers, transition of densities and heights, as well as a shift in the types of uses that border the NWTCP area.

Commercial Corridor

Definition: The Commercial Corridor Character Area along the Broadway Road corridor provides a unique edge to the NWTCP area. The commercial corridor guidelines in the *Tempe General Plan 2030* basically apply to this corridor. This high-volume arterial street connects commuters from Mesa, Gilbert and Chandler to the Downtown and other regional activity centers. It is the east-west freeway alternative that was originally designed to accommodate local traffic. The industrial uses on the south side of the street range from retail/warehouse to truck and auto-related operations. These uses continue to impact the quiet enjoyment of residential properties north of Broadway Road.

Vision: The Vision is to provide a transition from higher intensity uses along the corridor to the more traditional residential land use areas. It is important to vary the horizontal and vertical mixed-use projects along the corridor to provide “nodes” or concentrations of neighborhood commercial that serve as activity centers. The uses should include small scale retail, restaurant and office space integrated into the site, with residential or live/work space where appropriate within the development. The area should also consider pedestrian orientation and access from adjacent residential areas to increase the sense of community and promote a village character.

Objective 1: Use design elements that seek to enhance the pedestrian and community orientation of common areas and improve street character and activity.

Strategies:

- 1.1 Encourage pedestrian-oriented building design by enhancing the street level architectural detailing, rhythm of windows and doors, first story height, and building and landscape materials.
- 1.2 The front elevation of multi-family units should be individualized, to create diversity and add to the sense of ownership and personal space. Development of the space between building and the sidewalk should be identified as an area of transition from the public domain to private living spaces.

- 1.3 To encourage social interaction, create pedestrian-oriented and public common areas within developments.
 - 1.4 Use prominent front doors, stoops, or porches that face the street.
 - 1.5 Establish a meaningful network of pedestrian linkages and nodes.
 - 1.6 Create pedestrian orientation where buildings can be accessed directly and comfortably from the sidewalk.
- 1.7 Select and install a neighborhood lamp style that has a pedestrian scale (e.g., street lights at approximately 13 feet maximum).

Objective 2: Continue to promote the low-density residential pattern within the Classic Suburban Character Area.

Strategies:

- 2.1 Encourage infill owner-occupied housing.
- 2.2 Encourage the infill of individual carriage houses rather than large-scale re-use (private redevelopment).
- 2.3 Enhance the use of Holdeman School's outdoor space and build a sound barrier along Priest Road at the school site.
- 2.4 Improve facilities at Clark Park, including the classroom building and pool and consider adding a dog run to reduce over use at Mitchell Park.
- 2.5 Consider alley-accessed accessory units in appropriate locations where acceptable to landowners and adjacent residents on the block.
- 2.6 Encourage the development of small lot, single family homes in appropriate areas to mirror the existing development patterns.
- 2.7 Encourage individual ownership opportunities (e.g., town homes, row houses and small lot single family homes).
- 2.8 Identify existing alleys that, with modest improvements, could be used for pedestrians and bicycles.
- 2.9 Redevelopment and infill on the perimeter of this area should direct traffic to major arterial streets protecting the residential area from cut-through traffic and speeding vehicles.
- 2.10 Address cut-through traffic impacting the area by extending traffic calming measures.

Objective 3: New development in or near the Formal Historic Character Area should reflect and/or augment the area's historic architecture.

Strategies:

- 3.1 Establish specific design criteria within the Formal Historic Character Area through an overlay district that would include additional community-based planning.
- 3.2 Intensified uses should maintain the scale and character of the historic character of predominant existing uses.
- 3.3 Public input should be sought when a code variance is requested that intensifies development or consolidates lots for new development.
- 3.4 Utilize architectural themes found in historic homes such as rooflines, building materials, and window treatments to guide the design of new development to ensure compatibility.
- 3.5 Preserve the rhythm of the residential character along the streets and honor this pattern as any redevelopment occurs.
- 3.6 Conserve the streetscape and mature trees within the Formal Historic

Character Area.

3.7 Encourage private reinvestment by individual property owners and non-profit organizations.

3.8 Encourage public reinvestment through Capital Improvement and Neighborhood Program Grants.

3.9 Encourage public reinvestment through the Housing Rehabilitation Program.

3.10 Encourage rehabilitation of homes that maintain the historic value.

Objective 4: Identify, restore and preserve valuable historic buildings.

Strategies:

4.1 Encourage property owners to register historic buildings both locally and nationally.

4.2 Explore public and private sources of financial assistance for relocation of historic structures.

4.3 Utilize redevelopment and historic preservation tools available to the City on a site-specific basis to preserve points of historic value.

4.4 Modify, where possible, building codes to enable reuse and rehabilitation of historic properties and structures.

Objective 5: Improve the aesthetics along the area's major thoroughfares and alleys.

Strategies:

5.1 Implement a streetscape design for Mill Avenue south of University Drive compatible with the area.

Objective 6: Establish University Drive as a gateway corridor that transitions land uses and intensities while promoting infill development on underutilized land within the corridor.

Strategies:

6.1 Develop a corridor plan for University Drive Plan.

6.2 *Through a "Village Planning Commission,"* consider surrounding resident opinions and support during the review and approval process for proposed projects.

6.3 Encourage live-work concepts that provide housing and employment opportunities.

6.4 Encourage basic goods and services (e.g., grocery, hardware, pharmacy, and childcare) to serve the NWTCP area and neighborhoods.

6.5 Encourage the attraction of professional offices that typically provide a higher wage than commercial establishments.

6.6 Transition the structures to two-story development at neighborhood interface (not just the street).

6.7 Where lot depth prohibits interior access, the existing alley may be used to access parking for the building.

6.8 Develop incubator space for small business growth and expansion.

Objective 7: Create a University Drive Corridor pedestrian overlay district to ensure a pedestrian-friendly development pattern and connections to the surrounding area.

Strategies:

- 7.1 Use architectural elements that increase the interest of the passers-by (e.g., windows and doorways instead of walls).
- 7.2 Provide widened sidewalks, outdoor dining, and planters along the corridor.
- 7.3 Add landscape elements to enhance storefront attractiveness.
- 7.4 Construct new structures that enhance the human scale, especially at the street level including arcades and shade structures as architectural elements.
- 7.5 Provide outdoor activity areas that include private areas as well as semi-public and public spaces where “community interaction” happens.
- 7.6 Allow ground floor retail facing the street and encourage outdoor dining in developments.
- 7.7 Provide pedestrian amenities such as benches and seat walls, trash receptacles, special paving, potted plants, and lighting in public places throughout the corridor.
- 7.8 Discourage massive, undifferentiated facades.

Objective 8: Improve *alternative mode* transportation movement through the University Drive Corridor area.

Strategies:

- 8.1 Continue to study traffic diversion needs as development increases in the area to reduce cut-through traffic.
- 8.2 Integrate transit stops and bus pull-out shelters into site plans for development along the University Drive corridor.
- 8.3 Provide enhanced streetscape with special paving, furnishings, landscaping, and lighting that may vary in design at different areas of the segment.
- 8.4 Integrate art treatments along the corridor.
- 8.5 Remove center turning lane and provide an alternating combination of landscaped buffer, on-street business parking, bus stops, and pedestrian bulb-outs appropriate to the adjacent land uses.
- 8.6 Utilize the modular signal lights for better visibility.
- 8.7 Provide pedestrian crossing points (e.g., Roosevelt Street and Linden Lane) at the quarter mile along the corridor: at intersections, mid-block transit stops, and at other business nodes that are on both sides of the street.
- 8.8 Increase crossing opportunities by adding pedestrian signals at Roosevelt Street and University Drive.
- 8.9 Business and delivery traffic should be directed away from residential streets.
- 8.10 Residents of a mixed-use project and their guests may enter from the residential street (e.g. resident parking only).
- 8.11 Provide appropriate traffic calming measures at strategic pedestrian crossing locations on University Drive.

Objective 9: Create a distinct overall residential character ensuring that multi-family and mixed use development is complimentary with residential character.

Strategies:

- 9.1 Encourage diversity of residential types and design while maintaining an overall residential character.
- 9.2 Encourage innovative and compatible higher density residential such as townhouses and courtyard style development rather than larger scale multi-family complexes.
- 9.3 Vary dwelling sizes and ownership opportunities (e.g., co-op, condo).
- 9.4 Allow flexible development siting arrangements that are neighborhood compatible.
- 9.5 Encourage multi-family proposals that offer varied floor plans and facades.
- 9.6 Limit the number of multi-family units per development entry point.
- 9.7 Encourage compatible colors, textures, window, and roofline treatment of residential projects.
- 9.8 Provide transitions and sensitivity to the redevelopment and heritage preservation of the areas in the eastern portion of the Riverside neighborhood (the alley west of Roosevelt Street).
- 9.9 Preserve historically significant properties that contribute to the area's eclectic mix.

Objective 10: Promote live-work opportunities within the area.

Strategies:

- 10.1 Allow mixed-use along Farmer Avenue with shared or private parking structures abutting the railroad easement with the street frontage to include ground-level storefront retail or office use and a maximum of three stories.
- 10.2 Accommodate the establishment of home-based businesses that are compatible with the residential character to encourage adaptive reuse of existing houses and infill.

Objective 11: Create a transition from the residential neighborhood to the Tempe Town Lake and Downtown Tempe.

Strategies:

- 11.1 Discourage new development or intensified existing commercial and/or industrial uses from Farmer Street to the Union Pacific Railroad tracks on the north side of First Street.
- 11.2 New development on the north side of First Street should front both Rio Salado Parkway and First Street with neighborhood compatible uses and in pedestrian scale and character along First Street.
- 11.3 Provide pedestrian connections to the Tempe Town Lake and Tempe Beach Park.
- 11.4 Relocate the Field Services and Traffic Engineering Facilities on Rio Salado Parkway to allow for mixed-use at Hardy Drive and commercial at Priest Drive.
- 11.5 Protect nearby residential areas from excessive noise, high volume traffic, and overflow parking from lakeside events.
- 11.6 Increased height density and intensity of use is appropriate along Rio Salado Parkway when massing is stepped down on the First Street face of structures.
- 11.7 Maintain view corridors to the Papago Buttes from Beck Avenue, Hardy Drive, Roosevelt Street, and Farmer Street.

11.8 Maintain view corridors to the Hayden Butte from First Street, the Third Street alignment, and Fifth Street.

11.9 Extend Farmer Drive as pedestrian-only path/bridge across the Rio Salado Parkway to link neighborhoods to Town Lake.

Objective 12: Make transportation improvements within the Rio Salado/Downtown Transition area and ensure integrated transit.

Strategies:

12.1 Allow ingress/egress on the south side of Rio Salado Parkway without reducing median landscaping to provide circulation to properties from Rio Salado Parkway and First Street.

