

*Riverside/Sunset Neighborhoods*

*Neighborhood Strategic Plan*

*1997-2001*

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## Overview of the Neighborhoods

### *Development History*

#### **Geography**

Riverside and Sunset are adjacent neighborhoods that encompass University Drive to First Street and the Southern Pacific Railroad tracks to Priest Drive. The actual dividing line between the two neighborhoods is Hardy Drive. These neighborhoods were identified by the City of Tempe Neighborhood Program, which was established in 1986 to address quality of life issues.

This northwest corner of Tempe is just south of the Salt River and planned Rio Salado Project, and just west of the Downtown. The Sky Harbor International Airport is located just two miles to the west, as is the Hohokam Freeway. The Red Mountain Freeway (Loop 202) runs along the north bank of the Salt River and is accessible from Priest Drive. A map is provided in Appendix A.

These neighborhoods are very similar to others in northwest Tempe. They are older neighborhoods with mature landscaping, composed of a diverse mix of housing stock and land use. However, the neighborhoods are *significantly* different in several very important ways, which are seen as both challenges and opportunities. In other words, the very things that make the area such an attractive location are those things, which, if not managed properly, are the sources of the worst problems:

- Adjacent to and south of the Rio Salado Project;
- Adjacent to and west of Downtown Tempe and Arizona State University;
- Conveniently located near an international airport and regional freeway system; and
- Adjacent to and east of a large light industrial employment corridor.

These four characteristics clearly set the Riverside/Sunset neighborhoods apart from other Tempe neighborhoods and warrant a tremendous amount of attention from the City in its planning processes.

#### **Heritage**

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

As described by “old timer” Rita Lopez Chacon, “Riverside” in the 1940s was a very different place. Extended family compounds were common, with adobe homes, community escusados (outhouses) and irrigation water service through open ditches. The streets were dirt sprayed with water by City workers (and flooded with children on hot summer days.) Home postal delivery was a new thing, replacing a short walk to the Tempe Post Office, still located in the same spot in Downtown. In “Sunset,” about the only thing besides farmland was the City’s Hardy Yard, the precursor of the Police Property Storage Facility.

By the late 1940s, Anglo residents began settling in the area. The nearby Tempe Beach Park was thriving and agricultural land once held by the State of Arizona for education began to transform into housing developments. Subdivisions of moderate single family homes, duplexes and small scale quadplexes continued to stretch westward until the 1960s.

However, in the mid 1970s, a housing crunch at nearby Arizona State University caused large scale apartment communities to spring up throughout the neighborhood; sometimes on empty stretches of land and sometimes over the foundations of older housing. At the same time, The City decided on a course to redevelop its Downtown, including a number of residences adjacent to the commercial corridor along Mill Avenue. Keeping the redevelopment district small, the City planners decided that overlaying high density residential zoning over existing single family neighborhoods might spur private redevelopment in adjacent areas. Instead, it spurred land speculation by landlords who sought to invest minimally in rental houses while waiting for a future public or private redevelopment payoff.

By the late 1980s, newer housing in “better neighborhoods” drew students away from apartment complexes, causing a marked drop in rental rates. Concurrently, circulation changes and the redevelopment of Downtown as a popular sports, entertainment, shopping and dining district brought floods of cut-through traffic into a once quiet, out-of-the-way neighborhood.

This shift in the market and quality of life brought an entirely new type of resident to Riverside/Sunset. What once was a neighborhood of long-term, middle class working class family residents, retirees and students became a home to lower income families, illegal aliens and less desirable personalities. Homeowners left and rentals took over. These changes brought a new set of social problems to the area, including slum conditions, gangs, drug dealers and increased domestic violence. In an area where families once felt safe in their quiet neighborhood, there has been an increase in traffic accidents, graffiti, gunshots and even violent crimes.

These changes are what spurred the creation of the Riverside/Sunset Neighborhoods Association and its joint community-based planning process.

## Physical Character

Riverside/Sunset's physical character reflects planning through zoning rather than Design Review and General Plan direction. The vast majority of development occurred before Tempe's zoning ordinance with design review procedures were enacted in 1971. While the original neighborhoods in the easternmost portion of the neighborhood were developed in an ad hoc manner on State Plat lands, most development occurred through subdivision in the 1950s and 1960s. The median year built was about 1973. Over 90% of the dwelling units are rentals, while just under 10% are owner occupied.

In terms of housing stock design, residents prefer examples of detached single family houses and bungalows, single story duplexes and quadplexes, and multistory row house structures over stacked-unit developments. Small scale that blends into the neighborhood fabric is also preferred over large scale developments that cut themselves off from the neighborhood with walls and parking lots. The character that is cherished and sought is visible from the street, easily accessed by pedestrians, nicely landscaped and "cozy." These character preferences are the foundation for the land use plans, circulation plans and design guidelines presented in this document.

In terms of affordability, HUD (federal administration for Housing and Urban Development) establishes "fair market" rent rates based on the bottom 40<sup>th</sup> percentile of rents in a given area. Tempe is within the Maricopa/Pinal County area, but has received an exception increase to its fair market rent values due to the overall higher rental rates prevalent throughout the city. Therefore, fair market rent and utility costs are as follows:

Number of Bedrooms	Rent and Utility Total
2	\$580.00
3	\$796.00
4	\$938.00

RSNA has established a goal of retaining 20% of its housing in an affordable range while increasing the availability of high-end housing. An ideal mix of housing stock in the neighborhoods would provide 60% owner occupancy and 40% renter occupancy; 20% low, 60% moderate to middle and 20% high rental/mortgage costs. This "bell curve" of housing stock encourages a balanced diversity of income levels within a neighborhood, encouraging sustainability and discouraging a predominance of any extreme.

With an analysis of the existing housing stock and this diversity goal in mind, it is easier to project the type of land use and development the neighborhoods need in the future in terms of both in-fill and redevelopment.

There are a total of 3,243 housing units in the neighborhoods, 2,950 of which were occupied at the 1995 Special Census. A total of 6,123 persons were living in those units, giving an average of just over two people per unit. The housing stock consists of 337 single family detached houses, 250 single family attached houses, 637 duplexes, and 1,721 apartments with five or more units. A total of 5 mobile homes, trailers and "other" housing units were reported.

The 1990 Census data reported 87 units built before 1950 that would be candidates for historic preservation as contributors to an historic district, some of which were identified during the neighborhood planning process. About 650 units were built each decade thereafter until the 1980s, when another 500 or so were built. Very little development activity has taken place since then, with only eleven more units developing before the 1995 Special Census.

Most of the housing units have two or less bedrooms, with only 253 having three or more bedrooms. This type of housing stock is not conducive for family occupancy and is a concern for a vital, sustainable neighborhood. Another concern is mobility rates, which show up not only in school enrollment, but in the length of time householders have been in a given unit. In the 1990 Census data, only 130 households had been in residence for ten or more years and only 849 had lived there one to ten years. The remaining 1,817 had been in residence less than one year.

The 1990 Census reported a median housing unit value of \$66,900. The median monthly mortgage costs were \$639 per month, ranging from \$300 to \$1,500. The median monthly rent was \$430, ranging from less than \$200 to \$1,000. While number of bedrooms is not indicated in the Census housing cost data, using a grouping of under \$500 for mortgage or rent costs and allowing \$80 to \$296 in utility costs for 2-3 bedroom units (most of the available housing stock), there are 1,899 affordable housing units. This represents 68% of all occupied housing units. An additional 749 or 27% are within the \$500 to \$750 range, still within the affordable category for 3-4 bedroom units. It is feasible that 95% of the housing available in the neighborhoods is in the "affordable" category according to the federal guidelines for low to moderate income households.

**Riverside:**

<b>Subdivision/Development</b>	<b>Built</b>	<b>Housing Type</b>	<b>Style</b>	<b>Units</b>
State Plat 12 (combined)	1940s, 1950s, few post 1960	Mixed	Detached single family, back houses and duplex	50
Hayden Place Apartments	1985	Multifamily-rental	Stacked units	164
Roosevelt near First Apts.	1988	Multifamily-rental	Stacked units	24
Vista Del Rio	1930-1950	Mixed	Detached single family, back house and duplex	27
Roosevelt Addition	1946-1950	Mixed	Detached single family	22
State Plat 4 (combined)	1925-1955	Mixed	Detached single family, back houses and duplex	237
Carney Apartments	1964	Multifamily-rental	Quadplex	120
Tempe Gardens	1968	Multifamily-rental	Quadplex	24
The Arbors Apartments	1959-1967	Multifamily-rental	Quadplex and row house	201
Hidden Glen Apartments	1981	Multifamily-rental	Stacked units	72
Monterey Village	1965-1972	Multifamily-rental	Quadplex	68
Roosevelt Manor	1973	Multifamily-rental	Stacked units	40
Sundance Apartments	N/A	Multifamily-rental	Stacked units	228
Hayden's Ferry I Condos	1985	Multifamily-owned	Row house	13
Hayden's Ferry II Condos	1985	Multifamily-owned	Row house	12
Hayden's Ferry III Condos	1986	Multifamily-owned	Row house	12
Patio Palms	1960	Multifamily-rental	Quadplex	12
Tempe Park Place Apartments	1985	Multifamily-rental	Stacked units	26
Burkwood Apartments	1979	Multifamily-rental	Stacked units	21
Hermosa Place Condos	1986	Multifamily-owned	Stacked units	16
Scene One Condos	1982	Multifamily-owned	Stacked units	120
Rosen Place Condos	1983	Multifamily-owned	Row house	22
Tanglewood Apartments	1977	Multifamily-rental	Stacked units	58

