Transportation Commission

MEETING DATE
Tuesday, October 9, 2018
7:30 a.m.

MEETING LOCATION
Tempe Transportation Center, Don Cassano Room
200 E. 5th Street, 2nd floor
Tempe, Arizona

<table>
<thead>
<tr>
<th>AGENDA ITEM</th>
<th>PRESENTER</th>
<th>ACTION or INFORMATION</th>
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</thead>
<tbody>
<tr>
<td>1. Public Appearances</td>
<td>Ryan Guzy, Commission Chair</td>
<td>Information</td>
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<tr>
<td>The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.</td>
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<tr>
<td>2. Approval of Meeting Minutes</td>
<td>Ryan Guzy, Commission Chair</td>
<td>Action</td>
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<tr>
<td>The Commission will be asked to review and approve meeting minutes from the September 11, 2018 meeting.</td>
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<td>3. Urban Core Master Plan</td>
<td>Ambika Adhikari, Community Development</td>
<td>Information and Possible Action</td>
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<tr>
<td>Staff will make a presentation regarding the urban core master plan.</td>
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<td>4. Bicycle and Pedestrian Grants</td>
<td>James Peterson, Police Department</td>
<td>Information and Possible Action</td>
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<tr>
<td>Staff will provide an update on the status of bicycle and pedestrian grants received by the Tempe Police Department within the last fiscal year.</td>
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<td>5. Repaving Streets and Transportation Master Plan Project Interface</td>
<td>Robert Yabes, Public Works</td>
<td>Information and Possible Action</td>
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<tr>
<td>Staff will provide an update on the process for ensuring coordination between street paving projects and streetscape and bicycle/pedestrian projects identified in the Transportation Master Plan.</td>
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<td>6. Department &amp; Regional Transportation Updates</td>
<td>Public Works Staff</td>
<td>Information</td>
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<td>Staff will provide updates and current issues being discussed at regional transit agencies.</td>
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<td>7. Future Agenda Items</td>
<td>Ryan Guzy, Commission Chair</td>
<td>Information and Possible Action</td>
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<tr>
<td>Commission may request future agenda items.</td>
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According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.
Minutes
City of Tempe Transportation Commission
September 11, 2018

Minutes of the Tempe Transportation Commission held on Tuesday, September 11, 2018, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:
Ryan Guzy (Chair)  
Jeremy Browning (via phone)  
Nigel A.L. Brooks (via phone)  
Susan Conklu  
Kevin Olson  
Bonnie Gerepka  
Paul Hubbell  

(MEMBERS) Absent:  
Don Cassano

City Staff Present:  
Shelly Seyler, Deputy Public Works Director  
Bonnie Richardson, Principal Planner  
Eric Iwersen, Transit Manager  
Vanessa Spartan, Transportation Planner  
Tony Belleau, Streetcar Manager  
Nasreen Hasan, Senior Civil Engineer  
Bradyn Kay, Sustainability Program Manager  
Marilyn DeRosa, Deputy Public Works Director  

City Staff Present:  
Chase Walman, Transportation Planner  
SueTaaffe, Public Works Supervisor  
Joe Clements, Transportation Financial Analyst  
TaiAnna Yee, Public Information Officer  
Robert Yabes, Principal Planner  
Laura Kajfez, Neighborhood Services Specialist  
Brianne Fisher, Mayoral Aide  
Cara Nassar, Planning Intern

Guests Present:  
John Federico  
Vice Mayor Lauren Kuby  
Lauren Keeler (ASU)  
Robin Bruck (ASU)  
David Rice  
Devon McAslan (ASU)

Guests Present:  
JC Porter (ASU)  
Thad Miller (ASU)  
Lars Geest (ASU)  
Steve Bass  
Bob Herz

Commission Chair Guzy called the meeting to order at 7:34 a.m.

Agenda Item 1 – Public Appearances
None
Agenda Item 2 – Minutes
Chair Guzy introduced the minutes of the August 14, 2018 meeting and asked for a motion.

Motion: Commissioner Cyndi Streid
Second: Commissioner Shana Ellis
Decision: Approved by Commissioners:
Ryan Guzy  
Jeremy Browning  
Nigel A.L. Brooks  
Susan Conklu  
Kevin Olson  
Bonnie Gerepka  
Paul Hubbell  
Brian Fellows  
Lloyd Thomas  
Charles Redman  
Charles Huellmantel  
Cyndi Streid  
Shana Ellis

Agenda Item 3 – Autonomous Vehicles
Braden Kay provided the Commission with an update on the progress that the Technology and Innovation Subcommittee has made regarding drafting policies for autonomous vehicles. There will be a joint meeting between the Transportation and Sustainability commissions on November 13 to get feedback on the working groups recommendations. Staff plans to present a “white paper” on the subject to the City Council on December 13. Thad Miller and Lauren Keeler also updated the Commission on role that ASU has played in this effort. Commissioner comments included that safety should be a main priority as should considering what street infrastructure improvements may need to be made as technology advances.

Agenda Item 4 – Dockless Bicycle and Scooter Update
Shelly Seyler and Marilyn DeRosa made a presentation regarding Shared Active Transportation Vehicles. Topics of the presentation included:
- Background
- Process
  - April 10, 2018: Transportation Commission
  - April 19, 2018: City Council
  - Summer 2018: Council Working Group (Mayor Mitchell & CMs Granville and Keating)
  - Online Comment Period: August 23 – September 9
  - Public Meeting: September 4
  - Stakeholder feedback
- License Requirements
  - Safety
  - Operations
  - Staging/Parking
  - Data sharing
- Changes to the draft license since April
  - Name of license
  - 1.7 Included Code of Federal Regulations Under Title 16, Chapter II, Subchapter C, Part 1512 and ISO 43.150
  - 2.5 Staging in front of single-family residential properties is prohibited
  - 2.6 Include information in Education and Parking Plan subject to City approval
  - 2.9 Remove from single-family residential and private property. Any staging agreements with private property owner shall be documented in the Education and Parking Plan, Section 6.
o 2.10 Twenty-four hours after the City gives Operators a notice, City staff will relocate SATV to designated location where operator or user can access at any time. Fee of $25 will be charged for relocation.
o 3.2 No limit to number of vehicles and 20% staged south of Broadway Rd.
o 4.1 Clarified the data needed – type of vehicle and quantity of vehicles
o 4.4 Vehicles must ping, at minimum every 90 seconds while in use for most accurate locations and use patterns
o 5.1 Operators pay annual application and license issuance and monitoring fee of $4,670 and monthly license enforcement fee of $2.25 per month per SATV
o 5.2 Operators pay one-time fee of $2,500 to purchase and install active transportation facilities
o An Education and Parking Plan indicating actions the operator will undertake to educate users on the proper locations to ride, safe riding recommendations, and how to properly park the vehicle. The Plan will include a staging map indicating anticipated service area for their operations. Operators are required to provide in-app instructions and to affix a sign on vehicle. Required to communicate any incentives and/or disincentives for illegally parked shared active transportation vehicles. City staff to approve.

• Next steps
  o Oct. 4 – Work Study Session
  o Nov. 29 – First Public Hearing
  o Dec. 20 – Second Public Hearing
    ▪ License effective 30 days after Dec. 20
• Feedback requested of Commission

Consensus: The license requirements and fees are acceptable with the following comments:
  • Consider staging in front of single-family residences
  • Consider chalked or painted area when staging scooters in downtown
  • Vendors need to be proactive when checking safety of equipment
  • Use electronic alerts for communication methods to users
  • Add language about private property agreements

**Agenda Item 5 – Annual Report**
Shelly Seyler presented the 2018 annual report for approval which included the mission statement of the Transportation Commission and the Commission’s goals for 2019.

Consensus: The annual report should include the following:
  • Monitor progress and provide feedback on emerging transportation technologies
  • Monitor and provide feedback on Vision Zero plan
  • Ensure programs and projects are compliant with Americans with Disabilities Act (ADA)

**Agenda Item 6 – North/South Railroad Multi-use Path**
Vanessa Spartan made a presentation regarding the North/South Railroad Spur Multi-use Path Project. Topics of the presentation included:
  • Overview
    o Funding
    o Other facility connections
  • Existing conditions
  • Purpose and intent
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- Opportunities
  - Connectivity to adjacent pathways
  - Signalized intersection crossings
  - Enhance UPRR Rail Spur Line corridor
  - Nodes/rest areas
  - Wayfinding
  - Traffic calming along Kyrene Road

- Constraints
  - UPRR R/W (Permitting)
  - ADA Compliance at Alameda Drive (coordinate with future Tempe project)
  - Proximity of adjacent residences along east side between Southern Avenue and Broadway Road
  - Existing SRP/APS 69kV power line alignment
  - Challenges with on-street / off-street transitions

- Concept types
- Other design elements
  - Lighting
  - Landscaping
  - Signals
  - Crossings
  - Nodes

- Future considerations
  - 30% Design comment resolution
  - Potential for art integration
  - Future Phase 2 extension – Baseline Road to Knox Road (Chandler border)
  - Cohesion with Alameda Drive Streetscape Project

- Next steps
  - Hold two public meetings
  - Present to Sustainability Commission and Mayor’s Commission on Disability Concerns

Consensus: The Commission was supportive of the project with the following comments:

- Consider addressing alameda and UPRR crossing
- Consider extending path north of fifth Street and addressing connection at 13th Street
- Incorporate landscaping in order to provide shade
- Clearly communicate what ADA compliance entails

**Agenda Item 7 – College Avenue Bike Lanes**
Chase Walman made a presentation regarding the addition of bike facilities along College Avenue between US 60 and Cornell Drive. Topics of the presentation included:

- Background
  - Area is part of Bikelt program
  - Coincide with existing pavement project

- Existing conditions
- Design Alternatives
  - Signage
  - Buffered bike lanes (north of Baseline only)
  - Bike lanes (with and without parking)
  - Shared lane markings

- Next steps
Consensus: The Commission was supportive of the project with the following comments:

- The buffered bike lanes north of Baseline are good
- Implement more than just signage

**Agenda Item 8 – El Paso Path Improvements**

Chase Walman made a presentation regarding the El Paso Path on the east side of Tempe. Topics of the presentation included:

- Project history
  - Created in 1997 as a neighborhood grant request from area neighbors to improve the wide abandoned gas easement behind their homes
- Existing conditions
  - Sparse landscaping
  - Gap in path
  - Lighting issues
- Project overview
- Project features
- Next steps
  - Meet with Tempe Elementary School District #3
  - Present to Parks Board
  - Hold public meetings

Consensus: The Commission was supportive of the project.