12.2 Integrate transit stops and bus pull-out shelters into site plans for development along the corridor.

12.3 Future renovation of First Street should include landscape and amenities to encourage pedestrian and bicycle use.

12.4 Require primary ingress and egress from Rio Salado Parkway to discourage auto traffic into the adjacent neighborhoods.

Objective 13: Transition land uses and intensities along the Broadway Road between Priest and Mill Avenue and promote infill development on underutilized land.

Strategies:

13.1 Improve the Broadway Road corridor appearance and development quality.

13.2 Create small-scale commercial development (through infill, re-use, and redevelopment) that will house businesses that serve neighborhood needs and act as a buffer between homes and corridor's high activity areas.

13.3 Create a gateway to Tempe by providing distinctive landscaping, signage, and/or appropriate public art.

13.4 Consider financial incentives to attract neighborhood-serving businesses, including commercial and office uses.

13.5 Small scale commercial projects should include pedestrian system linkages to businesses.

13.6 Encourage the development of neighborhood professional/personal service-type businesses.

Objective 14: Strengthen the area's opportunity for live-work type of development patterns.

Strategies:

14.1 Consider the neighborhood impacts and mitigate them if necessary (e.g., limited parking and traffic impact) when evaluating employment-type uses.

14.2 Provide a safer pedestrian environment by creating shorter pedestrian and bicycle travel distances crossing Broadway Road and clearly defining crosswalks and intersection treatments.

14.3 Encourage shared driveways and parking areas between compatible uses.

14.4 Integrate transit stops and bus pull-out shelters into site plans for development along the corridor.

14.5 Complete pedestrian and bicycle amenities along the length of Broadway

Road by installing eight-foot sidewalks, landscaping where possible, infill missing sidewalks, and bike lanes.

Neighborhoods Element

Vision: The **Vision** expressed by the NWTCP Neighborhoods Element is create a strong, aesthetically-pleasing residential area that is served by neighborhood commercial and services that meet area needs.

Within the NWTCP area the following are the neighborhoods:

Lindon Park	Sunset	
	Riverside	Gililand
	Mitchell Park West	Mitchell Park East
	Maple Ash	Holdeman
	Marilyn Ann	Clark Park

The NWTCP Neighborhoods Element intent is to:
Preserve and improve the physical, social, and economic health of the NWTCP neighborhoods; and
Enhance the quality of life of residents by protecting the unique character of neighborhoods within the NWTCP area.

Objective 1: Protect and enhance the neighborhoods by improving property maintenance and management through effective and proactive enforcement of City codes and ordinances.

Strategies:

- 1.1 Educate citizens about code enforcement through multiple media including the City website, City cable channel, brochures and neighborhood presentations.
- 1.2 Consider appointing a City ombudsman as a single point of contact for multiple departmental violations.
- 1.3 Streamline violation correction procedures.
- 1.4 Consider staffing a code enforcement program that identifies officers per population or violation density and not based on geographic area.
- 1.5 Develop a “neighborhood pride” program, providing incentives and funding for neighborhood beautification and conservation.
- 1.6 Conduct an annual grace day that may be tied with neighborhood clean-up days coupled with neighborhood walk throughs to educate and assist property owners/renters with maintenance code requirements.
- 1.7 Provide assistance to elderly, low income residents, or people with disabilities who are in violation.
- 1.8 Encourage community participation in City of Tempe neighborhood and maintenance programs.

Objective 2: Minimize the impact of downtown development on the surrounding neighborhoods.

Strategies:

2.1 Limit height on the south side of University Drive within the Northwest Tempe Planning Area.

NWTCP Housing Element

Vision: The NWTCP **Housing Element** encourages the development of a broad range of housing opportunities with an overall increase in owner-occupied housing rates. The Element encourages appropriate infill and redevelopment that blends with the character and scale of existing housing stock.

The NWTCP Housing Element intent is to:

Ensure preservation of the area's residential character while allowing new and redeveloped housing that compliments the existing character and provides a range of housing opportunities.

Objective 1: Promote increased home ownership opportunities and decrease the overall percentage of rental housing.

Strategies:

- 1.1 Encourage the transition of apartment complexes to owner-occupied housing such as condominiums.
- 1.2 Encourage re-use of rental property for owner-occupied housing.
- 1.3 Explore incentives (e.g., down payment assistance) to encourage more owner-occupied housing vs. rental properties.

Objective 2: Provide opportunities for a mix of household types and income levels.

Strategies:

- 2.1 Encourage family-oriented housing types by creating residential areas with outdoor activity areas, safe pathway/access to parks and useable open space.
- 2.2 Retain neighborhood schools.
- 2.3 Identify and develop areas for small parks where none are currently available.
- 2.4 Encourage new housing development to address the need for units that are affordable for low to moderate income families. Monitor the overall area balance of housing types and prices that are created and maintained.
- 2.5 Support housing for special needs population such as people with disabilities and elderly.

CHAPTER II CONSERVATION + RESOURCES

The Conservation & Resource Chapter includes issues related to environmental protection and enhancement within the area.

NWTCP Conservation Element

Vision: The NWTCP **Conservation Element** encourages the sustainability of natural resources (water, air, land) while ensuring that all development is sensitive to Arizona's climate. *The overall goal of this element is to promote sustainable development and lifestyles within the planning area.* The NWTCP area wants to be a recognized leader in innovative neighborhood planning techniques that work to reduce the heat island and automobile dependence.

The NWTCP Conservation Element intent is to:

Present strategies that result in the improvement of the area's quality of life, improvement of air quality, reduction of noise, reduction in vehicles miles traveled, and increase of overall area sustainability.

Objective 1: Incorporate resource and energy savings into the architecture, construction, and siting of structures.

Strategies:

- 1.1. Offer incentives for sustainable building methods including energy-conserving site planning and construction. (*NTN 1.1.*) (*NTN 1.2.2.*)
- 1.2 Orient buildings to maximize natural light and minimize western exposures. (*RSNA Housing 4.2.6.2*)
- 1.3 Protect solar access without jeopardizing opportunities to provide shade.
- 1.4 Use proper shading devices such as awnings for windows with western exposures.
- 1.5 Utilize reflective materials in construction.
- 1.6 Alternatives to asphalt paving should be encouraged wherever possible (e.g., porous, *pervious* (**added with 5/5/07 review**) or reflective hardscape).
- 1.7 Utilize long-term investment (long life) materials (lifecycle analysis).
- 1.8 Set goals and monitor resource/energy use indicators and inform residents regarding usage. (*NTN 1.2.*) (*NTN 1.2.1.*)
- 1.9 Encourage homeowners to use low-cost energy/water conservation programs (e.g., landscaping, weatherizing) available through the City. (*NTN 1.2.3.*)
- 1.10 Require LEED certified buildings whenever there is an opportunity through the entitlement process.
- 1.11 Institute “energy harvesting” program (e.g., photovoltaic and/or stirling engines for electric power production *or solar hot water heating* **added with 5/5/07 review**).
- 1.12 All municipal buildings should be LEED rated silver or higher.
- 1.13 *Consider higher density homes for energy-conserving site planning and construction. (NTN 1.1.1.)*
- 1.14 *Utilize water run-off and retention plans that support landscaping and gardening rather than create wasted space. (RSNA Housing 4.2.6.7)*
- 1.15 *Meet improved construction and sound insulation standards in the Sky Harbor International Airport 65 DNL. (RSNA Housing 4.2.6.1)*

Objective 2: Preserve the health of the planning area by mitigating area noise and the impacts of expanding operations at Phoenix Sky Harbor International Airport as well as the transportation corridors.

Strategies:

- 2.1 Monitor flight patterns for compliance with existing intergovernmental agreements.
 - 2.2 Identify noise corridors and develop standards for new buildings to mitigate noise from auto, air, and train traffic; focus on areas with significant increases in noise due to congestion, expansion and high density.
 - 2.3 Establish a quiet neighborhood zone by implementing a train whistle ban.
 - 2.4 Implement a ban or other tools regarding switching rail cars in or near residential areas.
- Objective 3: Assure that increases or decreases in density or intensity are appropriate to the neighborhood character and community goals and accommodate growth in a responsive, responsible manner.**

Strategies:

- 3.1 Zoning changes must be consistent and align with the NWTCP.
- 3.2 Evaluate proposed development density, intensity and scale for impacts and contributions to the neighborhoods per the NWTCP.
- 3.3 Assess development proposals as they relate to the built-environment and streetscape context.
- 3.4 Ensure that infill and redevelopment projects are compatible with the existing neighborhood context by evaluating surrounding areas for design direction and providing appropriate transitions. *Utilize Urban Village Development to allow for development in a scale and character compatible with the existing neighborhoods (see Land Use and Preservation, Rehabilitation and Redevelopment Elements).*
- 3.5 Encourage neighborhood compatibility and project creativity while maintaining height standards.
- 3.6 *Condition any increases in property entitlement to the project achieving LEED performance ratings, i.e. LEED Certified, LEED Silver, LEED Gold or LEED Platinum. Added with 5/5/07 review.*
- 3.7 *Implement the multi-modal transportation strategies described in the Transportation Element.*
- 3.8 *Create, preserve and enhance open space as described in the Open Space and Recreation Element.*
- 3.9 *Preserve the heritage and character of the neighborhoods as described in the Preservation, Rehabilitation and Redevelopment Element.*

Objective 4: Promote landscape materials (compatible with Arizona’s climate) for all types of developments and streets that improve aesthetics and livability.

Strategies:

- 4.1 Provide landscaping along streets for aesthetics and cooling to mitigate the urban heat island effect.
- 4.2 Plant trees strategically: to shade sidewalks, pedestrian crossings and shared use streetscape areas (sidewalk cafes, etc.); as framing elements for business entrances; and to create a processional character on the street.
- 4.3 Increase, maintain, and replace street trees to provide a canopy for pedestrian shade and increase streetscape plantings, including infill of gaps between existing vegetation.
- 4.4 Plant trees strategically to shade buildings and reduce energy consumption of buildings.
- 4.5 Encourage shade during the hottest hours of the day along all walkways.
- 4.6 Use landscaping appropriate to the availability of flood irrigation or use low-water use methods and landscaping.
- 4.7 Distribute information on xeriscape installation and upkeep on non-irrigated areas.
- 4.8 Promote and encourage property owners to utilize the City’s grant program to plant more approved varieties of trees, shrubs, and groundcover throughout the area.
- 4.9 Use landscape design elements that pull diverse forms and multiple ownership buildings together and maintain the unified residential character.
- 4.10 Maintain or create an arbor-like quality in streetscapes and common

areas by planting trees near walkways including in the City's right-of-way and ensuring that the right-of-way can support this type of streetscape treatment.

4.11 Encourage more outdoor living areas, whether shared or individual, for all ages of residents (including safe child play areas).

4.12 Soften the scale and enhance architectural style of buildings with project landscaping, foundation plantings, and entry plantings.

