

Background Report of Target Areas  
In Phoenix, Tempe, and Mesa, Arizona  
For use in the development of a  
Sustainable Communities and Transit Oriented Development  
Public Education Project

Prepared for  
The Arizona Department of Housing



Arizona Department of Housing



Prepared by  
Drachman Institute  
College of Architecture and Landscape Architecture  
The University of Arizona  
Tucson, Arizona

July 2011  
Updates May 2012



Central and Camelback, Phoenix

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The Drachman Institute is the research-based outreach arm of the College of Architecture and Landscape Architecture (CALA) at The University of Arizona. The Institute is dedicated to environmentally-sensitive and resource-conscious planning and design with a focus on underserved and vulnerable communities. As an interdisciplinary collaborative, we engage students, staff, faculty, and citizens to work towards making our communities healthier, safer, more equitable, and more beautiful places to live. We embrace a service-learning model of education serving the needs of communities while providing an outreach experience for students. This model is a fundamental educational goal consistent with the mission of CALA and The University of Arizona.

The Drachman Institute acts as a nexus between community needs and the College's skills and knowledge in architecture, landscape architecture, and planning with a specific focus on sustainable affordable housing, design-build, community and neighborhood planning, and historic preservation.

All photos, renderings, drawings, charts, GIS layers, or other content were generated by Drachman Institute staff and students unless otherwise noted. Electronic files have been provided by Maricopa Association of Governments and Metro Light Rail. The contents of this report reflect the views of Drachman Institute which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of METRO or MAG and have not been approved or endorsed by them.



*Apache and McClintock, Tempe*

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*Sycamore and Main, Mesa*

## I. INTRODUCTION

This report provides base information on the square half mile area surrounding sites selected by the Arizona Department of Housing (ADOH) and the Sustainable Communities Working Group (SCWG). The eight sites are transit stops for the Valley Metro light rail line in the cities of Phoenix, Tempe, and Mesa.

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Single Family Housing

Multi-Family Housing

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Office  
Religious  
Medical  
Educational  
Civic / Cultural (Police, Fire, Library,  
Museum, Government Facilities)  
Plaza/park/open space  
Warehouse  
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## II. RESEARCH AND METHODOLOGY

The Drachman Institute began work on this project in May 2011. The first task was to understand the sites on a physical, political, social, and cultural level.

### Site visits

May 19, 2011 – A visit to the Phoenix light rail station areas. The visit included a walk around each selected light rail station followed by a meeting with the City of Phoenix Planning and Housing staff, and staff from Metro Light Rail.

June 13, 2011 - A visit to the station at Sycamore and Main in Mesa. The visit included a drive-by of the entire area preceded by a meeting with the City of Mesa Planning, Housing, Transportation, and Economic Development staff.

June 23, 2011 - A visit to the Tempe light rail station areas and a meeting with City of Tempe Planning and Housing staff.

July 01, 2011 - A return visit to the Phoenix, Tempe, and Mesa sites. Drive-by investigations verifying land use and circulation (bus stops, pedestrian crossings).

Additional visits were made after July 2011 for updates.

### Resources

Aerial and map online review

### GIS analysis and documentation

#### Discussions with

Special interest groups

Organizations

Associations

City staff

Online review of  
Special interest groups  
Organizations  
Associations

This report represents the information obtained during this discovery process.

The purpose of this base information report is to provide a comprehensive picture of the target areas to be followed by a series of outreach activities and events to help area residents become more informed participants in development decisions that will impact them.

# CENTRAL & CAMELBACK

Uptown Phoenix

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## Central and Camelback

### Description and Impressions

Colloquially known as the “4 Corners,” this is a mixed-use area; there is residential, retail, and office use located in the half-mile area surrounding the light rail stop. Located at the intersection of Camelback and Central is an L-shaped strip mall with little vacancy, a 12-story office tower, vacant land, and small businesses on individual lots. Further east and west along Camelback is a continuation of businesses located in single buildings on single parcels. Some businesses have recently remodeled their structures and added site landscaping; other businesses have abandoned the properties and left the buildings vacant. The properties immediately surrounding this commercial activity are single-family residential. Further out is a continuation of the residential and the large land holdings of Brophy and Xavier College Preparatory schools to the south. The immediate area is deficient of public facilities - there is no library, school, or park located within the 1/2 mile area.

The area immediately adjacent to the light rail stop is not pedestrian friendly. Narrow sidewalks are placed at the edge of the streets with very fast automobile traffic. In order to cross Camelback at 3rd Avenue as a pedestrian, it is necessary to activate a crossing light; otherwise the light is too short to safely cross.

The businesses located within the half-mile area offer a variety of goods and services – banking, restaurants, drive-thru coffee, a large chain grocery store, art supplies, and barber shops to name a few.

The immediate area has at least four active historic neighborhood organizations. A majority of the housing is one story single-family with well-maintained landscaping.



*Camelback looking west towards 3rd Avenue*



*Pierson Place Historic District sign,  
Southwest corner of Camelback and 3rd Avenue*



*Camelback looking north at 3rd Avenue*



*Medlock Drive, looking east*



*Pasadena Avenue, looking south*



*Parking Lot at northeast corner of Central and  
Camelback*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with city of Phoenix staff.