**Agenda Item 9 – Department & Regional Transportation Updates**

None

**Agenda Item 10 - Future Agenda Items**

The following future agenda items have been previously identified by the commission or staff:

- October 9
  - Annual Report
  - Prop 500/BRT
  - Bicycle and Pedestrian Grants
  - T Intersections
  - Repaving Streets and Transportation Master Plan Project Interface
  - Bikelt
- November 13 (Joint meeting with Sustainability Commission)
  - Climate Action Plan + Transportation
  - Orbit Saturn
- December 11
  - Alameda Drive Streetscape
  - Market Research
  - Vision Zero
- January 8
  - Commission Business
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- February 12
  - Paid Media Plan
- March 12
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
- April 9
- May 14
  - MAG Design Assistance Grants
- TBD: Ordinances Related to Bicycles and Pedestrians

The next meeting is scheduled for October 9, 2018.

The meeting was adjourned at 9:26 a.m.

Prepared by: Sue Taaffe
Reviewed by: Shelly Seyler
MEMORANDUM

TO: Mayor and Council
THROUGH: Steven Methvin
FROM: Chad Weaver
DATE: September 21, 2018
SUBJECT: Urban Core Masterplan and Transportation Overlay District (TOD) Project Update

PURPOSE:
This memo provides an update and progress report on the Urban Core Masterplan project.

RECOMMENDATION OR DIRECTION REQUESTED:
This memo provides an update on the project to the Council, and seeks directions.

CITY COUNCIL STRATEGIC PRIORITY:
This project relates to the Council Priorities Quality of Life, Strong Community Connections, and Sustainable Growth and Development.

BACKGROUND INFORMATION:
The City of Tempe is preparing the Urban Core Master Plan (UCMP) and updating the Transportation Overlay District (TOD) to coordinate regulations, infrastructure investment, and policies related to development and to achieve an active and sustainable Downtown and Urban Core area.

The urban core has assets which make it attractive to residents, students, workers, visitors, businesses and investors. Significant future growth up to 2040 is forecast to join recent investments. The heart of the city has grown up over many generations and has a rich history and a man-made grid laid down over more than a century. It enjoys strong natural features, and has historic neighborhoods, existing communities and a significant campus in the shape of ASU.

The UCMP and update of the TOD are intended to maximize economic potential and steer and shape continued growth, achieve a high-quality place for people, while respecting and relating to existing neighborhoods. The UCMP identifies areas which can benefit from balanced and holistic planning, which looks beyond individual sites to link development heights to transit and connectivity and the context of existing neighborhoods.

Outputs across both workstreams have been informed by the stakeholder interviews conducted in December 2017, February 2018 public engagement, comments heard at the June 2018 stakeholder focus group meetings, and advice provided by City staff. Planning has focused on a context-based approach for the TOD and the application of the new TOD sub-zones and the standards applicable in each sub-zone. The updated TOD also incorporates applicable best practices tested in communities similar to Tempe.

The Urban Core Master Plan has also identified a framework for maximum development heights. Developments will need to meet urban core objectives, demonstrate adherence to design guidelines and are subject to review through the rezoning and approval process. This proposed maximum heights overlay address both the Transportation Overlay District and the wider Urban Core area.

The UCMP has also devised a connectivity and public realm framework for the urban core as a whole and applied this in a more detailed way to a series of UCMP Focus Areas. These are the areas where the greatest change is expected to occur by 2040 based on land availability, market interest and transit and street access. A set of design aspirations and design studies have identified guidelines which can shape future development and the public realm.
A Growing City in a Growing Region
Tempe is playing a stronger role in the Phoenix metropolitan area in Maricopa County, which includes the cities of Phoenix, Mesa, Scottsdale, Chandler, Gilbert, Glendale and others. According to the census data Phoenix metropolitan area had a population of 4.7 million residents on 2017. The Census Bureau reported in 2017 that Maricopa County was the country’s fastest-growing county from 2016 to 2017, with a 1.7% annual growth rate.

Over the last twenty years, public infrastructure investments and dedicated planning efforts have helped consolidate and enhance downtown Tempe’s role as a key node of economic and recreational activity for residents, workers, and visitors in the Valley. Regional assets such as the nearby Phoenix Sky Harbor International Airport, Valley Metro Light Rail, the Rio Salado and Tempe Town Lake and the anchoring role of ASU and a distinctive local character have driven significant recent investments in Tempe’s Urban Core.

Based on current conditions in supply and demand, and estimated growth, this study has projected growth of 14,000 new residential units, up to 12,100 new office jobs, up to 3.5 million square feet of new office space, and over 1.3 million square feet of new retail space over the 2018-2040 timeframe.

Updating the TOD
The updated TOD code will replace Chapter 6 (Transportation Overlay District) of the current Zoning Code. Attached as Appendix 1 (Comparison Table - Table of Contents for Existing v. Proposed TOD) is a table that provides a high-level comparison of the Table of Contents for the updated TOD and the existing TOD. Key changes are identified below:

- A new and expanded Purpose and Intent Section (Section 5-601). This links the TOD to the General Plan 2040 and other supporting policy documents such as the Character Area Plans. It includes a description of TOD and describes the public and private benefits of TOD.
- An expanded Applicability Section (Section 5-602) describes how the TOD will be applied, how its boundaries have been changed and establishes a context-based approach for the application of the TOD. Standards for different geographies or places are being developed.
- As illustrated on the diagram in Appendix 2, seven TOD sub-zones are proposed:
  - TOD Downtown Zone 1: The highest intensity zone with mid-rise buildings and point towers, and a mix of uses focused around transit stops and pedestrian routes.
  - TOD Downtown Zone 2: A high intensity zone with mostly mid-rise buildings and a mix of uses focused around transit stops and pedestrian routes on Mill Avenue in the urban core.
  - TOD Corridor Intersection Zone: Building types reflecting the need for intense development at transit stations and the intersections of major connecting streets, with a focus on mixed-use activity.
  - TOD 1/8-mile Station Zone: Building types reflecting appropriately scaled development within approximately 1/8-mile of nearby transit stations, with a focus on active ground floor uses and upper story residential uses.
  - TOD 1/4-mile Station Zone: Building types within approximately 1/4-mile of nearby transit stations that are appropriate for moderate intensity neighborhood contexts.
  - TOD Corridor Zone: Building types with low to moderate intensity, with an orientation to the corridor and scaled to be compatible with adjacent residential neighborhoods.
  - TOD Transition Zone: Building types that appropriately transition from the development intensity of the Station and Corridor Zones to the scale and context of surrounding residential neighborhoods.
- An updated Administration and Procedures section (Section 5-603) provides a reference to other applicable sections of the Zoning Code (e.g. how amendments to the TOD may occur following zone change procedures), and expanded requirements for public involvement so that surrounding residents/property owners are better informed of changes through the approval process.
- Section 5-604 (Land Uses) will include new user-friendly tables with land use standards organized by TOD subzone.
• Development Standards for the new TOD are in a new and expanded section (Section 5-605) that includes standards for building form and placement, as well as new frontage standards for buildings, updated activated street frontage requirements, civic space standards (i.e. for plazas, courtyards, community gardens, etc.), parking reductions, new standards for large sites, sustainable development standards, and affordable housing incentive standards.

• A new Thoroughfare Standards section is included in Section 5-606 to provide for sidewalk and encroachment standards, and for the future inclusion of Complete Street standards.

• Finally, new Definitions are included at the end of the TOD where new terms specific to the TOD are defined. These will be incorporated into Part 7 (Definitions) of the Zoning Code once the updated TOD has been adopted.

Relationship of the Updated TOD to the UCMP
The TOD includes regulatory Development and Design Standards applicable to new development (e.g. building height, lot coverage, setbacks, etc.) with which compliance is required. Upon compliance, development is “as of right”. This differs from the rezoning and PAD processes for development that exceeds these standards within the TOD and across the Urban Core.

The UCMP will function as an implementation tool for the goals and policies established in the City’s General Plan 2040 for the approximately 6 square miles that encompasses the Tempe downtown and surrounding areas. The UCMP will provide a greater level of specificity than the General Plan as a guide to development within the UCMP area.

