ACTION: Introduction and first public hearing for a Major General Plan Amendment for GENERAL PLAN 2040. The applicant is the City of Tempe. The second and final public hearing with the Development Review Commission is scheduled for October 22, 2013.

FISCAL IMPACT: There is no fiscal impact on City funds.

RECOMMENDATION: Staff - Approval

BACKGROUND INFORMATION: Tempe General Plan 2040 (PL130352) is a 30-year vision for growth and development of Tempe. General Plan 2040 has been developed through a 13 month process of public input to create this guidance document. Arizona State law requires each city to adopt a comprehensive, long-range General Plan to guide the physical development of the community. The current General Plan 2030 is effective for up to ten years from the date the plan was initially adopted (December 2003) and ratified by voters (March 2004). On or before the 10th anniversary of the plan’s most recent adoption, the city is required to either re-adopt the existing plan or adopt a new General Plan and take the document back to the ballot for public ratification by majority affirmative vote. This document was prepared as required and in accordance with Arizona State Law for general plans in ARS 9-461.05. The request includes the following:

GEP13006 Amending the General Plan 2030 and adopting General Plan 2040.

ATTACHMENTS: Final General Plan 2040, General Plan Amendment File. For additional information go to: www.Tempe.gov/GP2040

STAFF CONTACT: Nancy Ryan, Project Management Coordinator (480) 350-8096

Department Director: Dave Nakagawara, Community Development Director
Legal review by: N/A
Prepared by: Nancy Ryan, Project Management Coordinator
INTRODUCTION: Tempe's population is projected to grow from 161,719 in 2010 to 217,000 in 2040, reflecting an increase of approximately 55,000 residents. Similarly, employment growth is projected to increase from 169,208 in 2010 to 244,000 in 2040, reflecting an increase of approximately 75,000 new jobs in Tempe. The General Plan addresses how to plan and accommodate that growth while maintaining the quality of life attributes our residents enjoy.

General Plan 2040 builds upon the foundation of General Plan 2030 yet implements substantive changes to address growth and development which are:

- Five Guiding Principles to guide preparation of the General Plan: Balanced Lane Use; Enhanced Quality of Life and Preservation of Neighborhood Character; Increase Economic Vitality; Sustained Mobility/Greater Accessibility; and Sustainability and Environmental Stewardship
- Establish Tempe as leader in “Urban Living” and example of how (Growth-density) and quality of life amenities will serve this diverse and engaged community. Tempe is poised to provide the best urban living in the state because of its approaches to economic development, energy, transportation, arts, culture, community facilities, public and human services, open space, parks and recreation
- Create “Hubs” within established activity centers throughout the city with high density cores, which include shifting mixed use land use away from multiple isolated sites and consolidating into four new growth areas – ASU Stadium District, Warner and I-10, Baseline and Rural and South Tempe Technology Corridor, where mixed use growth will be used to achieve urban activity centers.
- Connect Hubs with pedestrian, bicycle and transit options to become a “20-minute city.”
- Apply a different approach to the High Density designation by splitting it into two – High Density (up to 65 du/ac) and High Density-Urban Core (greater than 65 du/ac). The Projected Density Map has been modified to reflect the pattern and vision for Tempe’s urban core to have the highest density development, and other areas outside to core reflect high density, but not to the degree of the urban core.
- Recognize the value of stable, established neighborhoods. As part of this effort the plan will reduce density of land use, where (in the GP2030 Plan) High Density is adjacent to Cultural Resource Areas (as defined in the General Plan) to support a clear transition between single family and high density residential areas. Neighborhood Revitalization and Preservation is an expanded component of the General Plan 2040, to reflect the community’s interest that its neighborhoods remain safe and attractive.

On July 7, 2012, the Preliminary General Plan 2040 was released for public review. From July through September public comments were collected on the plan. These comments have been used for the Final General Plan 2040 which is presented to the Development Review Commission.

COMMENTS:

This General Plan encompasses the entire city and its 40.1 square miles. Not every property in the city will be changed by General Plan 2040 Projected Land Use and Projected Density maps, but all parcels will be subject to the Goals, Objectives and Strategies identified in the new plan.

Existing entitlements for development on all properties within the city will remain in effect.

The General Plan will increase or decrease the projected Land Use on properties in comparison to the current General Plan 2030 as show in Table 1

General Plan 2040 divides the High Density (Greater than 25 du/ac) category into two density ranges – High Density (up to 65 du/ac) and High Density-Urban Core (greater than 65 du/ac). Table 2 identifies the change in acres for each category of Residential Density for General Plan 2040 in comparison to General Plan 2030.
Table 1  Projected Land Use - GP2030 and GP2040

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>2030 Plan Land Use</th>
<th>2040 Projected Land Use</th>
<th>2040 Projected Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ACRES</td>
<td>Percent of GP 2030 land use</td>
<td>ACRES</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>9424.50</td>
<td>44.80</td>
<td>9,476</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>1892.19</td>
<td>14.00</td>
<td>2189</td>
</tr>
<tr>
<td>MIXED USE</td>
<td>2160.40</td>
<td>0.06</td>
<td>1939</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>3458.90</td>
<td>16.00</td>
<td>3535</td>
</tr>
<tr>
<td>CIVIC</td>
<td>683.48</td>
<td>1.50</td>
<td>74</td>
</tr>
<tr>
<td>EDUCATIONAL</td>
<td>48.86</td>
<td>3.50</td>
<td>432</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>1877.48</td>
<td>7.20</td>
<td>2025</td>
</tr>
<tr>
<td>WATER</td>
<td>432.52</td>
<td>2.20</td>
<td>390</td>
</tr>
<tr>
<td>PRIVATE OPEN SPACE</td>
<td>65.52</td>
<td>2.00</td>
<td>97</td>
</tr>
<tr>
<td>RECREATIONAL/CULTURAL</td>
<td>195.07</td>
<td>0.90</td>
<td>160</td>
</tr>
<tr>
<td>CITY TOTAL :</td>
<td>20,238.92</td>
<td></td>
<td>20,316.86</td>
</tr>
</tbody>
</table>

Table 2  Projected Residential Density - GP2030 and GP2040

<table>
<thead>
<tr>
<th>Projected Density Category</th>
<th>GP 2030 updated to 2012</th>
<th>DISTRIBUTION in GP2030</th>
<th>GP 2040 Acres</th>
<th>DISTRIBUTION AS OF 2040**</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW-DENSITY RESIDENTIAL (0-3 DU/ACRE)</td>
<td>1,266</td>
<td>10.3</td>
<td>1,258</td>
<td>9.9%</td>
</tr>
<tr>
<td>LOW-TO-MODERATE (4-9 DU/ACRE)</td>
<td>5,062</td>
<td>41.2</td>
<td>5,061</td>
<td>39.9%</td>
</tr>
<tr>
<td>CULTURAL RESOURCE AREA (DENSITY DEPENDING ON UNDERLYING ZONING)</td>
<td>838</td>
<td>6.8</td>
<td>821</td>
<td>6.7%</td>
</tr>
<tr>
<td>MEDIUM-DENSITY RESIDENTIAL (10-15 DU/ACRE)</td>
<td>1,274</td>
<td>10.4</td>
<td>1,275</td>
<td>6.5%</td>
</tr>
<tr>
<td>MEDIUM-TO-HIGH RESIDENTIAL (16-25 DU/ACRE)</td>
<td>2,770</td>
<td>22.6</td>
<td>2,874</td>
<td>22.7%</td>
</tr>
<tr>
<td>HIGH-DENSITY RESIDENTIAL (GREATER THAN 25 DU/ACRE)</td>
<td>1,074</td>
<td>8.7</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>HIGH-DENSITY RESIDENTIAL (26-65 DU/ACRE)</td>
<td>--</td>
<td>--</td>
<td>714</td>
<td>5.6%</td>
</tr>
<tr>
<td>HIGH-DENSITY – URBAN CORE RESIDENTIAL (GREATER THAN 65 DU/ACRE) (NEW DENSITY CATEGORY)</td>
<td>--</td>
<td>--</td>
<td>659</td>
<td>5.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

Note: Final GIS calculation remains incomplete, so acres may adjust slightly and will be available for 2nd DRC hearing.
Staff is requesting the Development Review Commission provide recommendations to City Council for the Major General Plan Amendment. For further processing, the applicant will need approval and adoption of General Plan 2040 by Resolution and ratification by the registered voters of the City of Tempe.

PUBLIC INPUT

- A Public Involvement Plan (PIP) was prepared for the General Plan, which was adopted by City Council on September 9, 2012. The PIP called for early and continuous public involvement.
- Community Meetings were held to invite input and comment on the General Plan 2040 on September 24, 2012, January 22, May 26, June 1 August, 1 and August 3, 2013, at the Tempe History Museum.
- On November 15, 2012, City Council established and appointed the General Plan 2040 Community Working Group (CWG) of 23 members from the community. The CWG met monthly from December 2012 through July 2013 (except for June 2013) to assist in the development of General Plan 2040’s vision.
- Boards and Commissions received briefing and provided comments on General Plan 2040 in November/December 2012 and June/July 2013 during its development. Fourteen different Board and Commission Meetings were attended.
- Two mailings of over 80,000 postcards were delivered by USPS to each house, apartment, business, and post office box in the city of Tempe to publicize the September, January and August community meetings.
- Additional Presentations were made to ASU-Tempe Tailgate, 3rd Thursday at Tempe History Museum, GAIN Night 2012, Chamber of Commerce, Downtown Tempe Community Board, Tempe Tourism Advisory Board, Mayors Youth Advisory Committee, Joint Review Commission (Tempe/ASU); TEAM Interfaith Group, Kiwanis Club of Tempe, Rotary Club, Neighborhood Advisory Commission Retreat, Tempe Community Council Board regarding General Plan 2040.
- An IRS before City Council was provided on June 23, 2013.
- A brown-bag lunch-time lecture on topics relevant to the General Plan was held on March 26, 2012.
- Website at tempe.gov/GP2040 provided a survey and opportunity to complete comment cards on-line.
- Agency and Affected Stakeholders outside of Tempe were distributed the preliminary plan and provide a 60-day comment period from July 8 through September 9, 2013. Agency responses are included as Attachment #1.
- See attached spreadsheet of all comments received by the City, from meetings, email, comment cards, on-line comments. (Attachment #2).

PROJECT ANALYSIS

GENERAL PLAN

The General Plan Goals, Objectives and Strategies address a number of important issues for growth and development over the next 30 years. Each Chapter contains multiple Elements. A summary of the primary changes for General Plan 2040 are identified below.