### City Offices

Alhambra City Village Planning Committee  
City of Phoenix Historic Preservation Office  
City Council District 4

### Business Groups and Individuals

Windsor Square Conservation District  
Windsor Square Special Planning District  
Pierson Residents Development Oversight  
Medlock Business Group  
Phoenix Community Alliance  
CAN-DO  
Coalition of East Phoenix  
Sunbelt Holdings  
Wayne Howard  
Reid Butler

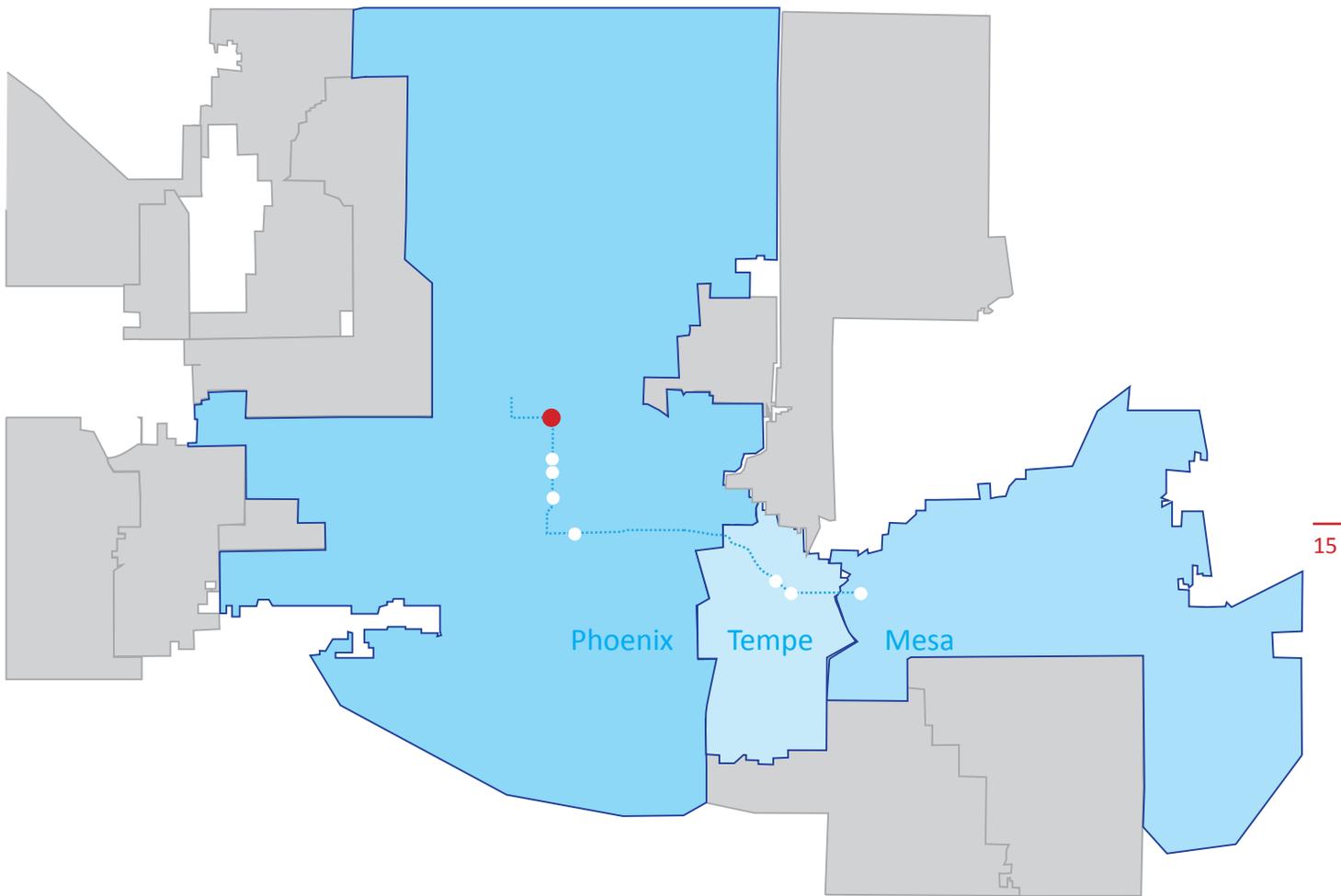
### Neighborhood Associations

St. Francis Neighborhood Association  
Windsor Square Historic Neighborhood  
Pierson Place Historic Neighborhood  
Medlock Place Neighborhood Association  
Brophy Concerned Neighborhoods  
Colter Street Alliance  
Central Park North