The UCMP includes maximum building heights that apply across the area mapped for the TOD, plus other locations. These proposed locations and heights are shown as Appendix 3. Some UCMP areas will allow more building height than is permitted under the current and updated TOD. However, the UCMP allows for such buildings heights only in selected locations where they meet urban core objectives, demonstrate adherence to design guidelines and are subject to review through the rezoning or PAD process through a case by case approval process. This is also an opportunity to negotiate additional public benefits such as the provision of additional affordable housing, provision of public open space or contributions to public realm and infrastructure enhancement.

There is a significant overlap between the TOD boundaries and the locations where UCMP maximum heights have been identified. The updated TOD generally applies to Downtown Tempe, the Light Rail Corridor and the Apache Corridor as well as other related or contiguous areas. The UCMP maximum heights framework addresses all of the TOD and also additional areas on University Drive and along Rio Salado Parkway.

Urban Core Spatial Strategy
The spatial approach taken by the Urban Core Master Plan builds on the framework set by Tempe’s General Plan. The General Plan emphasizes future growth aligned with: Downtown/ASU/Town Lake Hub; the Apache Corridor and the Light Rail Corridor. In addition, the General Plan places a significant emphasis on growing Tempe around a series of Hubs. This approach has been overlaid with an assessment of this locations which have the strongest likelihood of changing between 2018 and 2040. The Urban Core Master Plan primarily focuses on the following areas:

• Downtown
• Apache Corridor West
• Apache Corridor East
• Smith Innovation Hub
• ASU Novus Innovation Corridor
UCMP Focus Area: Downtown Tempe
By 2040, the wider Downtown area will likely see new office and knowledge sector jobs, which could include tech, creative industries, business and professional services and finance. A rich economic mix will also include light industrial workshops, incubator spaces, small offices and live-workspaces. The current trend indicates that there will be an increased concentration of people living in the Urban Core in 2040. This will include students, singles in shared households, families, mid-life couples and seniors.

The growing population will increase and diversify retail consumers and drive continued evolution of the downtown retail, food and beverage offering. There will also be demand for community and health services and also for arts and culture amenities. There will be market for additional hotel rooms and conference facilities, supported by increased demand for business trip accommodation, and business meetings.

The most intensive activity will be close to Light Rail Stations, Streetcar Stations on South Ash and on University Drive west of Mill Avenue. Heights of 3 and 4 stories (35-45 feet) close to residential neighborhoods west of south Farmer are proposed, stepping up to a base of 5 – 8 stories (55 - 85 feet) to the east through Downtown. Mill Avenue frontage heights will be maintained at 5 stories, (55 feet) with step-backs for any heights above this. The north side of University Drive west of Mill Avenue will be maintained at 8 stories (85 feet). There is also the potential for development of up to 25 (265 feet) stories at focused locations in the downtown area.

By 2040, Ash Avenue can be brought fully to life as a transit street, with a mix of retail, business and residential buildings. Building heights of 5 to 8 stories (55 - 85 feet) along Ash Street are recommended. There is also the opportunity to add towers extending above this height. In addition to South Ash Avenue, other opportunities for taller buildings include adjacent to Tempe Beach Park and west of Mill south of 6th Street. Heights of between 20 and 25 stories (215-265 feet) are possible in these areas.

Such taller building components will have a point tower form, with upper floorplates in the 10,000 square feet to 12,000 square feet range, which should be separated, ideally by 250-300 feet to allow light to penetrate and air to circulate between them. Taller buildings should also be offset in their placement to maximize views through Downtown from surrounding streets, blocks and neighborhoods. Buildings should be placed to create an active street-wall and façade. Through block connections and high-quality pedestrian links will be required to articulate larger blocks and create a human scale at street level.

In 2040, this mix of residential, office, retail and hospitality development is envisioned to be connected by transit, walkable streets, pedestrian connections and alleys. Each will be designed to maximize the ease of walking and biking and connect people to open and common spaces. It is recommended that future investments be made in Downtown’s shared public spaces and that these be linked together through connectivity enhancements at the street, mid-block and open space level. Several ideas and concepts for the activation and design for public spaces are included in the Character Area 3 Plan. This includes ideas for recreation, celebration, entertainment, arts, culture, landscape and public realm initiatives. In addition, the emerging Rio Salado Master Plan has prioritized connections and specific locations along this public waterfront.

UCMP Focus Area: Apache Boulevard West

This area has a distinctive structure at the west, with Rural Road, Terrace and Apache Boulevard forming a series of triangles. There are Valley Metro Light Rail stops at Rural Road south of University Drive and also on Apache Boulevard immediately east of Dorsey. The Tempe Streetcar, now in construction, will add stops close to Rural Road and at Dorsey. This area will have among the best transit service in the Urban Core, with access to two transit systems.
This is also an area with larger scale developments in place at the Sun Devil Stadium and also planned along the Rio Salado Corridor to the north. Major new developments are proposed over the long term between University Drive and the Rio Salado Parkway either side of Rural Road.

A higher density cluster of point towers above podium structures are proposed for vacant and under-utilized sites in this area. Developments will be designed to create a high-quality street edge, definition, street-wall and character. Ground floor activities can be a mix of retail, business and community service uses and also include residential entrances and lobbies and tenant offices and services. Upper floors can be office or residential uses. Hotel could also be included here. A height of 5 to 8 stories (55 – 85 feet) along Apache is recommended.

Taller building components, subject to the conditions discussed above, can be added here including heights of 15, 20 and 25 stories, north and south around the Rural Road and University Drive intersection. Beyond the intersection, heights will step down to 6 (65 feet) stories on University Drive frontages to the east.

Further east along Apache Boulevard, heights will step down to make them compatible with the neighborhood character. The block west of S. Dorsey can offer new residential and mixed-use development which could have heights of 6 stories (65 feet).

The neighborhood scale should be reflected between Dorsey Lane and S. McClintock Drive on Apache Boulevard frontages. Preferred frontage heights in this location are 4 stories. This area can emphasize housing and also community services.

Due to the availability of rich transit, bike and vehicular access, at the intersection of Apache and McClintock, there is the potential to step heights up to and 5 to 8 stories (55-85 feet) at the north west and south west corners, with the tallest components at the corner. This height will be focused at the corner and then step down north and south of Apache Boulevard. This height transition means that existing neighborhoods and Cultural Resource Areas will be bounded by relatively modest heights. Uses can also transition, with retail, office and hotel uses focused at the transit hubs and highest density locations and a residential emphasis at the ground floor further away.

It is recommended that future investments for improvements be made in Creamery Park and Hudson Park in consultation with residents. It is also recommended that new public plazas be incorporated at Hubs as they are developed at the north side of Apache between Terrace and Dorsey and the west side of Terrace and Apache.

**UCMP Focus Area: Apache Boulevard East**

The Apache Boulevard East area extends from McClintock Drive to the Loop 101 and on to the Tempe Canal to the east. This is home to three Light Rail Stops at McClintock, Smith-Martin and Price-101. Apache Boulevard is a route for traffic accessing Tempe from Mesa to the east and it also provides access to the 101 via Price. Both McClintock Drive and the 101 are key north-south traffic routes through the Urban Core and beyond.

The presence of Light Rail and Streetcar stations, along with cross Urban Core high capacity transportation routes will bring a focus for high density and mixed-use development to Apache Boulevard. Hubs will focus activity where McClintock Drive, Smith Road and at the Price / Loop 101 area. Between these hubs, where block depths and sites are smaller and there are low rise neighbors, heights will be stepped down.

There is the potential for significant change in this part of the Urban Core. While there is much to respect and celebrate in this part of the Apache Corridor, parts of the Boulevard are marked by vacant sites, surface parking lots, low-density and marginal business operations and auto-dependent drive-in development formats which are losing their appeal as generations and tastes...
shift. The Apache East area can grow as an asset for the neighborhood, the Urban Core and the City. New housing, including affordable and senior housing, can meet the needs of a growing population.

The height and massing of new developments will be expected to relate well to the surrounding neighborhoods. Recommended design approaches can be used to manage transitions from frontage heights to surrounding neighborhoods. This includes buildings that step down from the frontage heights, varying the heights of taller components above a podium level and the use of other building types, such as townhomes and carriage houses next to the existing neighborhoods.

Due to the availability of rich transit, bike and vehicular access, at the intersection of Apache and McClintock, there is the potential to step up the heights at the north-east corner to 12 stories (130 feet). Around this, heights will step down to 8 stories. Further east on the north side of Apache Boulevard frontage sites are relatively shallow in depth. In order to transition to the surrounding neighborhood, frontage heights will be up to 5 stories (55 feet).

Approaching Price Road and closer to the Apache-Price Light Rail station, increasing lot depths and the gap in neighborhoods created by the 101 right of way offer new opportunities. On the south side of Apache Boulevard there is an opportunity to create a significant new housing stock for the neighborhood and for the Urban Core from fragmented and under-utilized land. Development could range from 8 stories (85 feet) south of the Smith-Martin Light Rail Station and continuing east along the Apache frontage.

Over the long term, and subject to major changes in industrial and logistical business location requirements, sites could become available for redevelopment in the industrial area around East Cedar Street. This is an active and successful employment hub. Any redevelopment proposals would need to protect business activity.

Office as well as housing activity, could be focused at the Price-101 Light Rail station hub. This location has strong transit access and also has highway access via Price and the 101. Retail can be organized to meet the needs of residents and workers, with a focus on daily convenience, food and beverage. There is also the potential for a hotel here given highway and transit access and visibility. A taller building of up to 12 (130 feet) stories could be placed at the south-west corner of Apache and Price subject to meeting approval requirements and process.