4.13 Embellish entryways with special paving and accent plant materials.

4.14 Include other amenities such as a small water features or sculptures in landscape plans.

4.15 Plant trees in surface parking lots and arrange parking to maximize shade on vehicles.

4.16 Promote the use of permeable and/or reflective hardscape where appropriate as well as other means of underground water retention.

4.17 Vertical "living walls" (trellis, vine-covered fences) are preferable to materials that absorb and reflect heat.

4.18 Maintain areas currently using flood irrigation due to the historic significance, neighborhood character potential and its positive impact on area cooling. Irrigation infrastructure, such as pipes, canals, gates, standpipes, berms, etc. shall not be realigned, changed, or otherwise impinged without public notification, review and study analysis/plan completed.

4.19 Sites that are located outside flood irrigation zones should be landscaped with water use sensitivity.

4.20 Dead trees and shrubs should be promptly replaced and code enforcement enhanced.

4.21 For street trees, it is recommended that at least three species be selected to accommodate varying watering conditions, varying space available; and to avoid potential horticultural problems associated with a single species. This can mean selecting a primary shade tree, a secondary columnar tree, and an accent tree species for each street. Trees should be supplemented by a combination of both evergreen and flowering shrubs, accents and groundcovers as conditions permit. Varieties may be selected from the current Arizona Department of Water Resources Low Water Use Plant List. However, for areas receiving flood irrigation, attention must be paid to a specific species' sensitivity to over-watering.

4.22 Maintenance of trees and other landscaping within the City right-of-way.

4.23 Maintenance of trees and landscaping on private property shall be the responsibility of the private property owner.

4.24 Establish a City program to assist private property owners who qualify with tree removal and replacement.

Objective 5: Provide private common areas and amenities for multi-family developments away from the street.

Strategies:

5.1 Enhance entryways to individual units through landscaping and courtyards.

5.2 Incorporate project amenities/facilities, such as community mailbox units, pay phones, storage, and laundry facilities in a well-planned landscaped design.

5.3 Incorporate common turf areas for children's play and barbecues in appropriate family-oriented developments.

5.4 Provide walled enclosures for refuse containers and uncontained trash.

5.5 Incorporate trees along all pedestrian ways.

5.6 Provide pedestrian links between these amenities and surrounding nodes and pedestrian ways.

Objective 6: Encourage preservation of the mature landscape in the Heritage Character Study Area. (NTN Conservation... 3.)

Implementation Strategies

Preserve the lush landscape in areas that can receive irrigation. (NTN Conservation... 3.1.)

Explore ways to rehabilitate and preserve the existing irrigation system. (NTN Conservation... 3.1.1.)

Encourage property owners to utilize irrigation when available. (NTN Conservation... 3.1.2.)

Carefully consider development that replaces vegetation and trees with pavement and structures. (NTN Conservation... 3.1.3.)

Explore establishing a “bird conservation overlay” including existing flood irrigation areas. (NTN Conservation... 3.2.)

CHAPTER II TRANSPORTATION

The Transportation Chapter includes issues related to moving people, goods, and services throughout the NWTCP area.

NWTCP Transportation Element

Vision: The NWTCP ***Transportation Element*** is to encourage the link between transportation and land use planning by enhancing multi-modal (auto, transit, bicycle, and pedestrian) transportation methods within and between the neighborhoods, while discouraging through traffic by diverting it onto regional roadways.

The NWTCP Transportation Element intent is to:

Present strategies that promote multi-modal transportation and discourage auto orientation.

Objective 1: Minimize neighborhood impacts by sensitively moving traffic through the neighborhood while minimizing congestion.

Strategies:

- 1.1 Eliminate commercial (business and delivery) traffic through residential areas by establishing truck delivery routes away from neighborhoods, providing way finding signage and using enforcement mechanisms.
- 1.2 Continue to explore and implement traffic calming techniques and solutions to minimize the impacts of traffic on the neighborhoods.
- 1.3 Utilize proactive measures to optimize traffic flows on Rio Salado Parkway and Priest Drive and to discourage cut through traffic in the neighborhoods.
- 1.4 Specifically implement left hand turns from southbound Priest Drive to eastbound Rio Salado Parkway.
- 1.5 In areas where intensified development is expected, create small urban blocks and provide alternative alley access points to enhance circulation.
- 1.6 Creatively explore with the neighborhood techniques for minimizing congestion other than street widening.
- 1.7 Work with existing right-of-way to maximize the presence of travel lanes, landscape buffers, street trees, ADA sidewalks, and either bike lanes or on-street parking as appropriate.
- 1.8 Utilize noise mitigation efforts (such as block walls on the east side of Priest Drive) as necessary.
- 1.9 Redesign Priest Drive so that it has a uniform number of lanes without negatively impacting the adjacent residential area.
- 1.10 Design and construct a traffic calming and pedestrian streetscape on Hardy Drive.
- 1.11 Improve Beck Avenue, Roosevelt Street, and Farmer Street as north-south pedestrian corridors.
- 1.12 Business and delivery traffic must not use residential streets.
- 1.13 Make non-automotive transport the preferred and funded mode of transportation.
- 1.14 Work with the neighborhood to minimize negative impacts of transportation projects.
- 1.15 Encourage planning and development to be consistent with the City's street classification system, including the designation of Transit Street and Green Streets (see *Tempe Circulation Master Plan*).

Objective 2: Address parking issues to ensure adequate parking in the appropriate areas.

Strategies:

- 2.1 Provide parking underground or at the rear, side or interior of the development, with access from paved alleys or shared parking where possible.
- 2.2 Reduce parking requirement where transit access is most available.
- 2.3 Provide adequate street and alley access to residential parking.
- 2.4 Provide on-street parking whenever possible.
- 2.5 Allow occupant/guest on-street parking where possible.
- 2.6 Design parking lots to place less emphasis on vehicles, to decrease the amount of pavement, and provide greater visual interest such as landscaping.
- 2.7 Complete and pave any streets or alleys that serve as primary access routes to resident parking.
- 2.8 If shared parking is not utilized, each development must provide 100% of ordinance-required parking.
- 2.9 Eliminate event parking on private property and unpaved lots within the area through better code enforcement.
- 2.10 Require event holders to provide adequate transportation or off-street parking outside of the Northwest Tempe area.
- 2.11 Ensure curbing that is accessible for the elderly and handicapped.
- 2.12 Provide off-street parking at the side or rear of buildings rather than the front.
- 2.13 Discourage the use of parking as a buffer adjacent to residential areas and reduce the amount of parking in neighborhoods by using residential permit parking.
- 2.14 Provide safe bike and pedestrian connections and paths from the university to neighboring areas while reducing auto connections.

Objective 3: Promote and accommodate multi-modal transportation opportunities to reduce automobile dependence.

Strategies:

- 3.1 Enhance pedestrian and bicycle connections between neighborhoods, especially across University Drive.
- 3.2 Provide safe pedestrian and bicycle travel by making crossings highly visible to motorists with pavement treatments, signage, and other design treatments.
- 3.3 Provide pedestrian crossing bulb-outs to prevent cars from parking at the corners, make pedestrians more visible beyond parked cars and lessen the crossing distance only where it does not interfere with bicycle lanes.
- 3.4 Provide direct access to buildings for transit riders, pedestrians, and bicyclists.
- 3.5 Create pedestrian orientation where buildings can be accessed directly and comfortably from the sidewalk while mitigating traffic impacts.
- 3.6 Provide safe and clearly defined bicycle lanes along Fifth Street, Thirteenth Street, Hardy Drive, University Drive, and Roosevelt Street between Thirteenth Street and Broadway Road. Provide bike lanes on Broadway Road, Priest Drive, and Mill Avenue.
- 3.7 Provide secure bicycle storage at designated bus stops to promote bike and bus commuting.

- 3.8 Locate bus shelters near compatible businesses and high density housing.
- 3.9 Design bus shelters that are compatible with the design character of the surrounding neighborhood and will serve as public art pieces.
- 3.10 Maintain direct access to Downtown Tempe for pedestrians, bicyclists, local transit, fire, emergency and city service vehicles, but indirect access for autos.
- 3.11 Expand the Flash circulator throughout the area.
- 3.12 Encourage businesses to implement transportation management plans for their employees as part of the development approval process.

Objective 4: Improve the appearance and usage of alleys throughout the area.

Strategies:

- 4.1 Pave alleys with stabilized decomposed granite or other reflective or porous paving material.
- 4.2 Evaluate alley improvements to beautify and increase the safety of alleys through landscaping and other means.

Objective 5: Ensure smooth, efficient traffic movement through the area.

Strategies:

- 5.1 Realign (straighten) First Street to remove the jog between Farmer and Ash Avenues to more adequately serve Downtown Tempe.
- 5.2 Provide a signaled pedestrian crossing (at the end of Farmer Avenue) over the realigned Rio Salado Parkway.
- 5.3 Provide neighborhood access to Tempe Beach Park.
- 5.4 Implement a street design for both First Street and Farmer Avenue north of Fifth Street that accommodates the area and Downtown business transportation and delivery needs.
- 5.5 Improve Beck and Roosevelt Streets as a north-south pedestrian corridor to major arterials and regional transit.
- 5.6 Complete local street alignments from Sixth Street to University Drive.
- 5.7 Complete Seventh Street just west of Roosevelt Street.

Objective 6: Create pedestrian and bicycle paths that link the area to regional transit and other destinations as well as neighborhood parks.

Strategies:

- 6.1 Create multi-use paths along the railroad right-of-way.
- 6.2 Create bike and pedestrian access from First Street to Rio Salado Parkway at Farmer Avenue, Roosevelt Street, Beck Avenue and Hardy Drive.
- 6.3 Provide direct access from the neighborhood to the Town Lake and Rio Salado Parkway recreation areas through land north of Rio Salado Parkway to accommodate auto, pedestrians, bicycles, and boat launching.
- 6.4 Improve walking/cycling connections to existing re-use (e.g., Mitchell School) and new neighborhood open spaces.

CHAPTER II OPEN SPACE, RECREATIONAL + CULTURAL RESOURCES

The Open Space, Recreational + Cultural Resources Chapter includes issues related to enhancing the neighborhood through open space, creating more recreational opportunities and enhancing cultural resources throughout the NWTCP area.

NWTCP Open Space Element

Vision: The NWTCP ***Open Space Element*** is to enhance designated available open spaces through improvements and connections.

The NWTCP Open Space Element intent is to:

Present strategies to protect existing and create new areas that provide a respite from the urbanization of Tempe.

Objective 1: Develop a cohesive, comprehensive network of paths to activity nodes and open spaces.