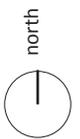
### Schools and Churches

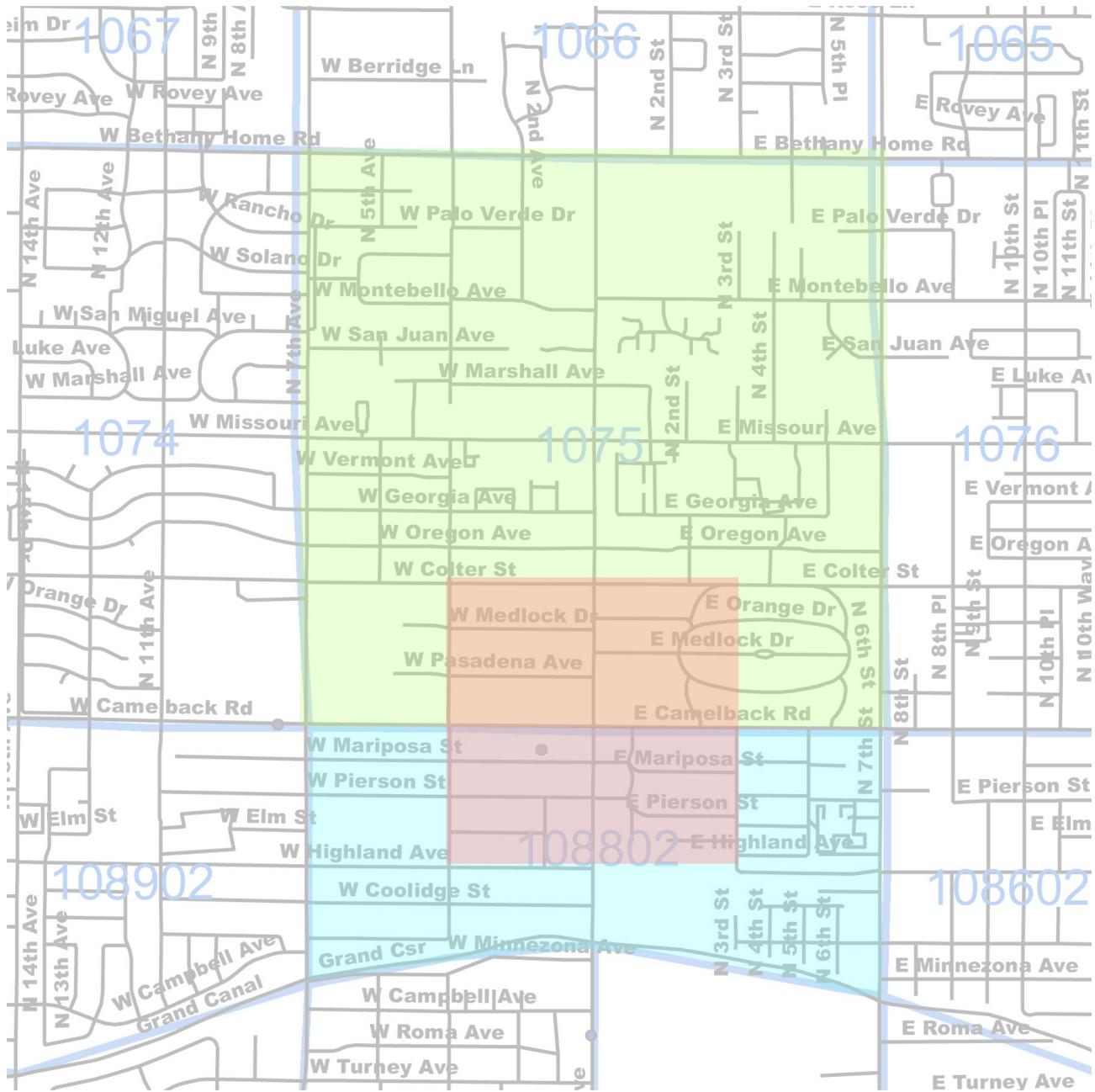
Brophy Preparatory School  
Xavier Preparatory School

Central and Camelback  
Stakeholders



● light rail stop





City of Phoenix

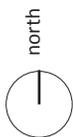
Census Tract 1075 / 1088.2

Population	1,536,632	4,403 / 2,292
Median Household Income	\$47,085	\$65,743 / \$29,077
Homeowner Occupied	59.1%	68.2% / 24.8%
Renter Occupied	40.9%	31.8% / 75.2%
Public Transportation Use	3.2%	7.7% / 11.5%
Personal Vehicle Use	74.5%	72.1% / 67.9%
Travel Time	24.2	20.5 / 22.7