**Sunset:**

<b>Subdivision/Development</b>	<b>Built</b>	<b>Housing Type</b>	<b>Style</b>	<b>Units</b>
South Bank Apartments	1983	Multifamily-rental	Stacked units	112
River Run Apartments	1986	Multifamily-rental	Stacked units	25
First Street near Beck	1983	Multifamily-rental	Stacked units	12
Salado Springs Apartments	1986	Multifamily-rental	Stacked units	144
Rio Salado Villas	1984, 1986	Multifamily-owner	Stacked units	54
Griffiths Estates	1963, 1981	Multifamily-rental	Quadplex	64
Westridge Apartments	1981	Multifamily-rental	Stacked units	55
3 <sup>rd</sup> Street Apartments	1983	Multifamily-rental	Quadplex	16
4 <sup>th</sup> Street Apartments	1963	Multifamily-rental	Quadplex	24
Jo Ellen Homes	1959-1962	Mixed	Quadplex	39
Pecan Groves Estates	1959-1962	Multifamily	Duplex	54
Willacker Homes	1951	Single Family	Block	55
Village Circle	1974	Multifamily-owner	Patio homes	30
Mercado Homes	1958-1985	Mixed	Duplex and detached single family	7
Marquesas Manor	1935, 1964-1980	Mixed	Quadplex and detached single family	88
Westfall Condos	1985	Multifamily-owner	Stacked units	12
Fifth and Priest Apartments	1970	Multifamily-rental	Quadplex	16
Berryhill Manor	1975	Multifamily-owner	Quadplex	16
D Bar L Ranch	1958	Mixed	Detached Single Family	101
Palm Terrace Apartments	1973	Multifamily-rental	Stacked units	44
Fifth Street Condos	1983-1984	Multifamily-owner	Row house	34
Fifth and Hardy Bungalows	1955	Multifamily-rental	Detached bungalows	17
Fifth and Hardy Apartments	1971	Multifamily-rental	Stacked units	12
Worthington Place Condos	1984	Multifamily-owner	Stacked units	96
Parktree Apartments	1972	Multifamily-rental	Stacked units	110
Grandes Cortes Apartments	1980	Multifamily-rental	Stacked units	151
Sierra Vista Apartments	1975	Multifamily-rental	Stacked units	238
Other areas	1930, 1945	Mixed	Detached single family, duplex and quadplex	4

## The Future

The most difficult issues to face the City of Tempe's planners and elected officials in the coming years are already surfacing in the Riverside/Sunset neighborhoods. These issues have been identified in General Plan 2020 as:

- Effective use of remaining vacant land;
- In-fill development;
- Intensification through land re-use;
- Large scale public/private redevelopment;
- Historic preservation;
- Flight paths and aviation rights; and
- Alternative modes of transportation.

Because of the age of the neighborhoods and their proximity to new development, redevelopment and airport expansion, Riverside/Sunset is an intensified microcosm of Tempe's most difficult development and quality of life issues. Hence the need for a Neighborhood Strategic Plan.

## Statistical and Demographic Characteristics of Riverside/Sunset MOVE STATISTICS TO APPENDEX

The City of Tempe publishes a Statistical Report on a regular basis. This report incorporates a variety of data regarding land use, development activity, employment, government facilities, school districts and demographic information from the most current and available Census. The following information is taken from the most current Statistical Report, which used the 1995 Special Census data.

Over a dozen languages are spoken in the homes of children attending the local elementary school (Scales Professional Development School). Census-reported race is as follows:

Race	Population	Percent
White	3,826	68
Black	365	7
Native American	217	4
Asian or Pacific Islander	237	4
Other Race	0	0
Hispanic Origin	950	17
<b>Total</b>	<b>5,595</b>	<b>100</b>

The vast majority of Riverside/Sunset residents (84%) have completed a high school education, while 63% have attended some college or hold degrees.

While the entire area does not qualify as a "low-income" area, this would appear to be the majority of RSNA residents. However, 75% of all Riverside/Sunset households consist of one to two people (32 and 43 percent, respectively). Therefore, the low incomes in this

neighborhood reflect the predominance of single person households and families without children (students, young workers and retirees) rather than a predominance of poverty-level families. In fact, families currently make up only 27% of the neighborhoods' 2,816 households and none are larger than five people.

Number of Households	Annual Income
452	<\$10,000
363	\$10,000-14,999
738	\$15,000-29,999
337	\$30,000-39,999
237	\$40,000-59,999
80	\$60,000+
743	Non reported
Total = 2,726	Median = \$20,333

For comparison, federal poverty guidelines for 1997 are as follows:

Household Size	Annual Income
1	7,890
2	10,610
3	13,330
4	16,050
5	18,770
6	21,490
7	24,210
8	26,930
Each Addition Member, Add:	+2,720

The 1990 Census data broke the neighborhoods into four separate tract blocks, showing differences within each neighborhood:

Area	Median Income	Family	Non-Family
Block 2 (west Sunset)	\$21,620	\$25,272	\$16,658
Block 3 (east Sunset)	\$16,081	\$17,857	\$14,273
Block 4 (west Riverside)	\$12,873	\$11,838	\$13,137
Block 5 (east Riverside)	\$17,559	\$12,448	\$17,614
<b>Overall</b>	<b>\$17,033</b>	<b>\$16,854</b>	<b>\$15,421</b>

In terms of actual poverty status in 1989, 5,582 residents gave their income and could be analyzed. Of these individuals, 1,873 or 33.6% were below poverty level (33% of all persons), most of whom were unrelated individuals (1,015). However, 1,110 of those analyzed were below 50% of poverty level—this is extreme poverty.

But poverty can also be analyzed through other indicators. The percentage of income spent on gross rent was 35% or more for 1,084 households, but housing typically should not require more than 25% of household income. A total of 438 households did not have a vehicle available and 508 households had no telephone. A total of 8.2% of the employable labor force was unemployed, as compared to an area average of about 4%.

In summary, while the majority of the neighborhoods' residents do not live in poverty, over a third do, many of whom are well below the poverty line. These individuals are of all ages, including seniors and young children. While it is easy to ignore the plight of students or the "voluntary poor," the neighborhoods wish to consider the welfare of the hundreds of children and retirees living at or below poverty levels.

While the median age is only 26 in Riverside/Sunset, young families, ASU students and retirees alike call these neighborhoods home:

Age	Total Number	Percent of Total
<b>Under 1</b>	<b>82</b>	
1-2	143	
3-4	148	
<b>Preschool</b>	<b>373</b>	<b>7</b>
5	64	
6	711	
7-9	146	
10-11	89	
<b>Primary School</b>	<b>370</b>	<b>6</b>
12-13	70	
14	31	
15	27	
16	29	
17	38	
<b>Secondary School</b>	<b>195</b>	<b>3</b>
18	84	
19	195	
20	305	
21	32	
22-24	901	
<b>College</b>	<b>1,806</b>	<b>32</b>
25-29	1,096	
30-34	659	
35-39	384	
40-44	238	
<b>Young Workers</b>	<b>2,377</b>	<b>42</b>
45-49	144	
50-54	110	
55-59	80	
60-61	34	
62-64	36	
<b>Older Workers</b>	<b>404</b>	<b>7</b>
65-69	53	
70-74	41	
75-79	28	
80-84	19	
85+	12	
<b>Retired</b>	<b>153</b>	<b>3</b>
<b>TOTAL</b>	<b>5,678</b>	<b>100</b>

RSNA firmly believes that diversity is strength and therefore seeks to preserve diversity that exists and increase diversity where none exists. For example, existing racial, ethnic and age diversity is encouraged, while the predominance of low-income and lack of high-income demographics is not. A broader range of household types and income levels is sought to create strength in the neighborhoods' economy and stability in its residents.

## Riverside/Sunset's Planning Process

The information presented in this document is based on a long-term planning process that began in October of 1993. During initial problem identification meetings in 1994, residents of the two neighborhoods found that while many issues are specific to one neighborhood or even smaller subsections, many concerns were shared by both Riverside and Sunset residents. For the purpose of addressing these systemic issues, the two associations joined together to develop a long-range plan which would support the short term objectives each neighborhood or smaller subsection has. An organizational structure was created and strategic planning began in earnest.

RSNA meetings were held on a monthly basis throughout 1994, from which a neighborhood vision statement was crafted. The first draft of RSNA's *Vision for the Future* was presented to City Council in February of 1995 while monthly meetings continued through 1996. This document outlined the existing conditions (strengths, weaknesses, opportunities and threats); identified problems; established goals and objectives; and generally set the direction for RSNA's leadership team. These directions included:

1. Improve Neighborhood Identification.
2. Encourage Neighborhood Beautification.
3. Encourage Alternative Transportation and Commuter Routes Outside the Neighborhood.
4. Support Residentially-Friendly Economic Development.
5. Improve Public Safety.
6. Improve Quality of Life.
7. Solve Downtown Tempe Special Events Problems.

However, the document fell short of being a real planning tool linking the neighborhoods' vision with the City of Tempe's General Plan. Therefore, it became critical that the neighborhoods' vision be joined with that of the City to move forward in the most effective and beneficial manner for all concerned, counterbalancing economic benefit with quality of life. Without such a shared vision and collaboration to align objectives, it was feared that these neighborhoods would completely fail, hindering adjacent development in both Downtown and the Rio Salado Project. The City's recommended vehicle through which to articulate detailed objectives was a Neighborhood Strategic Plan.

Assistance was sought from the City to conduct the comprehensive planning process necessary to craft such a plan. Because a revision of the City's General Plan was underway, planning resources were scarce and unavailable to RSNA. But the need for a plan was deemed paramount, so an alternative route was sought. Upon meeting with local planners and developers, RSNA was referred to a professional association for assistance. In November of 1995, RSNA approached the Rio Salado Chapter of the American Institute of Architects (AIA) for planning assistance. AIA's experience with Urban Design Assistance Teams (UDAT) allowed the chapter's board to recognize the importance of this plan and led them to offer not only their volunteer assistance, but funding from their Foundation to help carry out the planning process. A primary grant was received from the City of Tempe Neighborhood Program and the project was underway.

RSNA leaders met with AIA representatives for six months as the UDAT process was planned. A steering committee was then formed of AIA members, community stakeholders, City Council and Staff representatives and RSNA leadership team members. The committee met regularly for three months to create a public planning process that would generate the information necessary to write a Neighborhood Strategic Plan. A consulting team of urban planners (Rick Phillips and John Minett) was hired to facilitate the process and one neighborhood leader (Margaret Tchida, Sunset Chairman) was selected to coordinate the project.

The UDAT was designed to build from the neighborhoods' vision statement by first revisiting identified issues to update and add depth as well as to create problem-solving strategies. It was also designed to be extremely open and driven by the neighborhood with experts "on tap" rather than "on top." One kick-off meeting and five Issue Study Sessions were designed to accomplish these tasks:

- Urban Design Assistance Team Kick-Off and Slide Presentation;
- Neighborhood Involvement, Recreation and Social Services;
- Architecture and Landscape Designs for People;
- Zoning, Land Use and Our Future of Redevelopment;
- Recruiting and Building Basic Goods and Service Businesses; and
- Traffic Problems and Transportation Solutions.

Weekly meetings were held in September and October 1996, culminating in a two-day design charrette in November where identified problems were solved through circulation plans, land use performance criteria and development design guidelines. The neighborhoods were studied according to types of land use as well as location:

- Transportation Corridors;
- Housing (Existing and New);
- Heritage and Redevelopment Areas;
- Community Areas;
- Downtown Transition Area;
- Neighborhood Commercial Areas; and
- Rio Salado Transition Area.