Strategies:

- 1.1 Connect open space with multi-purpose pathway links.
- 1.2 Provide amenities such as benches, drinking water, and shade along open space connecting routes and activity nodes.
- 1.3 Use the Neighborhood Grant Program to implement a comprehensive network of paths throughout the Northwest Tempe Community area and neighborhoods.
- 1.4 Develop guidelines and/or public easements for use of private space for shared public open space.
- 1.5 Work with prospective developers to create amenities of mutual benefit to the community and the development and explore ways to partner efforts.
- 1.6 Identify, develop and maintain pocket park and community garden opportunities throughout the area.
- 1.7 Develop procedures to encourage the conversion and maintenance of abandoned private space or vacant public space to park use (e.g., Farmer Avenue and the railroad and Broadway Road and Thirteenth Street).
- 1.8 Acquire land to build pocket parks with children play area, seating, water fountain, grass, shade trees, and/or picnic table that will serve areas of intense residential development within a quarter mile in any direction.
- 1.9 Improve access to and use of public school grounds and facilities.
- 1.10 Work with the school district to redesign school facilities to improve visibility, lighting, accessibility, and signage/directional information to create a more enjoyable park-like environment.
- 1.11 Develop a small park on Wilson Street at the Third Street alignment.

Objective 2: Ensure adequate parks and recreational facilities throughout the area and enhance utilization.

Strategies:

- 2.1 Obtain utilization of the railroad right-of-way for a linear path between Thirteenth Street and Broadway Road.

NWTCP Recreational Element

Vision: The NWTCP *Recreational Element* is to preserve and create new opportunities to enjoy art and cultural activities within the area.

The NWTCP Recreational Element intent is to:

Present strategies that encourage an active, healthy lifestyle by providing recreational opportunities within the area.

Objective 1: Encourage better use of the Tempe Elementary School District facilities in the area.

Strategies:

- 1.1 Provide either City of Tempe Kid Zone or Teen Zone programs on all public school campuses (as age appropriate).
- 1.2 Work with the School District to establish regularly scheduled community events at the schools.
- 1.3 Encourage partnerships between neighborhood associations and school organizations such as Parent Teacher Associations, Parent Teacher Organizations, and Booster Clubs.
- 1.4 Develop master plans for Clark and Mitchell Parks.

NWTCP Cultural Resources Element

Vision: The NWTCP ***Cultural Resources Element*** is to preserve and create new opportunities to enjoy art and cultural activities within the area.

The NWTCP Cultural Resources Element intent is to:

Present strategies to provide access to visual and performing art as well as cultural amenities and facilities.

Objective 1: Develop public art opportunities in public spaces such as streetscapes, parks, and schools.

Strategies:

- 1.1 Support the Art in Transit Master Plan that provides policies for integrating public art in the City's transit and transportation system.
- 1.2 Establish a theme for neighborhood identification through art opportunities and functional equipment such as street lights, traffic signals, bus shelters, and sidewalks.
- 1.3 Incorporate public art at major entry areas into the Northwest Tempe area such as Fifth Street at Priest Drive and Farmer Avenue; on Hardy Drive at Broadway Road and Rio Salado Parkway in addition to a central art project at University and Hardy Drives.
- 1.4 Include public art in all parks and make it usable whenever possible (e.g., seating, lighting, play structures, or bike parking).
- 1.5 Maximize the amount of open space incorporated into projects.

CHAPTER II PUBLIC FACILITIES + SERVICES

The Public Facilities + Services Chapter identifies existing and proposed public facilities and services to support the area.

NWTCP Public Services Element

Vision: The NWTCP **Public Services Element** is to *further define uses for existing facilities, to recommend the need for new facilities and to identify gaps in City services.*

Objective 1: Work with public utilities to ensure good service and neighborhood character compatibility.

Strategies:

- 1.1 Work to place all utility lines underground.
- 1.2 Upgrade electric facilities in neighborhoods to comply with design standards.
- 1.3 Identify irrigation boxes with opportunities for public art, seating, or shades to maximize environmental aesthetics.
- 1.4 Negotiate in utility market for neighborhood purchase of green power at the best rates.
- 1.5 Consider area-wide or district cooling to maximize energy efficiency and cost effectiveness.

Encourage the public sector to adhere to the NTCP. (Edited with 5/5/07 Review)

Create buffers and transitions to adjacent residential zones (see Land Use and Urban Design Elements). (RSNA Public Buildings 1.4.)

Use two-story construction to minimize encroachment on open space. (RSNA Public Buildings 1.5.)

Create a pedestrian orientation whereby buildings can be accessed directly and comfortably from the sidewalk (see Urban Design and Transportation Elements). (RSNA Public Buildings 1.6.)

Provide off-street parking at the side or rear of buildings rather than the front (see Urban Design and Transportation Elements). (RSNA Public Buildings 1.7.)

Utilize the RSNA NTN Specific Area Plan plant palette (see Appendix B) for landscaping. (RSNA Public Buildings 1.8.)

Objective 2: Provide adequate street amenities that are compatible with the area's design character and that public safety needs are met.

Strategies:

- 2.1 Increase bicycle police presence.
- 2.2 Select and install a neighborhood lamp style that provides both street and pedestrian lighting.

Objective 3: Relocate City facilities that are not neighborhood oriented. (RSNA 4.)

Strategies:

Find another location, if possible, for the planned water reclamation facility on First near Beck so that high density housing for the Rio Salado project can be developed. (RSNA Public Buildings 1.3.)

Relocate the Field Services and Traffic Engineering Facilities on Rio Salado Parkway to allow for mixed use development as shown on the Proposed Land Use Map.

Relocate non-recreation public facilities to increase available recreation area. (RSNA Recreation 2.2.)

Relocate the Police Property Yard and the Jaycees Building in Jaycees Park.

Reuse the building footprint areas (see Open Space and Recreation Element)

Objective 3: Provide enhanced facilities that serve the neighborhood and utilize available facilities more effectively for community uses. (NTN 3.)

Strategies:

Implement the strategies that improve access to public facilities as described in the Transportation and Open Space and Recreation Elements.

Convert Mitchell School to a community-oriented use and rehabilitate the structures. (NTN 3.3.)

Consider addition of an indoor swimming pool to provide year-round activities in northwest Tempe as provided in northeast Tempe and south Tempe. (3.2.1.)

Improve facilities and use at Clark Park, including the classroom building and pool. (NTN Public Buildings 3.4.)

Design and construct of the Westside Community Center based on the neighborhoods' planning process (RSNA 2.) to better meet the needs of school-age children; to expand services for teens; and to provide services for pre-school children. (RSNA Parks and Recreation 2.1.)

Rehabilitate the existing athletics building to provide offices, athletics and kitchen with air conditioning. (RSNA 2.1.)

Raze the front buildings to accommodate a new two-story, 16,000 square foot addition at the front of the existing athletics building. (RSNA 2.2.)

Better meet the needs of school-age children and teens at the Boys & Girls Club after school and during school holidays. (RSNA 2.2.1.)

Provide regular access to all Tempe Community Council, county and state health and social services providers within the neighborhood. (RSNA 2.2.2.)

Double the number of Head Start slots available to children in the area. (RSNA 2.2.3.)

Provide access to senior programs for elders in the neighborhood. (RSNA 2.2.4.)

Create an affordable, high quality child care program within the neighborhood. (RSNA 2.2.5.)

Provide free community meeting space. (RSNA 2.2.6.)

Provide space for Communities in Schools services (intake, assessment and services). (RSNA 2.2.7.)

Provide intergenerational activities like computer lab, cooking classes, woodworking shop, sewing room, dining hall and branch library services. (RSNA 2.2.8.)

Provide safe passage for children and elders into and out of the facility. (RSNA 2.3.)

Provide an adequate off-street parking area from which drivers can drop off and pick up children and elders. (RSNA 2.3.1.)

Provide a neighborhood circulator pull-out stop. (RSNA 2.3.2.)

Provide shade, seating, water & trash at the pick-up location(s). (RSNA 2.3.3.)

Building a Fire Station closer to the neighborhoods that does not have to cross the railroad tracks at grade. (RSNA 5.)

Seek a location away from the residential areas to minimize intrusion. (RNSA 5.1.)
Investigate a partnership with the Tempe Elementary School District No. 3 for shared use of the storage yard at Priest and University. (RSNA 5.1.)

Objective 4: Encourage better use of the Tempe Elementary School District facilities in the neighborhood. (RSNA 3.)

Strategies:

Develop school facilities as “community centers.”

Implement the strategies called for in the Open Space and Recreation Element.

Provide either City of Tempe Kid Zone or Teen Zone programs on all public school campuses (as age appropriate).

Work with the School District to establish regularly scheduled community events at the school.

Make school facilities more available during evenings and weekends.

Encourage partnerships between neighborhood associations and school organizations such as Parent Teacher Associations, Parent Teacher Organizations and Booster Clubs.

Hold neighborhood meetings in schools to reinforce relationships.

Encourage partnerships between the schools, social service agencies and the faith community.

APPENDIX A

Summary of Public Participation Plan

The Northwest Tempe area has a long history of citizen-driven planning efforts. Following is a brief summary of this history.

August 1996 Riverside/Sunset Strategic Plan process began through neighborhood sponsored by City of Tempe, Rio Salado Architecture Foundation, AIA Rio Salado Arizona, and Riverside/Sunset Neighborhood Associations. The effort was facilitated by AIA Rio Salado Arizona and funded by the City of Tempe.

November 1996 Final event of the process was an urban design charrette

December 1997 General Plan 2020 adopted by the City

November 1998 Adopted by City Council the resident-driven planning effort with the assistance of NewTown, developed a Strategic Plan for the remaining eight neighborhoods in the area.

February 1999 Tempe City Council officially designated two Preservation/Redevelopment Study Areas

November 1999 DRAFT Northwest Tempe Neighborhoods Joint Strategic Plan kick off meeting for the Specific Area Plan

December 1999 City Council formed a citizen committee known as the Planning Area Advisory Board (PAAB) to review development proposals and provide input for the SAP's development and guide the process

Dec 1999 – June 2000 City staff produced a series of 6 public workshops to inform the communities in the area of the issues related to sound and effective planning and to gather public input on stakeholder desires and preferences relative to preservation/development redevelopment for Northwest Tempe

October 2001 DRAFT Specific Area Plan to PAAB members and staff for preliminary review

March 2002 Discontinuation of the PAAB

April – June 2002 Review of the current state of the Northwest Tempe Specific Area planning process was initiated and a series of recommendations for completing the process were developed

June 13, 2002 Northwest Tempe Specific Area Plan completed for public distribution

June 13 & 15, 2002 Residents participated in six facilitated neighborhood meetings to discuss the public comment process and receive the Northwest Tempe Specific Area Plan document

September 2002 Community Plan Review Meetings held

November 2002 Announcement that the plan is put on hold and will be re-evaluated in conjunction with the Tempe General Plan process

November 2003 City Council authorized funding to hire a consultant

Nov. 2003 – June 2004 Neighborhood Advisory Committee (NAC) and staff developed a scope of work and solicited consultant assistance

December 2004 General Plan adopted by City Council

May 2004 Tempe General Plan 2030 was ratified by the Tempe voters

February 2005 NWTCP process kick off event began

February 20, 2005 Zoning Development Code adopted by the City Council

October 2005 NWTCP First Draft Review

March 2007 NWTCP Community Workshops

May 2007 NWTCP Community Workshops

APPENDIX B

Summary of Resources

The following resources were used as reference in the development of the NWTCP.