Land Use and Development Chapter - Land Use, Community Design, Historic Preservation, Neighborhood Preservation and Revitalization, Redevelopment and Housing Elements and General Plan Amendment Procedure:

- Activity centers to create Hubs with high density cores; three new Hubs are identified south of US 60.
- High Density and High Density-Urban Core density designations are added to the Projected Density Map.
- Open Space designation includes public school fields as a component of Public Open Space.
- Community Design for Sustainable and Healthy Community Design.
- Recognition of the value of stable, established neighborhoods.
- Neighborhood revitalization is added as focus on attending to aging, deteriorating neighborhoods.
- Density and intensity of development is better related to Land Use as tool for neighborhood preservation.
- General Plan Amendment process remains essentially the same, but criteria have been modified to recognize multi-modal transportation and to consider the affect on quality of life components.

**Economic Development Chapter – Economic Development, Growth Areas and Cost of Development Elements:**

- Strengthening the relationship between a highly trained workforce, community quality of life in attracting well-paid jobs to Tempe
- Established Growth Areas that include the new Growth Area Hubs – ASU Stadium District, Warner and I-10, Baseline and Rural and South Tempe Technology Corridor
- Creating a strong tie between new growth and responsibility for cost of additional services and facilities to serve that additional growth.

**Circulation Chapter - Pedestrian Bikeways Network, Transit, Travel-ways, Parking and Access Management and Aviation Elements:**

- Implementing Multi-modal Streets that provide for multiple modes of transport similar to the “Complete Streets” principles
- Improve pedestrian connections with shade and other amenities to encourage walking that facilitates a healthy lifestyle
- Using bikeways to connect neighborhood hubs, open space, schools, cultural and community facilities
- Serve additional neighborhoods with local (Orbit) transit
- Coordinate expansion of High capacity transit – streetcar, bus rapid transit, inter-city / commuter rail
- Importance of Asset Management – maintenance

**Conservation Chapter - Energy Element, Environmental Planning and Water Resource Elements**

- Increased use of Solar and producing efficiencies in how city buildings are developed and operated
- Shade and Trees to address ambient temperatures
- Floodplain Management
- Low Impact Development that targets storm water for irrigation

**Open Space, Recreation and Cultural Amenities Chapter – Open Space, Recreation, Public Arts and Cultural Amenities Elements:**

- Parks/Open Space with Urban Development
- Importance of including open space/parks with new urban development
- Addition of objectives and strategies for Museums and Libraries, public art and cultural programs

**Public Buildings and Services Chapter – Public Buildings and Facilities, Public Services, Municipal Court and Public Safety Elements:**

- Green Building Practices/Efficient Buildings and facilities
- Importance of Asset Management – maintenance
- Human Services that address aging in place and the important connection between the community and our educational institutions
Section 6-303 D. Approval criteria for General Plan Major Amendment: and *Response in Italics*

1. Appropriate short and long term public benefits
   a. *General Plan 2040 identifies the goals, objectives and strategies for achieving short and long term growth that benefits the community and reflects the five guiding principles*
   b. *Changes the Projected Land Use and Residential Density maps addresses concerns about the transition of density from the urban mixed use core to the suburban residential*

2. Mitigates impacts on land use, water infrastructure or transportation
   a. *General Plan 2040 provides the vision and guidance for growth and development to maximize the benefits and minimize the impact on land use, transportation and water resources.*

3. Helps the city attain applicable objectives of the General Plan
   a. *General Plan 2040 updates and revises the objectives and strategies to achieve the Guiding Principles and Goals of the Plan*

4. Provides rights-of-way, transit facilities, open space, recreational amenities or public art
   a. *General Plan 2040 identifies these existing and potential facilities and public amenities*

5. Potentially negative influences are mitigated and deemed acceptable by the City Council
   a. *General Plan 2040 provides the planning and vision to allow Tempe to grow with the least impact and retention of quality of life attributes.*

6. Judgment of the appropriateness of the amendment with regard to market demands, and impacts on surrounding area, service, fiscal, traffic, historic properties, utilities and public facilities.
   a. *General Plan 2040 addresses how Tempe meet the projected population, employment and housing growth through 2040, and how to address the needed public services, facilities, neighborhood preservation, and economic development to support projected growth.*

**Conclusion**

Based on the information provided and the above analysis, staff recommends approval of the requested Major General Plan Amendment.

**HISTORY & FACTS:**

- **September 9, 2012**
  City Council adopts the Public Involvement Plan for General Plan 2040

- **September 10-12, 2012**
  Over 80,000 post card delivered to every home, apartment, business and post office box announcing the Community meetings on September 24, 2012 and January 22, 2013

- **September 24, 2012**
  1st Community-wide meeting for General Plan 2040

- **September-October 2012**
  Brief Board and Commissions on the start of General Plan 2040 and encourage applicants for the GP 2040 Community Working Group from Board and Commissions

- **November 15, 2012**
  City Council establishes and appoints members to the General Plan 2040 Community Working Group

- **December 18, 2012**
  1st GP2040 Community Working Group Meeting

- **January 3, 2012**
  2nd GP2040 Community Working Group Meeting

- **January 22, 2013**
  2nd Community-wide meeting for General Plan 2040

- **February 27, 2013**
  3rd GP2040 Community Working Group Meeting
March 26, 2013  Brown-bag lunch time lecture on General Plan topics
March 27, 2013  4th GP2040 Community Working Group Meeting
April 24, 2013  5th GP2040 Community Working Group Meeting
May 22, 2013  6th GP2040 Community Working Group Meeting
May 29 & June 1, 2013  3rd Community-wide meeting for General Plan 2040
June 23, 2013  City Council IRS presentation on preliminary General Plan 2040
June-July 2013  Brief Boards and Commission on the preliminary General Plan 2040, and encourage their detailed review and comments on the plan
July 7, 2013  Preliminary General Plan 2040 released for public review
July 10-12, 2013  Over 80,000 post cards delivered to every home, apartment, business and post office box announcing the Community meeting on August 1 and 3
July 24, 2013  7th GP2040 Community Working Group Meeting
August 1 & August 3, 2013  4th Community-wide meeting to provide comment on preliminary General Plan 2040
August-September, 2013  Comment cards and comments on line collected from the community
September 10 & 24, 2013  GP2040 Workshops with Development Review Commission on the preliminary GP2040
October 7, 2013  Final General Plan 2040 released (Tentative date)
October 8, 2013  1st Development Review Commission Public Hearing (in South Tempe)
October 22, 2013  2nd Development Review Commission Public Hearing (in North Tempe) and Recommendation to City Council (Tentative date)
November 7, 2013  1st City Council Public Hearing on Final General Plan 2040 (Tentative date)
November 21, 2013  2nd City Council Public Hearing on Final General Plan 2040 (Tentative date)
May 14, 2013  Election for Ratification of the General Plan 2040 by Tempe voters (Tentative date)
ATTACHMENTS:

1. Public Comments on General Plan

2. Agency Comments in Response to 60-Day Notice

   Final General Plan 2040 dated 10/7/2013 (separate attachment / via website link)
Community Comments (from post-it notes on a city map)

- More local businesses in downtown
- Don't burden the City with more turf grass (to maintain)
- More open areas
- Get Orbit in South Tempe
- Add more light rail than busses
- More green grass (in South Tempe)
- Plant lots of trees
- More recreation programs
- Mill Avenue Streetcar
- Streetcar Please!
- Streetcars
- A School (South of Elliott/East of McClintock)
Third Thursday Lecture, Tempe History Museum
Thursday September 20, 2012

A New General Plan Begins: Where the heck are those flying cars?

Community Comments

Example in Fort Collins, CO
- Biking trails all over town
- Why doesn’t Tempe use the canals for biking more
- Pave the edges and provide overpass at streets

Connecting paths and trails to others
- Railroad crossing at Rural should be an Underpass/Overpass situation, not safe for the amount of traffic
- The Netherlands – have a lot of dedicated bike path and as separate roads
  - Also have pedestrian Streets; streets closed to cars

More Cooperation with surrounding cities to achieve common facilities.
- Tempe Marketplace/Mesa Riverview are not both needed, so why?
- TCA/Mesa Arts Center two art facilities so close together why?
- Coordinate/cooperate on facilities that benefit both cities
- Need Mesa Water Treatment on board if we ever want to use Tempe Town Lake for swimming (year round)

Change Arterials
- Can the bicycle paths take over sidewalks, to move them away from auto?
- Can sidewalks be enlarged to accommodate pedestrians and bikes?

Vehicle Drivers, bicyclists, pedestrians all need to be considerate and co-exist.
- Generally slow traffic to make safer condition for bikes
  - Look at bike lane on sidewalk

Especially near University and in Downtown, create signalized intersections that stop all cars and let only pedestrians proceed (Pedestrian scramble like in the Gas Lamp District of San Diego)

Would like wider sidewalks (like NY City) that allows a family of four to walk, instead of 2 by 2
- And buildings at the street edge, rather than parking lots
- More pedestrian streets

Separate bike lane from cars with barrier curb or vegetation (landscaping)
Would like to have Wifi available all throughout Tempe

What can the city do with large vacant lots in downtown, because the grand development plans have gone away; what interim uses and activities can happen there?

City should buy the closing schools (like McKemy School) and then use the fields for park and convert the classrooms to community use (like a smaller community center or small children’s library)