The 24 professionals who participated in the Issue Study Sessions volunteered over 100 man-hours to assist residents in clarifying identified problems. One local business owner, 21 property owners and residents, 21 community-based professionals, seven City Staff and five other community organization representatives volunteered approximately 1,000 man-hours to the design charrette. A full report of the process, results, existing conditions and case studies is presented in the *RSNA Urban Design Project Report*; the basis for the Neighborhood Strategic Plan. This report can be obtained through the City of Tempe Neighborhood Program office.

Finally, upon completion of the Neighborhood Strategic Plan and adoption by the Riverside/Sunset Neighborhood Association board, the document was made available to all property owners in the neighborhoods for comment. The plan was also presented to key City Council committees for comment. After revisions or attachments to meet majority satisfaction, the resulting document was presented to the City Council for review, amendment and acceptance. The resulting Neighborhood Strategic Plan is considered an amendable document and will be reviewed on a regular basis, as deemed necessary by RSNA property owners and the City of Tempe elected officials and staff.

## **Implementation of the Riverside/Sunset Neighborhoods Strategic Plan MOVE BEHIND GOALS AND OBJECTIVES**

A Neighborhood Strategic Plan is a tool that augments the City's General Plan by *reference*. It is also the precursor to more in-depth Specific Area Plans (where deemed necessary), which are actual *amendments* to the General Plan.

The Neighborhood Strategic Plan is intended to serve as a guide to City Council, Staff, Boards and Commissions in development decision making. It is also a guide for developers considering projects in the neighborhoods. If the proposed project is in alignment with the Neighborhood Strategic Plan, it will most likely garner support from the community and the City of Tempe. It is important to note, however, that this Plan represents a *vision* with ideals and preferences described, sometimes in great detail. However, it is not *proscriptive* in nature and interested developers would be encouraged to use creativity in bringing forward plans that they believe will achieve objectives, even if they are different from strategies articulated in the Plan.

While the General Plan focuses on both physical and non-physical policies, the Neighborhood Strategic Plan focuses on providing a more detailed analysis of the physical policies presented in General Plan 2020. The policies provided in regard to non-physical issues such as maintenance and management are considered sufficient and applicable to the Riverside/Sunset neighborhoods.

## **Vision, Mission, Goals and Objectives**

### ***Vision of the Future***

The Riverside/Sunset Neighborhoods envision a future whereby livability and sociability have been enhanced throughout the neighborhoods by building an “urban village” through a combination of preservation and enhancement; in-fill and redevelopment; urban design and capital improvements; and increased home and business ownership.

### ***Mission of Riverside/Sunset Neighborhoods Association***

The mission of the Riverside/Sunset Neighborhoods Association is to help the City of Tempe create a desirable residential complement to Tempe’s Downtown and Rio Salado Project that provides a high quality of life for its residents.

### ***Purpose of the Neighborhood Strategic Plan***

The primary purpose of this Neighborhood Strategic Plan is to enable fulfillment of RSNA’s mission through both public and private revitalization efforts by presenting the neighborhoods’ adopted development goals, objectives and strategies.

### ***Goals and Objectives Summary***

The Riverside/Sunset neighborhoods have a number of broad goals and specific objectives that relate to the physical development of the neighborhoods. They have been organized in the same manner as General Plan 2020 and Arizona Growing Smarter legislation. for ease of review and comparison to the General Plan.

Collectively, these goals and objectives seek to encourage adequate housing, recreation, social services and basic goods and services through the appropriate uses of land, urban design, architecture, landscaping and transportation. The effects of these goals are expected to be increased owner occupancy, stable property values and diverse resident demographics.

Each objective is further described in the following Elements, with specific development strategies recommended for achieving each objective, and ultimately, the neighborhoods’ development goals.

## Land Use

The overall goal of the Land Use Element is to **guide land use decisions** in the neighborhoods as in-fill, re-use and redevelopment pressures continue to escalate. This will be achieved through:

1. Preservation and enhancement of the neighborhoods' residential character.
2. In-fill, re-use and redevelopment projects that will create high quality, small scale, pedestrian oriented residential, commercial and mixed use buildings that are compatible with the existing residential fabric.
3. Creative zoning ordinances to enable development in the "urban village" model.
4. Performance criteria and design guidelines that will ensure sensitive in-fill to established areas.

## Transportation and Circulation

The overall goal of the Transportation and Circulation Element is to **encourage the link between transportation and land use planning**. This will be accomplished through:

1. A neighborhood circulation plan that provides adequate access and circulation.
2. A neighborhood circulation plan that provides multi-modal travel opportunities within and out of the neighborhoods, while mitigating cut-through traffic and encouraging the use of alternate modes of transportation.
3. Street re-designs that calm traffic and provide for multi-modal transportation.
4. Improved arterial streets in the neighborhood.
5. Improved neighborhood commercial collectors.
6. Improved transition corridors (to the Downtown and Rio Salado Project).
7. Improved neighborhood collector streets.
8. Improved pedestrian corridors that link the neighborhood to regional transit and other destinations.
9. Development design guidelines that promote pedestrian, bicycle and transit access to buildings and discourage auto orientation.

## **Economic Base**

The overall goal of the Economic Base Element is to **encourage development that will accommodate a diversity of business enterprises** for a broad economic base. This will be accomplished through:

1. An expectation of success that will attract and retain neighborhood businesses such as a grocery, pharmacy, child care center and bank.
2. Small-scale commercial development (through in-fill, re-use and redevelopment) that will house businesses that serve neighborhood needs; preferably mixed use development either in one structure or through multiple structures in a PAD.
3. Recruitment and creation of basic goods and service businesses in the neighborhood.
4. Diverse employment opportunities that provide an adequate living wage.
5. Shop homes in very limited residential areas to allow adaptive re-use of existing houses or to encourage in-fill, for example at Fifth and Hardy.

## **Public Buildings and Facilities**

The overall goal of the Public Buildings and Facilities Element is **to guide development of new public facilities**. This will be accomplished through:

1. Development of all new public buildings and facilities in a manner that will enhance the neighborhoods.
2. Design and creation of the Westside Community Center based on the neighborhoods' planning process.
3. Better use of the Tempe Elementary School District facilities in the neighborhood.
4. Relocation of City facilities that are not neighborhood oriented.
5. Building a Fire Station closer to the neighborhoods that does not have to cross the railroad tracks at grade.

## Urban Design

The overall goal of the Urban Design Element is to **encourage the use of urban design in both private and public development**. This will be accomplished through:

1. Design elements that seek to enhance the pedestrian and community orientation of common areas and improve publicly visible spaces for both new and existing development.
2. Landscape design elements that pull diverse forms and multiple ownership buildings together and maintain the cozy residential character evident in areas like Brown Street.
3. Protection of residential areas from the negative impacts of road widening and non-residential development.
4. Public art opportunities in public spaces such as streetscapes, parks and schools.

## Housing

The overall goal of the Housing Element is to **encourage the development of a broad range of housing opportunities** for neighborhood residents. This will be accomplished through:

1. Increased resident stability.
2. Preservation and enhancement of existing housing.
3. Elimination of slum and blight conditions through rehabilitation, redevelopment or re-management efforts.
4. Development of diverse forms of housing types and densities to meet the needs of a full range of income levels, ages and lifestyles while maintaining the neighborhoods' residential character.
5. Landscape design to improve aesthetics, livability and property values in both new and existing housing development.
6. Mitigation of as many negative impacts from the airport as possible.

## Conservation of the Manmade Environment , Rehabilitation and Redevelopment

The overall goal of the Conservation of the Man-Made Environment , Rehabilitation and Redevelopment Element is to **guide redevelopment and historic preservation**. This will be accomplished through:

1. Identification, restoration and preservation of valuable historic buildings.
2. Preservation and enhancement of all areas not identified specifically as redevelopment or historic in nature.
3. Utilization of architectural themes found in historic homes in new development.

4. Establishment and Specific Area Planning for a Riverside Revitalization Area.

## **Recreation Open Space**

The overall goal of the Recreation Element is to **encourage the provision of safe, usable open areas and recreation facilities that meet the needs of all neighborhood residents** and fit well into neighborhoods. This will be accomplished through:

1. Changing the name of Jaycees Park to Riverside/Sunset Park or to reflect a future benefactor. (The Jaycees have not been advocates of the park for many years.)
2. Creation and implementation of a Park Master Plan based on the neighborhoods' planning process.
3. Acquisition of land to build pocket parks that will serve areas of intense residential development within a quarter mile in any direction.
4. Direct access from the neighborhood to the Town Lake and Rio Salado Project recreation areas through private lands for cars, pedestrians, bicycles and boat launch.

## Neighborhood Strategic Plan Elements

### *Land Use Element*

In terms of land use, the Riverside/Sunset neighborhoods will experience an accelerated microcosm of what the City of Tempe expects over the next twenty years as a centrally-located, land-locked municipality within a large and ever-growing suburban metropolitan area. The inevitable growth through intensification of land use will happen first in these neighborhoods adjacent to the largest commercial district in the City: Downtown and the Rio Salado Project. These intense development pressures necessitate the creation of detailed land use plans for the Riverside/Sunset neighborhoods in order to preserve the character and quality of life of the existing semi-urban fabric.

The following maps show the desired projected land use and the areas in which planned land use conflicts with existing zoning. These conflicts arise in areas where desired preservation of existing low-density housing is overlaid with high-density residential zoning or where desired mixed use or commercial use is overlaid on existing industrial zoning.