On the north side of Apache around the Price 101/Apache Light Rail Station there is the potential for mixed-use development across multiple sites. There is the potential for heights of up to 8 stories on frontage sites where this can be demonstrated to achieve a transition, over multiple blocks to 3 stories (35 feet).

It is recommended that future investments be made in Alegre Park and Escalante Park, with enhancements determined in collaboration with local residents. It is also recommended that new public plazas be incorporated at Hubs as they area developed. Two locations are a priority: Apache and McClintock and Price/101.

**UCMP Focus Area: The Smith Innovation Hub**

This is a successful light industrial district, with manufacturing, distribution and service businesses. It has also seen the recent addition of office uses and retail associated with the tech sector. The district takes full advantage of its access to the Loop 101 and the Valley’s state and interstate highway system. The City of Tempe has a long-standing commitment to innovation as driver for its economy and in enhancing quality of life in a sunbelt and desert environment and is now implementing an Innovation Hub Initiative here.

The continued growth of the Urban Core presents opportunities to grow businesses that service residents, other businesses and institutions. There is an opportunity to continue the existing success of the Smith Innovation Hub and evolve it further and
intensify the number of businesses and jobs located here. There is also an opportunity to bring a new generation of business led buildings to the area which could accommodate light industrial, light production and assembly, creative industries, incubator units and smaller office spaces. This necessitates the need to add floorspace, height and density of activity. The following recommendations are made for the Smith Innovation Hub:

- Support the integrity of the current industrial land uses and businesses.
- Encourage light industrial and distribution, office and retail businesses to grow and expand and attract new businesses to the area.
- Encourage a wider mix of uses, including small business professional support services, temporary and shared workspaces, café and dining and retail options.
- Focus mixed use and residential development on the East Rio Salado Parkway frontage, and where determined by the Community Development Department.
- Allow development of between 8 and 12 stories in height along Rio Salado Parkway East.
- Add new public plazas at: East Rio Salado Parkway and South Smith Road south east and University Drive and South Smith Road.

**UCMP Focus Area: ASU Novus Innovation Corridor**

The current ASU created Novus Innovation Corridor master plan proposes a mix of uses to support a 24 hour and 7 day a week urban experience for employees, residents, visitors, and ASU faculty, staff, and students in the 330-acre development. The anticipated development program includes hospitality, multi-family residential, and retail uses. The current ASU plan proposes a framework of streets, civic spaces, and blocks intended to offer long term flexibility in use and the potential to develop and build in increments. The plan offers the potential for multiple development scales and uses that maximizes connectivity and access.

It is recommended that future investments be made in a destination public open space at Town Lake at the terminus of Club View Avenue to the north of Novus. This can also be a destination for refreshment and rest for people using Town Lake and accessing the Rio Salado from neighborhoods to the south in the Urban Core, including the Apache Corridor, and people working or living in the Novus Innovation Corridor. It is also recommended that public links north-south and east-west be provided through the development to allow connections to surrounding neighborhoods.

**Urban Core Neighborhoods**

Around these changes, much of the Urban Core area and its structure, fabric and identity will likely remain unchanged. There is a strong desire by the residents to preserve their historic and stable neighborhoods. There is also an opportunity to make all the Urban Core’s common assets more available to everyone: whether jobs, shopping, entertainment, arts, culture or open spaces, squares and plazas or Town Lake and the Rio Salado. Public will also benefit from new amenities and enhancements to connectivity and public realm initiatives which will link the Urban Core together.

**Enhancing Urban Core Connectivity**

For each of the areas addressed in the Urban Core Master Plan, there are proposals for Urban Core wide, district and neighborhood connections. These include transportation, transit, bike and walking connections and address 20-30 minute, more local 10-20 minute and also 5-10-minute journeys.

Each identifies streets, alleys and pedestrian links and bicycle connections within and between neighborhoods and across City and ASU boundaries to create a more continuous and seamless experience of the Urban Core. The layers of connectivity work together to strengthen local connections to existing parks and open spaces as well as tying together the Urban Core as a whole.
The outcome of this will be stronger connections between homes, jobs, community services and local and larger scale open spaces, particularly the Rio Salado. Strengthening north-south movement is a key focus here.

**Design Guidelines**

Design guidelines have also been created for key development and public realm components which can enhance the experience for existing and future residents, workers and visitors. These guidelines are crafted to enhance people's experience at the street and for neighbors at surrounding properties. These are focused on two components, and address related factors:

- Building developments: through block connections, building placement relating to streets; articulated massing; activated ground floors; façade articulation; high quality building entries; roofs visible by neighbors.
- The public realm: comfortable street pedestrian realm; pedestrian alleys and cut throughs; publicly accessible parks and plazas; public art; on street parking

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

NA

**ATTACHMENTS:**

Appendix 1: Comparison Table – Table of Contents for Existing v. Proposed TOD

Appendix 2: Proposed TOD Boundaries and Heights

Appendix 3: Proposed UCMP Heights
This table provides a high-level comparison of the Table of Contents for the updated TOD and the existing TOD (Chapter 6 of the Tempe Zoning Code). A brief explanation of the content of the updated TOD is included in the “Comments/Notes” column.

<table>
<thead>
<tr>
<th>Section #</th>
<th>Section Name</th>
<th>Existing TOD</th>
<th>Comment/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-601</td>
<td>Purpose and Intent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Purpose</td>
<td>5-601 Purpose</td>
<td>--</td>
</tr>
<tr>
<td>B.</td>
<td>What is TOD?</td>
<td>--</td>
<td>New – explains TOD and describes TOD's benefits</td>
</tr>
<tr>
<td>C.</td>
<td>Intent</td>
<td>--</td>
<td>New</td>
</tr>
<tr>
<td>5-602</td>
<td>Applicability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Applicability</td>
<td>5-603 Applicability</td>
<td>Updates and expands existing TOD provisions</td>
</tr>
<tr>
<td>B.</td>
<td>Boundaries and TOD Map</td>
<td>5-602 Boundaries</td>
<td>New – Introduces the concept of standards unique to different urban contexts within the TOD</td>
</tr>
<tr>
<td>C.</td>
<td>Place-Based Standards</td>
<td>--</td>
<td>New – describes each TOD Zone</td>
</tr>
<tr>
<td>D.</td>
<td>Establishment of TOD Zones</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>E.</td>
<td>Conflicts</td>
<td>5-603.D Conflict between TOD etc.</td>
<td>Expands on the existing TOD provisions</td>
</tr>
<tr>
<td>5-603</td>
<td>Administration and Procedures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Purpose</td>
<td>--</td>
<td>New</td>
</tr>
<tr>
<td>B.</td>
<td>Relationship to Existing TOD</td>
<td>--</td>
<td>New</td>
</tr>
<tr>
<td>C.</td>
<td>Cross-references to the Zoning Code</td>
<td>--</td>
<td>New – cross references to existing code provisions for various processes and procedures</td>
</tr>
<tr>
<td>D.</td>
<td>Conformance</td>
<td>5-603.B Conformance</td>
<td>Updates and expands existing TOD provisions</td>
</tr>
<tr>
<td>E.</td>
<td>Expanded Public Involvement Standards</td>
<td>--</td>
<td>New – establishes new process/requirements for developers to engage residents</td>
</tr>
<tr>
<td>F.</td>
<td>Station Area Plans</td>
<td>5-612.Q Station Areas</td>
<td>Updates and expands existing TOD provisions</td>
</tr>
<tr>
<td>G.</td>
<td>Exemptions</td>
<td>5-612.C Exemptions</td>
<td>Expands on the existing TOD provisions</td>
</tr>
<tr>
<td>H.</td>
<td>Nonconformities</td>
<td>5-609 Legal Non-Conforming Use or Development</td>
<td>Expands on the existing TOD provisions</td>
</tr>
<tr>
<td>5-604</td>
<td>Land Uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Establishment of an Allowable Use</td>
<td>--</td>
<td>Introduces the new Allowed Use Tables and explains the purpose of active ground floor uses</td>
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<tr>
<td>B.</td>
<td>Active Ground Floor Uses</td>
<td>5-606 Ground Floor Uses Required</td>
<td>Expands on the existing TOD provisions</td>
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<tr>
<td>C.</td>
<td>TOD Zones Allowed Uses</td>
<td>5-604; 5-605; 5-607; 5-608 Permitted Uses in Various Zones; Uses Subject to a UP; Prohibited Uses</td>
<td>Combines existing sections into easy-to-read tables</td>
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<tr>
<td>5-605</td>
<td>Development Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Building Form and Placement</td>
<td>5-610; 5-611; 5-612.D Development Standards for all Zoning Districts</td>
<td>Includes updated setbacks, build-to lines, lot coverage, height, etc. as well as building step-back standards</td>
</tr>
<tr>
<td>B.</td>
<td>Frontage Standards</td>
<td>5-612.E; -F; -G Pedestrian Oriented Design Standards</td>
<td>New – Shopfront, Porch, Stoop, Terrace, Flex-frontage, etc. as well as requirements for activated street frontages and shade (May incorporate existing standards)</td>
</tr>
<tr>
<td>C.</td>
<td>Civic Space Standards</td>
<td>5-612.P Open Space</td>
<td>New – standards for small plazas, courtyards, etc.</td>
</tr>
<tr>
<td>D.</td>
<td>Parking and Loading Standards</td>
<td>5-612.J; -L; -O Min. Parking Ratios; Loading, Delivery and Service Entrances</td>
<td>Reduced standards for vehicle parking and updated standards for bicycle parking</td>
</tr>
<tr>
<td>Proposed TOD</td>
<td>Existing TOD</td>
<td>Comment/Notes</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td>E. Standards for Large Sites</td>
<td>--</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>F. Sustainable Development Standards</td>
<td>--</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>G. Affordable Housing Incentive Standards</td>
<td>--</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>H. Other Development Standards</td>
<td>--</td>
<td>--</td>
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</table>