Encourage use of solar energy
- Solar permits – too long to get permits
<table>
<thead>
<tr>
<th>Name</th>
<th>Zip</th>
<th>Topic Area</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cliff Anderson</td>
<td>85282</td>
<td>Conservation &amp; Circulation</td>
<td>Paragraph 1 under Air Quality misses wood-burning smoke as a source of air pollution. Objectives: Reduce our pollution from burning wood - quantify local air pollution effects of wood burning. Strategies: Convert a substantial portion of fire places to natural gas or other low emission forms. Increase the number of no-burn days beyond county days. Increase awareness of the importance of a complete stop before turning right (motor vehicles). Implement automotive bicycle/pedestrian counters. Work with Tempe Bicycle Action Group on counts. Increase bicycle safety awareness for children/teens.</td>
</tr>
<tr>
<td>Patrick McNamara</td>
<td>85282</td>
<td>Circulation</td>
<td>I hope to hear discussion of the following: Reintroduction of bike/ped crossing the UPRR at Terrace or Dorsey. Streetcar alignment along Rio Salado in place or addition to Mill.</td>
</tr>
<tr>
<td>Jan Bush</td>
<td>85283</td>
<td>Open Space, Recreation &amp; Cultural Amenities</td>
<td>Tempe needs a denser system of very small open space and/or landscaped areas that allow for walking, sitting and conversations. Once quarter to one half mile from neighborhoods and adjacent to commercial areas. Redevelopment should be required to provide areas described above. It is not healthy to develop a parcel without space for walking and sitting.</td>
</tr>
<tr>
<td>Andrea Gregory</td>
<td>85283</td>
<td>Conservation, Circulation &amp; Land Use/Development</td>
<td>Ambient temperature reduction and green spaces/lawns. Increasing bicycle-friendly = shade + trees in addition to pathways. Redevelopment of Mill but sensitive to history. Reduce light pollution = different lighting options?</td>
</tr>
<tr>
<td>Sandy Wallach</td>
<td>85282</td>
<td>Meeting</td>
<td>The format was so relaxed I didn't really know what to do. Were we supposed to write our ideas on those ipads of paper? Not what I expected.</td>
</tr>
<tr>
<td>Niki Harris</td>
<td>85283</td>
<td>Open Space, Recreation &amp; Cultural Amenities</td>
<td>Wood Elementary School - reclaim part of the school yard for a community park.</td>
</tr>
<tr>
<td>Robert Sandstedt</td>
<td>85281</td>
<td>Conservation, Public Services, Circulation</td>
<td>The railroad provides a corridor for wildlife. We occasionally are see gray foxes in the Maple Ash neighborhood and great horned owls travel (fly) along the railroad. These creatures help control rod/fats. The city should consider the downsides of population growth. I know it brings in revenue but it also brings more high-rise, more traffic and more crime. Police/law enforcement goal: Tempe need to abandon its bias against left turn drivers at green arrow only left turns where there are yellow and red arrows. I was hit by a driver who accidently put her foot on the accelerator instead of her break and I was blamed. As a former long-distance runner I enjoyed many runs in Tempe extending to Papago Park and south to Kiwanis Park and on to ?? We need to discourage increased automobile traffic and encourage other forms of transportation (bikes, buses, trains).</td>
</tr>
<tr>
<td>Deborah Zojac</td>
<td>85281</td>
<td></td>
<td>I would like to see some limitations or restrictions regarding height of new construction so views are still accessible. Also, on rural a roadway - between road and sidewalk as a safety measure. Scottsdale has done some of this in the southern locations.</td>
</tr>
<tr>
<td>Phillip R. Amorosi</td>
<td>85281</td>
<td></td>
<td>none</td>
</tr>
<tr>
<td>Name</td>
<td>Code</td>
<td>Section</td>
<td>Comment</td>
</tr>
<tr>
<td>---------------------</td>
<td>------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Josette Madonia</td>
<td>85282</td>
<td>Circulation, Open Space, Recreation &amp; Cultural Amenity, Public Services and Facilities</td>
<td>Make roads more pedestrian/bicycle friendly (like the canal). Also more shade for pedestrians to encourage walking. Preserve Peterson House culture - more tours and events there. Provide recycling bins with all areas with trash (townhomes communities, apartment complexes). Solar energy on City buildings. Involvement in solar for townhome communities. Fill empty buildings before building new ones. I would like to see more science and technology jobs in Tempe.</td>
</tr>
<tr>
<td>Caitlin Kelley</td>
<td>85259</td>
<td>Land Use/Development, Conservation, Open Space &amp; Recreation</td>
<td>It would be great to make the city more pedestrian friendly by adding more shade to encourage people to leave their cars. More trees, more bike paths. I like the idea some wrote about using the alleys more creatively. Perhaps there can be some way to reduce light pollution. More uses of Tempe Town Lake.</td>
</tr>
<tr>
<td>Fletcher Hickey</td>
<td>85282</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Eduarda Schroeder</td>
<td>85226</td>
<td>Public Services &amp; Facilities</td>
<td>Can you post specific examples of how you plan to support education? Consider easing tax license requirements for arts groups who put on festivals and rely on small crafts for financial support! Arts council for youth supports TUHSD as well as Kyrene and Tempe Elementary.</td>
</tr>
<tr>
<td>Steve Bass</td>
<td>85283</td>
<td>Public Services &amp; Facilities, Circulation</td>
<td>Work with public schools to remove recently built fences. These fences represent visual blight in the neighborhoods and indicate a breakdown in the long-standing relationship between City of Tempe parks and neighborhood schools.</td>
</tr>
<tr>
<td>Aaron Golub</td>
<td>85281</td>
<td>Open Space, Recreation &amp; Cultural Amenity</td>
<td>The Clark Park area is a low-income area in great need for amenities - please help Clark Park renovation (master plan) high on your list for future projects! Many will benefit.</td>
</tr>
<tr>
<td>Robert Hollander</td>
<td>85283</td>
<td>Conservation</td>
<td>Storm water and water shed protection goal - although there are challenges with its implementation you may look at rainwater harvesting similar to what Tucson is doing to reduce storm water runoff and use for watering trees and plants in public and commercial areas.</td>
</tr>
<tr>
<td>none</td>
<td></td>
<td>Public Services &amp; Facilities, Circulation</td>
<td>Kid Zone: Is it possible to have some type of scan in/out process for the kids. Like how they Boys and Girls club does (in focus scanner).</td>
</tr>
<tr>
<td>Donna Pertz</td>
<td>85282</td>
<td>Public Services &amp; Facilities</td>
<td>Need a new homeowner info packet too! Renters often have no clue about recycling and garbage (un-recyclables) and even what goes (or not) in which dumpster. More direct communication needed to those actually living in Tempe homes whether by door hanger fliers or penalties. US good residents have put up (and often clean up) after our uneducated neighbors. Dumping junk by outside parties in alleys continues to be a problem. I call in some occurrences so as not to be penalized or fined for something I did not do.</td>
</tr>
<tr>
<td>Benjamin Shaw</td>
<td>85281</td>
<td>Public Service &amp; Facilities, Economic Development</td>
<td>Promote discussions around ways to constructively balance the needs of Tempe's homeless population with the family/business/professional image that Tempe is trying to promote - particularly in the downtown - Mill Ave area and all the City's parks.</td>
</tr>
<tr>
<td>Angie Thornton</td>
<td>85284</td>
<td>Public Services &amp; Facilities</td>
<td>We need to do a better job on educating our community regarding recycling. We need a resource center for abused women and children in Tempe.</td>
</tr>
<tr>
<td>Haryaksha Gregor Knauer</td>
<td>85281</td>
<td>Planning Process</td>
<td>Everybody very friendly and forth coming - thanks. I hope to dig deeper into the General Plan and participate in the community, working group (CWG).</td>
</tr>
<tr>
<td>Kenneth P. Castaneda</td>
<td>85285</td>
<td>Planning Process</td>
<td>I actually missed the meetings, but came in cause the library was closed. I grew up in Tempe and have always thought I should get involved in the community, etc. Like forward to being or getting involved.</td>
</tr>
<tr>
<td>Ernie Nickels</td>
<td>85282</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Robert Moore</td>
<td>85282</td>
<td>Cultural Amenities, Land Use / Development; Economic Development</td>
<td></td>
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<td></td>
<td></td>
<td>Transform/intergrade the water tank facility and surrounding impacted area on top of Bell Butte into a &quot;landmark&quot; public art work - possibly honoring the raw nature characterized by the Butte or its archeological heritage - would be a gateway to the valley. Emphasis design and arts with a &quot;vertical&quot; perspective within the airplane corridor - this would equally enhance Tempe's landscape when viewing from Google Earth or Bing Maps. More emphasis on wetlands (interpretive information) around TCA. More emphasis on nurturing &quot;cottage industries&quot; in Tempe, creative small-scale businesses often transform into employment engines.</td>
<td></td>
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<tr>
<td>Topic Area</td>
<td>Newspaper Headline of Tempe's Accomplishment</td>
<td># of Similar Headlines</td>
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<td>---------------------</td>
<td>-------------------------------------------------------------------------------------------------------------</td>
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<tr>
<td>Art</td>
<td>The arts in all schools have total support with costs and location use</td>
<td>0</td>
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<tr>
<td>Art</td>
<td>TCA to have grown in use and in size</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Art</td>
<td>Transportation to TCA and all of Tempe cultural and arts events</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>Active and supported neighborhoods</td>
<td>0</td>
<td></td>
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<tr>
<td>Community</td>
<td>A city with clear values and community goals that maintain quality of life for the needy as well as the successful and for the broader community's future success, not just short term concerns</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Conservation</td>
<td>Green-Environmentally compliant. Better at recycling, less auto, more biking</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Conservation</td>
<td>Keeping constant care of trees possible less grass, unless they do use gray water</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Cultural Diversity</td>
<td>A rich mix of cultures in many/most neighborhoods - Anglo, Hispanic, gay, young, old, well-educated, less-well-educated, Christian, Jewish, etc.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Cultural Diversity</td>
<td>Diversity - LGBT, Cultural, etc. in neighborhoods, City of Tempe offices, shopping, dining. Everything and everyone accepted</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Cultural Facilities/Industrial Growth</td>
<td>Coordinated development of cultural facilities and modern industrial growth</td>
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<tr>
<td>Design</td>
<td>Every area/neighborhood appealing to the senses - great architecture, landscaping, etc.</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Economic Development</td>
<td>Cultural amenities to ensure high paying jobs within Tempe</td>
<td>1 (Cultural amenities)</td>
<td></td>
</tr>
<tr>
<td>Economic Development</td>
<td>Hub of high technology for the Phoenix Metro area</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Economic Development</td>
<td>An emphasis on clean, advanced technology business</td>
<td>1</td>
<td></td>
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<tr>
<td>Education</td>
<td>Extremely high educational STDS in the public schools coupled with extremely high graduation rates from high school</td>
<td>0</td>
<td></td>
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<tr>
<td>Entrepreneurship</td>
<td>Dynamic small businesses led by young entrepreneurs from ASU and supported by projects like Gangplank in Chandler</td>
<td>0</td>
<td></td>
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<tr>
<td>Sustainable Construction/Preservation</td>
<td>More sustainable construction and historic preservation</td>
<td>4 (Preservation)</td>
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<tr>
<td>Transportation</td>
<td>Promote more public transportation related events</td>
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<tr>
<td>Transportation</td>
<td>Most balanced transportation plan balancing cars, buses, bikes pedestrians, and an integrated rail system with other cities and the state</td>
<td>2</td>
<td></td>
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<tr>
<td>Transportation</td>
<td>Multi-modal transportation systems</td>
<td>2</td>
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<tr>
<td>Transportation</td>
<td>As a city with closed boundaries development of its transportation facilities</td>
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<td>Name</td>
<td>Chapter Reviewed</td>
<td>Score of 0 to 6</td>
<td>Score of 7 to 10</td>
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<tr>
<td>Joseph Salvatore</td>
<td>Introduction</td>
<td>1</td>
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<tr>
<td>Alan Beaudoin</td>
<td>Introduction</td>
<td></td>
<td></td>
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<tr>
<td>Alan Beaudoin</td>
<td>Circulation</td>
<td></td>
<td>1</td>
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<tr>
<td>Joseph Salvatore</td>
<td>Circulation</td>
<td></td>
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<tr>
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<td>Department</td>
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<td>Comments</td>
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<tr>
<td>-----------------------</td>
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<td>-------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Benjamin Shaw</td>
<td>Conservation</td>
<td>1</td>
<td>This chapter does a very effective job of surfacing and promoting conservation goals. Find to be extremely important to quality of life and sustainability.</td>
</tr>
<tr>
<td>Celeste Plumelee</td>
<td>Conservation</td>
<td>1</td>
<td>(reason for score) I am impressed with the focus on environmental health and responsibility including ambient temperature, waste water, and wildlife management. (improvement) Increase in public education about what the city is doing in these areas and why it is being done.</td>
</tr>
<tr>
<td>Cole Hickman</td>
<td>Conservation</td>
<td>1</td>
<td>Well written and comprehensive. Require recycling in multi-family housing.</td>
</tr>
<tr>
<td>Ice Salvatore</td>
<td>Conservation</td>
<td>1</td>
<td>Excellent section.</td>
</tr>
<tr>
<td>Michael Myrick</td>
<td>Conservation</td>
<td>1</td>
<td>Change bulk pick-up schedule. Perform noise studies at Warner and Rural. ER-3-4 put a time table to change lights over to LED or equivalent. Perform noise studies at Warner and Rural from airplanes and vehicles.</td>
</tr>
<tr>
<td>Azmendo Espino</td>
<td>Conservation</td>
<td>2</td>
<td>Comprehensive</td>
</tr>
<tr>
<td>Julie Ramsey</td>
<td>Conservation</td>
<td>1</td>
<td>Grey water more uses</td>
</tr>
<tr>
<td>Ed Mitchell</td>
<td>Conservation</td>
<td>1</td>
<td>(improvement) Make composting as visible and prominent as recycling. Bins should have three components, recycle, compost, and alter that trash or landfill. Water reclamation facility? What are we doing with grey water? Residential grey water needs to have incentives and plans for individual homes and apartments to re-use grey water on site.</td>
</tr>
<tr>
<td>Ryan Guzy</td>
<td>Conservation</td>
<td>1</td>
<td>Tempe is forward thinking because of its generations to ASU but we must do more with solar. More investments in solar panel or shade trees.</td>
</tr>
<tr>
<td>Woody Wilson</td>
<td>Conservation</td>
<td>1</td>
<td>Very good, but could be great. Solid waste/ Recycling- need to add “adaptive reuse of existing building” mentioned in other chapters, but fits well in the conservation chapter. * Multi-family recycling- need to make easier to setup. * More recycle bins in business areas-marketplace, etc. * Encourage more green waste.</td>
</tr>
<tr>
<td>Lisa Roach</td>
<td>Conservation</td>
<td>1</td>
<td>Pleased that this chapter encouraging that Tempe is part of the Region and cannot by itself impact some of the greater problems. However the plan does have goals and strategies that are localized.</td>
</tr>
<tr>
<td>Don Cassano</td>
<td>Conservation</td>
<td>1</td>
<td>Well written and very informative chapter and particularly like the growth projections. Thoughts for improvement: I would like to see a much bigger emphasis on the Rural and Baseline Growth Area. I think this should be a mixed use emphasis and expand significantly to the north, crossing Highway 60 and up to and through Southern Ave. This should be emphasized as an intensity/density hub and a strong target for job growth. I also believe the Tempe Marketplace area has great potential for mixed use and growth.</td>
</tr>
<tr>
<td>Alan Beaudoin</td>
<td>Development</td>
<td>1</td>
<td>R31: Higher density here is a must to accelerate the urbanity and mystique of the Tempe Town Lake. Loops 101 and 202 Interchange Growth Area: One of the best locations in the valley for high density, mixed use development. Eventually I would like to see the Marketplace in addition to the remediated land to the east converted into a true vertical mixed use project with high density housing above ground level retail, underground parking. Even with the Marketplace, the internal parking lots could be converted into mid- to high-rise developments with ground floor retail opposing the existing single story retail creating vibrant streets and plazas. Warner &amp; I-10 Growth Area and the South Tempe Technology Center area: Another two of Tempe’s great locations for high density HIGH QUALITY mixed use (VERTICAL) development including areas designated as pure commercial. Very high quality, high density residential (owner occupied) should be infused into the mix of retail, and commercial. The Warner area is off to a bad start and needs to be restructured. The ASU Research Park has quality buildings but needs to be densified and mixed use.</td>
</tr>
</tbody>
</table>
The chapter is very good and covers most of our discussions. Thoughts for improvement: I would like to see our "big idea" for 2040 incorporated into the Plan. I was hoping to see mixed use hubs geographically distributed in the City that would be density/intensity focus areas and promote future high capacity transportation facilities oriented in the north/south orientation possible along the Rural Rd spine to promote the concept of the 20 minute city and improvements in walkability. I would like to see the annual schedule for Amendments within a defined annual cycle. Would like to see more discussion and encouragement of Neighborhood Conservation Plans in response to the public comment and concerns for development encroachments. I do not see, nor would I support the addition of Villages, Burroughs, Parishes, as an additional layer and form of governing. I like the table within the Community Design Element related to Design Principles, Issues, Observations and Directions.