1/2 mile area

1075

1088.2



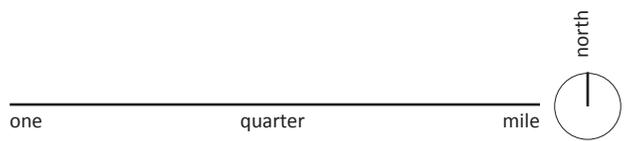
2009 American Community Survey

2005-2009 American Community Survey 5-year Estimates

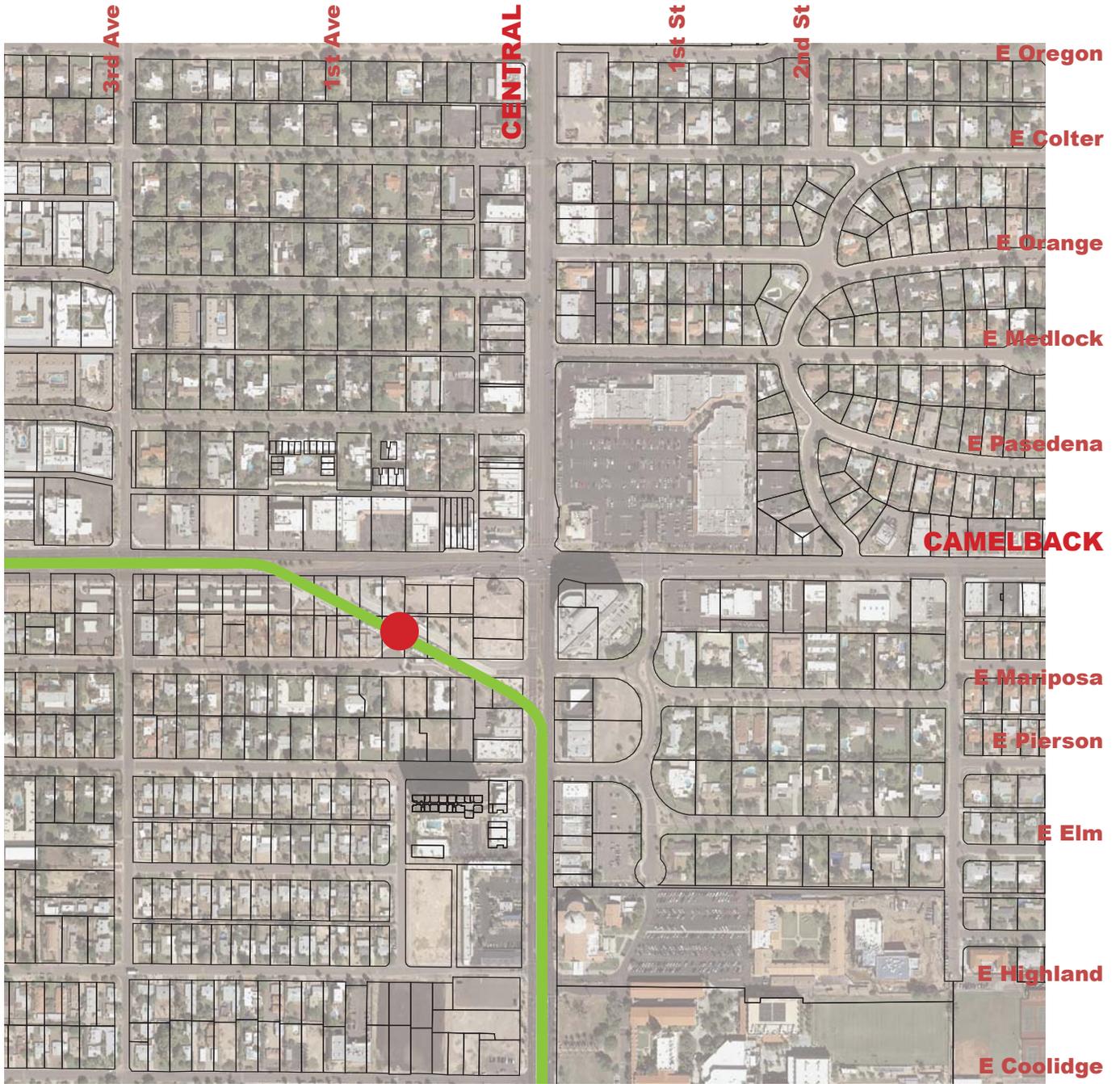
## Central and Camelback Demographics



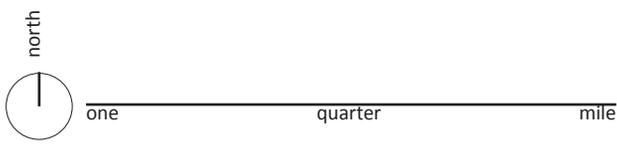
-  light rail stop
-  light rail



Central and Camelback  
Aerial



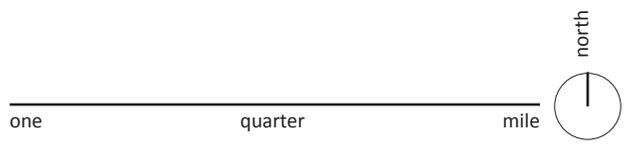