## **Land Use Map**

## **Zoning Conflict Map**

The overall goal of the Land Use Element is to **guide land use decisions** in the neighborhoods as in-fill, re-use and redevelopment pressures continue to escalate. This will be achieved through:

- 1. *Preservation and enhancement of the neighborhoods' residential character.***
  - 1.1. Prioritize all preservation and enhancement efforts described in the Housing and Conservation of the Man Made Environment Elements.
  - 1.2. Complete and implement a Specific Area Plan for the Riverside Revitalization Area.
    - 1.2.1. Use redevelopment districts to leverage implementation of the Specific Area Plan, but redevelop or re-use land in a finely targeted manner only.
    - 1.2.2. Align zoning and projected land use with existing use in all areas desirable for preservation and enhancement.
    - 1.2.3. Prepare the development infrastructure by packaging land blocks and completing public works improvements (sewer, water, lighting, streets and alleys) prior to housing development if possible.
    - 1.2.4. Implement the Block Plans described in the Conservation of the Man Made Environment Element.
  - 1.3. Redevelop slum and blight conditions.
  - 1.4. Increase owner-occupied housing opportunities by filing horizontal regimes in new development, transforming existing apartments into condominiums and implementing home ownership programs.
  - 1.5. Intensify land use without compromising existing areas of preservation by using low- to moderate-density projected land use (10-20 dwelling units per acre) and minimal high-density projected land use (above 20 dwelling units per acre).
- 2. *In-fill, re-use and redevelopment projects that will create high quality, small scale, pedestrian oriented residential, commercial and mixed use buildings that are compatible with the existing residential fabric.***
  - 2.1. In-fill mixed use development on underutilized land with R3 zoning to enhance the viability of the neighborhood commercial corridor.
  - 2.2. In-fill underutilized land to enhance owner occupancy throughout the residential areas.
  - 2.3. Encourage uses and building forms that will buffer the residential neighborhood from the Central Commercial District (Downtown) and create good transitions.
  - 2.4. Create a transition from the residential neighborhood to the Rio Salado Project.
  - 2.5. Replace light industrial with mixed uses, including commercial, office and high density residential.
    - 2.5.1. Remove commercial and industrial uses from Farmer to the Union Pacific Railroad tracks on the north side of First to eliminate barriers to the Rio Salado Project and Tempe Beach Park.

3. ***Creative zoning ordinances to enable development in the “urban village” model.***
  - 3.1. Utilize the existing Mixed General zoning classification to encourage intensified use of select residential or industrial zoned land.
  - 3.2. Utilize the forthcoming Residential/Commercial Planned Area Development (R/C-PAD) zoning classification to enable the types of development described in the Neighborhood Strategic Plan, including mixed use and higher density single family residential.
4. ***Performance criteria and design guidelines that will ensure sensitive in-fill to established areas.***
  - 4.1. Implement the strategies described in the Neighborhood Strategic Plan. Development objectives and strategies describe the performance criteria and design guidelines presented in the *RSNA Urban Design Project Report*.

## ***Transportation and Circulation Element***

The Phoenix metropolitan area is notorious for its reliance on auto transportation. With its beginnings as a “bedroom community,” Tempe, like most suburbs, has been developed around the convenience of automobiles. Being adjacent to the regional destination centers of Downtown Tempe, the Rio Salado Project and Arizona State University, the Riverside/Sunset neighborhoods require extensive planning and capital investment to mitigate the damaging effects of cut-through traffic.

In addition, as a component of a larger planning area that would encompass the regional destination centers, development in the Riverside/Sunset neighborhoods must complement or use an urban form that relies more heavily on alternate modes of transportation: riding transit, bicycling and walking. Therefore, design of both travelways and land development must prioritize these forms of transportation.

For the purpose of this Plan, the following definitions are used for the different types of transportation corridors shown:

### **Arterial Corridors**

These corridors are intended to provide access to the freeway system, the Downtown, the Rio Salado Project and ASU for anyone and all modes of transportation. Through traffic is only expected on Priest Drive.

### **Neighborhood Commercial Corridors**

These corridors are intended to serve commercial and mixed use via multi-modal transportation with priority given to destination car and truck traffic and regional transit, while providing circulation for local car traffic, pedestrians and bicyclists as well as limited through vehicular traffic.

### **Transition Corridors**

These corridors are intended to serve mixed uses on the neighborhoods’ edges, providing for all modes of transportation, especially delivery trucks and destination traffic for Downtown and local industrial and commercial uses.

### **Neighborhood Collector Corridors**

These corridors are intended to serve neighborhood-oriented uses with multi-modal transportation needs, with equal priority given to pedestrian, bicycle and local car traffic, while accommodating neighborhood-oriented transit. A traffic-calming approach will be used on these corridors to minimize cut-through traffic and illegal traffic behavior.

## **Residential Pedestrian Corridors**

These corridors are intended to serve local needs with multi-modal transportation (including local deliveries) with priority given to pedestrian and bicycle traffic due to the through nature of the streets. These corridors will create safe and comfortable non-vehicular routes to improve overall circulation for all residents.

## **Local Streets**

These streets are intended to serve residential needs with multi-modal transportation, with priority given to pedestrian, bicycle and car traffic local to that street.

## **Circulation Plan**

The overall goal of the Transportation Element is to **encourage the link between transportation and land use planning**. This will be accomplished through:

1. ***A neighborhood circulation plan that provides adequate access and circulation.***
  - 1.1. Create no arterial street widening for the express purpose of managing congestion.
  - 1.2. Provide access to freeways.
  - 1.3. Provide adequate access to the neighborhoods.
  - 1.4. Provide access to regional and local transit.
  - 1.5. Maintain circulation within and between Riverside and Sunset.
  - 1.6. Provide adequate local street and alley access to residential parking.
  - 1.7. Provide on-street parking whenever possible.
  - 1.8. Provide safe pedestrian and bicycle travel.
2. ***A neighborhood circulation plan that provides multi-modal travel opportunities within and out of the neighborhoods, while mitigating cut-through traffic and encouraging the use of alternate modes of transportation.***
  - 2.1. Complete all needed streets and alleys or revert City right-of-way to adjacent property owners.
  - 2.2. Eliminate cut-through traffic, calm traffic speeds and create self-enforcing traffic behavior solutions while minimizing negative impacts to the neighborhood, especially on Fifth Street and Hardy Drive.
  - 2.3. Adequately accommodate pedestrians and bicyclists on streets throughout the neighborhood and improve access to bus service and other transit opportunities.
    - 2.3.1. Eliminate alley-size dumpsters from front yards.
  - 2.4. Provide adequate truck delivery routes to Downtown and indirect auto circulation between the neighborhood and Downtown.
  - 2.5. Maintain direct access to Downtown for pedestrians, bicyclists, local transit, fire, emergency and city service vehicles, but indirect access for autos.
  - 2.6. Eliminate events parking on neighborhood streets and build an urban "car park" next to Downtown with pedestrian amenities, lighting and landscaping.
  - 2.7. Provide direct access from the neighborhood to the Rio Salado Project and Town Lake for pedestrians and bicyclists, while discouraging cut-through traffic in autos.
  - 2.8. Protect housing from cut-through traffic by relying on transit and street closures only at the borders, not within the neighborhood itself.
  - 2.9. Construct new local streets to serve intensified development of any type.
    - 2.9.1. Complete and pave any streets or alleys that serve as a primary access route to resident parking.

- 2.9.2. Build new north-south roadway between First and Rio Salado Parkway west of Roosevelt (40 feet); including a pedestrian/bicycle path and signaled intersection at Rio Salado Parkway if the Hardy closure is realized.
- 2.9.3. Encourage private east-west streets north of First and south of Rio Salado Parkway to enable smaller scale development.
- 2.10. Create a safe Scales School child pick-up process and location *off street only*.
- 3. ***Street re-designs that calm traffic and provide for multi-modal transportation.***
  - 3.1. Complete no street widening for the express purpose of managing congestion.
  - 3.2. Work within existing right-of-way to maximize the presence of travel lanes, landscape buffers, street trees, ADA sidewalks and either bike lanes or on-street parking as appropriate.
  - 3.3. Allow occupant/guest on-street parking where possible. Create and implement a permit parking program as needed near Downtown.
  - 3.4. Create safe, comfortable and beautiful streetscapes.
    - 3.4.1. Utilize the RSNA plant palette (see Appendix B) for landscape treatments. Select a set of street trees from the RSNA plant palette for each street to maintain existing character while providing variety (more resistant to diseases).
    - 3.4.2. Plant trees in the right-of-way to create at least 50% shade for pedestrians.
    - 3.4.3. Use trees to the west of transit shelters to augment canopy shade.
    - 3.4.4. Select and install a neighborhood lamp style for all enhanced corridors other than arterial streets (that provides both street and pedestrian lighting).
  - 3.5. Create safe, comfortable bicycle corridors along neighborhood collectors.
    - 3.5.1. Use AASHTO minimum bike lane width to minimize use of right-of-way.
  - 3.6. Create a pedestrian-friendly environment along arterial streets, commercial corridors, transition corridors, neighborhood collectors and pedestrian corridors.
    - 3.6.1. Complete all sidewalks for a minimum of two-way traffic meeting ADA requirements except on local streets. Use removable pavement for utility access. Complete all sidewalks associated with transit facilities with transit tax funds rather than property assessments.
    - 3.6.2. Provide pedestrian crossing bulb-outs to prevent cars from parking at the corners, make pedestrians more visible beyond parked cars and lessen the crossing distance, only where it does not interfere with bicycle lanes.
    - 3.6.3. Provide alleys for parking access and garbage pickup on every block possible. Where alley right-of-way does not exist and cannot be obtained, use only small roll-out trash containers for same-day pick-up and require screened areas to be built for un-contained trash away from the sidewalks.
    - 3.6.4. Restrict access if necessary to mitigate cut-through traffic problems.

**4. Improved arterial streets in the neighborhood.**

- 4.1. Complete the Priest Drive widening project in a manner that will mitigate cut-through traffic and negative impacts from the widening.
  - 4.1.1. Create, advertise and post signs for destination routes from Priest to the Downtown and ASU (a wayfinding system). Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers.
  - 4.1.2. Complete intersection studies to determine how to better time signals at Rio Salado Parkway, Fifth and University to discourage turns on Fifth from Priest and increase the frequency of egress for residents.
  - 4.1.3. Continue the Priest Drive streetscape and privacy wall from 6th Street to 3rd Street on the west side.
  - 4.1.4. Use identified City of Tempe Street Tree species along Priest Drive and accent with the RSNA plant palette (see Appendix B).
  - 4.1.5. Accommodate future fixed guideway transit if necessary.
- 4.2. Complete a realignment of Rio Salado Parkway that provides a better route into Downtown and better access to frontage properties.
  - 4.2.1. Create, advertise and post signs for destination routes from Priest to the Downtown and ASU (a wayfinding system). Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers.
  - 4.2.2. Allow ingress/egress on the south side of RSP without reducing median landscaping to provide circulation to properties between Rio Salado Parkway and First.
  - 4.2.3. Study how the realignment of Rio Salado Parkway will impact neighborhood streets (Hardy and Fifth).
  - 4.2.4. Study how the Rio Salado Project's proposed Hardy closure and Riverside Lane signal at Rio Salado Parkway would impact neighborhood circulation.
  - 4.2.5. Study how the realignment of Rio Salado Parkway will effect First and Farmer and truck deliveries from Rio Salado Parkway.
  - 4.2.6. Accommodate future fixed guideway transit if necessary.