Land use Maps: I would like to see the entire ASU Research Park converted to MU, I would like to see the entire Warner-Elliot-Priest land area converted to MU. I would like to see the Tempe Marketplace converted to MU. I would like to see the Area along the Indian Bend Wash-Hayden-McKellips-202 converted to MU. Warner and Priest is improperly designated as residential. Land Use Goal 1: 20 minute city, neighborhood hubs focused development toward these goals. LU goal 4: Rewrite the first two bullet points: totally off target; needs to be subordinate to overall neighborhood hub plan. The transit oriented design should be focused more on interconnectivity to neighborhood hubs not willy-nilly along existing arterials. The hubs need to be identified first and then the transportation modalities layered upon them to make the connections. LU goal 5, 7, 9: Needs to be subordinate to overall neighborhood hub plan. Character Area Planning: This is inadequate to express the thoughts of the CWG with regard to the neighborhoods hubs. We need the hubs to focus on the 20-minute city principles. The elements listed are fine but it needs to go way beyond that to describe the sustainability of each hub as an identifier, a character protector, a center capable of supporting the neighborhood with many of the daily needs. This is a goal so we need to shoot high and ideally so we can direct future development toward that very high quality of life. Community Design, Accessibility and Historic Preservation Goals: I really like these sections and all their objectives. I would like to see it tied in more closely with the land use goals. We need to get people in the habit of identifying the neighborhood hubs or they will lose momentum. Neighborhood Preservation: I really like this section too. It is one of the major goals of neighborhood hubs and the ultimate result of this entire document. Neighborhood Revitalization: Long lasting neighborhood revitalization must be based on a broad based plan of action. This section is hitting all marks and is excellent. But it needs to be tied to the neighborhood hubs to provide the constant flow of energy for the revitalization. Cohesiveness to the underlying theme will unite the neighborhoods and provide momentum that can't be stopped.