light rail stop ●  
light rail ■



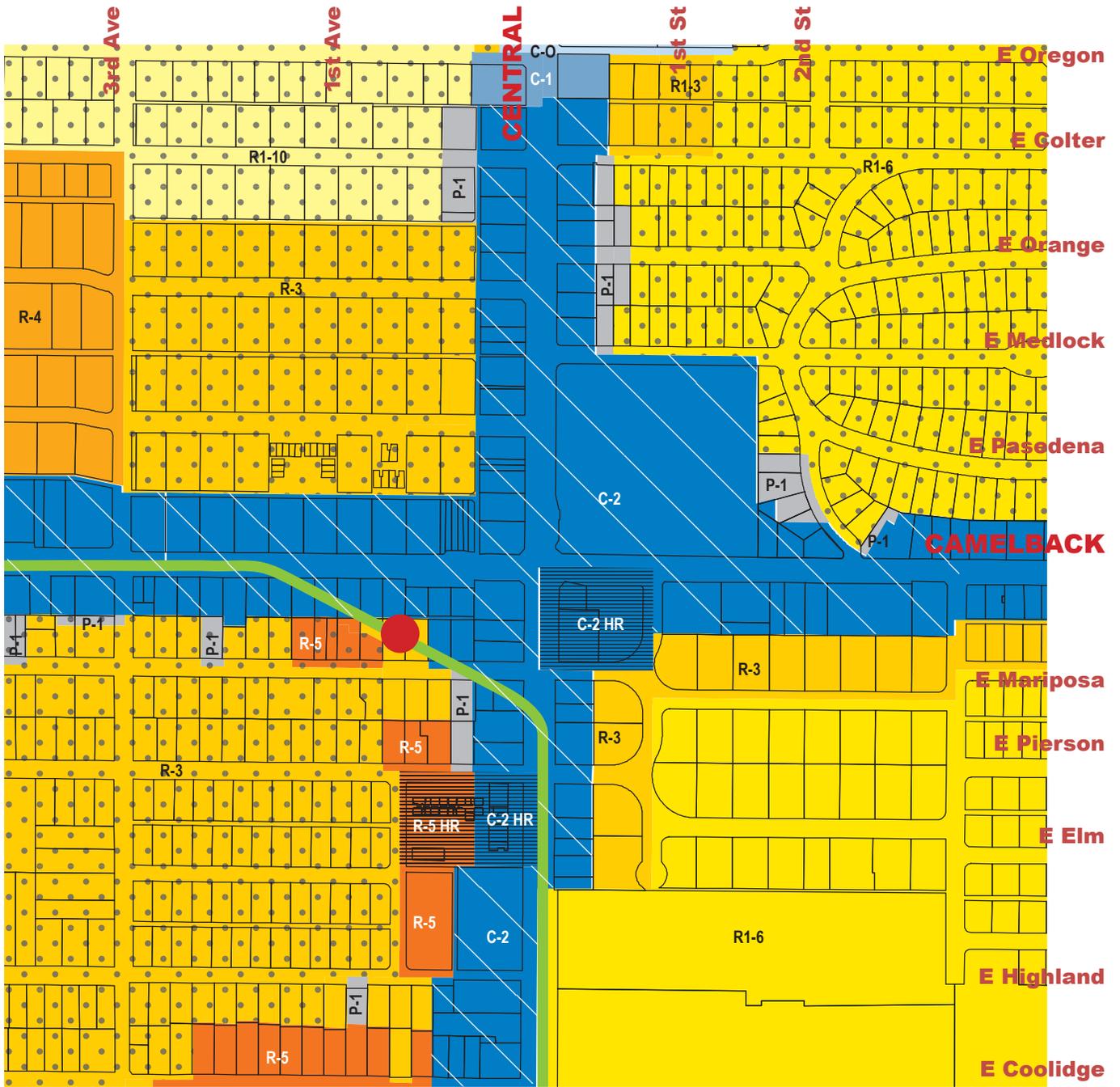
Central and Camelback  
Parcel Map



- light rail stop
- light rail
- structures



Central and Camelback  
Building Footprint



Source: City of Phoenix Planning Department. September 2011

 light rail stop

 light rail

For information on Phoenix zoning and overlay descriptions, see pg 222.