**5. Improved neighborhood commercial collectors.**

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

- 5.1.2. Slow speed limit to 30 or 35 MPH.
- 5.1.3. Reduce the required building set-back from the right-of-way to create a pedestrian-oriented street wall.
- 5.1.4. Accommodate future fixed guideway transit if necessary.
- 5.1.5. Utilize the modular signal lights for better visibility by elders and add signal crossings at the quarter mile (Beck and Roosevelt).
- 5.1.6. Build transit shelters on University, including bus pull-outs at Hardy and adequate pedestrian access to each stop.
- 5.1.7. Use identified City of Tempe Street Tree species along University Drive and accent with the RSNA plant palette (see Appendix B).
- 5.1.8. Implement traffic control measures including traffic signal studies (timing, turning, warrant, pedestrian crossing time for elders).
- 5.2. Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers.

**6. *Improved transition corridors (to the Downtown and Rio Salado Project).***

- 6.1. Realign First Street at Farmer and the railroad tracks to more adequately serve Downtown.
- 6.2. Implement a street design for both First Street and Farmer Avenue that accommodates area and Downtown business transportation and delivery needs, including (from center line): 11 foot travel lane; 5 foot bicycle lane; 8 foot parking lane; 2 foot curb and gutter; 6 foot landscape strip for street trees, lighting, signs and fire hydrants; 8 foot sidewalks. (This design uses 40 of 41-42 feet of right-of-way on First, however right-of-way would need to be obtained on the east side of Farmer.)
- 6.3. Communicate the truck circulation plan to the Downtown through signage, enforcement and written/verbal communication with all neighborhood suppliers.

**7. *Improved neighborhood collector streets.***

- 7.1. Complete and construct the MAG Fifth Street Pedestrian Design (including slight modifications in the historic blocks between Farmer and Roosevelt on Fifth Street), including (from center line): 10 foot travel lane, 4 foot bicycle lane; 2 foot curb and gutter; 6 foot landscape strip for street trees, lighting, signs and fire hydrants; and 6 foot sidewalks. (This design uses 28 of 30 feet of right-of-way on Fifth or 33 of 41 feet if implemented on Hardy.)
  - 7.1.1. Implement 25 MPH speed limits and install the traffic calming measures chosen from the MAG Fifth Street Pedestrian Design.
  - 7.1.2. Divert traffic at Farmer if deemed necessary after testing the traffic calming measures.

- 7.1.2.1. Study how diversion at Fifth Street will effect use of First and Farmer as truck routes to the Downtown.
- 7.1.3. Place neighborhood circulator bus stops at every corner, with benches at the quarter mile and one pull-out stop at the park/Boys & Girls Club.
- 7.1.4. Create a transit hub at Fifth and Farmer for connections from the neighborhood circulator to the FLASH and future commuter rail.
- 7.2. Re-design Hardy in the same manner as Fifth Street.
  - 7.2.1. Design and construct a traffic calming and pedestrian streetscape on Hardy, including (from center line): 10 foot travel lane, 4 foot bicycle lane; 2 foot curb and gutter; 6 foot landscape strip for street trees, lighting, signs and fire hydrants; and 6 foot sidewalks. (This design uses 33 of 41 feet of right-of-way on Hardy.)
  - 7.2.2. Create a transit hub at Hardy and Rio Salado Parkway for buses (neighborhood circulator, regional bus routes and the FLASH).
  - 7.2.3. Study how closure of Hardy north of First Street will impact the neighborhood.

**8. *Improved pedestrian corridors that link the neighborhood to regional transit and other destinations.***

- 8.1. Improve Beck and Roosevelt as north-south pedestrian corridors, including: 10 foot travel lane; 8 foot parking lane, 2 foot curb and gutter; 4-6 foot landscape strip for street trees, lighting, signs and fire hydrants; and 6 foot sidewalk. (This design would use 30-32 feet of 30 feet of right-of-way.)
  - 8.1.1. Allow delivery trucks to use Beck to reach the local market.
- 8.2. Improve Third Street and Sixth Street as east-west pedestrian corridors to Downtown.
  - 8.2.1. Complete local street alignments from Roosevelt to Farmer and pedestrian links across the railroad tracks.
- 8.3. Improve Farmer as a pedestrian link to the Rio Salado Project and First as a pedestrian link to Tempe Beach Park.
  - 8.3.1. Provide a pedestrian and bicycle ramp over the levee at Farmer to the Rio Salado Parkway sidewalk and/or;
  - 8.3.2. Realign First Street to remove jog between Farmer and Ash and provide a signalled pedestrian crossing over the realigned Rio Salado Parkway.
- 8.4. Improve Wilson as a north-south pedestrian corridor to the neighborhood commercial corridor and regional transit.
  - 8.4.1. Complete local street alignments from 6<sup>th</sup> Street to University Drive.
- 8.5. Create bike and pedestrian greenbelts from First Street to Rio Salado Parkway at Farmer, Roosevelt, Beck and Hardy if the Hardy closure north of First is realized.

8.6. Build a bike/pedestrian path along the levee on the south side of RSP to connect with Tempe Beach Park, the boat docks and the pedestrian bridge on the dam.

8.7. Create a new circulation pattern for Scales School.

8.7.1. Place gates at all four sides of the yard to allow pedestrian access during non-school hours.

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

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

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

8.7.5. Maintain the bus pull-out on Fifth Street.

**9. *Development design guidelines that promote pedestrian, bicycle and transit access to buildings and discourage auto orientation.***

9.1. Locate off-street parking underground or at the interior, rear or side of developments or use shared parking structures.

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

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

9.4. Provide adequate bicycle storage for high use.

## ***Economic Base Element***

The overall goal of the Economic Base Element is to **encourage development that will accommodate a diversity of business enterprises** for a broad economic base. This will be accomplished through:

- 1. An expectation of success that will attract and retain neighborhood businesses such as a grocery, pharmacy, child care center and bank.***
  - 1.1. Increase the range of housing stock, the number of owner-occupancy housing opportunities and the number of homeowners to improve the demographic base of the neighborhood.
  - 1.2. Use broader demographic areas and non-traditional marketing analysis strategies.
- 2. Small-scale commercial development (through in-fill, re-use and redevelopment) that will house businesses that serve neighborhood needs; preferably mixed use development either in one structure or through multiple structures in a PAD.***
  - 2.1. Mitigate all intrusions on privacy and quality of life by creating buffers and transitions to adjacent residential zones.
    - 2.1.1. Mitigate line of sight intrusions through building position, design and landscaping. For example, facing windows should be set 60 feet apart.
    - 2.1.2. Blend building forms with the existing residential area.
    - 2.1.3. Build within existing zoning height restrictions and eliminate line-of-sight concerns for adjacent single family homes. Site plans, building orientation, sight and sound barriers and landscaping are all used to mitigate intrusions on adjacent residences.
  - 2.2. Provide space for small business retail, office, restaurant, live/work and owner-occupied or rental living units.
  - 2.3. Provide space for basic goods and service businesses.
  - 2.4. Provide direct and comfortable pedestrian and bicycle access while mitigating traffic impacts.
    - 2.4.1. Provide pedestrian access from the neighborhood when possible (multi-entry site plans).
    - 2.4.2. Provide outdoor activities that build a sense of community (i.e. outdoor dining.)
    - 2.4.3. Provide pedestrian amenities such as benches and seat walls, trash receptacles, special paving, potted plants and lighting.
    - 2.4.4. Provide direct access from transit stops and bus pull-outs where used.
    - 2.4.5. Provide adequate bicycle storage for high use.
    - 2.4.6. Provide at least 50% shade along all walkways.

- 2.5. Use shared parking models; on-street parking; parking at the rear or at the sides between developments; and structured parking. If shared parking is not utilized, each development must provide 100% of ordinance-required parking.
  - 2.5.1. Design parking lots to place less emphasis on vehicles, decrease the amount of pavement and provide greater visual interest.
- 2.6. Ensure that circulation does not encourage noise, light and cut-through traffic problems for adjacent residences.
- 2.7. Use landscaping appropriate to the availability of flood irrigation, or use low-water use methods and landscaping.
  - 2.7.1. Add landscape elements to enhance the attraction of store fronts.
  - 2.7.2. Plant trees strategically to: shade sidewalks, pedestrian crossings and shared use streetscape areas (sidewalk cafes, etc.); as framing elements for business entrances; and to create a processional character on the street. The required Street Tree (Heritage Oak) is used and the RSNA plant palette (see Appendix B) is used for accents.
  - 2.7.3. Plant trees in surface parking lots in north to south planters and arrange parking to maximize shade on vehicles.
3. ***Recruitment and creation of basic goods and service businesses in the neighborhood.***
  - 3.1. University Drive is the primary neighborhood commercial corridor, utilizing mixed-use development plans described in Objective 7.
    - 3.1.1. Create a pedestrian-oriented street wall close to the sidewalk.
    - 3.1.2. Integrate transit stops, bus pull-outs and shelters into site plans.
    - 3.1.3. Traffic calming is used to enhance business visibility.
    - 3.1.4. Provide pedestrian crossing points at the quarter mile; at mid-block transit stops; and at other business nodes that are on both sides of the street.
  - 3.2. Farmer Avenue is a secondary commercial corridor as a transition from the neighborhood into the Downtown.
    - 3.2.1. Maintain view corridors to the Hayden Butte from First Street, the Third Street alignment and Fifth Street.
    - 3.2.2. Provide a soft edge to Downtown while protecting existing and planned residential zones from the negative impacts of commercial development.
      - 3.2.2.1. Eliminate glare from Downtown buildings with lighting changes, structures and trees.
      - 3.2.2.2. Limit commercial uses and related circulation to Farmer.
        - 3.2.2.2.1. Face buildings toward the street with pedestrian access and rely on on-street parking along Farmer, hidden structured parking at the interior of the development or shared parking in the lot next to the railroad tracks.