In reading the entire general plan, it became evident that the plan really pertains to the portion of the city from the 202 Freeway to the north to Southern Ave to the South. 95% of the pictures are from that area. Way too much emphasis on affordable housing as opposed to owner occupied housing. Affordable and section 8 housing does not strengthen a city. We are a city of renters and that trend has to reverse itself. We need more specifics in regards to redevelopment. There are many areas of the city that are shrouded in blight and those areas need to be cleaned up or redeveloped. Code enforcement personnel needs to double insure that blighted residences come under control. We already have a high degree of affordable housing due to the conditions and age of our existing residences. Tempe's average age of dwellings is among the oldest in the Valley. Great people move out of our city where they can buy a newer home and raise a family. The continued proliferation of student housing and apartments is not going to change that.
<table>
<thead>
<tr>
<th>Name</th>
<th>Open Space, Recreation and Cultural Amenities</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alan Beaudoin</td>
<td>1</td>
<td>The link to this section did not work so I was not able to review the materials.</td>
</tr>
<tr>
<td>Steve Nielsen</td>
<td>1</td>
<td>(improvement) Realign charts to effect loss of Kaasten? Hot 59 from Open Space to Commercial.</td>
</tr>
<tr>
<td>Don Watkins</td>
<td>1</td>
<td>Comprehensive, thorough and well-done!</td>
</tr>
<tr>
<td>Julie Ramsey</td>
<td>1</td>
<td>Community needs current.</td>
</tr>
<tr>
<td>Azmando Espinola</td>
<td>1</td>
<td>Lack of planning of other recreational amenities - professional MLB-Spring training facilities; Amusement parks, water theme parks, etc.</td>
</tr>
<tr>
<td>Ed Mitchell</td>
<td>1</td>
<td>Accessibility</td>
</tr>
<tr>
<td>Celeste Plumlee</td>
<td>1</td>
<td>There is thoughtfulness in the plan that considers many facets of the city's needs. I am proud to live in a city with well-intentioned cultural amenities.</td>
</tr>
<tr>
<td>Cole Hickman</td>
<td>1</td>
<td>Well written and comprehensive. Add 'dog size' to OS 2 #14 on dog park standards.</td>
</tr>
<tr>
<td>Michael Myrick</td>
<td>1</td>
<td>Turn the PIT at Warner and I-10 into an educational center. Also add Porta Johns to parks in South Tempe during the Fall and Spring. The PIT at Warner and I-10 reach out to ADOT to acquire the land and turn it into a education center.</td>
</tr>
<tr>
<td>Joe Salvatore</td>
<td>1</td>
<td>well done; however emphasize the absolute need for meaningful public open space (urban) as part of any new M.V. Space development integrated so it is as important as the building space. Private open space does the public no good. Need parks and open space renewal program. get the borrow PIT bank from ADOT.</td>
</tr>
<tr>
<td>Benjamin Shaw</td>
<td>1</td>
<td>I particularly like the focus on Arts and Cultural amenities. Tempe needs to be a leader in the area to attract and retain top companies and talent and keep residents. Be sure to include South Tempe in art projects.</td>
</tr>
<tr>
<td>Name</td>
<td>Zip Code</td>
<td>Chapter Reviewed</td>
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<td>No name provided</td>
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<tr>
<td>Joan Ducharme</td>
<td>85282</td>
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<tr>
<td>Anne Ducharme</td>
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<tr>
<td>Mary Grant</td>
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<tr>
<td>Kolby Granville</td>
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<td>Lisa Roach</td>
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<td>John and Elaine</td>
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<td>Clare Rhoads</td>
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<tr>
<td>Kevin Brown</td>
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<tr>
<td>Mark Rentz</td>
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<tr>
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<td>Comment</td>
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<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Eduard Yates</td>
<td>85282</td>
<td>Preserves flood irrigation. This is only way to preserve our older beautiful cool shady neighborhoods. Customers can't be expected to pay all costs for maintaining pipes, etc.</td>
</tr>
<tr>
<td>Keneth P. Castaneda</td>
<td></td>
<td>Very informed people in question and answers.</td>
</tr>
<tr>
<td>No name provided</td>
<td></td>
<td>Plan addresses conservation and recharge as well as infrastructure improvements.</td>
</tr>
<tr>
<td>Raymond Linafelter</td>
<td>85282</td>
<td>[Positive] Preparation for 500+100 year floods</td>
</tr>
<tr>
<td>Steve Paz</td>
<td>85282</td>
<td>N/A</td>
</tr>
<tr>
<td>Jeff Arnett</td>
<td>85282</td>
<td>N/A</td>
</tr>
<tr>
<td>Steve</td>
<td></td>
<td>Improvements: Encourage residential water harvesters similar to Tucson programs. Under Goal1, strategies Greywater harvesting program.</td>
</tr>
<tr>
<td>No name provided</td>
<td></td>
<td>Conserve water= drain the lake! The continued cost over runs and the new dam costs are a big burden on Tempe taxpayers! Lets get back to the basics, like trash collection!</td>
</tr>
<tr>
<td>No name provided</td>
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<tr>
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<td>Clare</td>
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<td>Matt Sherry</td>
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<td>Mark Lymer</td>
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<td>Matt Nelson</td>
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<tr>
<td>Rick Carr</td>
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<tr>
<td>T.E. Lucier</td>
<td>Economic</td>
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</tr>
<tr>
<td>Sharon Poppleton</td>
<td>Economic</td>
<td>1</td>
</tr>
<tr>
<td>Christine Hartman</td>
<td>Land Use and Development</td>
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</tr>
<tr>
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<td>Comment</td>
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<tr>
<td>No name provided</td>
<td>I'm seeing Broadway businesses close down - there's a feeling of lowering the economic scale of our area around Broadway and McClintock. We need City help to avoid becoming an economic desert. City needs to find a means to encourage building owners to rent all economic levels. We've lost grocery stores on Broadway and McClintock and Southern and McClintock - so maintaining my independence - (or sustenance, for that matter) becomes more difficult.</td>
<td></td>
</tr>
<tr>
<td>Cole Hickman</td>
<td>More concrete changes should be made to the map to put buffer zones between single-family home neighborhoods and new dense housing development. More concrete map changes.</td>
<td></td>
</tr>
<tr>
<td>Mark Lymer</td>
<td>RS1: Boring!! These could be in Rotterdam or Vancouver. Does not look LOCAL. Large projects need variety like those of style/character. Tempe State Farm proposals making same mistake!</td>
<td></td>
</tr>
<tr>
<td>No name provided</td>
<td>I'd like to see another level of density above the 25 Du/Ac. I think that the requirements of the developers needs to be increased significantly to get this new level.</td>
<td></td>
</tr>
<tr>
<td>Blake Edwards</td>
<td>Improve the street view of the Rio Salado Industrial Drive. It's the one eye sore of Rio Salado. McClintock to 101, south side of Rio Salado. ASU corner (ASU storage lot?)</td>
<td></td>
</tr>
<tr>
<td>Troy Ireland</td>
<td>Keep the beauty of Arizona - using sunsets and Arizona natural beauty - would like that maintained.</td>
<td></td>
</tr>
<tr>
<td>T.E. Lucier</td>
<td>Not enough consideration for ameliorating downside of development. Loss of athletic areas needs public open space incorporated into mixed use development.</td>
<td></td>
</tr>
<tr>
<td>Nancy Buell</td>
<td>Looks feasible.</td>
<td></td>
</tr>
<tr>
<td>Rick Carr</td>
<td>Pleased to see minimal projected residential density changes. Managed growth providing sufficient tax base (residential and business) for city to maintain its high quality of life.</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
<td>Rating</td>
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<tr>
<td>Karen Gitlis</td>
<td>Land Use and Development</td>
<td>1</td>
</tr>
<tr>
<td>Jason Morehouse</td>
<td>85281</td>
<td>1</td>
</tr>
<tr>
<td>Larry Conway</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
<td>1</td>
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<tr>
<td>Kevin Brown</td>
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<td>Jordan Garcia</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>Clare Rhoads</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>Name</td>
<td>85284</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<td>No name provided</td>
<td>85281</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>Therese Lucier</td>
<td>85281</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>No name provided</td>
<td>85284</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>Carolyn Cooper</td>
<td>85284</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>Raymond Linafelter</td>
<td>85282</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
</tr>
<tr>
<td>John Fan</td>
<td>85284</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<tr>
<td>Steve Paz</td>
<td>85282</td>
<td>Open Space, Rec &amp; Cultural Amenities</td>
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<td>Name</td>
<td>Department</td>
<td>Rating</td>
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<tr>
<td>Jeff Arnett</td>
<td>Public Facilities and Services</td>
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<tr>
<td>No name provided</td>
<td>Public Facilities and Services</td>
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<tr>
<td>Steve</td>
<td>Public Facilities and Services</td>
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<tr>
<td>David Lucier</td>
<td>Public Facilities and Services</td>
<td>1</td>
</tr>
<tr>
<td>Therese Lucier</td>
<td>Public Facilities and Services</td>
<td>1</td>
</tr>
</tbody>
</table>
Date: 7-24-13
To: Nancy Ryan
From: Ron Brown
RE: City of Tempe General Plan

No Conflict with El Paso Natural Gas
A Kinder Morgan Company

KM-EPNG has no concerns for the City of Tempe General Plan

Project #: General Plan
Signature: Ronnie Brown
Date: 7-24-13
Nancy,

I hope all is well and that you're having a great summer. Here is a snapshot of Valley Metro's comments.

The Tempe General Plan contains a number of transit friendly recommendations and emphasizes the importance of increasing access between transit facilities and bike and pedestrian travel ways.

- In the Circulation Element (pg. 8), consider adding transit (Streetcar and light rail) as elements to include on wayfinding signs. Clear directions to these major transit facilities will improve bike and pedestrian access and help increase ridership.
- Also in the Circulation Element (pg. 11), consider using an updated Streetcar route, as the alignment has changed and two extensions are currently under public evaluation.
- The Land Use Element encourages precisely the type of multi-modal transportation system that complements bus and rail service. On page 14, LU1, Strategy 1, the word 'bicycle' could be added so that the end of the sentence reads: "...pedestrian and bicycle travel and access to transit."
- In Land Use, page 17, consider replacing the word 'above' with 'near' so that the fourth sentence in the paragraph on integration reads "... large shade trees near bus stop seating." Although trees above bus stop seating provide valuable shade, they attract birds and generate maintenance issues.
- Tempe has identified "cultural resource areas" which are residential neighborhoods that are considered culturally significant to Tempe and would be preserved through continuation of the underlying zoning. Incidentally, a large swath of these areas are west of Mill (between University and Apache) and south of Apache (between Mill and Macallister).

Thank you for the opportunity to comment. Let Abhi or I know if you have any questions.

Hope to see you again soon.

Best,

Benjamin Limmer, AICP
Valley Metro
To: Nancy Ryan, Special Projects Coordinator
    Community Development Department,
    City of Tempe

From: Judy M. Ross, Deputy Aviation Director
      Aviation Department
      City of Phoenix

Subject: CITY OF PHOENIX AVIATION DEPARTMENT COMMENTS REGARDING THE
         CITY OF TEMPE GENERAL PLAN 2040

Date: September 9, 2013

Thank you for the opportunity to review the draft General Plan 2040 for the City of Tempe. Please consider incorporating the following comments into the General Plan 2040.

Circulation Element

- Page 20, paragraph 1 – References American Airlines as one of the two largest carriers. At the time of publication, please update this pending the outcome of the Department of Justice lawsuit on the US Airways and American merger.

- Page 20, paragraph 2 – Please use PHX Sky Train™ when referring to the Sky Train.

- Page 20, paragraph 3 – Please capitalize Terminal Radar Approach Control (TRACON).

- Page 20, paragraph 5 – Please update the information on Phoenix Mesa Gateway Airport to the current status as of publication. According to the Spirit Airlines website, service from the Phoenix, AZ area will be from Sky Harbor effective October 25, 2013. According to the Phoenix Mesa Gateway Airport website, there is no information for Frontier Airlines operating at Gateway.

- Page 21, first line – Please add the City of Apache Junction to the Phoenix Mesa Gateway Airport Authority participants. Please note the Phoenix Mesa Gateway Airport Board of Directors website.

- Page 21, first full sentence – Please confirm the number of cities Phoenix Mesa Gateway Airport serves prior to publication.

- Page 21, paragraph 2, last sentence – States "The City of Tempe has a 1994 agreement with the City of Phoenix on flight procedures designed to mitigate
noise from Phoenix Sky Harbor International Airport.” Please consider relocating this sentence. As it currently reads, it sounds more like a helicopter agreement rather than an aircraft noise agreement. It may be more appropriate on Page 20, paragraph 3.

- Page 21, Aviation Goal – Please consider adding as an Objective: Protect Phoenix Sky Harbor International Airport as a regional asset. Strategy: Enact zoning to protect the City of Tempe, local and regional assets from incompatible land uses including noise and height related development.

- Page 31, Air Traffic Growth – Please update the references to the proposed merger between US Airways and American Airlines pending the outcome of the US Department of Justice anti-trust lawsuit on the merger, prior to publication.

- Page 31, Air Traffic Growth, 5th sentence – Please include the following after Allegiant Airlines, based at Phoenix Mesa Gateway Airport, is an example…

- Page 31, Air Traffic Growth, last sentence – This statement has not been documented as proven, please consider removing this sentence.

- Page 31, Performance Based Navigation, 2nd Sentence – Please clarify that Safety is still and will continue to be the top priority, not just management of the system. The FAA values safety above all.

- Page 31, Performance Based Navigation – The FAA has implemented Performance Based Navigation arrival procedures and is working toward implementing Performance Based Navigation Procedures that will continue to comply with the 4 DME procedure.

**Conservation Element**

- Page 9, Strategies 1. – Please consider adding to the strategy, “Operate parks, Salt River Low Flow Channel, and lakes to minimize standing water.
  - Note: Is it appropriate to state, minimize standing water in a lake?

- Page 11, Strategies – Please consider adding the following strategy to the Flood Plain Management Goal. “Continue to coordinate with FCDMC, adjacent municipalities and SRP to manage flow in the Salt River.”
September 9, 2013

Dear Development Review Commission Members,

I'm writing on behalf of the Livable Communities Coalition (LCC) in regards to the Tempe General Plan 2040. I am aware that you are moving forward to public hearings for the Plan and on behalf of the Livable Communities Coalition, I am reaching out to you.