**5-606 Thoroughfare Standards**

<table>
<thead>
<tr>
<th>Section #</th>
<th>Section Name</th>
<th>Section Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Thoroughfare Overview</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>B. Thoroughfare Standards 5-612.M</td>
<td>Sidewalk standards</td>
<td>Updates and expands existing TOD provisions; to include future thoroughfare standards</td>
</tr>
</tbody>
</table>

**Definitions**

<table>
<thead>
<tr>
<th>Section #</th>
<th>Section Name</th>
<th>Comment/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. TOD Definitions</td>
<td></td>
<td>New TOD-specific definitions; will be included in Article XX Definitions of the ZC</td>
</tr>
</tbody>
</table>
Appendix 2: Proposed TOD Boundaries and Height

<table>
<thead>
<tr>
<th>TOD Sub Zones</th>
<th>Heights (Stories)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown 1</td>
<td>8+ (Min)</td>
</tr>
<tr>
<td>Downtown 2</td>
<td>5-8</td>
</tr>
<tr>
<td>Corridor Zone</td>
<td>3-6</td>
</tr>
<tr>
<td>1/8 Mile Station</td>
<td>2-5</td>
</tr>
<tr>
<td>1/4 Mile Station</td>
<td>1-3</td>
</tr>
<tr>
<td>Transition</td>
<td>1-3</td>
</tr>
<tr>
<td>ASU Boundary</td>
<td></td>
</tr>
<tr>
<td>UCM Project</td>
<td></td>
</tr>
<tr>
<td>Street Car Line</td>
<td></td>
</tr>
<tr>
<td>Light Rail Line</td>
<td></td>
</tr>
<tr>
<td>Union Pacific Railroad</td>
<td></td>
</tr>
<tr>
<td>Open Space Parks</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Residential</td>
<td></td>
</tr>
</tbody>
</table>

Proposed TOD Update Heights
Appendix 3: Proposed UCMP Heights
Introduction
Shaping the Urban Core: Focus Areas and Connections
Design and Quality Directions
Transportation Overlay District Update
Urban Core Master Plan Heights and Guidelines
Neighborhood Connectivity and the Public Realm
Discussion
Linked Planning

Community Design Principles 2010
General Plan 2014
Transportation Master Plan 2014
Apache Character Area Plan 2015
Character Area 3 Plan 2018
Rio Salado and Beach Park Master Plan 2018

Rio Salado and Beach Park Master Plan
Project Components and Goals

Urban Core Area Master Plan
• Unified plan for existing and future growth
• Shape Urban Core as a whole
• Sensitive response to neighborhoods
• Investigate opportunity sites and locations

Transportation Overlay District
• A “road map” for update – Light Rail and Streetcar Routes

Affordable Housing Strategy
• Framework for investment decisions
• Practical implementation strategies
• Support equitable growth
A 21st Century Livable City

1. A key regional economic and recreation center for residents and workers.

2. Urban Core growth in homes, office, hotel rooms.


4. Urban Core projections to 2040:
   - 14,300 new dwelling units
   - 16,600 new jobs
   - 2.1 - 3.5 million sqft new office
   - 1.3 million sqft new retail
   - 2,200 new hotel rooms
What we Have Heard so Far

Growth Locations

• Downtown can grow across business, retail and residential realms
• Focus on Urban Core corridors as a location for future growth
• Preserve and enhance existing neighborhoods
• A strong live, learn, work play environment, including schools, is important to attracting businesses and their workers to Tempe.

Connectivity and Public Realm

• High quality streets, walking routes and public spaces are needed
• North-south connections through Urban Core, including existing places and future developments
• Intersections need to work for pedestrians
• Weave Rio Salado framework ideas into the Urban Core Master Plan
What we Have Heard so Far

New Development Character
• Development heights appropriate to context – neighborhoods, access
• Height transitions to neighborhoods
• Use “stair-stepping” where possible
• Create a high quality and comfortable pedestrian realm

Parking
• Reduce parking, parking below grade and within blocks
• Reduce parking demand over time

Sustainability
• Low Impact Design of streets and alleys – materials, drainage, lighting
• Use sustainable building practices
Areas with Potential to See Change by 2040
Areas with Potential to See Change by 2040

Urban Core Public Realm Connectivity

Corridors + Connections
- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhance Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car (Future)
- Light Rail Line
- Union Pacific Railroad

Places + Destinations
- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks and Reserves
- 5 min / 10 min walking radius
- Rio Salado Park Entry Node
- UCMP Project
Creating Great Streets

Pedestrian Priority

Transit, Cars, Pedestrians
Complete Streets
Activated Edges
Prioritize the sidewalk zone
Space for Landscape
Expanded Sidewalks
Planting and Shade

Shaded Seating Areas

Shading in Business Districts

Regional Species

Walking through Blocks

Active Ground Floor

Places to Meet

Pedestrian Focus
Integrating Plazas and Squares – Multi Use

Flexible structures

Pop ups

Places to gather

Coffee and lunch

Local gathering spaces

Opportunities for play
Raising Development Quality

Low and Mid-Rise for Transit Corridors
Raising Development Quality

Mid-Rise Mixed-Use for Station Zones
Raising Development Quality

Point Towers to Allow Views, Light and Air
Proposed TOD and UCMP Heights

**TOD**
- “By right” Zoning
- Development Standards
- Permit Review

**Urban Core Master Plan**
- Development Standards
- Design Guidelines
- Case by Case Review

- **Downtown 1**: 8-15 stories
- **Downtown 2**: 8 stories
- **Corridor Zone**: 5-8 stories
- **1/8 Mile Station**: 3-6 stories
- **1/4 Mile Station**: 2-5 stories
- **Corridor**: 2-4 stories
- **Transition**: 1-3 stories
A City Strategy for Guiding Development

- **Existing Transportation Overlay District** - a base level of regulation
- **Refined TOD** focuses height and uses in locations that best support them
- **Updated Zoning Code** – embeds refined TOD sub area boundaries and height guidance
- **Urban Core Master Plan** – allows greater heights in defined locations subject to design guidelines and rezoning approval process
- City to use Refined Zoning Code and Urban Core Master Plan to guide development
TOD Directions

Role of the Transportation Overlay District

• Shaping the Urban Core
• Advancing the “Hub” structure of the Tempe
• Linking growth to infrastructure
• Enhancing viability of retail, office and workspace locations
• Development: Design, Transition, Connection, Frontage
Proposed TOD District Sub Areas

1. **Transition Zone:** Managing heights between TOD zones and lower height neighborhoods: *1-3 stories*.

2. **Corridor Zone:** Lower intensity buildings, *2 to 4 stories*, with the potential for a residential emphasis.

3. **1/4 Mile Station Zone:** A variety of buildings, *3 to 5 stories*, with the potential for a residential emphasis.

4. **1/8 Mile Station Zone:** A variety of buildings, *3 to 6 stories*, reflecting activity focus of transit stations. Mixed-use business and community activity on ground floors and residential also allowed.

5. **Corridor Intersection:** A variety of buildings, *5 to 8 stories*, reflecting the intensity from transit stations and major connecting streets. A focus for mixed-use activity, and public spaces for people to gather.

6. **Downtown Zone 2:** Mid-rise buildings, *5 to 8 stories*, with mixed uses focused around transit stops and pedestrian routes to retail and office cores.

7. **Downtown Zone 1:** The highest density zone, with a mix of mid-rise buildings and point towers, potentially *8 - 15 stories* and mixed uses focused around transit stops and pedestrian routes to retail and office cores.
Proposed TOD Update Heights

TOD Sub Zones and Stories

- Downtown 1: 8-15
- Downtown 2: 5-8
- Corridor Zone: 5-8
- 1/8 Mile Station: 3-6
- 1/4 Mile Station: 2-5
- Corridor: 2-4
- Transition: 1-3

Apply site and building design standards to these parcels from the TOD. The TOD will be structured so we can refer to these (door placement, windows, frontages, etc.) without applying the TOD standards for form, height, etc., as they would on Apache Blvd.