- 3.2.2.2. Restrict access to 5th Street west of Farmer and consider a shared use plaza on 5th between Farmer and Wilson (slightly raised brick pavers) as a part of future redevelopment efforts.
- 3.2.2.3. Create a transition from high density mixed use along Farmer (no more than four stories) to the low-density homes along Wilson (no more than two stories) through both building forms and uses.
- 3.2.3. Provide adequate parking for development away from the neighborhood.
  - 3.2.3.1. Make immediate improvements to the parking lot on the northeast corner of Fifth and Farmer.
    - 3.2.3.1.1. Add driveways off Farmer only; install vertical curbs and gutters; create six foot landscape strips with street trees and the Fifth Street pedestrian lamps; and construct eight foot sidewalks. Stripe all parking spaces on the temporary pavement.
  - 3.2.3.2. Build parking structures between Farmer and the tracks to serve both Downtown and Farmer (once ownership is established).
  - 3.2.3.3. Provide on-street parking.
- 3.2.4. All buildings must use improved construction to mitigate aircraft and rail vibration and noise problems.
- 3.3. First Street is a secondary commercial corridor as a transition from the neighborhood into the Rio Salado Project, utilizing mixed use development plans described in Objective 7.
  - 3.3.1. Maintain view corridors to the Papago Buttes from Beck, Hardy, Roosevelt, Farmer and any future north-south streets.
  - 3.3.2. Create mixed-use development that provides high end, high density residential with complimentary goods and service businesses.
    - 3.3.2.1. Work within height restrictions at the neighborhood interface; negotiate additional height for PADs with view corridors, open space and pedestrian right-of-way. All buildings step down to two stories at First and push higher levels as far north as possible.
    - 3.3.2.2. Stagger building heights and locations; provide diverse roof lines.
    - 3.3.2.3. Create street orientations at both RSP and First; with residential scale at First.
    - 3.3.2.4. All buildings must meet improved construction and sound insulation standards in the 65 DNL.
    - 3.3.2.5. Place parking at the interior of developments or away from the neighborhood to enhance views.

- 4. Diverse employment opportunities that provide an adequate living wage.**
  - 4.1. Encourage commercial development that houses more than the existing retail and entertainment businesses in the area. Place emphasis on professional offices and basic goods and service businesses that provide higher wages.
  - 4.2. Recruit and develop diverse businesses.
- 5. Shop homes in very limited residential areas to allow adaptive re-use of existing houses or to encourage in-fill, for example at Fifth and Hardy.**
  - 5.1. Placement within residential areas will be considered if they require owner occupancy, limited parking and traffic impact, no neighbor complaints and provision of basic goods and services to the neighborhood.

## ***Public Buildings and Facilities Element***

The overall goal of the Public Buildings and Facilities Element is to **guide development of new public facilities**. This will be accomplished through:

- 1. Development of all new public buildings and facilities in a manner that will enhance the neighborhoods.***
  - 1.1. Maintain view corridors to the Papago Buttes from Beck, Hardy, Roosevelt and Farmer.
  - 1.2. Maintain view corridors to the Hayden Butte from First Street, the Third Street alignment and Fifth Street.
  - 1.3. Find another location, if possible, for the planned water reclamation facility on First near Beck so that high density housing for the Rio Salado project can be developed.
  - 1.4. Create buffers and transitions to adjacent residential zones.
  - 1.5. Use two-story construction to minimize encroachment on open space.
  - 1.6. Create a pedestrian orientation whereby buildings can be accessed directly and comfortably from the sidewalk.
  - 1.7. Provide off-street parking at the side or rear of buildings rather than the front.
  - 1.8. Utilize the RSNA plant palette (see Appendix B) for landscaping.
- 2. Design and creation of the Westside Community Center based on the neighborhoods' planning process.***
  - 2.1. Rehabilitate the existing athletics building to provide offices, athletics and kitchen with air conditioning.
  - 2.2. Raze the front buildings to accommodate a new two-story, 16,000 square foot addition at the front of the existing athletics building.
    - 2.2.1. Better meet the needs of school-age children and teens at the Boys & Girls Club after school and during school holidays.
    - 2.2.2. Provide regular access to all Tempe Community Council, county and state health and social services providers within the neighborhood.
    - 2.2.3. Double the number of Head Start slots available to children in the area.
    - 2.2.4. Provide access to senior programs for elders in the neighborhood.
    - 2.2.5. Create an affordable, high quality child care program within the neighborhood.
    - 2.2.6. Provide free community meeting space.
    - 2.2.7. Provide space for Communities in Schools services (intake, assessment and services).

- 2.2.8. Provide intergenerational activities like computer lab, cooking classes, woodworking shop, sewing room, dining hall and branch library services.
- 2.3. Provide safe passage for children and elders into and out of the facility.
  - 2.3.1. Provide an adequate off-street parking area from which drivers can drop off and pick up children and elders.
  - 2.3.2. Provide a neighborhood circulator pull-out stop.
  - 2.3.3. Provide shade, seating, water & trash at the pick-up location(s).
- 3. ***Better use of the Tempe Elementary School District facilities in the neighborhood.***
  - 3.1. Implement the circulation and design changes described in the Transportation and Recreation Elements.
  - 3.2. Share parking with the adjacent church.
- 4. ***Relocation of City facilities that are not neighborhood oriented.***
  - 4.1. Reuse the building footprint areas from the Police Property Yard and Jaycees Building for additional park space and amenities like ball fields and ramadas.
- 5. ***Building a Fire Station closer to the neighborhoods that does not have to cross the railroad tracks at grade.***
  - 5.1. Seek a location away from the residential areas to minimize intrusion. Investigate a partnership with the Tempe Elementary School District No. 3 for shared use of the storage yard at Priest and University.

## ***Urban Design Element***

The overall goal of the Urban Design Element is to **encourage the use of urban design in both private and public development**. This will be accomplished through:

1. ***Design elements that seek to enhance the pedestrian and community orientation of common areas and improve publicly visible spaces for both new and existing development.***
  - 1.1. Create a pedestrian orientation whereby buildings can be accessed directly and comfortably from the sidewalk.
  - 1.2. Provide outdoor activity areas that include private areas as well as semi-public and public spaces. Public areas are where “community” happens.
  - 1.3. Create street walls that are near to the sidewalk and provide interesting views for pedestrians.
  - 1.4. Hide off-street parking whenever possible.
  - 1.5. Implement the street designs described in the Transportation Element.
  - 1.6. Utilize building forms described in both the Economic Base and Housing Elements.
  - 1.7. Utilize shared rather than dedicated vehicle access routes whenever possible.
2. ***Landscape design elements that pull diverse forms and multiple ownership buildings together and maintain the cozy residential character evident in areas like Brown Street.***
  - 2.1. Implement streetscape plans for identified neighborhood corridors described in the Transportation Element.
  - 2.2. Implement recommended landscape plans for private property described in the Housing Element.
  - 2.3. Eliminate garbage collection at the sidewalk wherever possible.
3. ***Protection of residential areas from the negative impacts of road widening and non-residential development.***
  - 3.1. Assure buffers and transitions to adjacent residential zones.
    - 3.1.1. Apply the same buffer and privacy wall and landscaping to multifamily housing used along the single family properties (many of which are rentals) along Priest Drive.
    - 3.1.2. Require screen walls and no barbed wire around all industrial, public and utility facilities, including the Police Property Yard and the APS power substation at First and Wilson.
    - 3.1.3. Improve power line alignments and appearances.
      - 3.1.3.1. Underground power and utility lines along Fifth Street.

3.1.3.2. Underground power lines along Rio Salado Parkway from Farmer east. Use a monopole in the Rio Salado Parkway right-of-way west of Farmer to Priest.

3.1.3.3. Relocate or underground power lines on the southeast corner of Priest and Rio Salado to accommodate development of vacant land between Priest, Rio Salado Parkway and First Street.

3.1.3.4. Underground minor power lines along Farmer.

**4. *Public art opportunities in public spaces such as streetscapes, parks and schools.***

- 4.1. Establish a theme for neighborhood identification through art opportunities.
- 4.2. Create gateway treatments on 5th at Priest and Farmer; on Hardy at University and Rio Salado Parkway in addition to a central art project at Fifth and Hardy.
- 4.3. Include public art in the parks described in the Recreation Element. Make it usable whenever possible (as seating, lighting or play structures).

## ***Housing Element***

The overall goal of the Housing Element is to **encourage the development of a broad range of housing opportunities** for neighborhood residents. This will be accomplished through:

### ***1. Increased resident stability.***

1.1. Provide increased home and business ownership opportunities and decrease the overall percentage of rental housing from about 92% to 50%.

1.1.1. Convert existing rentals to owner-occupied housing or replace with owner-occupancy opportunities.

1.1.1.1. In-fill with owner-occupant housing.

1.1.1.2. File horizontal regimes and resell apartments as condominiums.

1.1.1.3. Re-use rental property for owner-occupant housing.

1.1.2. Implement home ownership programs.

### ***2. Preservation and enhancement of existing housing.***

2.1. Modernize and retrofit existing housing as described to meet the needs of low- to moderate- and middle-income families.

2.2. Intensify use by adding second stories to existing houses while mitigating privacy concerns or by adding back houses to lots with multifamily zoning.

2.3. Add landscape treatments described in Objective 5.

### ***3. Elimination of slum and blight conditions through rehabilitation, redevelopment or re-management efforts.***

3.1. Rehabilitate low to moderate income, owner-occupied housing.

3.2. Relocate, restore and preserve all buildings of historic value that are threatened by redevelopment. Document all those that cannot be relocated before demolition. For the purpose of this document, "historic value" is given to any structure on or eligible for listing on local, state or national historic registers.

3.3. Raze and redevelop housing that is beyond rehabilitation.

3.4. Improve rental property maintenance and management.

3.4.1. Increase owner-occupied properties, on-site property managers and responsible local agents for rental properties.

3.4.2. Improve property maintenance and management through enforcement of City codes and ordinances.

3.4.3. Add landscaping and urban design elements such as tasteful refuse collection areas; private common areas for mail boxes, pay phones, vending machines and laundry facilities; safe child play areas; picnic benches and barbecues; lighting, fencing and common paint colors; private street-like

alleys and parking access routes; and off-street parking off alleys or at the interior of the development.

3.4.4. Purchase, renovate and manage poorly maintained multifamily properties through various Housing and Urban Development programs.

3.4.5. Encourage Crime Free Multifamily Housing Program participation.

**4. *Development of diverse forms of housing types and densities to meet the needs of a full range of income levels, ages and lifestyles while maintaining the neighborhoods' residential character.***

4.1. Ensure that new housing development provides not more than 20% of its units in a manner that is affordable to low to moderate income families, so that an overall balance is created in the neighborhood for low to moderate income, middle income and high income households.

4.2. Encourage in-fill, re-use and redevelopment projects that use urban forms of moderate and high-density, owner-occupied housing rather than suburban multifamily rental housing.

4.2.1. Maintain view corridors to the Papago Buttes from Beck, Hardy, Roosevelt and Farmer.

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

4.2.3. Utilize urban housing forms such as vertical multifamily walk-ups, vertical single family town houses and cluster houses that allow for horizontal regimes and individual ownership.

4.2.4. Mesh scale and density of new residential development to existing housing. Match heights to existing housing or step down height gradients from the exterior to the interior of the neighborhood.