- Northwest Tempe Community Plan Open House Meeting Summary Notes*; Partners for Strategic Action, Inc.; February 23, 2005.
- Northwest Tempe Community Plan Focus Group Meeting Summary Notes*; Partners for Strategic Action, Inc.; March 8, March 9 and March 22, 2005.
- Tempe Zoning & Development Code*; City of Tempe; Adopted January 20, 2005.
- Northwest Tempe Neighborhoods Strategic Plan Implementation Plan Matrix Draft*, October 3, 2004.
- Tempe General Plan 2030*. City of Tempe; Adopted December 4, 2003.
- Northwest Tempe Specific Area Plan: Action Items*; June 4, 2002.
- City Council Issue Review Session Minutes*; June 6, 2002.
- Community Design and Development Division of Development Services Memorandum to Mayor and City Council*; June 6, 2002.
- Northwest Tempe Specific Area Plan Draft*; City of Tempe; June 13, 2002.
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- Northwest Tempe Specific Area Plan: First Draft Public Comments*; June 13, 2002.
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- Riverside/Sunset Neighborhoods Strategic Plan: 1997-2001*.
- Riverside Sunset Neighborhoods Urban Design Project Report*; Created by RSNA in partnership with The Rio Salado Chapter of the American Institute of Architects; September – November 1996.
- Riverside/Sunset Neighborhoods 26 Projects to be Included in A Specific Plan: The Conclusion of an Urban Design Charrette*; AIA (Rio Salado Chapter with Riverside/Sunset Neighborhood Associations; November 1996.
- Maple Ash Neighborhood Plan, 1995*

“Being human is itself difficult, and therefore all kinds of settlements (except dream cities) have problems. Big cities have difficulties in abundance because they have people in abundance. But vital cities are not helpless to combat even the most difficult of problems...Lively, diverse, intense cities contain the seeds of their own regeneration, with energy enough to carry over for problems and needs outside themselves.”
Jane Jacobs, *The Death and Life of Great American Cities*

“Even the journey of a thousand miles must begin with a single step.”
Chinese Proverb

“The basic purpose of preservation is not to arrest time but to mediate sensitivity with the forces of change. It is to understand the present as a product of the past and a modifier of the future.”
John w. Lawrence, *School of Architecture Tulane University, New Orleans. April 24, 1970.*

“Never doubt that a small group of committed citizens can change the world; indeed, it is the only thing that ever has.”
Margaret Mead

“True involvement comes when the community and the designer turn the process of planning the city into a work of art.”
The Design of Cities Edmund Bacon

“Dull, inert cities contain the seeds of their own destruction and little else. But lively, diverse, intense cities contain the seeds of their own regeneration, with energy enough to carry over for problems and needs outside themselves.”
The Death and Life of Great American Cities Jane Jacobs

Checklist for Successful Mixed-Use Site Development

- Are the uses complimentary?
- Are the uses located within convenient walking distances of each other?
- Are the uses linked by sidewalks or paved paths?
- Do the buildings fit with and compliment each other?
- Do the uses create activity at different times of the day?
- Is parking kept out of the pedestrian's path of travel?
- Do the uses support one another economically?

Source: *A Guide to Land use and Public Transportation, Volume II: Applying the Concepts*, The Snohomish County Transportation Authority

“Neighborhood: A physical setting with perceivable edges and characteristics that can be felt upon entering or leaving. It is the shared setting of which each structure is a feature. It is the transitional space between one’s home and the broader community.”
Vernon D. Swaback *Designing The Future*

NWTCP Character Areas

- Classic Suburban
- Evolving Village #1
- Evolving Village #2
- Formal Historic
- Eclectic Historic
- Neighborhood Mixed-Use
- Rio Salado/ Downtown Transition
- Commercial Corridor

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Guideline

Pedestrian-Friendly Site Design Checklist

- Delineated walkways through parking lots.*
- Connections to neighborhoods and surrounding areas*
- Easy-to-identify building entrances and building frontages located along streets, rather than across parking lots*
- Convenient and safe access to transit and adjacent sidewalks*
- Alignment of walkways for convenience and reduced travel distances*
- Accessible routes of travel to and from the site*
- No barriers (walls, ditches, landscaping, or roads without safe crossings) to pedestrian travel*
- Shade is provided*
- Meets ADA surface requirements*

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Mixed-Use Guidelines

Residential and commercial uses located within the development, either horizontal or vertical in form. This may be accomplished on multiple parcels of land with multiple owners, as long as the site is planned and developed as one integrated development. A development may be phased provided that the final built Planned Area Development contains a combination of residential and commercial uses.

Reasonable scale to the surrounding neighborhood determined by:

Building heights and required setbacks

Building massing and breaks in mass similar to adjacent structures or illustrated view corridors

Neighborhood support for the project

Illustrated views from development to nearby residences and from nearby residences to development, at the locations and levels which neighbors would see the project.

Encourages alternative modes of transportation (light rail, bus, bicycle or pedestrian) with access to and integration of transit facilities (encouragement by provision of shaded sidewalks within and around the development, shaded transit stop, drinking fountains, bicycle lockers, showers for employees, or other methods).

Uses are not segregated, there is cross access between uses and shared parking opportunities.

Creatively designed developments include any combination of the following:

The site plan or building/s provides for new technologies, diverse amenities, unique design, different materials or other features;

The site plan or building/s are designed for maximum energy efficiency and minimum environmental impacts (green building concept);

The development creates a living environment, reflective of a village concept, in which there is the opportunity to live and work in the same development, and the opportunity to learn or play is readily accessible by on-site or nearby facilities;

The site plan should maximize walking, interaction, shared facilities, and easy access to daily necessities (housing with grocery, post office, medical offices, restaurants, etc.);

No barrier walls or fences segregating uses within the development (pool uses excluded);

Shared retention;

Shared structure;

Shared refuse;

Shared recreational amenities (for both residents and employees of commercial uses);

Shared streets, driveways, parking and sidewalks;

Other innovative and compatible concepts presented.

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Shared structure;

Shared refuse;
Shared recreational amenities (for both residents and employees of commercial uses);
Shared streets, driveways, parking and sidewalks;
Other innovative and compatible concepts presented.

Building height should step down to provide a transition to existing residential buildings.

***“Neighborhood:** A physical setting with perceivable edges and characteristics that can be felt upon entering or leaving. It is the shared setting of which each structure is a feature. It is the transitional space between one’s home and the broader community.”*
Vernon D. Swaback *Designing The Future*

Sustainable Development: A Summary of Best Practices

Build more compactly
Mix uses
Conserve natural systems
Recycle land and buildings
Connect to adjoining development
Contribute to local economic and social advancement
Be mindful of successive uses
Design for walking, cycling and transit use
Incorporate facilities and amenities that build community
Make distinctive places
Design a low-energy building shell
Use energy-efficient mechanical systems
Tap solar energy
Employ low-energy lighting
Reduce and reuse construction materials
Select environmentally friendly materials
Use products created locally and regionally
Create structures for long-term utility
Use permeable surface materials to recharge groundwater and reduce storm water runoff
Develop performance standards for sustainable development
Promote green building codes
Develop programs of public education about sustainable development

Guideline

Select trees based on growth characteristics and site conditions, considering available space, overhead clearance, soil conditions, exposure, and desired color and appearance.

Provide a broad canopy where shade is desirable.

Use narrow or columnar trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street for crime prevention.

Avoid using trees that are susceptible to insect damage and avoid pollen-producing species.

Select trees that are well adapted to the environment, including soil, wind, sun exposure and exhaust.

Ways to Reduce the Impact of Individual Vehicular Trips

Car and van pooling
Strategic scheduling to lessen traffic during peak demand
Delivery systems that distribute goods and services more efficiently than individual back-and-forth trips
Teleconferencing, telemedicine, and telecommuting, in which one “travels” with zero bulk at the speed of light
A redesign of the present automobile, including its size, guidance systems, and fuel source
More compact, interrelated land use patterns with provisions that make walking or riding a bicycle a viable option
Going beyond the automobile to the use of public transit

Comments Regarding the Transportation Element

Decima – due to the extent of the comments about this element, we felt it was more convenient to separate it from the main body of the document.

Eliminate the reference to moving people, goods, and services. This is not the intent of the element. The Vision statement is accurate.

Add a bullet item to the intent of the element:

Provide design guidelines for creating different types of transportation corridors that meet multi-modal demands in combination.

Add a map of the transit lines in the area, including the neighborhood Flash.

Add the definitions of different types of corridors identified and designed, and add a map of all to this element. The Objectives and Strategies language can be collapsed into this map and design guidelines and cross-section sketches for the corridor types:

Arterial Corridors are intended to provide access to the freeway system, the Downtown, the Rio Salado Project and ASU for anyone and all modes of transportation. Through traffic is only expected on Priest Drive and Broadway Road. **[Priest and Broadway on map]**

Objective: Improve ~~arterial streets~~ Arterial Corridors in the neighborhood. (RSNA 4.)

Strategies

Consider limited neighborhood ingress/egress from Arterial Corridors ~~road~~ with strategic closures and traffic management solutions. (NTN 1.2.2.)

Accommodate future fixed guideway transit if necessary. (RSNA 4.1.5.) ~~Accommodate future fixed guideway transit if necessary.~~ (RSNA 4.2.6.)

Redesign Priest Drive so that has a uniform number of lanes without negatively impacting the adjacent residential area. (NTN 1.2.3.) ~~Complete the Priest Drive widening project in a manner that will mitigate cut-through traffic and negative impacts from the widening.~~ (RSNA 4.1.)

Utilize noise mitigation efforts (such as block walls) on the east side of Priest as necessary. (NTN 1.2.3.1.)

Continue the Priest Drive streetscape and privacy wall from 6th Street to 3rd Street on the ~~west~~ east side. (RSNA 4.1.3.)

Use identified City of Tempe Street Tree species along Priest Drive and accent with the ~~RSNA~~ NTN Specific Area Plan plant palette (see Appendix B). (RSNA 4.1.4.)

Complete intersection studies to determine how to better time signals on Priest at Rio Salado Parkway, 5th and University to discourage turns on 5th from Priest and increase the frequency of egress for residents. (RSNA 4.1.2.)

Complete a realignment of Rio Salado Parkway that provides a better route into Downtown and better access to frontage properties. (RSNA 4.2.)

Allow ingress/egress on the south side of Rio Salado Parkway without reducing median landscaping to provide circulation to properties between Rio Salado Parkway and First. (RSNA 4.2.2.)