The LCC is an organization dedicated to changing the way Arizona grows by focusing on the interconnection of transportation, public health, housing, and land use. The LCC has been following the development of the Tempe General Plan 2040 closely and we see the plan as the foundation for creating a healthy community for Tempe residents. Healthy community design helps create, foster, and preserve positive connections between residents and provides opportunities for residents of all ages and abilities to live an active lifestyle.

The LCC applauds Tempe for including strong General Plan policies for housing, transportation, and the environment that will create social connection and economic vitality. However, the LCC believes that Tempe is overlooking one of the primary benefits of living in Tempe – Tempe is a healthy community. Although "health" is addressed in the Recreation Element, the LCC believes that "healthy lifestyle" or "healthy community" should be a recurring theme throughout the entire General Plan.

Livable Communities Coalition members have reviewed the draft General Plan 2040 and have prepared a list of comments. Those comments are attached to this letter for your review and provide suggestions as to how the General Plan language can be broadened to provide a greater focus on Tempe as a healthy community.

Overall, LCC members are very supportive of the Tempe General Plan 2040. Clearly the successful implementation of policies in the existing General Plan is reflected in the high quality of livability that exists today in Tempe. But the LCC is hopeful that Tempe will build on those successes and place a greater emphasis on moving forward with the efforts to create a healthy, livable community.

LCC members believe it's important that the LCC not only provide written comments, but that we offer our time to help fine tune the General Plan language. With that in mind, LCC members are offering to work with city staff and provide input and suggest language to incorporate into the General Plan 2040. The LCC views this as the opportunity to place a greater focus on Tempe as a healthy community and to enhance, and create, opportunities for residents to live a healthier lifestyle in the future.

Thank you for your consideration,

Dean Brennan, FAICP
Livable Communities Coalition
Advocacy Committee
480-390-9185
dbrennan-plc@cox.net
TEMPE GENERAL PLAN RECOMMENDATIONS

Tempe General Plan Guiding Principles – Modify Principles to address healthy lifestyle

Enhanced Quality of Life and Preservation of Neighborhood Character – Although “healthy places” is mentioned, because of the importance of the role played by neighborhoods in the community, modify to make a reference to the contribution that neighborhoods make to the “healthy lifestyle” for residents. Consider also modifying to incorporate a reference to the 20 minute neighborhood.

Overarching Recommendations

- Consider addressing common themes throughout each chapter, articulating how the realization of chapter objectives will impact each theme. For instance, each chapter in the General Plan for the City of Phoenix will describe the impact to
  - Health
  - The Environment
  - Prosperity
  - The City’s Identity
- The term “healthy neighborhoods” is used throughout the document. It is recommended that this term is broadly defined in the document, and that the definition includes “equitable access to healthy food and physical activity.”
- Define the term “quality of life” at some point in the document.

Introduction Chapter

- Page 7 - The inclusion of healthy living is a step in the right direction; however, it may be beneficial to expand the definition of healthy living. For example, the sentence could read, “Developing the city to afford equitable access to healthy foods, physical activity, health care, and other resources which lead to healthier lifestyles.”
- Page 11 - Under the principle “Sustained Mobility...” there is valued mention of “...increased bike and pedestrian connections.” It is recommended that IMPROVED bike and pedestrian connections in also included (i.e., focus on creating new, and improving existing, connections).

Land Use and Development Chapter

There are multiple opportunities in this chapter to reference “healthy community”, “healthy lifestyle” and help reinforce the importance of an objective or strategy.

Following are examples of how that can be accomplished:

- Page 4 – When discussing Tempe’s future land use, the mention of “healthy and thriving neighborhoods” could be more instructive if worded, “thriving neighborhoods which promote healthy and active lifestyles...” Other recommendations in this paragraph include a) adding “easily accessible” to the description of “services and shopping,” and b) expanding on the inclusion of “open spaces and recreation opportunities” by adding “...for physical activity and social cohesion.”
- Page 4 – First sentence in the “Land Use Element” section: It is recommended that the opening sentence incorporates the term “health-promoting.” For example, the sentence could read, “The Land Use Element is used to make land use decisions that maintain an attractive, livable, health-promoting, and economically sustainable city...”
TEMPE GENERAL PLAN UPDATE

- Page 13 – The statement, “Zoning is intended to...protect public health” should be modified to include “...protect and improve public health...”
- Page 31 – NP4: Recommended additional strategy: “Develop accessible, safe, health-promoting open spaces within neighborhoods.”
- Page 41 – Same critique as #3 above.

LAND USE GOAL

- Objective LU5 – Strategy 3 – Reference the opportunities that “compact, efficient infill development” can provide for healthy lifestyles for residents and how this type of development will contribute to the 20 minute neighborhood.

COMMUNITY DESIGN ELEMENT

The design of the community has much to do with the health of residents and the discussion in the introduction section could be expanded to make that point.

For example – Introduction; Integration paragraph, last sentence

“Open space provides the connecting tissue to integrate neighborhoods with parks, preserves, paths, lakes and canals, as well as the basis to enhance interaction.”

Add - “and providing residents the opportunity to be active and lead a healthy lifestyle.”

Healthy Design – Consider adding a section after Accessible Design (Pg. 20) that discusses “Healthy Community Design”

Objectives/Strategies – Consider modifying objectives and strategies – for example

- Objective CD4, Strategy 1 – “Provide pedestrian facilities that encourage people to walk”. Add - “to provide residents the opportunity to be more physically active and lead a healthy lifestyle.”

Economic Development Chapter

At some point in this chapter, note Tempe’s ability to encourage economic development through the promotion and incentives for healthy grocers as anchor stores for larger complexes – especially in underserved areas.

Page 18 – ASU2 Additional Strategy: “Partner with community partners including private, non-profit, and government entities to improve public health.”

Circulation Chapter

- The term “quality of life” is use throughout this chapter; however, there is little to no mention of health. It is recommended that “quality of life” is defined for the sake of this chapter, and that the impact of circulation on health is articulated repeatedly.
- The chapter discusses the economic impact of aviation and mass transit, but neglects to highlight the opportunity for pedestrian and bikeway strategies to also be economic drivers – in addition to their ability to be health drivers.
- The inclusion of a commitment to complete streets is highly recommended.
TEMPE GENERAL PLAN UPDATE

- No reference to “Complete Streets” in the Circulation Element.

Pedestrian and Bicycle Element

- Tempe has definitely done an exemplary job promoting walking and biking and is definitely a leader in creating a communitywide bicycling network. The introduction in this element discusses the successes as well as identifying how the current systems can be enhanced. However, there is no mention of the how walking and biking contribute to a healthy lifestyle and by having an extensive, and complete, pedestrian and biking networks, Tempe residents have the opportunity to be more active. The introduction could also discuss the role that the pedestrian and bicycle networks can play in helping to create the 20 minute neighborhoods.
- In this element, none of the objectives or strategies mention “healthy lifestyle” or “healthy community” as a benefit of the implementation of communitywide pedestrian and bicycle networks or any reference to the 20-minute neighborhood. In addition, the terms “walkable” bikeable” “walkability” and “bikeability” are not used which is unusual because of the general use of the terms in most planning and transportation documents.

For example – Objective PN1

- Strategy 3. “Utilize programs to education and encourage walking by youth.” Consider modifying to read “Utilize programs to encourage walking by youth and to educate them regarding the health benefits of walking.”
- And/or a new strategy could be added –
- “Strategy 4. Develop programs that educate residents regarding the health benefits of walking and encourages them to walk.”

There are other opportunities for modifying the language in both the pedestrian section and the bicycle section.

Open Space, Recreation, and Cultural Amenities Chapter

In the introduction to the chapter, the word “health” is identified as a product of recreation and is identified as a component of the Recreation Element. “Health” and “healthy lifestyle” is an important component of the Tempe community and should be a theme repeated throughout the General Plan

- Page 6 – OS2, Strategy 2: Identifying areas which do not have access to open space is an excellent initiative; however, it is recommended that this statement expands on its definition of “access.” For example, the statement could read, “Identity residential areas of the community which may not have access to open space within a 0.5 mile radius of neighborhood center points.”
- Page 7 – OS2, Additional Strategy Recommendation: “Partner with local schools and districts to assess the potential for schools to open their recreation ground for public use outside of normal school hours.”
- Page 8 – OS5, Strategy 3: Partnering with school districts for joint use of their facilities is a worthy pursuit. It is recommended that this strategy is expanding to include joint use of school facilities with the City of Tempe, along with the general public. See #2 above.
TEMPE GENERAL PLAN UPDATE

- The contribution that parks, trails and other recreational amenities make to a healthy lifestyle should be reinforced.
- **Urban Open Space** – Excellent discussion regarding the need for more urban spaces. But this discussion could include references to how these spaces contribute to a healthy lifestyle, both physically and mentally.
- Identify opportunities to incorporate references to healthy lifestyle in the Objectives and Strategies.

**RECREATION ELEMENT**

- Great references to benefits of recreation – physical and mental – and the potential for addressing chronic diseases such as obesity.
- **Recreation Goal** – identifies health as an important component of recreation.
- Identify opportunities to incorporate references to healthy lifestyle in the Objectives and Strategies.

**GENERAL COMMENTS**

Will Tempe GP 2040 have an implementation plan?
How will accountability be built into the application of the general plan?

Page 3 - Key Recommendations

- We applaud Tempe for prioritizing the allocation of human service funding to those with the greatest need. This is a step toward a more stable, humane, and equitable community.

Page 11 - Requirements for General Plan

- Specific mention needed of **urban agriculture** – home gardens, community gardens, urban farms, farmers markets, food systems and security, food availability/affordability/accessibility. Tempe is a leader in facilitating the establishment of community gardens.

Page 12 - What’s New in GP2040?

- Make a **commitment** to passage of a Complete Streets policy and implementation plan

- What is the Tempe concept of “healthy living?” Please explain.
  - Access to healthy food?
  - Access to opportunities to be physically active?
  - Access to affordable, quality health care?
  - Access to alternative transportation options?
  - Making the healthy choice the easy choice in all settings?
  - Designing 20-minute neighborhoods?

Page 13 - Land Use and Development Chapter

- See comment for page 11

Page 18 - Circulation Element
TEMPE GENERAL PLAN UPDATE

- Is there a plan to develop a trail system in Tempe? If not, consider doing so.
- See OPEN SPACE, RECREATION AND CULTURAL AMENITIES CHAPTER on page 8, OS6, strategy #2
- Ensure that the vision is regional in scope, to further enhance connectivity across municipal boundaries.
- Are alleys an amenity that is underutilized for alternative transportation connectivity?

RECOMMENDED STRATEGIES
- Extend access to Orbit bus system to residents s/o the US 60
- Provide commuters who reside s/o the US 60 access to light rail Park and Ride at Apache and Price, via Orbit or bus
  See CIRCULATION Appendix, page 24 “Connecting the Last Mile”
- Provide bike lockers at Park and Ride locations
- Continue to develop the canal environments to the standard of the Western Canal
- Regarding Transit Goal 2, “Support transit that facilitates regional and interregional commute patterns,” be sure to give attention to the Dial-a-Ride system that is utilized by vulnerable residents to ensure that they have access to efficient and convenient regional connectivity.