ASU Boundary
- UCMP Project
- Street Car Line
- Light Rail Line
- Union Pacific Railroad
- Open Spaces, Parks and Reserves
- Historic residential areas/subdivisions
TOD Heights and Public Realm Connectivity

- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhanced Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car (Future)
- Light Rail Line
- Union Pacific Railroad
- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks, and Reserves
- Rio Salado Park Entry Node
- UCMP Project
Proposed UCMP Plan Heights

UCMP Sub Zones and Stories
- 3 stories
- 4 stories
- 5 stories
- 6 stories
- 8 stories
- 12 stories
- 15 stories
- 20 stories
- 25 stories
- Design Overlay
- Smith Innovation Hub
- UCMP Area
- Street Car
- Light Rail Line
- Union Pacific Railroad
- Open Spaces, Parks and Reserves
UCMP Heights and Public Realm Connectivity

- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhanced Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car (Future)
- Light Rail Line
- Union Pacific Railroad
- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks and Reserves
- Rio Salado Park Entry Node
- UCMP Project
Humanizing Development

1. Shape buildings to enhance the public experience from the street and upper levels

2. Recognize that stations and intersections are the places with the most people - the best place for retail and jobs

3. Integrate public spaces for people to gather in new development

4. Provide walking connections through new developments

5. Provide transitions between transit oriented development and existing neighborhoods
Enhancing Design: Key Components

**Height Transitions**

- Height Transition
- Interior Upper Level Courtyards
- Recessed Balconies
- Upper Level Open Spaces
- North Facing Facade

**Frontages/Facades**

- Articulate Front Facade - Windows, Balconies, Setbacks, Shift, Color
- South Facing Facade
- Articulate Interior Facade with Setbacks and Terraces

**Streets/Sidewalks**

- ROW: 136 ft
- Articulate Front Facade - Windows, Balconies, Setbacks, Shift, Color
- South Facing Facade
- Articulate Interior Facade with Setbacks and Terraces

Illustrative Block Section

- Retail
- Residential
- Residential Ground Floor
- Parking

(This is an illustrative section, not for construction. Site conditions will vary.)
Enhancing Design: 4 Story / 45ft Example

Apache – East of Dorsey
Enhancing Design: 8 Story / 95ft Example

Apache – East of Smith

Height Transition
Interior Upper Level Courtyards
Recessed Balconies
Upper Level Open Spaces
North Facing Facade
Articulate Front Facade - Windows, Balconies, Set Backs, Shift, Color
South Facing Facade
Articulate Interior Facade with Setbacks and Terraces

Shade Elements - Structures and Landscapes
Maximize Facade Transparency
Shade Landscape
Shade Structures

Residential
Parking

Activate Ground Floor: Residential
Parking and Service Within Structures
Activate Ground Floor: Retail Office, Community Space

Traffic Lanes
Side Walk-Zone
Lower Components at Rear
Side Walk-Zone
Landscape
Bikeway
Traffic Lanes
Light Rail
Traffic Lanes
Bikeway
Landscape
Side Walk-Zone

Illustrative Block Section

Retail
Residential
Residential Ground Floor
Parking

(This is an illustrative section, not for construction. Site conditions will vary.)
Enhancing Design: 12 Stories / 125 ft Example

Apache – East of McClintock

- Upper Level Open Spaces
- North Facing Facade
- Lower Open Spaces
- South Facing Facade
- Articulate Interior Façade with Setbacks and Terraces
- Interior Upper Level Courtyards
- Shade Elements - Structures and Landscapes
- Shade Structures
- Shade Landscape
- Retail / Mixed Use
- Parking
- Residential

Illustrative Block Section

- Retail
- Residential
- Residential Ground Floor
- Parking

(This is an illustrative section, not for construction. Site conditions will vary.)
Enhancing Design: 25 Stories Point Tower

S. Ash Avenue - North of 5th

- Front Facades Addressing Street
- Shade Elements - Structures and Landscapes
- Use Balconies - Recessed and Protruded to Articulate Facades
- 10ft Setback on 9th Floor
- Residential
- Parking
- Upper Level Open Spaces
- Height Transition
- Illustrative Block Section

(This is an illustrative section, not for construction. Site conditions will vary.)
Enhancing Design: 25 Stories Point Tower

S. Ash Avenue - North of 5th

- Use Balconies - Recessed and Protruded to Articulate Facades
- 10ft Setback on 9th Floor
- Height Transition
- Front Facades Addressing Street

Illustrative Block Section
- Retail
- Residential
- Residential Ground Floor
- Office
- Parking

(This is an illustrative section, not for construction. Site conditions will vary.)
Future Possibilities in Smith Innovation Hub

As the mix of uses change in the Smith Innovation Hub over time, mixed-use developments in 3-6 story buildings might become viable and desirable with light industrial, office and commercial uses in them. Request for Increased heights go through regular rezoning approval process.
Smith Innovation Area

Growth Sectors

New Facilities

District Amenities

Identity

Connectivity

Gathering Spaces
Enhancing Public Realm Connectivity

1. Create strong public realm connections across the entire Urban Core
2. Link the Urban Core to the Rio Salado
3. Create a framework of larger scale connections
4. Create fine grain local links to open space resources
5. Encourage people to walk and bike to meet daily needs
6. Enhance the quality of the public realm
Areas with Potential to See Change by 2040

Urban Core Public Realm Connectivity

Corridors + Connections
- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhance Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car (Future)
- Light Rail Line
- Union Pacific Railroad

Places + Destinations
- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks and Reserves
- 5 min / 10 min walking radius
- Rio Salado Park Entry Node
- UCMP Project Area
Public Realm Connectivity

Connectivity Framework Today
- Light Rail Line
- Streetcar Route
- Public Amenities
- Existing Parks

1/4 mile Radius
1/8 mile Radius

Downtown Placemaking
Transit Overlay
District Opportunities
- Urban Core Master Plan Height Zones

Making New Connections
- Urban Core Connections: High Capacity transit, streetscape, bike, walk - 20 to 30 mins
- District Connections: Street design, enhances bike and walking - 10 to 20 mins
- Neighborhood Connections: Local bike and walking connections - 5 to 10 mins
- Neighborhood walking Routes: 5 mins
- New Plazas and Open Space
- Downtown Plazas and Parks
Public Realm Connectivity

Connectivity Framework Today
- Light Rail Line
- Streetcar Route
- Public Amenities
- Existing Parks

1/4 mile Radius
1/8 mile Radius
Downtown Placemaking
Transit Overlay
District Opportunities
- Urban Core Master Plan
  Height Zones

Making New Connections
- Urban Core Connections:
  High Capacity transit, streetscape, bike, walk - 20 to 30 mins
- District Connections:
  Street design, enhances bike and walking - 10 to 20 mins
- Neighborhood Connections: Local bike and walking connections - 5 to 10 mins
- Neighborhood walking Routes: 5 mins
- New Plazas and Open Space
Public Realm Connectivity

Connectivity Framework Today
- Light Rail Line
- Streetcar Route
- Public Amenities
- Existing Parks
- 1/4 mile Radius
- 1/8 mile Radius

Downtown Placemaking
Transit Overlay
District Opportunities
- Urban Core Master Plan Height Zones

Making New Connections
- Urban Core Connections: High Capacity transit, streetscape, bike, walk - 20 to 30 mins
- District Connections: Street design, enhances bike and walking - 10 to 20 mins
- Neighborhood Connections: Local bike and walking connections - 5 to 10 mins
- Neighborhood walking Routes: 5 mins
- New Plazas and Open Space
Street Concept: Apache Blvd

Create a Pedestrian and Bike Friendly, Multi-Modal Street

- Re-allocate roadway lanes
- Create new, dedicated and protected bike lanes
- Close redundant driveways and curb cuts
- Slow vehicular traffic through lane narrowing

Improve Shade and Human Comfort

- Maximize shade trees
- Maximize soil volume for healthy urban tree growth
- Prioritize north side corridor planting where no building shade covering walks.
- Utilize City-approved street tree palette.

Be Cost Effective

- Preserve existing curb and drainage network within improvements.
Street Concept: Dorsey Link

- Re-allocate roadway lanes
- Create new, dedicated and protected bike lanes
- Organize and consolidate street parking
- Add planting and street tree areas
- Add frequent street tree planting on wider parkway side for shaded, walkable sidewalk connections
- Preserve existing roadway, curb and drainage infrastructure
Street Concept: Residential

Connect Neighborhoods to the Urban Core
- Connect residential walk and bike routes to parks and destinations
- Maintain universally accessible pedestrian walkways

Enhance Neighborhood Focused Public Realm
- Organize and consolidate scattered and inefficient street parking
- Install new planting areas to soften residential corridors
- Plant street trees to shade neighborhood sidewalks
- Use regionally relevant species

Utilize cost effective solutions to maximize improvements
- Add sidewalk bulb-outs to existing curbs to shorten crossings
- Re-allocate and enhance spaces keeping current curb alignments
Street Concept: Innovation Hub

Connect Innovation Hub to Neighborhoods, Destinations and Open Spaces

- Make more use of low-use parallel parking areas
- Preserve wider truck lanes and wide turning pockets

Preserve Industrial Function and Enhance Overall Character

- Use wide parkway areas for planting, screening and softening
- Plant street trees to provide shade and create a walkable district
- Convert un-used central lanes to planted medians with trees
- Preserve existing roadway paving, curb and drainage systems
Discussion
Areas with Potential to See Change by 2040
Urban Core Public Realm Connectivity

Corridors + Connections
- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhance Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car (Future)
- Light Rail Line
- Union Pacific Railroad

Places + Destinations
- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks and Reserves
- 5 min / 10 min walking radius
- Rio Salado Park Entry Node
- UCMP Project
Proposed TOD District Sub Areas

1. **Transition Zone**: Managing heights between TOD zones and lower height neighborhoods: 1-3 stories.

2. **Corridor Zone**: Lower intensity buildings, 2 to 4 stories, with the potential for a residential emphasis.

3. **1/4 Mile Station Zone**: A variety of buildings, 3 to 5 stories, with the potential for a residential emphasis.

4. **1/8 Mile Station Zone**: A variety of buildings, 3 to 6 stories, reflecting activity focus of transit stations. Mixed-use business and community activity on ground floors and residential also allowed.