Central and Camelback  
Zoning

commercial

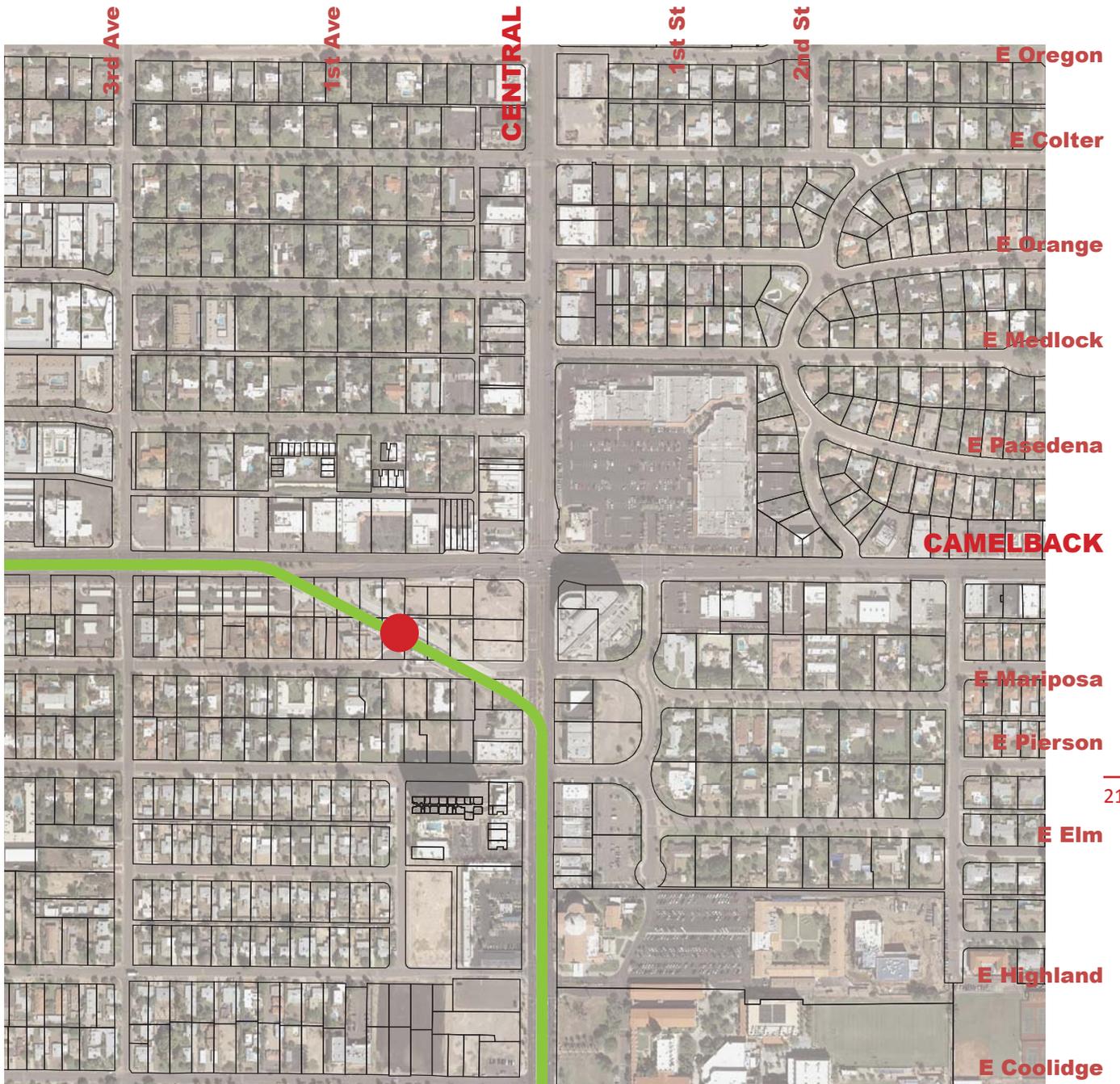
- C-0 
- C-1 
- C-2 
- C-2 HR 

overlays

- historic zone 
- TOD-1 

residential

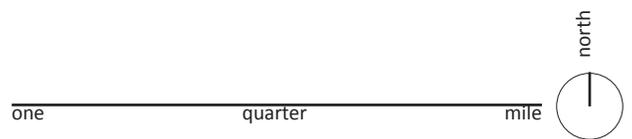
- R1-10 
- R1-6 
- R-3 
- R-4 
- R-5 
- R-5 HR 
- parking 
- P-1 



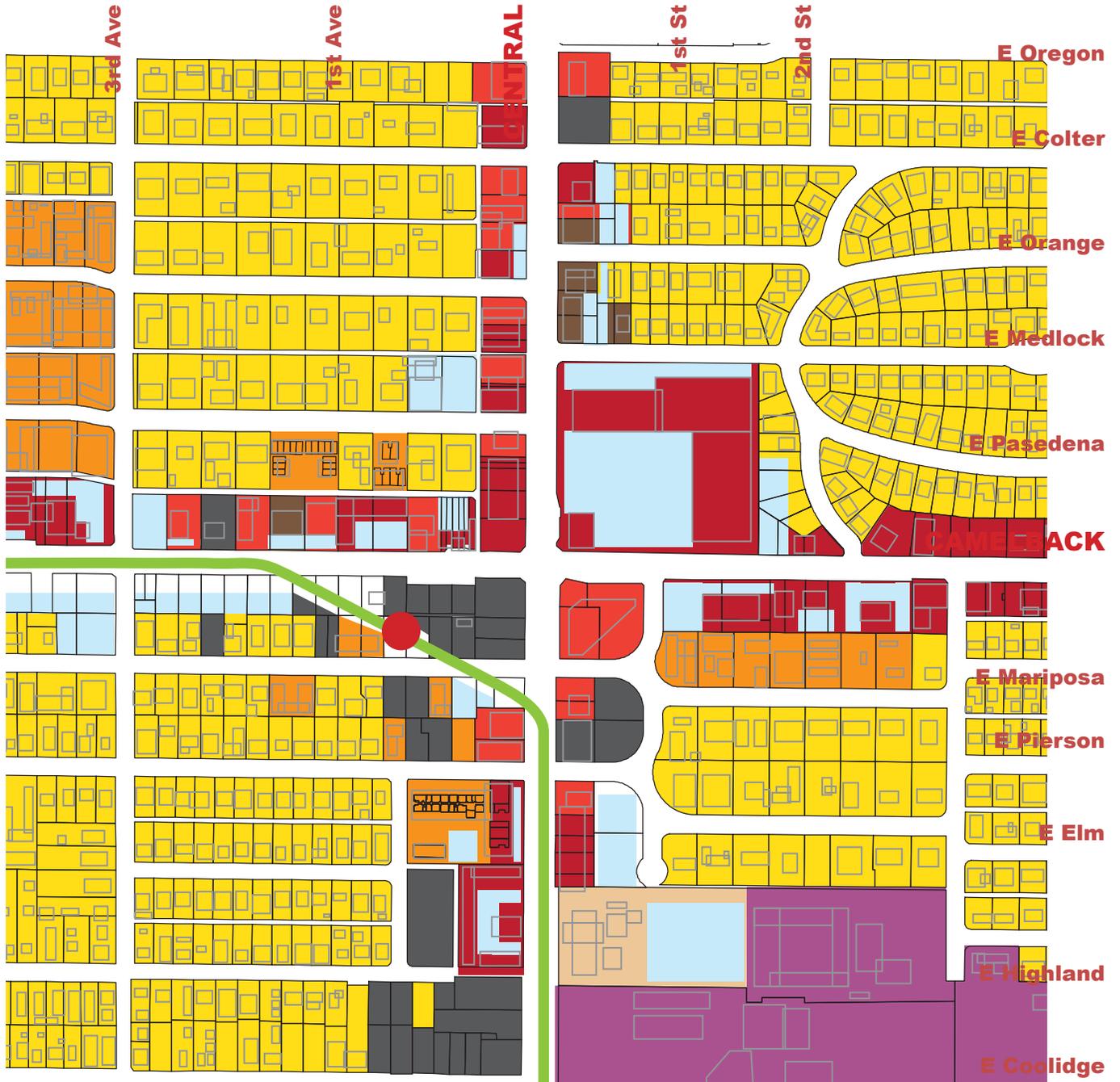
Information obtained through internet searches and conversations with City of Phoenix staff