4.2.4.1. Stay within existing height standards (30-35 feet) with exception to transitional borders as indicated in the Economic Base Element.

4.2.5. Create a distinct single family character, even if it is really multifamily.

4.2.6. Use quality and energy conserving methods of construction.

4.2.6.1. Meet improved construction and sound insulation standards in the 65 DNL.

4.2.6.2. Orient buildings to maximize natural light and minimize western exposures.

4.2.6.3. Apply awnings or place windows high on western exposures.

4.2.6.4. Utilize low radiant materials in construction.

4.2.6.5. Utilize alternative hardscape and paving materials rather than black asphalt wherever possible.

4.2.6.6. Utilize long-term investment (long-life) materials.

- 4.2.6.7. Utilize water run-off and retention plans that support landscaping and gardening rather than create wasted space.
- 4.2.7. Create sociable, pedestrian-oriented public views and common areas in both new and existing housing development.
  - 4.2.7.1. Use prominent front doors, stoops or porches that face the street and build close to the sidewalk.
  - 4.2.7.2. Move carports and garages to the back of houses and add sidewalks to front doors to enhance sociability and pedestrian access.
  - 4.2.7.3. Provide parking underground or at the rear, side or interior of the development, with access from alleys if possible. Reduce parking requirement where transit access is most available.
  - 4.2.7.4. Use on-street parking for guests.
- 5. ***Landscape design to improve aesthetics, livability and property values in both new and existing housing development.***
  - 5.1. Provide adequate outdoor living areas, whether shared or individual, for all ages of residents (including safe child play areas).
  - 5.2. Create “defensible space.”
    - 5.2.1. Meet CPTED guidelines without losing all privacy and beauty.
    - 5.2.2. Enhance privacy and safety while maintaining an open orientation to the street by using a low wrought iron fence with masonry columns along the front, and stepping up in height to solid masonry walls to enclose side and back yards.
    - 5.2.3. Create outdoor living areas at the front of houses to encourage “neighborhood watch” and a sense of community.
  - 5.3. Use plants appropriate to either flood irrigation or non-flood irrigation using the RSNA plant palette (see Appendix B). Bury all flood irrigation lines through pipe rather than open ditches.
    - 5.3.1. Remove high water use, high allergen trees (i.e. Mulberry) and replace with more desirable species according to the RSNA plant palette (see Appendix B).
    - 5.3.2. Enhance the scale and architectural style of the building with foundation plantings and entry plantings.
    - 5.3.3. Embellish entryways with special paving and accent plant materials.
    - 5.3.4. Maintain or create an arbor-like quality in streetscapes and common areas by planting trees near walkways, even when it is in the City's right-of-way.
    - 5.3.5. Include other amenities such as a small water feature or sculpture in landscape plans.
  - 5.4. Provide private common areas and amenities for multifamily developments away from the street.

- 5.4.1. Enhance entryways to individual units through landscaping and courtyards.
  - 5.4.2. Use low walls to define space and to provide screening and buffering from streets, drives and parking areas.
  - 5.4.3. Landscape parking areas and incorporate parking islands.
  - 5.4.4. Incorporate community mailbox units and pay phones into landscaped parking islands.
  - 5.4.5. Provide storage and laundry facilities.
  - 5.4.6. Incorporate turf common areas for children's play and barbecues.
  - 5.4.7. Provide walled enclosures for refuse containers and un-contained trash.
  - 5.4.8. Incorporate trees along all pedestrian ways.
- 6. *Mitigation of as many negative impacts from the airport as possible.***
- 6.1. Utilize real models of noise contours based on data from the Noise and Flight Track Monitoring System.
  - 6.2. Ensure rapid implementation of the soundproofing program for existing housing of four or less dwelling units provided by the City of Phoenix.
  - 6.3. Ensure construction to meet sound and vibration mitigation requirement.

## ***Conservation of the Manmade Environment, Rehabilitation and Redevelopment Element***

The overall goal of the Conservation of the Manmade Environment , Rehabilitation and Redevelopment Element is to **guide redevelopment and historic preservation**. This will be accomplished through:

### ***1. Identification, restoration and preservation of valuable historic buildings.***

- 1.1. Identify which buildings should be preserved in place, relocated and preserved or razed as slum and blight.
  - 1.1.1. Utilize redevelopment and historic preservation tools available to the City on a site-specific basis to eliminate sources of slum and blight and to preserve points of historic value.
  - 1.1.2. Rehabilitate houses in a manner that does not eliminate historic value.
  - 1.1.3. Relocate, restore and preserve all buildings of historic value that are in the path of redevelopment or street improvements.

### ***2. Preservation and enhancement of all areas not identified specifically as redevelopment or historic in nature.***

- 2.1. As shown in the Preservation/Redevelopment Map, the vast majority of the neighborhood is considered a preservation and enhancement area. Enhance and re-manage housing as described in the Housing Element.

### ***3. Utilization of architectural themes found in historic homes in new development.***

- 3.1. New development in or near the Historic/Heritage Preservation Area should reflect or augment the architecture found in historic buildings.

### ***4. Establishment and Specific Area Planning for a Riverside Revitalization Area.***

- 4.1. Utilize the area identified on the Riverside Revitalization Area Map for initial planning efforts.
- 4.2. Extend the City's Downtown Redevelopment District (not the CCD) to include the largest portion of identified redevelopment and heritage preservation areas in the eastern portion of the neighborhoods (the alley west of Roosevelt).
- 4.3. Divide the area into blocks for planning purposes as shown on the Riverside Revitalization Area Map.
- 4.4. Seek to develop the blocks in a manner that will achieve objectives described in the Land Use, Transportation, Economic Base, Urban Design, Housing and Conservation of the Manmade Environment elements. Strategies could include:
  - 4.4.1. Develop Block 1 in a manner that will create retail, office, and live/work space along the Farmer frontage, with high density housing stepping down to moderate density housing along Fifth/Third to Wilson. Include creation of an alley or fire lane through the block, a local street alignment for Third Street and a pedestrian railroad crossing at Third Street for better circulation

in and around the development. Relocate valuable historic buildings that can be moved and document those that cannot.

- 4.4.2. Develop Block 2 to create retail, office, or live/work space along Farmer and First with moderate-density housing stepping down into the neighborhood along Wilson. Include screening and landscape improvements to the APS power substation. Relocate valuable historic buildings that can be moved.
- 4.4.3. Develop Block 3 to create live/work space along First with moderate-density housing along both Wilson and Roosevelt. Build around existing housing in the preservation area and include a new alley alignment for improved circulation and rear garbage collection. Also include a continuation of the local street alignment for Third Street.
- 4.4.4. Preserve and enhance Blocks 4.1 and 4.2 in a manner described in the Housing Element to create increased incidence of owner occupancy.
- 4.4.5. Develop Block 5 in a manner to eradicate buildings beyond rehabilitation and in-fill with affordable, historically-sensitive single family homes or homes with back houses.
- 4.4.6. Develop Block 6 in a manner to create a more cohesive continuation of the historic/heritage preservation area. Demolition of the apartments at the corner of Fifth and Roosevelt would provide increased space to the Boys and Girls Club and right-of-way to continue the alley west of Roosevelt for rear garbage collection and increased circulation. Historically-sensitive in-fill and relocation of historic houses on both sides of Roosevelt and rehabilitation of the existing single family houses would help establish an increased incidence of owner occupancy. Demolition of the apartments adjacent to the empty lot along the Sixth Street alignment and completion of the local street would allow in-fill of the vacant lot with relocated historic buildings from redevelopment areas. These houses could be restored and sold to owner occupants for an increased incidence of owner occupancy in the preservation area.
- 4.4.7. Develop Block 7 to create a transition from the intense development in Block 1 to the historic/heritage preservation area of Block 8. This may include low-profile mixed use at the corner of Farmer, but would probably need to be moderate density housing, for the most part.
- 4.4.8. Preserve and enhance Block 8 in a manner described in the Housing Element to create an increased incidence of owner occupancy.
- 4.4.9. Identify future possibilities for Block 9, which is relatively new construction. Complete development of the Hermosa Place condominiums and in-fill the vacant lot at Roosevelt and University.
- 4.4.10. Develop Block 10 in a manner described in the Neighborhood Strategic Plan to create a combination block ranging from historically-sensitive, moderate-density housing along Seventh Street to a major commercial center along University Drive from the railroad tracks to the Wilson

alignment. Complete Wilson with a local street design and close Farmer at mid-block south of Seventh to maximize the commercial area while maintaining circulation for residents. Relocate historic houses that can be moved and seek to adaptively re-use historic houses that cannot be moved. Preserve the neighborhood church and parsonage, existing apartment on Seventh, as well as the Tempe Bicycle Shop at Farmer and Seventh.

4.4.11. Develop Blocks 11 and 12 after the City establishes ownership to house parking structures and commercial in a manner described in the Neighborhood Strategic Plan.

4.4.12. Develop Block 13 in a manner to create a transition from the residential neighborhood to the Rio Salado Project. Pursue mixed uses that would provide housing, commercial and light industrial development.