Page 19 - Ped-Bike Network

- What is the plan for utilization of the Union Pacific RR lines? Inter-city rail for transport of commuters?

Page 22-23 - Open Space, Recreation and Cultural Amenities Chapter

- Is there a plan for utilization of limited-access “private” open space, or does the plan simply map and acknowledgements its presence?
- Is public school property considered “public” or “private” space?

Page 24

- Promote schools as the heart of the neighborhood

RECOMMENDED STRATEGIES
- Pursue joint-use / share-use agreements where needed to facilitate access to school amenities for community benefit during out-of-school time (OST)
  See OPEN SPACE, RECREATION AND CULTURAL AMENITIES CHAPTER on page 8, OS5, strategy #1, 3
- Develop Safe Routes to School programs, providing infrastructure and promoting lifestyle changes that benefit the health of children and neighborhood residents
- Develop partnerships with school districts that make schools potential sites for lifelong learning, community building, and neighborhood-based service delivery
  See PUBLIC FACILITIES AND SERVICES on page 6, PB8, strategy #3
DRAFT COMMENTS FROM MAG ON TEMPE GENERAL PLAN UPDATE

DATE: September 9, 2013

FROM: Scott Wilken, Regional Planner III, Maricopa Association of Governments (MAG)

SUBJECT: TEMPE GENERAL PLAN 2040 COMMENTS

Comments from MAG Information Services Division

Land Use Chapter

1. The land use categories utilized in the draft General Plan are extremely general and do not provide sufficient details to develop a complete build out analysis. MAG staff can conduct further analysis if details on mixed use and employment areas are provided. The build out calculated in June 2013 as part of the MAG Socioeconomic Projections development efforts found a build-out population of 221,220, build-out employment of 263,858, and build-out dwelling units of 92,461 for the Tempe municipal planning area. MAG develops regional socioeconomic projections every 3 to 5 years. An updated set was adopted in June 2013 and the numbers for Tempe are included in the profile attachment.

2. Page 5 says current planning area is 40.36 square miles and the ultimate planning area is 40.1.

3. Page 12 addresses the aggregates requirement of SB1598 by referencing the 2007 Directory of Active Mines and map. It might be a good idea to include this property on a map within the General Plan.

4. Page 19 in the first line in Observations/Directions, there's an extra comma after "particular."

5. On page 30, strategies 3 and 4 of NP1 are written in a different font color than the rest.

6. Page 34 – the final approved MAG 2013 Socioeconomic projections have the following projected dwelling unit figures for the Tempe MPA:
   a. In 2020 77,300 dwelling units
   b. In 2030 90,000 dwelling units
   c. In 2040 91,400 dwelling units

7. On page 34, please remove the citation of the MAG Projections 2007 from Table 3. The current figures are from the 2013 projections.

8. On page 47, there is a pair of double asterisks in the Distribution As Of 2040 heading, but no corresponding footnote for the double asterisks.

9. On page 48, in the Eminent Domain paragraph, there seems to be an unnecessary period, as well as a change in font color.

10. On the bottom of page 48 to top of page 49, the section is labeled Specific Area Plan, but the text uses the term Specific Plan throughout. As stated in the text, state law uses the term Specific Plan.

11. On page 57 there’s no source listed for Figure 10

12. On page 61, is the reference to MCCC intended to be the MAG Continuum of Care Regional Committee on Homelessness? If so, please update the reference.
Economic Development Chapter

14. For page 8, the final approved MAG 2013 Socioeconomic projections have the following projected employment figures for the Tempe MPA:
   a. In 2020 221,400
   b. In 2030 236,400
   c. In 2040 244,900
15. On page 8, please add a citation to Table 1 of the MAG 2013 Socioeconomic Projections.
16. On page 8, what is the source of Figure 2? If it is the MAG 2013 Socioeconomic Projections, please add a citation.
17. On page 9, it appears that the maps in Figure 3 are from a draft version of the 2013 MAG Socioeconomic Projections. Please update the maps with the final approved projections.
18. On page 33, the population and dwelling unit maps in the appendix cite draft MAG projections. Please update to final projections.
19. On page 34, what is the source of Figure 2? If it is the MAG 2013 Socioeconomic Projections, please add a citation.

Circulation Chapter

20. On page 24, there is a typo in the last sentence of the Connecting the Last Mile paragraph: “A resident of one of’s residential neighborhoods...”

Glossary

21. There is a typo in the definition of MAG: “Air Quality Panning Agency”

Comments from MAG Environmental Programs Division

Conservation Element

The Conservation Element of the City of Tempe General Plan 2040 includes a discussion of solid waste and recycling. The element contains a comprehensive set of objectives and strategies designed to accomplish the goal of reducing the amount of trash and hazardous waste generated through an integrated solid waste managed approach. The strategies include using the Education Recycling Information Center (ERIC) to inform and educate the community of recycling, encouraging “green cycling” of organic matter through a compost program, and continuing the operation of the hazardous waste collection facility. These activities were included by the City as best practices in the Solid Waste Best Practices in the MAG Region report. In addition, these efforts are aligned with the goals and objectives in the MAG Regional Solid Waste Management Plan.

Environmental Planning Element
DRAFT COMMENTS FROM MAG ON TEMPE GENERAL PLAN UPDATE

The Environmental Planning Element includes a discussion on air quality. The element states, “Failure to obtain an approved plan or to reach the goals set forth in the plan could lead to denial of federal funding and permits for such improvements as highway construction and sewage treatment plants.” Please revise this sentence to correctly state, “Failure to obtain an approved plan or to reach the goals set forth in the plan could lead to denial of federal highway funding.”

Water Resources Element

The Water Resources Element contains a goal to safely collect and treat wastewater from residences and businesses using the best available technology and most cost effective means of treatment. The element discusses the 91st Avenue Wastewater Treatment Plant and the Kyrene Reclamation Facility. Most of the wastewater from the City is treated at the 91st Avenue Wastewater Treatment Plant operated by the City of Phoenix. The Kyrene Reclamation Facility is owned by Tempe and has been deactivated until demand for wastewater treatment capacity increases. Both of these facilities are identified in the MAG 208 Water Quality Management Plan. It is important to ensure that wastewater treatment plants are consistent with the MAG 208 Plan. The MAG 208 Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Consistency is necessary for permit approvals.

Comments from MAG Transportation Division

Circulation Chapter

1. On page 5, Photoshop a helmet on Eric.
2. On page 5, consider using the FHWA term “shared use” rather than “multi-use.”
3. On page 5, consider altering the spacing of the text. It is hard to read. For example: PN1 – align the text as below:
   Increase awareness that pedestrians are a priority in Tempe, and that pedestrian travel is an important part of the overall transportation system
4. On page 5, align the word STRATEGIES over the numbers.
5. On page 8, all the beginning words should be in caps:
   3. Create a network that includes:
      a. Safe bike lanes on arterial streets,
      b. enhanced half-mile or mid-block street crossing improvements,
      c. crossings at railroad rights-of-way, canals, freeways,
      d. reduction of other barriers to bike travel and
      e. additional multi-use paths and crossings
6. On page 25, ADOT I-10 Corridor Improvement Study (Broadway Curve) - Recommend edits to first paragraph to include the following: In 2001, ADOT initiated a Corridor Improvement Study (CIS) to evaluate freeway improvement alternatives along the I-10 from State Route 51 to Loop 202 (Santan Freeway). Alternatives include adding local and express lanes in the study area. After identifying airspace issues with Phoenix-Sky Harbor International Airport in 2011, a new
DRAFT COMMENTS FROM MAG ON TEMPE GENERAL PLAN UPDATE

approach for addressing the congestion along Interstate 10 in Tempe was identified with a Corridor Master Plan. MAG will be developing this plan, in association with ADOT, FHWA, and the affected cities along I-10, including the City of Tempe. Recommendations for this plan are expected by the fall of 2014, where the MAG Regional Council will identify a program for mitigating the congestion along I-10.

7. Please see the attached document for comments on rail transit.

Attachments

The following attached documents were prepared by MAG staff using various datasets that MAG maintains. If you would like further analysis or information on any of the attached documents, please let us know.

1. Rail Transit Comments (8 pages)
2. 2013 Tempe Socioeconomic Profile (25 pages)
3. Environmentally Sensitive Development Areas analysis (4 pages)
4. Trip Reduction Survey data analysis – Where Tempe Residents Work (1 page)
5. Trip Reduction Survey data analysis – Where Tempe Workers Live (1 page)
6. Tempe Job Center Analysis (4 page)
7. Analysis of average residential distance to fire stations (1 page). Please note that this analysis is by distance, rather than travel times. If you’re interested in travel time analysis, or if you’re interested in analysis of residential distance to other services (hospitals, schools, etc), please let us know.
Page 3

The Transit Element identifies the existing and proposed system of mass
transit, circulator, rail or rapid transit modes that integrate locally and
regionally. Regional connection reflects the circulation system provided by
others that connect Tempe residents and businesses throughout Maricopa
County and beyond. Regional circulation connections allow access for the
movement of people and goods by vehicle and rail transport. These
existing and proposed regional routes include highways, freeways, bus
rapid transit, inter-city passenger rail, commuter rail and freight rail.
On the Figure 2 legend, please refer to 'Heavy Rail' as 'Union Pacific Railroad'.

Heavy Rail is a misnomer incorrectly applied to describe freight rail. Actually, 'Heavy Rail' is a transit rail system similar to BART, MARTA and the DC METRO.

The blue lines represent the 'Union Pacific Railroad' east-west mainline and the north-south Tempe/Kyrene Branch. Figure 2 was not showing the railroad track graphic located in the legend box.
Goal 2
Objectives TR3 Strategies

Bullet Point #4

4. Study the viability of commuter rail along the Union Pacific east-west mainline corridor and the north-south Tempe/Kyrene Branch corridor and placement of rail station(s) in Tempe
On the Figure 2 legend, Please refer to 'Heavy Rail' as 'Union Pacific Railroad'.

Heavy Rail is a misnomer incorrectly applied to describe freight rail. Actually, 'Heavy Rail' is a transit rail system similar to BART, MARTA and the DC METRO.