Study how the realignment of Rio Salado Parkway will impact neighborhood streets (Hardy and Fifth). (RSNA 4.2.3.)

Study how the Rio Salado Project's proposed Hardy closure and "Riverside Lane" signal at Rio Salado Parkway would impact neighborhood circulation. (RSNA 4.2.4.)

Study how the realignment of Rio Salado Parkway will effect 1st and Farmer and truck deliveries to Downtown via ~~from~~ Rio Salado Parkway. (RSNA 4.2.5.)

Identify preferred use and design for Broadway Road in concert with other effected neighborhoods to the east through the City of Tempe Comprehensive Transportation Plan and related Sub-Area Studies. (NTN 1.2.5.)

Neighborhood Commercial Corridors are intended to serve commercial and mixed use via multi-modal transportation with priority given to destination car and truck traffic and regional transit, while providing circulation for local car traffic, pedestrians and bicyclists as well as limited through vehicular traffic. [University on map]

Objective : Improve Neighborhood Commercial Corridors ~~neighborhood commercial collectors~~. (RSNA 5.)

Strategies

Accommodate future fixed guideway transit if necessary. (RSNA 5.1.4.)

Explore the possibility of developing University Drive as the neighborhoods' "Main Street" in terms of land use and streetscape (see Land Use and Urban Design Elements). (NTN 2.4.1.) Resolve streetscape concept differences through the Comprehensive Transportation Plan and related Sub-Area Studies.

Use traffic calming ~~is used~~ to enhance business visibility along Neighborhood Commercial Corridors and Transition Corridors. (RSNA Economic Base 3.1.3.)

Reduce the required building set-back from the right-of-way to create a pedestrian-oriented street wall. (RSNA 5.1.3) ~~Create a pedestrian-oriented street wall close to the sidewalk.~~ (RSNA Economic Base 3.1.1.)

Consider continuing the University Drive streetscape or a modified version from east of Mill. (RSNA 5.1.)

Reduce the right-of-way from 55 to 47 feet from the center line to accommodate: 5 feet (one-half) for a center median with left turn pockets; 22 feet for two travel lanes; 4 feet for a bike lane; 2 feet for curb and gutter; 6 feet for landscaping, street trees, lights, signs and fire hydrants; and 8 feet for sidewalk. (RSNA 5.1.1.)

Consider narrowing and other traffic calming treatments. (NTN 2.4.1.1.)

Remove center turning lane and provide an alternating combination of housing landscape buffer, on-street business parking, bus stops and pedestrian bulb-outs appropriate to the adjacent land uses. (NTN charrette.)

Consider designating through traffic and transit lanes, maintain bicycle lanes and establish bus queue jumps. (NTN 2.4.1.2.)

Implement traffic control measures including traffic signal studies (timing, turning, warrant, pedestrian crossing time for elders). (RSNA 5.1.8.)

Slow speed limit to 30 or 35 MPH. (RSNA 5.1.2.)

Utilize the modular signal lights for better visibility by elders ~~and add signal crossings at the quarter mile (Beck and Roosevelt).~~ (RSNA 5.1.5.)

Provide pedestrian crossing points at the quarter mile along Neighborhood Commercial Corridors: at intersections, mid-block transit stops, and at other business nodes that are on both sides of the street. (RSNA Economic Base 3.1.4.)

Increase crossing opportunities by adding pedestrian signals at Beck and Roosevelt streets. (NTN 2.4.1.3.)

Determine a streetscape for Mill Avenue south of University Drive through the Comprehensive Transportation Plan and related Sub-Area Studies and District Plans.

Transition Corridors are intended to serve mixed uses on the neighborhoods' edges, providing for all modes of transportation, especially delivery trucks and destination traffic for Downtown and local industrial and commercial uses. [First Street and Farmer north of University on map]

Objective: Improve Transition Corridors (to the Downtown and Rio Salado Project). (RSNA 6.)

Strategies

Realign (straighten) 1st Street to remove jog between Farmer and Ash ~~Realign 1st Street at Farmer and the railroad tracks~~ to more adequately serve Downtown and provide a signaled pedestrian crossing over the realigned Rio Salado Parkway and provide neighborhood access to Tempe Beach Park. (RSNA 6.1.) (RSNA 8.3.2.)

~~Improve Farmer as a pedestrian link to the Rio Salado Project and 1st Street as a pedestrian link to Tempe Beach Park.~~ (RSNA 8.3.)

Provide a pedestrian and bicycle ramp over the levee at Farmer to the Rio Salado Parkway sidewalk. ~~and/or;~~ (RSNA 8.3.1.)

Implement a street design for both 1st Street and Farmer Avenue north of 5th Street that accommodates area and Downtown business transportation and delivery needs, including (from center line): 11 foot travel lane; 5 foot bicycle lane; 8 foot parking lane; 2 foot curb and gutter; 6 foot landscape strip for street trees, lighting, signs and fire hydrants; 8 foot sidewalks. (This design uses 40 of 41-42 feet of right-of-way on First, however right-of-way would need to be obtained on the east side of Farmer.) (RSNA 6.2.)

Neighborhood Collectors are intended to serve neighborhood-oriented uses with multi-modal transportation needs, with equal priority given to pedestrian, bicycle and local car traffic, while accommodating neighborhood-oriented transit. A traffic-calming approach will be used on these corridors to minimize cut-through traffic and illegal traffic behavior. [Hardy, 5th Street and 13th Street on map]

Objective: Improve Neighborhood Collectors ~~streets~~. (RSNA 7.)

Strategies

Complete and construct the MAG 5th Street Pedestrian Design (including slight modifications in the historic blocks between Farmer and Roosevelt on 5th Street), including (from center line): 10 foot travel lane, 4 foot bicycle lane; 2 foot curb and gutter; 6 foot landscape strip for street trees, lighting, signs and fire hydrants; and 6 foot sidewalks. (This design uses 28 of 30 feet of right-of-way on 5th ~~or 33 of 41 feet if implemented on Hardy.~~) (RSNA 7.1.)

Implement 25 MPH speed limits and install the traffic calming measures chosen from the MAG 5th Street Pedestrian Design. (RSNA 7.1.1.)

Divert traffic at Farmer if deemed necessary after testing the traffic calming measures. (RSNA 7.1.2.)

Study how diversion at 5th Street will effect use of 1st Street and Farmer as truck routes to the Downtown. (RSNA 7.1.2.1.)

Re-design Hardy in the same manner as 5th Street. (RSNA 7.2.) Resolve differences in streetscape concepts through the Comprehensive Transportation Plan and related Sub-Area Studies.

Design and construct a traffic calming and pedestrian streetscape on Hardy, including (from center line): 10 foot travel lane, 4 foot bicycle lane; 2 foot curb and gutter; 6 foot landscape strip for street trees, lighting, signs and fire hydrants; and 6 foot sidewalks. (This design uses 33 of 41 feet of right-of-way on Hardy.) (RSNA 7.2.1.)

Reinstate on-street parking on Hardy Drive and 13th Street. With an 8 foot parking lane in addition to the design described in 8.2.1., 36 of 41 feet of right-of-way would be used. (NTN 2.4.3.2.)

Re-design 13th Street according to the forthcoming City of Tempe 13th Street Pedestrian Design and Traffic Calming Project.

Residential Pedestrian Corridors are intended to serve local needs with multi-modal transportation (including local deliveries) with priority given to pedestrian and bicycle traffic due to the through nature of the streets. These corridors will create safe and comfortable non-vehicular routes to improve overall circulation for all residents. [Farmer, Roosevelt, and Beck on map]

Objective 9: Improve Residential Pedestrian Corridors pedestrian corridors that link the neighborhood to regional transit and other destinations. (RSNA 8.)

Implementation Strategies

Improve Beck and Roosevelt as north-south pedestrian corridors, including: 10 foot travel lane; 8 foot parking lane, 2 foot curb and gutter; 4–6 foot landscape strip for street trees, lighting, signs and fire hydrants; and 6 foot sidewalk. (This design would use 30–32 feet of 30 feet of right-of-way.) (RSNA 8.1.)

Local Streets are intended to serve residential needs with multi-modal transportation, with priority given to pedestrian, bicycle and car traffic local to that street. [all other streets on map]

Alleys are intended to serve as multi-modal access routes to housing, parking and trash collection. [existing and recommended alleys (Riverside) on map]

Objective 10: Improve Local Streets and Alleys.

Strategies

Construct new Local Streets and Alleys to serve intensified development of any type as shown on Map X. (RSNA 2.9.)

Complete and pave any streets or alleys that serve as a primary access route to resident parking (see Urban Design Element). (RSNA 2.9.1.)

Provide direct access from the neighborhood to the Rio Salado Project and Town Lake for pedestrians and bicyclists, while discouraging cut-through traffic in autos. (RSNA 2.7.)

Build “Riverside Lane,” a new north-south roadway between 1st Street and Rio Salado Parkway between ~~west of Roosevelt and Mitchell (40 feet)~~; including a pedestrian/bicycle path and signaled intersection at Rio Salado Parkway ~~if the Hardy closure is realized~~. (RSNA 2.9.2.)

Encourage private east-west streets north of 1st Street and south of Rio Salado Parkway to enable smaller scale development. (RSNA 2.9.3.)

Improve Wilson as a north-south pedestrian corridor to the neighborhood commercial corridor and regional transit. (RSNA 8.4.)

Complete local street alignments from 6th Street to University Drive. (RSNA 8.4.1.)

Improve 3rd Street and 6th Street as east-west pedestrian corridors to Downtown. (RSNA

8.2.)

Complete local street alignments from Roosevelt to Farmer and pedestrian links across the railroad tracks. (RSNA 8.2.1.)

Complete 7th Street just west of Roosevelt. (RSNA Map.)

Complete Westfall between 2nd Street and 5th Street. (RSNA Map.)

Pedestrian/Bicycle Paths are intended to provide increased connections between land uses without increasing automobile traffic. [along rail road right of way on map]

Objective: Create Pedestrian/Bicycle Paths pedestrian corridors that link the neighborhood to regional transit and other destinations (see Open Space and Recreation Element). (RSNA 8.)

Strategies

Create multi-use paths along the railroad right-of-way. (NTN 2.4.4.3.) ~~Create bike paths along the railroad right of way.~~ (NTN 2.3.2.)

Create bike and pedestrian greenbelts from 1st Street to Rio Salado Parkway at Farmer, Roosevelt, Beck and Hardy if the Hardy closure north of 1st Street is realized. (RSNA 8.5.)

~~Build a bike/pedestrian path along the levee on the south side of Rio Salado Parkway to connect with Tempe Beach Park, the boat docks and the pedestrian bridge on the dam.~~ (RSNA 8.6.)