## **Heritage Preservation and Redevelopment Map**

## **Riverside Revitalization Area Map**

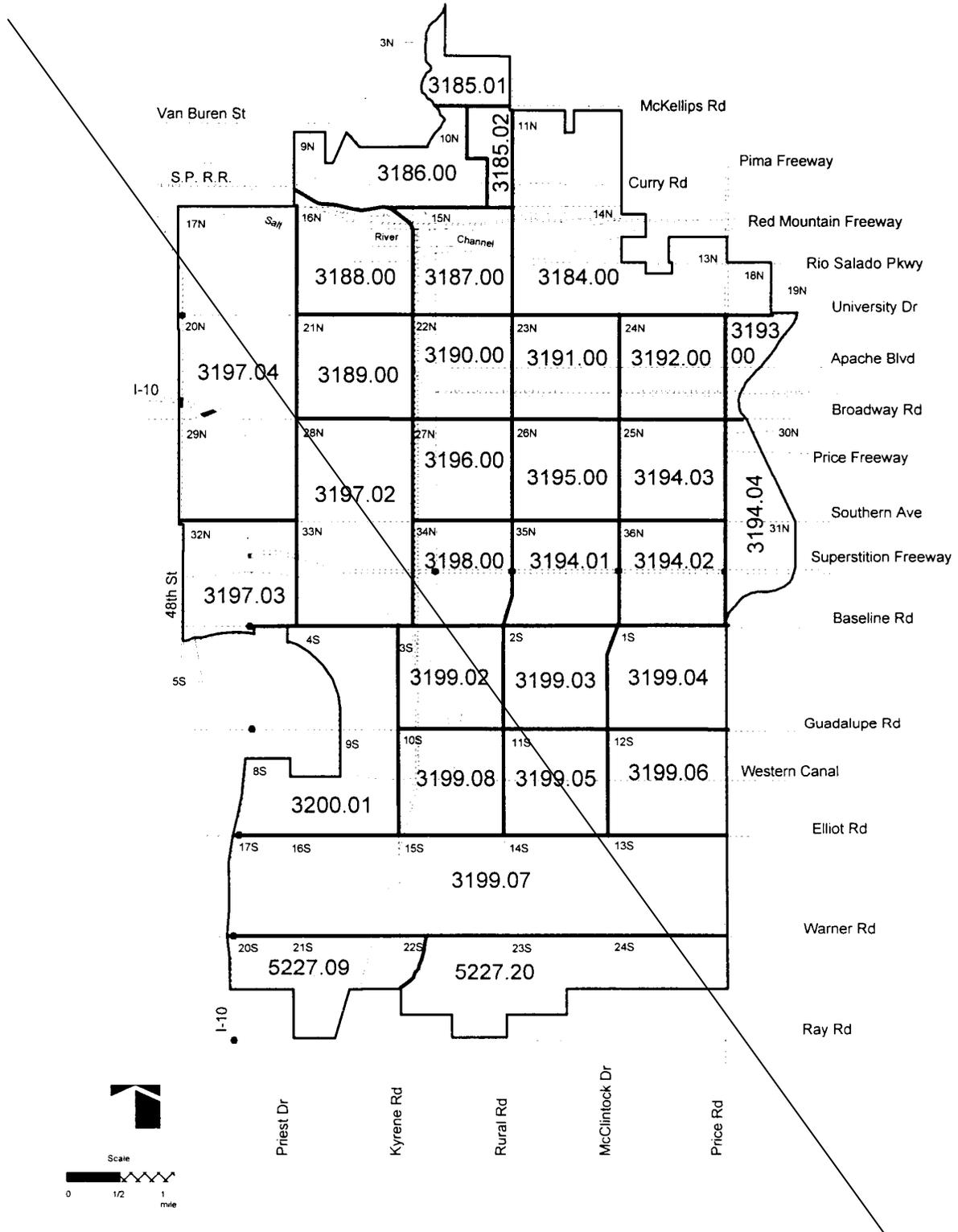
## ***Recreation Open Space Element***

The overall goal of the Recreation Open Space Element is to **encourage the provision of safe, usable open areas and recreation facilities that meet the needs of all neighborhood residents** and fit well into neighborhoods. This will be accomplished through:

- 1. Changing the name of Jaycees Park to Riverside/Sunset Park or to reflect a future benefactor. (The Jaycees have not been advocates of the park for many years.)***
  - 1.1. Consider using the name of Riverside Neighborhood Association founder, Susan Harter to honor her many contributions prior to her untimely death.
- 2. Creation and implementation of a Park Master Plan based on the neighborhoods' planning process.***
  - 2.1. Design and build the Westside Community Center to better meet the needs of school-age children; to expand services for teens; and to provide services for pre-school children.
  - 2.2. Relocate non-recreation public facilities to increase available recreation area.
  - 2.3. Provide master-planned improvements to the existing City park.
    - 2.3.1. Provide adequate off-street parking and child pick-up areas.
      - 2.3.1.1. Provide off-street parking at the side or rear of the park rather than the front.
      - 2.3.1.2. Remove the parking lot off Fifth that currently divides the park in half and expands the lot off Hardy.
    - 2.3.2. Add a community gathering place larger than the existing ramada, with barbecue, tables, shade, water fountain, a hard surface for dancing and access to electrical service.
    - 2.3.3. Provide safe play areas and equipment for young children (preschool age) with benches for parental supervision.
    - 2.3.4. Provide low fencing along Hardy and Fifth to protect the picnic area and the basketball courts.
    - 2.3.5. Provide more drinking fountains with steps for small children.
    - 2.3.6. Provide two safe basketball courts and spectator seating.
    - 2.3.7. Provide sand volleyball courts and horseshoe pits.
    - 2.3.8. Provide ball fields that accommodate soccer, football and baseball.
    - 2.3.9. Provide jogging paths and exercise stations for adults.
    - 2.3.10. Provide more shade trees next to seating areas and play equipment.
    - 2.3.11. Provide adequate lighting for safety without glare to neighbors.

- 2.3.12. Follow CPTED to keep community areas from becoming havens for homeless and drug users, while maintaining a character and usability that invites use by residents.
  - 2.3.13. Create additional outdoor activities like a swimming pool.
  - 2.3.14. Utilize the RSNA plant palette (see Appendix B) for future plantings.
- 3. *Acquisition of land to build pocket parks that will serve areas of intense residential development within a quarter mile in any direction.***
- 3.1. Enhance access to the Scales School play yard to serve as a “pocket park.”
    - 3.1.1. Replace block wall with wrought iron fencing (see McClintock high School) and gates that can be secured if necessary.
    - 3.1.2. Complete the circulation changes described in the Transportation Element.
    - 3.1.3. Replace the staff-only parking lot at the east side of the school with gardening and applied learning opportunities for children.
    - 3.1.4. Improve lighting in the yard to park levels.
    - 3.1.5. Add more shade trees and pedestrian walkways.
  - 3.2. Create pocket parks around the neighborhood, that provide a young child’s play area, seating for parents, a water fountain, grass, shade trees, a picnic table and a barbeque.
    - 3.2.1. Utilize the RSNA plant palette (see Appendix B) for landscaping.
- 4. *Direct access from the neighborhood to the Town Lake and Rio Salado Project recreation areas through private lands for cars, pedestrians, bicycles and boat launch.***
- 4.1. Implement the circulation changes described in the Transportation Element.
  - 4.2. Utilize the RSNA plant palette (see Appendix B) for future plantings.

**Appendix A: Map of Tempe**



**Appendix B: RSNA Plant Palette**

For street trees, it is recommended that at least three species be selected to accommodate varying watering conditions; varying space available; and to avoid potential horticultural problems associated with a single species. This can be done by selecting a primary shade tree, a secondary columnar tree and an accent tree species for each street.

<b>Shade Trees</b>	<b>Columnar Trees</b>	<b>Accent Trees</b>
Sissoo ( <i>Dalbergia sissoo</i> )	Shoestring Acacia ( <i>Acacia stenophylla</i> )	Desert Sweet Acacia ( <i>Acacia smallii</i> )
Swan Hill Olive ( <i>Olea europaea</i> 'Swan Hill')	Weeping Wattle ( <i>Acacia salicina</i> )	Anacacho Orchid Tree ( <i>Bauhinia congesta</i> )
Chilean Mesquite 'Thornless' ( <i>Prosopis chilensis</i> )	Red Cap Gum ( <i>Eucalyptus erythrocorys</i> )	Palo Brea ( <i>Cercidium praecox</i> )
Heritage Live Oak ( <i>Quercus virginiana</i> 'Heritage')	White Ironbark ( <i>Eucalyptus leucoxylon rosea</i> )	Chitalpa ( <i>Chitalpa tashdentensis</i> )
Evergreen Elm ( <i>Ulmus parviflora</i> )	Ghost Gum ( <i>Eucalyptus papuana</i> )	Chaste Tree ( <i>Vitex agnus-castus</i> )
Chinese Pistache ( <i>Pistacia chinensis</i> )		
Shamel Ash ( <i>Fraxinus undei</i> )		

Trees should be supplemented by a combination of both evergreen and flowering shrubs, accents and groundcovers as conditions permit. Varieties may be selected from the current Arizona Department of Water Resources Low Water Use Plant List. However, for areas receiving flood irrigation, attention must be paid to specific species sensitivity to over watering.

## ***Appendix C: Plan Creation and Adoption Process***

1. Communication of the intent to create a Neighborhood Strategic Plan (NSP)
  - 1.1. Newsletter Articles (March, July, September 1996; January, March, June 1997)
  - 1.2. Flyer announcement (September 1996)
  - 1.3. Post Card announcements (October 1996)
  - 1.4. Planning Process and Meeting Agendas (September and October RSNA meetings)
  - 1.5. Meeting Agenda posters (Scales School and Boys & Girls Club)
2. Public Planning Process
  - 2.1. Community-based professional consultants and volunteers; City staff and neighborhood resident participation in the Urban Design Assistance Team
  - 2.2. UDAT kick-off meeting and neighborhood slide show (September 1996)
  - 2.3. Issue Study Sessions (5, 2-hour sessions in September and October 1996)
  - 2.4. "Planning for Real" interactive exhibit (Scales School and Boys & Girls Club)
  - 2.5. Design Charette (2 and ½ day event in November 1996)
3. Creation of the NSP and adoption by the Neighborhood Association
  - 3.1. Consultants' charette report completion (January 1997)
  - 3.2. Neighborhood Association Project Report (March 1997)
  - 3.3. Neighborhood Strategic Plan (April 1997)
  - 3.4. Newsletter announcement (June 1997)
4. NSP document availability and comment period
  - 4.1. Post card notification to property owners and residents (June 1997)
  - 4.2. Availability at City Hall or by mail (executive summary or full text)
  - 4.3. Comment period for written amendments (July 7, 1997)
5. Adoption and amendment or attachment of comments to the NSP
  - 5.1. Neighborhood Association review of comments (acceptance and amendment of NSP or attachment with reason for non-inclusion at July 16<sup>th</sup> board meeting)
6. Presentation of NSP to City Council Committees
  - 6.1. Business and Community Development (June 23, 1997)
  - 6.2. Neighborhood Enhancement (June 17, 1997)
7. Presentation of NSP to the City Council
  - 7.1. Issue Review Session (January 1998)
  - 7.2. Acceptance of the NSP by the City Council (January 1998)
    - 7.2.1. Direct Boards and Commissions to consider in decision-making
    - 7.2.2. Added to GP2020 by reference only
  - 7.3. Request creation or expansion of the redevelopment district (July 1998)
    - 7.3.1. City Council Resolution of Intent to expand the University Hayden Butte Redevelopment District to include the Riverside Revitalization Area
    - 7.3.2. Direct staff to create a Specific Area Plan for the identified Riverside Revitalization Area
      - 7.3.2.1. Physical inventory, etc. to augment NSP
      - 7.3.2.2. Zoning changes (if necessary)
8. Planning and Zoning Commission review of Specific Area Plan (September 1998)
  - 8.1. Determine Specific Area Plan compliance with GP2020
9. City Council Public Hearing and Adoption of the Specific Area Plan (October 1998)
  - 9.1. Added to GP2020 by adoption