The additional north-south green line represents the 2010 MAG and Tempe proposed commuter rail on the Tempe/Kyrene Branch. This System Commuter Rail will serve between Phoenix, Sky Harbor, Tempe, West Chandler and I-10/Gila River I.C. -Wild Horse Pass area.
Phoenix, Town of Gilbert, Town of Queen Creek, and the Gila River Indian Community. Gateway serves 38 cities. The airport Master Plan forecasts enplanements to reach 850,000 by 2017 and 2.2 million by 2027. Recent extension of Highway 202 to Phoenix-Mesa Gateway Airport and future SR 24 - Gateway Freeway is a product of regional cooperation and the regional consensus that is facilitating continued growth of commercial aviation at Gateway. The question of Phoenix-Mesa Gateway Airport, becoming a larger reliever airport to Phoenix Sky Harbor International Airport is connected to the pace of suburban development over the long term and foreseeable capacity limitations or economic incentives for any major airline carrier to move its operations from Sky Harbor or start up new regular service at the Phoenix-Mesa Gateway Airport.
Passenger and Freight Rail

The State’s railroads, while not owned or operated by ADOT, are a critical part of Arizona’s multimodal and intermodal transportation system and, likewise, an important part of the statewide and national economies.

Intercity passenger rail services are currently provided by Amtrak, and ADOT is looking to these services to provide an important travel alternative – as is the nation as a whole. There is no north-south connection between the major metropolitan areas of Phoenix and Tucson. Amtrak’s Sunset Limited route traverses 1,995 miles between New Orleans, Tucson, and Los Angeles. The route crosses the southern tier of Arizona on the Sunset Route of the Union Pacific (UP) Railroad with stations in Benson, Tucson, Maricopa, and Yuma. The Southwest Chief route travels 2,256 miles between Chicago, Flagstaff, and Los Angeles. The route crosses the north-central tier of Arizona on the Transcontinental Route of the BNSF Railway Burlington Northern Santa Fe Railway (BNSF). There are four stations in Arizona served by the Southwest Chief: Winslow, Flagstaff, Williams Junction (connection to the Grand Canyon Railway Railroad discussed below), and Kingman. Over the longer term, there may be support for implementation of an interregional commuter rail service, for example between Phoenix and Tucson, to provide long distance commuters an alternative to driving (see Local and Regional Plans section regarding the ADOT Inter-city-Commuter Rail Study underway).

Goods moving on freight railways typically require truck transport on either or both ends of the trip, making highways the necessary enabler for freight rail transport. Both the BNSF Railway Burlington Northern Santa Fe Railway Company and Union Pacific Railroad have significant intermodal operations in Arizona; because of the State’s proximity to Mexico, many of the State’s jobs depend on rail freight, freight movements, and foreign trade.

NOTE: BNSF Railway is the correct vernacular. The railroad ceased being known as ‘Burlington Northern Santa Fe’ in 2005. They prefer to be called ‘BNSF Railway’ in all publications, much like the Chesapeake Seaboard railroad company is now famously known as ‘CSX’.
Avenue and east of Kyrene Road within the City boundary. As of 2013, freight traffic averages eight trains per day, and the Tempe local often uses the Tempe/Kyrene branch once per day to serve the lines serving industrial areas within the City. There are 44 railroad/roadway crossings in Tempe.

**PLEASE ADD THIS PARAGRAPH WHERE APPROPRIATE IN THIS SECTION.**

**Commuter Rail**

**Figure: #? – MAG System Commuter Rail Study – Tempe Corridors.**

The purpose of the MAG 2010 Commuter Rail System Study was to define an optimized network of potential commuter rail corridors and the elements needed to implement a regional commuter rail system. As envisioned within the study, a 110-mile, four-line, commuter rail system would radiate from downtown Phoenix and would share existing Union Pacific Railroad freight track along three corridors in the Southwest, Tempe/Kyrene and Southeast; and BNSF Railway freight track in the Northwest Grand Avenue corridor. The system would connect the downtowns of 18 of the Valley’s communities along with both major airports.
The System Study provided a detailed evaluation of potential commuter rail links to the East Valley (including the Tempe, Chandler, and Southeast Corridors) and links to the West Valley. The System Study was formulated by incorporating the findings of the Grand Avenue (Grand) and Yuma West (Yuma) Corridor Development Plans, both of which were produced in conjunction with this System Study. Overall, using the then-recent 2007 socio-economic and transit network model, the four-line system was projected to carry approximately 18,000 riders per day. A revised model incorporating the 2010 data would provide a more accurate and increased level of ridership.

Commuter rail systems are generally used in congested urban areas to improve travel time, mitigate congestion, add convenience, and provide an alternative means of travel along greater distances – particularly in times of increasing energy prices. Commuter rail trains typically provide service between suburbs to urban centers for the purpose of reaching activity centers, such as employment, special events, and intermodal connections. Designed to primarily meet the needs of regional commuters in the AM and PM peak travel times, commuter rail service typically occurs at lower frequency than light rail transit. The distance of most commuter rail corridors is also longer than that of light rail, ranging from 30 to 40 miles, with passenger stations generally spaced 3 to 7 miles apart within the MAG Region.

In relation to Tempe, two distinct corridors may provide access to residents of the community. The east-west Union Pacific mainline corridor would link Downtown Phoenix and Sky Harbor via Tempe with Mesa, Gilbert and Queen Creek. The Tempe/Kyrene Branch would link downtown Phoenix and Sky Harbor via Tempe with South Tempe, West Chandler and the I-10/Wild Horse Pass area.

The 2010 MAG System Commuter Rail Study was accepted by the MAG Regional Council in summer 2010 and the City of Tempe and its staff was an active stakeholder in the two year study process.
Hi Nancy – see below. Let me know if you need anything else

Neil

From: Ryan, Nancy [mailto:nancy_ryan@tempe.gov]
Sent: Friday, September 06, 2013 11:27 AM
To: Neil Calfee
Subject: General Plan 2040

Neil:

Thanks for taking the time to meet with me about ASU’s comments on the General Plan.

From our conversation you were going to provide me with:

- A map that shows in greater detail where the proposed mixed use area east of Rural Road would be aligned
  - ASU is satisfied with the current Mixed Use designation and does not seek a further change
- A copy of the RFQ for the Stadium District
  - Attached
- Any estimate for range of development that could result in stadium district development (resident population and employment would be most helpful) Below is our development program pre-State Farm. We had Elliot Pollack look at our massing assump

  Development Program:
<table>
<thead>
<tr>
<th>Use</th>
<th>SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>2,500,000</td>
</tr>
<tr>
<td>Retail/Restaurant</td>
<td>400,000</td>
</tr>
<tr>
<td>Hotel</td>
<td>1,000 Rooms</td>
</tr>
<tr>
<td>Residential</td>
<td>3,800 Units (Apartment/Condos – but no student housing)</td>
</tr>
</tbody>
</table>

- A description of development phasing of the stadium redevelopment, and the sports fields elimination, relocation or replacement,
  - Renovation of Sun Devil Stadium could start as soon as Spring 2014 and is projected to take up to five years to complete. Planning and design are underway now to finalize the schedule.
  - Sun Devil Baseball will vacate Packard Stadium after the 2014 baseball season and will begin playing in Phoenix Muni Stadium in 2015. No reuse plans for Packard Stadium have been developed at this time, this site may serve as a staging area for stadium renovations in the short term.
- Negotiations are underway with City of Phoenix for ASU to take over management of Papago Golf Course, which would eventually serve as the replacement for Karsten Golf Course. Karsten could be shut down as soon as summer 2014, but definitive schedules have not been completed yet.

- Idea behind the “eco district” components
  - The Eco District was proposed as a differentiation strategy for the Stadium District redevelopment in hopes of creating a unique setting that would attract business and residents alike. There are some unique infrastructure opportunities associated with the Stadium and Town Lake which could be strategically exploited to enable district wide sustainability practices, not just a collection of LEED buildings. We are promoting this idea moving forward in our planning for the Stadium District, however, we are cognizant of feasibility challenges and cost implications of implementing such systems and we do not possess the tools needed to incentivize such practices.

- Wording to describe the campus “evolution” that will address changes in buildings and spaces on campus over time, and

- # of beds on campus
  - ASU’s Tempe Campus is in a constant state of evolution to meet the ever-changing needs of its students. This may entail new construction or renovation or repurposing of an existing building, existing open spaces may be repurposed and enhanced or potentially used as building sites. The goal is to most efficiently and effectively utilize the campus buildings, infrastructure and open space to provide the best possible campus environment while achieving the institutional goals of the University.

_Nancy Ryan, AICP, CPM_
Community Development
City of Tempe
480.350.8096
nancy_ryan@tempe.gov
Here’s a start.

Public Facilities and Services Chapter
Page 11

PF2, Delete strategy #2 (Consider back up providers for utilities to meet service demands)
- Note APS has a Certificate of Convenience and Necessity granted by the Arizona Corporation Commission allowing it to serve approximately 6 square miles of territory in Tempe.

PF3, Proposed wording:
Facilitate activities of providers of public utilities to ensure coordinated infrastructure improvements which support technology advancements and required system expansion or enhancements.

Add Strategy #2:
Coordinate extension/expansion needs of utility improvements while minimizing disturbances to existing lines and corridors serving customers.

Let’s talk tomorrow to see if what I put down makes sense. Thanks for your help. It must be nice having things come together on this. I know how much work you put into it!

RANDY CLAWSON, CEM, LEED-AP
Customer Project Manager, Consultant
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Tel 480 446 0115 Cell 602 799 3548
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Ryan, Nancy

Subject: FW: Final Reminder for Tempe General Plan 2040 Comments

From: Ward Mariann H [mailto:Mariann.Ward@srgnet.com]
Sent: Tuesday, September 10, 2013 12:37 PM
To: Ryan, Nancy
Cc: Randy.Clawson@aps.com
Subject: RE: Final Reminder for Tempe General Plan 2040 Comments

Nancy:
Randy Clawson, APS shared his recommendations with me. Like APS, SRP has a defined service territory within Tempe so PF2 Strategy #2 would not apply to us. I agree with his recommendations for PF3 and Strategy #2 within PF3.

I would also comment that in the glossary Utility Lines: Cables and wires carrying utilities such as electric, telephone, cable television and natural gas. 
I might change the definition to say Utilities: And then modify it from there. Telecom may be another option for telephone and cable TV and be more inclusive if you add Wi-Fi. Also there is no mention of water? SRP has canals and piped water distribution. Natural Gas is in the same piping system as water.

Thank you
Mariann

From: Ward Mariann H
Sent: Thursday, September 05, 2013 3:14 PM
To: 'Ryan, Nancy'
Cc: Ballard John C; DiRoss Patricia; Trout Scott A
Subject: RE: Final Reminder for Tempe General Plan 2040 Comments

Nancy:
Thank you so much for allowing SRP to review the City’s General Plan 2040. It is quite detailed and thorough and provides wonderful insights for SRP as we continue to partner with the City of Tempe as you continue to grow and evolve as your resident base does.

Regards:
Mariann

Mariann H. Ward
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Customer Construction Services - Strategic Business Development
Salt River Project
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