~~Complete local street alignments from Roosevelt to Farmer and pedestrian links across the railroad tracks at 3rd Street and 6th Street.~~ (RSNA 8.2.1.)

Objective 1

The neighborhood never mentioned minimizing congestion. There is a strong awareness that congestion is unavoidable, and can only be resolved by directing through traffic away from the area entirely. Rio Salado is the only street in the planning area where minimizing congestion would be an acceptable objective. In fact, the only place the term is used is in this statement: “Complete no street widening for the express purpose of managing congestion.” Therefore, re-distribute the strategies described here in appropriate groupings that address the three different issues of circulation, traffic calming, and alternative modes. Most of these are listed in the draft, but have been disaggregated from their “group” and logical order.

Objective 1: Implement a neighborhood circulation plan that provides adequate access and circulation. (RSNA 1.)

Strategies

Create a circulation system that establishes the pattern for the type of land use called for in the NTN Specific Area Plan (see Land Use and Urban Design Elements).

In areas where intensified development is expected, create small urban blocks and provide alternative alley access points to enhance circulation.

~~Create no arterial street widening for the express purpose of managing congestion.~~ (RSNA 1.1) Complete no street widening for the express purpose of managing congestion. (RSNA 3.1.)

Provide access to freeways. (RSNA 1.2.)

Provide adequate access to the neighborhoods. (RSNA 1.3.)

Provide access to regional and local transit. (RSNA 1.4.)

Maintain circulation within and ~~between~~ among the neighborhoods ~~Riverside and Sunset~~. (RSNA 1.5.)

Enhance pedestrian and bicycle connections between the neighborhoods, especially across University Drive.

Provide adequate local street and alley access to residential parking. (RSNA 1.6.)

Provide on-street parking whenever possible. (RSNA 1.7.)

Provide safe pedestrian and bicycle travel. (RSNA 1.8.)

Objective 2: Discourage high speed and through traffic in neighborhoods. (NTN 1.)

Strategies

Request that the City conduct a comprehensive transportation study for the neighborhoods to minimize through-traffic on neighborhood roadways. (NTN 1.2.)

Utilize proactive measures to optimize traffic flows on Rio Salado Parkway and Priest Drive and to discourage cut through traffic in the neighborhoods. (NTN 1.2.1.)

Specifically address free left hand turns from southbound Priest to eastbound Rio Salado Parkway. (NTN 1.2.1.1.)

Maintain direct access to Downtown for pedestrians, bicyclists, local transit, fire, emergency and city service vehicles, but indirect access for autos. (RSNA 2.5.)

Provide indirect auto circulation between the neighborhood and Downtown. (RSNA 2.4.)

Maintain and enhance traffic diversion at Ash and University.

Study other traffic diversion needs as development increases.

Eliminate cut-through traffic, calm traffic speeds and create self-enforcing traffic behavior solutions while minimizing negative impacts to the neighborhood, especially on 5th Street, 13th Street and Hardy Drive. (RSNA 2.2.)

Consider traffic calming techniques and solutions as part of an ongoing planning process. (NTN 2.4.2.1.)

Identify and implement low-cost traffic calming methods for specific neighborhood streets. (NTN 2.4.2.)

Research and implement traffic calming technologies (especially from the UK and Germany). (NTN 1.2.4.)

Include strategies such as four-way stop signs, elimination of center turn lanes, on-street parallel parking, drainage dips, valley gutters, trees between on-street parking spaces, landscaped islands in streets and public art. (NTN 2.4.2.2.)

Narrow neighborhood streets to encourage use of alternate routes. (NTN 2.4.3.)

Provide pedestrian crossing and bulb-outs at intersections. (NTN 2.4.3.1.)

Reinstate on-street parking on Hardy Drive and 13th Street. (NTN 2.4.3.2.)

Restrict access if necessary to mitigate cut-through traffic problems. (RSNA 3.6.4.)

Protect housing from cut-through traffic by relying on ~~transit and~~ street closures only at the borders, not within the neighborhood itself. (RSNA 2.8.)

Study how closure of Hardy north of 1st Street ~~will~~ would impact the neighborhood. (RSNA 7.2.3.)

Establish and enforce policies to prohibit truck traffic through neighborhoods that is not delivering to homes (i.e., furniture vans, moving vans). (NTN 1.1.)

~~Allow~~ Require commercial delivery trucks to use Beck to reach the businesses ~~local market~~ located at 5th and Beck. (RSNA 8.1.1.)

Provide adequate truck delivery routes to Downtown via Rio Salado Parkway University Drive, 1st Street and Mill Avenue (RSNA 2.4.)

Create, advertise and post signs for destination routes from Priest to the Downtown and ASU (a wayfinding system). Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers. (RSNA 4.1.1.) ~~Create, advertise and post signs for destination routes from Priest to the Downtown and ASU (a wayfinding system). Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers. (RSNA 4.2.1.) Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers. (RSNA 5.2.) Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers. (RSNA 6.3.)~~
Provide appropriate “No Truck” signage where prohibited. (NTN 1.1.1.)
Conduct “neighborhood watch” and communicate with offending companies. (NTN 1.1.2.)
Effectively use traffic police in ticketing offenders. (NTN 1.1.3.)

Objective 3: Implement a neighborhood circulation plan that provides multi-modal travel opportunities within and out of the neighborhoods, while ~~mitigating cut-through traffic and~~ encouraging the use of alternate modes of transportation. Encourage bus, bicycle, pedestrian and other non-automotive transport as the preferred and funded mode.

Strategies

Complete all needed streets and alleys or revert City right-of-way to adjacent property owners as shown in the X Map. (RSNA 2.1.)
Develop spaces not tied to auto travel and create ~~plan~~ transit, bicycle and pedestrian-oriented neighborhoods ~~communities~~ (NTN 2.2.) by adequately accommodating pedestrians and bicyclists ~~on streets throughout the neighborhood~~ and improving access to bus service and other transit opportunities. (RSNA 2.3.)
Require land use decisions and new development to include direct transit and pedestrian access. (NTN 2.2.5.)
Integrate transit stops, and bus ~~pull-outs and~~ shelters into site plans for development along Neighborhood Commercial Corridors. (RSNA Economic Base 3.1.2.)
Complete street re-designs that calm traffic, ~~and~~ provide for multi-modal transportation, and ~~Evaluate the redesign of some streets to make areas more pedestrian friendly and safer, creating usable “public space.”~~ (RSNA 3. + NTN 2.4.)
Work within existing right-of-way to maximize the presence of travel lanes, landscape buffers, street trees, ADA sidewalks and either bike lanes or on-street parking as appropriate. (RSNA 3.2.)
Create a pedestrian-friendly environment along ~~Create pedestrian-enhanced routes, especially those that link to open space and activity nodes, including Neighborhood Commercial Corridors, Transition Corridors, Neighborhood Collectors, Residential Pedestrian Corridors and Pedestrian/Bicycle Paths~~ ~~arterial streets, commercial corridors, transition corridors, neighborhood collectors and pedestrian corridors.~~ (RSNA 3.6.) (NTN 2.4.4.) ~~Create safe, comfortable and beautiful streetscapes. (RSNA 3.4.)~~
~~Design pedestrian enhancements for Beck Avenue, Roosevelt Street, 13th Street and Hardy Drive. (NTN 2.4.4.2.)~~
Complete all sidewalks for a minimum of two-way traffic meeting ADA requirements except on local streets. Use removable pavement for utility access. Complete all

sidewalks associated with transit facilities with transit tax funds rather than property assessments. (RSNA 3.6.1.) Complete sidewalks throughout the study area where none currently exist, using existing street right-of-way where possible. (NTN 2.1.2.)

~~Complete all sidewalk connections throughout the neighborhoods.~~ When right-of-ways are is utilized for this purpose, the City should consider the best interest of the community. (NTN 2.4.4.1.)

Make pedestrian crossings highly visible to motorists with pavement treatments, signage and other design treatments. (NTN 2.1.3.)

Provide pedestrian crossing bulb-outs to prevent cars from parking at the corners, make pedestrians more visible beyond parked cars and lessen the crossing distance, only where it does not interfere with bicycle lanes. (RSNA 3.6.2.)

Eliminate alley-size dumpsters from front yards. (RSNA 2.3.1.)

Provide alleys for parking access and garbage pickup on every block possible. Where alley right-of-way does not exist and cannot be obtained, use only small roll-out trash containers for same-day pick-up and require screened areas to be built for un-contained trash away from the sidewalks. (RSNA 3.6.3.)

Plant trees in the right-of-way to create at least 50% shade for pedestrians. (RSNA 3.4.2.)

Utilize the NTN Specific Area Plan ~~RSNA~~ plant palette (see Appendix B) for landscape treatments. Select a set of ~~street trees from the RSNA plant palette~~ for each street to maintain existing character while providing variety (more resistant to diseases). (RSNA 3.4.1.) ~~Use identified City of Tempe Street Tree species along University Drive and accent with the RSNA plant palette (see Appendix B).~~ (RSNA 5.1.7.)

Select and install a neighborhood lamp style ~~for all enhanced corridors other than arterial streets~~ (that provides both street and pedestrian lighting) (see Urban Design Element for CPTED discussion). (RSNA 3.4.4.)

Develop alleyways in areas with back houses as walkways and public spaces. (NTN 2.4.4.4.)

Establish guidelines for enhancing, beautifying and increasing the safety of alleys through landscaping, etc. (NTN 2.4.4.4.1.)

~~Create a~~ Create a new circulation pattern for Scales Professional Development School and safe ~~Scales School~~ child pick-up process and location *off street only*. (RSNA 8.7. + RSNA 2.10.)

Obtain right-of-way from the adjacent church and apartment complex to provide pedestrian and car ingress from Beck to the school and egress to 5th in a one-way loop manner that drops the passenger side at the sidewalk. (RSNA 8.7.2.)

Relocate one swing-set and extend the staff parking lot to meet the new ingress route and create more parking. (RSNA 8.7.3.)

Share parking with the adjacent church. (RSNA Public Buildings 3.2.)

Provide a pedestrian path along the south to the east and then along the east to the north to avoid conflicts with cars. (RSNA 8.7.4.)

Maintain the bus pull-out on 5th Street. (RSNA 8.7.5.)

Create safe, comfortable bicycle corridors ~~along neighborhood collectors.~~ (RSNA 3.5.) ~~Create bicycle-enhanced routes.~~ (NTN 2.3.)

Design safe bicycle lanes along 5th Street, 13th Street, Hardy Drive, University Drive and Roosevelt Street between 13th and Broadway. Provide bike lanes on Broadway, Priest and Mill. (NTN 2.3.1.)