5. **Corridor Intersection**: A variety of buildings, 5 to 8 stories, reflecting the intensity from transit stations and major connecting streets. A focus for mixed-use activity, and public spaces for people to gather.

6. **Downtown Zone 2**: Mid-rise buildings, 5 to 8 stories, with mixed uses focused around transit stops and pedestrian routes to retail and office cores.

7. **Downtown Zone 1**: The highest density zone, with a mix of mid-rise buildings and point towers, potentially 8 – 15 stories and mixed uses focused around transit stops and pedestrian routes to retail and office cores.
## TOD Standards

<table>
<thead>
<tr>
<th>Zone</th>
<th>Lot Dimensions - width x length (feet) (min.)</th>
<th>Lot Area (sf) (min.)</th>
<th>Density (DUI/Acre) (min.)</th>
<th>Height (stories) (min./max.)</th>
<th>Height (feet) (min./max.) (2)</th>
<th>Front Setback or Build-To Line (BTL) (feet) (min./max.)</th>
<th>Rear Setback (feet) (min.)</th>
<th>Interior Side Setback (feet) (min./max.)</th>
<th>Street Side Setback (feet) (min./max.)</th>
<th>Lot Coverage (max.)</th>
<th>Open Space (min.) (sf/unit) (3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Zone 1</td>
<td>200 x 250</td>
<td>50,000</td>
<td>50</td>
<td>8 to 15</td>
<td>85 to 155</td>
<td>0 to 10</td>
<td>0 to 10</td>
<td>0 to 15</td>
<td>5 to 10</td>
<td>85%</td>
<td>100</td>
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<tr>
<td>Downtown Zone 2</td>
<td>150 x 200</td>
<td>35,000</td>
<td>40</td>
<td>5 to 8</td>
<td>55 to 85</td>
<td>0 to 10</td>
<td>0 to 15</td>
<td>0 to 15</td>
<td>5 to 10</td>
<td>80%</td>
<td>100</td>
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<tr>
<td>Corridor Intersection Zone</td>
<td>150 x 200</td>
<td>35,000</td>
<td>40</td>
<td>5 to 8</td>
<td>55 to 85</td>
<td>5 to 15</td>
<td>10</td>
<td>5 to 20</td>
<td>5 to 15</td>
<td>75%</td>
<td>100</td>
</tr>
<tr>
<td>1/8 Mile Station Zone</td>
<td>100 x 200</td>
<td>20,000</td>
<td>30</td>
<td>3 to 6</td>
<td>35 to 65</td>
<td>5 to 20</td>
<td>10</td>
<td>5 to 20</td>
<td>5 to 20</td>
<td>70%</td>
<td>100</td>
</tr>
<tr>
<td>1/4 Mile Station Zone</td>
<td>80 x 150</td>
<td>12,000</td>
<td>20</td>
<td>2 to 5</td>
<td>25 to 55</td>
<td>5 to 20</td>
<td>15</td>
<td>10 min.</td>
<td>5 to 20</td>
<td>70%</td>
<td>100</td>
</tr>
<tr>
<td>Corridor Zone</td>
<td>60 x 100</td>
<td>6,000</td>
<td>12</td>
<td>2 to 4</td>
<td>25 to 45</td>
<td>10 to 30</td>
<td>20</td>
<td>10 min.</td>
<td>10 to 30</td>
<td>65%</td>
<td>100</td>
</tr>
<tr>
<td>Transition Zone</td>
<td>60 x 100</td>
<td>6,000</td>
<td>8</td>
<td>1 to 3</td>
<td>15 to 35</td>
<td>10 min.</td>
<td>20</td>
<td>5 min.</td>
<td>10 min.</td>
<td>60%</td>
<td>100</td>
</tr>
</tbody>
</table>

Notes:

(1) These are preliminary standards derived from research of typical best practices. Further testing and calibration specific to Tempe is ongoing.

(2) Assumes 10 ft per floor + 5 ft parapet

(3) May be provided on a roof, on the ground floor, or as balconies (Note, testing by staff against an existing project(s) would be helpful to check this standard). Density (DUI/Acre) is established as a minimum rather than a maximum standard for residential projects.
Proposed TOD Update Heights

TOD Sub Zones and Stories

- Downtown 1: 8-15
- Downtown 2: 5-8
- Corridor Zone: 5-8
- 1/8 Mile Station: 3-6
- 1/4 Mile Station: 2-5
- Corridor: 2-4
- Transition: 1-3

Apply site and building design standards to these parcels from the TOD. The TOD will be structured so we can refer to these (door placement, windows, frontages, etc.) without applying the TOD standards for form, height, etc. as they would on Apache Blvd.
Proposed UCMP Plan Heights

UCMP Sub Zones and Stories

- 3 stories
- 4 stories
- 5 stories
- 6 stories
- 8 stories
- 12 stories
- 15 stories
- 20 stories
- 25 stories
- Design Overlay
- Smith Innovation Hub
- UCMP Area
- Street Car
- Light Rail Line
- Union Pacific Railroad
- Open Spaces, Parks and Reserves
UCMP Heights and Public Realm Connectivity

- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhanced Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car (Future)
- Light Rail Line
- Union Pacific Railroad
- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks and Reserves
- Rio Salado Park Entry Node
- UCMP Project
DATE
September 28, 2018

SUBJECT
Bicycle and Pedestrian Grants

PURPOSE
The purpose of the presentation is to provide the Commission with an update on the grants received by the Tempe Police Department related to bicycle and pedestrians.

BACKGROUND
N/a

FISCAL IMPACT
None

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ATTACHMENTS
PowerPoint
Bicycle and Pedestrian Safety Grant

Prepared by
Lieutenant Jim Peterson
Traffic Bureau
Tempe Police Department
10/02/2018
Pedestrian Collisions

Tempe Pedestrian Crashes Using ADOT Data
January - May 2018 Complete
June - August 2018 In Progress

Where did the crashes happen?

How many Crashes happened each Month?

How many Pedestrians had Injuries?

What Time of Day/Day of Week did the crashes occur?

Which unit number were the Pedestrians?

*Multiple pedestrians resulted in one double-count.
Bicycle Collisions

Tempe Pedalcyclist Crashes Using ADOT Data
January - May 2018 Complete
June - August 2018 in Progress

Where did the crashes happen?

How many Crashes happened each Month?

How many Pedalcyclists had Injuries?

What Time of Day/Day of Week did the crashes occur?

Which unit number were the Pedalcyclists?

<table>
<thead>
<tr>
<th>Unit Number</th>
<th>PEDALCYCLIST</th>
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<tbody>
<tr>
<td>1</td>
<td>51</td>
</tr>
<tr>
<td>2</td>
<td>26</td>
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<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td></td>
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</table>
# Fatal Collisions
## Bicycle and Pedestrian

<table>
<thead>
<tr>
<th>Year</th>
<th>Ped</th>
<th>Bike</th>
<th>Ped V1</th>
<th>Bike V1</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>6</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>*YTD as of 09/24/18</td>
</tr>
<tr>
<td>2017</td>
<td>6</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>6</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Fatal Collisions 2018

- Nine total fatal collisions in Tempe to date
- Six of those nine collisions involved pedestrians
- Five of the six collisions listed the pedestrian as P1
  - Action of the pedestrian initiated the chain of events
Traffic Bureau Mission

Reduce collisions and enhance safety on our roadways through purposeful enforcement and education

- Our goal is voluntary compliance
Partnership with GOHS

- Why?
  - Limited resources
  - Grant funding allows more Officers on the street to enhance safety
  - Allows us to be proactive rather than reactive
  - Grant funding saves the city money
  - Allows Officers to focus on pedestrian and bicycle safety
Partnership with GOHS

- Applied for grant funding in early March 2018
- Awarded September 2018
- Effective October 30, 2018 to September 30, 2019
- Amount: $15,000
Enforcement

- Utilize data analysis
- Identify crash cluster locations
- Time of day/day of week
  - Typically rush hours
  - Usually 2-3 hour blocks
- Identify heavy multimodal traffic zones
- Goal is to change behavior
- Press release is provided prior to any program
- Consistent enforcement
Education

- Numerous events throughout the year
- Schools
- ASU
- Neighborhood Associations
- Media hits
- Social media
Conclusion

- GOHS grants save the city money
- Allows for more Officers on the street to reduce collisions and enhance safety
  - In line with our mission
- Proactive rather than reactive
- Not arbitrary
- Approach is in line with Vision Zero
Collision involving a Light Motorized Vehicle
DATE
October 9, 2018

SUBJECT
Repaving Streets and Transportation Master Plan Project Interface

PURPOSE
The purpose of this memo is to provide the Commission with an update on the Repaving Streets and Transportation Master Plan Project Interface.

BACKGROUND
The City of Tempe’s Repaving Streets and Transportation Master Plan Project Interface seeks to integrate regularly scheduled ‘street paving’ maintenance with the 2015 Transportation Master Plan (TMP). The ongoing effort entails coordination between the city’s traffic engineers and transportation planners in a way that progresses the city towards implementation of recommendations of the TMP and goals adopted from the General Plan 2040: “expand and enhance bicycle travel within the city,” and “encourage redevelopment of the street network that balances the needs of various types of travelers and more fully serves all modes of transportation safely and efficiently.”

The process entails utilizing the resurfacing project list and assessing curb to curb configuration to identify opportunities to add bicycle infrastructure and make ADA improvements.