- light rail stop
- light rail

According to current data, there is no proposed rezoning for this area.



Central and Camelback  
Proposed / Future Zoning



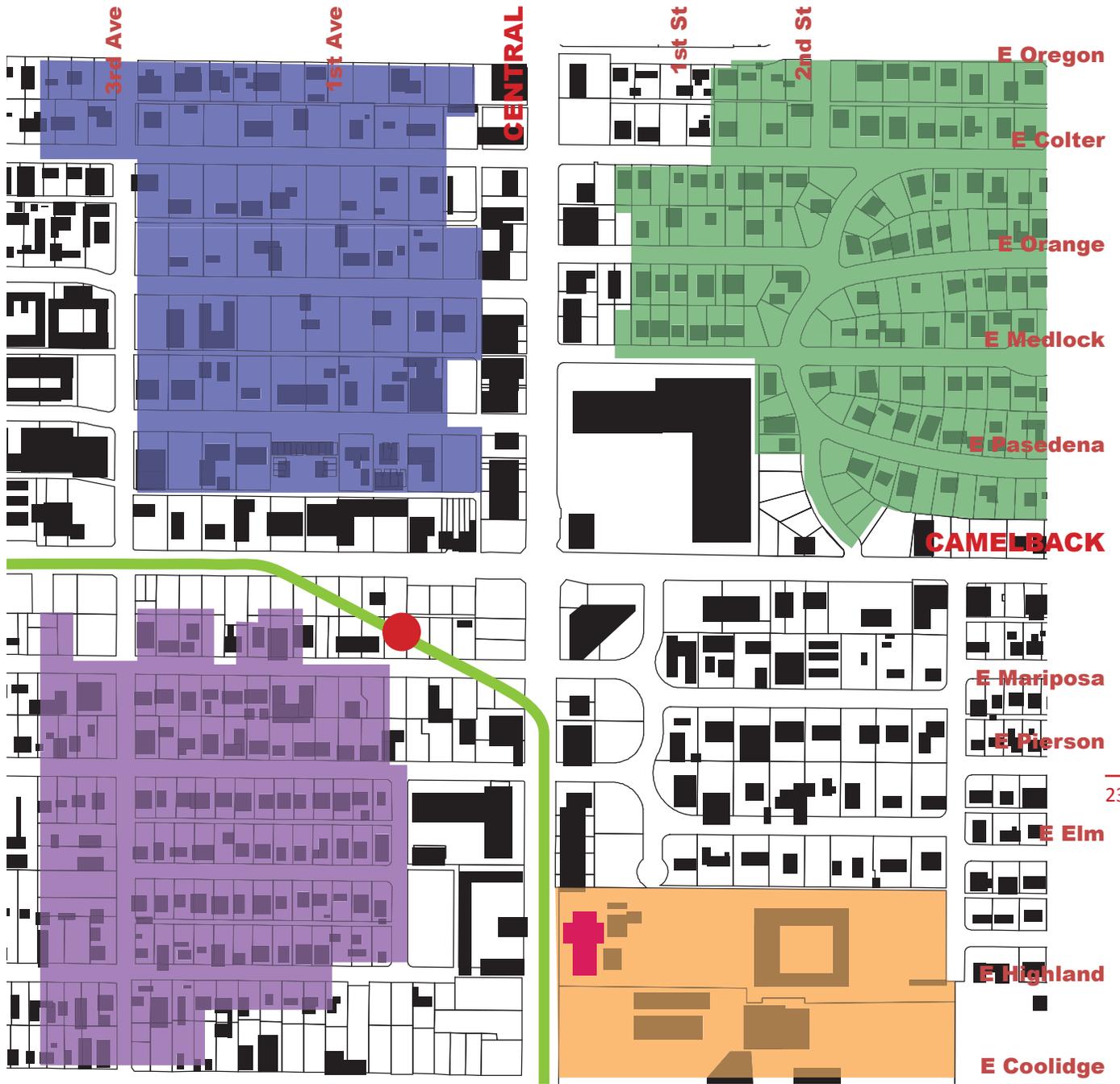
Drachman Institute. June 2011.