Provide clearly identified bicycle lanes. (NTN 2.1.1.)
Use AASHTO minimum bike lane width to minimize use of right-of-way. (RSNA 3.5.1.)
Expand bus service, stops and shelters. (NTN 2.2.1.)
Promote electric and alternative fuel neighborhood buses (non-polluting and low noise). (NTN 2.2.4.1.)
Locate shelters appropriately and design to integrate into the character of the neighborhood. (NTN 2.2.2.)
Locate bus shelters near compatible businesses and high density housing. (NTN 2.2.1.1.)
~~Build transit shelters on University, including bus pull-outs at Hardy and adequate pedestrian access to each stop.~~ (RSNA 5.1.6.)
Create a transit hub at Hardy and Rio Salado Parkway for buses (neighborhood circulator, regional and local bus routes and the FLASH). (RSNA 7.2.2.)
Create a transit hub at 5th and Farmer for connections from the neighborhood circulator to the FLASH and future commuter or light rail. (RSNA 7.1.4.)
Provide direct pedestrian access to stops from the neighborhoods. (NTN 2.2.3.)
Use trees to the west of transit shelters to augment canopy shade. (RSNA 3.4.3.)
Implement a mini-bus circulator service to grocery stores, the Post Office, Downtown and route connector to metro buses. (NTN 2.2.4.) Place neighborhood circulator bus stops at every corner, with benches at the quarter mile ~~and one pull-out stop at the park/Boys & Girls Club.~~ (RSNA 7.1.3.)
Solicit neighborhood patronage to sustain this service. (NTN 2.2.4.2.)

Page 29: Objective 2

This language is misleading, suggesting that we are looking for adequate parking, which is obviously dealt with in the zoning ordinance. The original language is broader and addresses all concerns within its umbrella. Therefore, please replace with the following organization.

Objective: Improve parking management in neighborhoods. (NTN 3.)

Strategies

Consider parking as an outcome of other circulation and land use issues not merely as an end in itself when planning for parking facilities. (NTN 3.2.1.)
Provide parking facilities for disabled per ADA. (NTN 3.4.)
Establish non-auto incentives and auto disincentives ~~for new or renovated public facilities.~~ (NTN 2.2.)
Encourage less visible/convenient auto accommodations and more visible and convenient bicycle/pedestrian/alternatives. (NTN 2.2.1.)
Intentionally “under park” public facilities (e.g. Mitchell School). (NTN 2.2.1.1.)
Require more effective transportation support in facilities design. (NTN 2.2.3.)
Minimize parking requirements and increase requirements for alternative mode amenities in new development. (NTN 2.2.2.)
Adapt current parking regulations as needed per ~~Specific Area~~ District Plans. (NTN 2.2.1.)
Allow occupant/guest on-street parking where possible. (RSNA Transportation 3.3.)
Allow joint use (shared) parking and shared access. (NTN 2.2.)
Review parking by demand options for inclusion in parking ordinances. (NTN 2.2.2.)
~~Allow and encourage shared parking and vehicular access as well as parking by demand~~

~~requirements.~~(NTN 3.3.)

If shared parking is not utilized, each development must provide 100% of ordinance-required parking (see Urban Design Element). (RSNA Economic Base 2.5.)

Use structured parking in development on ~~arterial streets~~ Neighborhood Commercial Corridors and Transition Corridors. (NTN 2.2.3.)

All structured parking will have ingress and egress only from Arterial Corridors, Neighborhood Commercial Corridors or Transition Corridors.

Future structured parking along Farmer Avenue to serve Downtown parking needs will have access only from the Downtown, and not through the neighborhoods.

Urban Village development parking along Farmer will have access only from the neighborhoods.

Reduce non-neighborhood, non-guest or non-customer on-street parking (NTN 3.2.)

~~Eliminate events parking~~ on neighborhood streets. (RSNA 2.6.)

Interpose planter islands and stripe on-street spaces. (NTN 3.2.3.)

Enforce regulations prohibiting long-term parking. (NTN 3.2.4.)

Create and implement a permit parking program as needed near Downtown, ASU and the Rio Salado Project. (RSNA 3.3.) ~~Develop parking permit system for residents in Maple Ash and east Mitchell Park~~ that accommodates up to 24-hour limitations without inconveniencing residents. (NTN 3.2.2.)

Consider alternative methods to the current program that provides only one guest pass per household. (NTN 3.2.2.1.)

Make adequate parking available for nearby events. (NTN 3.1)

~~Limit~~ Eliminate event parking fees on private property and unpaved lots within the neighborhoods. (NTN 3.1.1.)

Require event holders to provide adequate transportation or off-street parking outside of the neighborhoods. (NTN 3.1.2.)

Ensure that municipal parking facilities are not located within the northwest Tempe neighborhoods, but rather in satellite industrial areas north of 1st Street, west of Priest and east of Rural or McClintock. (NTN 3.1.2.1.)

~~Reduce~~ Eliminate “lawn parking.” (NTN 3.5.)

Enforce prohibition of parking in unpaved areas visible from the street (see Preservation, Rehabilitation and Redevelopment Element). (NTN 1.1.2.)

~~Enhance~~ Increase off-street parking restrictions and reduce ~~off-street~~ allowed paving materials ~~options~~ in all residential areas. (NTN 3.5.1.)

Propose zoning ordinance and code language amendments to achieve this objective.

~~Increase the Use of~~ vertical curbing rather than roll curbs as the neighborhood standard ~~where pedestrian enhancements are implemented.~~ (NTN 3.5.2.)

A note must be made on this last item. Clearly, the gentleman who made the suggestion to change this item in the written comments misinterpreted this strategy. Vertical curbs *protect* the elderly and the disabled by keeping cars where they belong—in the street and *off* sidewalks and yards where parking is all too common in these neighborhoods. Curb cuts with ramps are provided at driveways and sidewalk crossings where safety awareness is increased. This was the purpose of the vertical curb design standard. Please retain the original language and ADD the caveat, “providing appropriate ADA accessibility at driveways and street crossings.” This highlights the serious drawbacks of the approach that is being taken to “amend” this document. When discussion is not

allowed, consensus understanding and agreement cannot be built.

Page 30: Objective 3

These items are included in the reorganization requested above.

Page 31: Objective 4

These are valuable strategies that should be included in the design guidelines for Alley Corridors as described above.

Page 31: Objective 5

These items are included in the reorganization requested above.

Page 31: Objective 6

These items are included in the reorganization requested above.

Be sure that the following items, if not in the Transportation Element are included in the Urban Design Element:

Objective: Create development design guidelines that promote pedestrian, bicycle and transit access to buildings and discourage auto orientation (see Land Use and Urban Design Element). (RSNA 9.)

Strategies

Locate off-street parking underground or at the interior, rear or side of developments or use shared parking structures (see Urban Design Element). (RSNA 9.1.)

Provide direct access to buildings for transit riders, pedestrians and bicyclists. (RSNA 9.2.)

Build Urban Village ~~mixed-use~~ developments that create places where people can live, work, shop, learn and recreate within a short distance, reducing the necessity for long car trips or auto use at all. (RSNA 9.3.)

Provide adequate bicycle storage per the ASU Commuter District requirements ~~for high use.~~ (RSNA 9.4.) ~~Provide adequate bicycle storage for high use.~~ (RSNA Economic Base 2.4.5.)

Economic Development

The Community Plan does not have an Economic Development element, which has important differences to the Land Use element. Please add this element back into the document:

The overall goal of the Economic Development Element is to encourage the growth of stable employment opportunities and the provision of basic goods and service businesses. (NTN) ~~The overall goal of the Economic Base Element is to encourage development that will accommodate a diversity of business enterprises for a broad economic base.~~ (RNSA)

Objective 1: Establish an expectation of success that will attract and retain neighborhood businesses such as a grocery, pharmacy, child care center and bank. (RNSA 1.)

Strategies

Increase (according to the NTN Specific Area Plan) the range of housing stock, the number of owner-occupancy housing opportunities and the number of homeowners to improve the demographic base of the neighborhood. (RSNA 1.1.)

Use broader demographic areas and non-traditional marketing analysis strategies. (RSNA 1.2.)

Objective 2: Create small-scale commercial development (through in-fill, re-use and redevelopment) that will house businesses that serve neighborhood needs; ~~preferably mixed use development either in one structure or through multiple structures in a PAD.~~ (RNSA 2.) ~~Redevelop obsolete commercial areas~~ and act as a buffer between homes and high activity areas or major streets. (NTN 1)

Strategies

Identify specific areas for commercial and mixed use redevelopment or in-fill ~~(as discussed in the Conservation, Preservation and Redevelopment Element)~~ (see Land Use and Conservation, Preservation, Rehabilitation and Redevelopment Elements). (NTN 1.3.)

Mitigate impacts of intensification (see Urban Design Element). (NTN 1.1.3.)

Facilitate pedestrian system linkages to businesses (see Transportation and Open Space and Recreation Elements). (NTN 1.1.2.)

Provide space for basic goods and service businesses. (RSNA 2.3.)

Provide space for small business retail, office, restaurant, live/work and owner-occupied or rental living units. (RSNA 2.2.)

Develop incubator space for small business growth and expansion. (NTN 2.2.)

Design space for neighborhood professional/personal service needs. (NTN 1.2.)

Utilize upper level, side or rear-facing space (see Land Use and Urban Design Elements). (NTN 1.2.1.)

Encourage joint-use reception, waiting, employee relaxation, rest room facilities.

Consider shared conference, clerical, copying facilities. (NTN 1.2.2.)

Encourage neighborhood work places for residents. (NTN 2.)

Encourage telecommuting. (NTN 2.1.2.)

Accommodate establishment of home-based businesses. (NTN 2.1.) ~~Shop homes in very limited residential areas~~ to allow adaptive re-use of existing houses or to encourage in-fill, ~~for example at Fifth and Hardy.~~ (RSNA 5.)

Placement within residential areas will be considered if they require owner occupancy, limited parking and traffic impact, no neighbor complaints and provision of basic goods and services to the neighborhood. (RSNA 5.1.)

Incentivize businesses that meet an identified community need.

Adjust zoning ordinance, building code, engineering design criteria and other City policies as needed.

Determine methods to mitigate impacts from outside employees, traffic, parking and signs. (NTN 2.1.1.)

Objective 3: ~~Recruitment and creation~~ of basic goods and service businesses ~~in~~ to the neighborhood. (RSNA 3.)

Strategies

Provide more basic goods and services. (NTN 1.1.)

Use financial incentives to attract neighborhood-serving businesses, including

commercial and office uses. (NTN 1.1.1.)

Consider providing technical and financial resources for local, small-scale development. (NTN 1.1.1.1.)

Adjust home occupation regulations to allow for basic service businesses such as home-based child care, hair salon or barber services and professional services (accounting, legal, health, etc.).

Establish diverse employment opportunities that provide an adequate living wage. (RSNA 4.)

Encourage commercial development that houses more than the existing retail and entertainment businesses in the area. Place emphasis on professional offices and basic goods and service businesses that provide higher wages. (RSNA 4.1.)

Recruit and develop diverse businesses. (RSNA 4.2.)