Project History:
The city manages an Asset Management Capital Maintenance Program for streets, sidewalks, curbs and gutters. Roadway network conditions are assigned a value using the Pavement Quality Index (PQI) from surveys conducted every three (3) years. PQI is a measurement of the smoothness of the roadway and any distresses in the pavement surface; it’s calculated on a scale of 0 to 100.

A maintenance prioritization schedule is generated through the PQI surveys, and optimal treatment options are identified, which may include:

- Placing a filler material in the cracks and treating the entire pavement surface;
- Milling and replacing the top layer of the asphalt pavement; and
- Reconstructing the street section.

The process requires curb-to-curb analysis to coincide with PQI surveys and assess the possibility for bicycle infrastructure improvements to be integrated with regularly scheduled roadway maintenance. The proposed street paving schedule for the next five years can be found at: https://www.tempe.gov/home/showdocument?id=65730.
Design Goals:
The goals for the Repaving Streets and Transportation Master Plan Project Interface is to:
1) Identify opportunities to reduce vehicle lane width and widen existing bike lanes.
2) Identify opportunities to add bike lanes within the curb to curb distance on roadways without bike lanes.
3) Identify areas where the current curb to curb configuration cannot support dedicated bike lanes, and where instead sharrows might be deployed.
4) Incorporate funded recommendations from the ADA Transition Plan.
5) Identify projects that are in engineering design and discuss any changes to the repaving schedule to coordinate repaving with the new street design.

NEXT STEPS
City staff will continue to coordinate the repaving of streets with the recommendations identified in the Transportation Master Plan.

FISCAL IMPACT
FY 18-23 Total Five-Year Capital Improvement Program Funds:
- ADA Improvement – Right-of-Way (5408021): $4,167,816
- Minor Concrete Improvements (5401417): $1,289,241
- Minor Pavement Preservation (5409660): $4,782,750
- Roadway Mill & Overlay & Reconstruction (5499741): $37,825,242

RECOMMENDATION
This is for information only.

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ATTACHMENTS
PowerPoint Presentation
Analysis

- Utilize Resurfacing Project List
- Assess Curb to Curb Configuration
Analysis | Resurfacing Project List

- Asset Management Capital Maintenance Program for streets, sidewalks, curbs and gutters
- Roadway network conditions are evaluated by assigning a value using the Pavement Quality Index (PQI) from surveys conducted every 3 years
- Maintenance prioritization schedule and optimal road treatment options:
  - Placing a filler material in the cracks and treating the entire pavement surface
  - Milling and replacing the top layer of the asphalt pavement
  - Reconstructing the street section

Pavement Quality Index (PQI) Defined

- Excellent: 100 - 80
- Good: 79 - 60
- Fair: 59 - 40
- Poor: 39 - 20

PQI scores take into account:
- surface distress
- ride comfort
Did you know ...

- Re-paving 1 mile of a 4 lane road costs nearly $1 million dollars.
- Re-paving and re-paving roads within 1 quarter section (a 0.25 square mile area) costs about $1 - 1.25 million based on an average of neighborhoods.

Average PQI by Street Type (2016-2018)
- Arterial = 70
- Collector = 58
- Local = 55
- Local – Industrial = 52
Analysis | Curb to Curb

Existing Bicycle Facility?  

**Yes**  
Identify opportunities to reduce vehicle lane width and widen bike lanes

**No**  
Identify opportunities to add bike lanes within the curb to curb distance
Assess curb to curb configuration

- Travel lanes range between 10’ to 12’ depending on the context and the lane location in the cross-section
- Bike lanes are 5.5’ to 6.5’ including 1.5’ of gutter
- If bike lanes cannot fit, could the facility benefit from shared lane markings (sharrows)?
- Are there any known ADA issues?
**Sharrows**

- Used when a dedicated bike lane cannot fit within the curb to curb distance
- Used if signed speed limit is 35 mph or lower
- Avoid use on Arterial streets
Analysis | Curb to Curb

- ADA
  - Incorporate funded recommendations from ADA Transition Plan
Recent Examples

**Mill Avenue**

Broadway to Southern
(Narrowed travel lanes, added bicycle lanes)

**Warner Road**

Priest to Kyrene
(Narrowed travel lanes, widened bicycle lanes)
Recent Examples

• Southern Avenue
  - Rural to McClintock
  (There was insufficient pavement width to add bicycle lanes)

• Guadalupe Road
  - West City Border to East City Border
  (We SHOULD HAVE Narrowed travel lanes to widen bicycle lanes)
2018–2019 Pavement List

- 48th Street from Southern Avenue to Broadway Road
- Warner Road from Rural Road to Dateland Drive**
- Mill Avenue from Southern Avenue to Baseline Road*
- Intersection of Rural Road and Southern Avenue¹
- Neighborhoods:
  - Balboa Drive to Southern Avenue between Price Road and Evergreen Road
  - Kyrene Road to Rural Road between Guadalupe Road and Baseline Road²
  - McKemy Street to Kyrene Road between Knox Road to Warner Road
  - McClintock Drive to Price Road between US 60 and Baseline Road³
2019–2020 Pavement List

- 5th Street from Farmer Avenue to College/Veterans Way and College Avenue to University Drive*
- 8th Street from Rural Road to McClintock Drive*
- Alameda Drive from Hardy Drive to Priest Drive*
- McClintock Drive from University Drive to Loop 202*
- Rural Road from Elliot Road to south city limit*
- Baseline Road from Rural Road to McClintock Drive*
- Southern Avenue from Mill Avenue to Priest Drive*
- Neighborhood:
  - Loop 101 to east city limit between US60 and Southern Avenue
2020–2021 Pavement List

- McClintock Drive from Carmen Street to south city limit*
- University Drive from Mill Avenue to McClintock Drive*
- Kyrene Road from Guadalupe Road to Baseline Road*
- Rio Salado Parkway from 1st Street to Hardy Drive
- 52nd Street from Broadway Road to 1st Street
2021–2022 Pavement List

- Washington Street from 56th Street to Mill Avenue
- Curry Road from Mill Avenue to McClintock Drive*
- Elliot Road from I-10 to McClintock Drive**
- Rural Road from Southern Avenue to Elliot Road*
- Warner Road from Rural Road to McClintock Drive**
- Baseline Road from I-10 to Rural Road*
- Neighborhoods:
  - Autoplex Loop, Test Drive, Drivers Way and Auto Drive
  - McClintock Drive to east city limit between Guadalupe Road and Baseline Road¹
  - McClintock Drive to Country Club Way between Guadalupe Road and Western Canal²
  - Mill Avenue to McClintock Drive between Southern Avenue and US60³
2022–2023 (Arterials)

- Priest Dr. between Elliot Rd. and south city limit**
- Warner Rd. from McClintock Dr. to Price Rd.**
- Baseline Rd. from Price Rd. to McClintock Dr.*
- Scottsdale Rd. from Rio Salado Parkway to Continental Dr.*
- Broadway Rd. from Priest Dr. to 48th St.*
- Elliot Rd. from Price Rd. to McClintock Dr.**
- McClintock Dr. from Del Rio Dr. to Broadway Rd.*
2022–2023 (Neighborhoods)

- Neighborhoods:
  - Kyrene Rd. to Rural Rd. between south city limit and Warner Rd.¹
  - Rural Rd. to McClintock Dr. between Guadalupe Rd. and Western Canal²
  - McKellips Rd. to Weber Dr. between College Avenue and La Rosa Dr.
  - 13th St. to Broadway Rd. between Priest Dr. and Hardy Dr.
  - Continental Dr. to McKellips Rd. between Papago Dr. and Scottsdale Rd.
  - Village Way, Clementine Dr., La Jolla Dr.
  - 48th St. to Wendler Dr. between Riviera Dr. and Baseline Rd.
  - University Dr. to 13th St. between Priest Dr. and Hardy Dr.³
  - 1st St. to University Dr. between Priest Dr. to Hardy Dr.
Upcoming Streetscape Projects

- Alameda Drive
  - www.tempe.gov/alamedadrive
- 5th Street
  - www.tempe.gov/5thStreet
Upcoming Paving Projects

Add Bicycle Lanes (by narrowing travel lanes):

- Mill Avenue (Southern to Baseline)
- Rural Road (Western Canal to south city limit)
Upcoming Paving Projects

Widen Bicycle Lanes (by narrowing travel lanes):

- Warner Road (Rural to Dateland)
- Baseline Road (Rural to McClintock)
Upcoming Paving Projects

Insufficient width:

- 48th Street (Southern to Broadway)
- McClintock Drive (202 to University)
- Southern Avenue (Priest to Mill)
DATE
October 1, 2018

SUBJECT
Future Agenda Items

PURPOSE
The Chair will request future agenda items from the Commission members.

BACKGROUND
The following future agenda items have been previously identified by the Commission or staff:

- November 13 (Joint meeting with Sustainability Commission)
  - Annual Report
  - Climate Action Plan + Transportation
- December 11
  - Orbit Saturn
  - Alameda Drive Streetscape
  - Market Research
  - Flash
  - Tempe/Mesa Streetcar Extension Study
  - Roundabouts
- January 8
  - Commission Business
  - Commuter Rail
  - Prop 500/BRT
  - T Intersections
  - 20 Minute City
- February 12
  - Paid Media Plan
- March 12
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
- April 9
  - Vision Zero
- May 14
  - MAG Design Assistance Grants
- TBD: Ordinances Related to Bicycles and Pedestrians
RECOMMENDATION
This item is for information only.

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