- surface parking
- structured parking
- vacant
- civic/cultural
- plaza/park/open space

- light rail stop
- light rail
- residential - single family housing
- residential - multifamily housing
- office
- retail
- medical
- educational
- religious



Central and Camelback  
Land Use

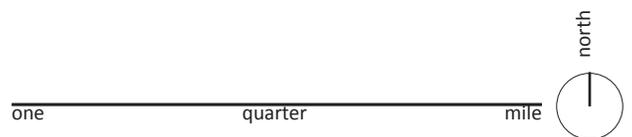


Information obtained through internet searches and conversations with City of Phoenix staff

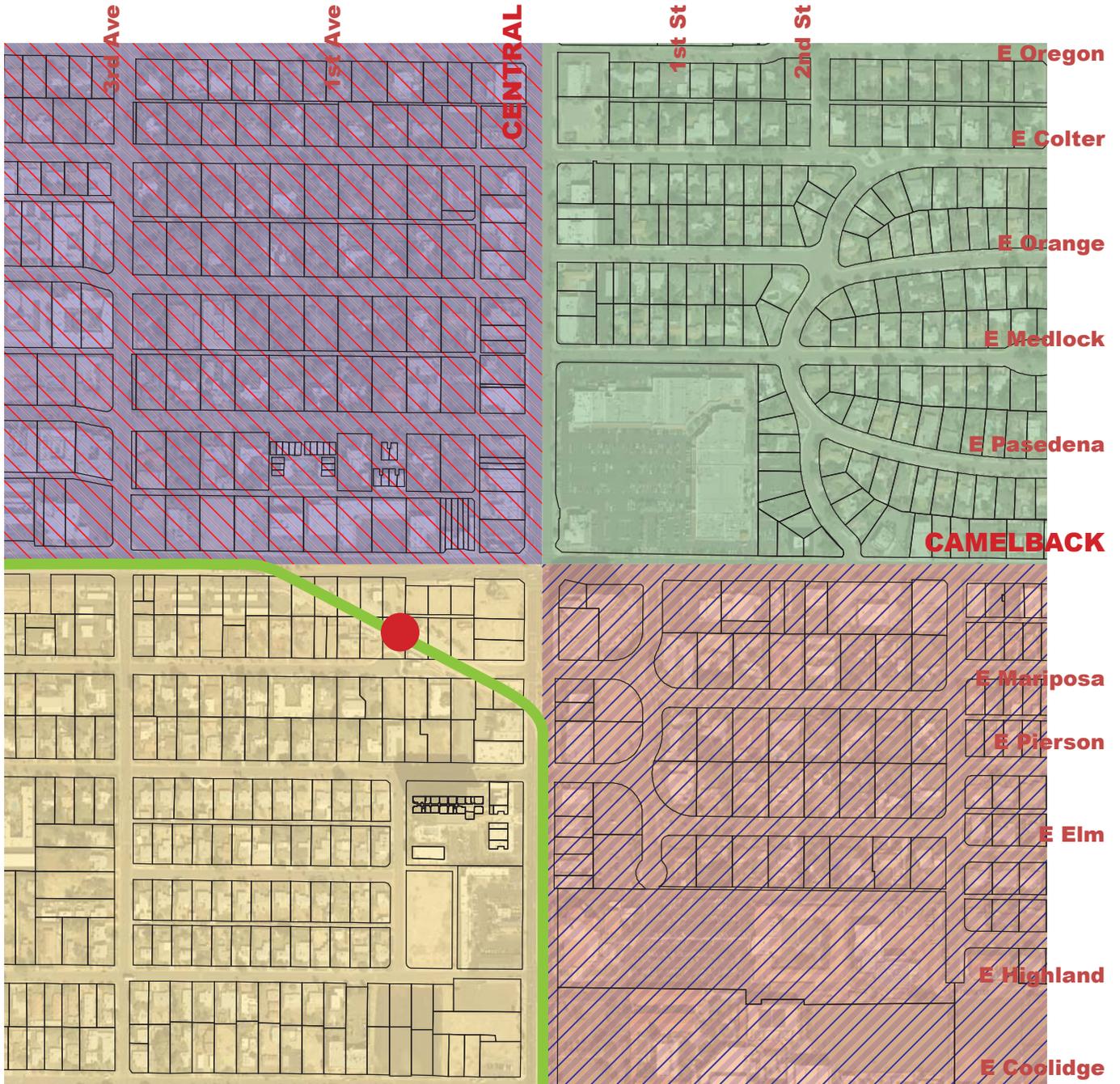
- light rail stop
- light rail
- Medlock Place - local and national district
- Windsor Square - local and national district
- Pierson Place - local district
- Brophy College Temple - national district
- Brophy College Temple - individual listing

Modifications to structures located within Local Historic Districts require review by City of Phoenix planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.



Central and Camelback  
Historic Districts and Properties



Information obtained through internet searches and conversations with City of Phoenix staff

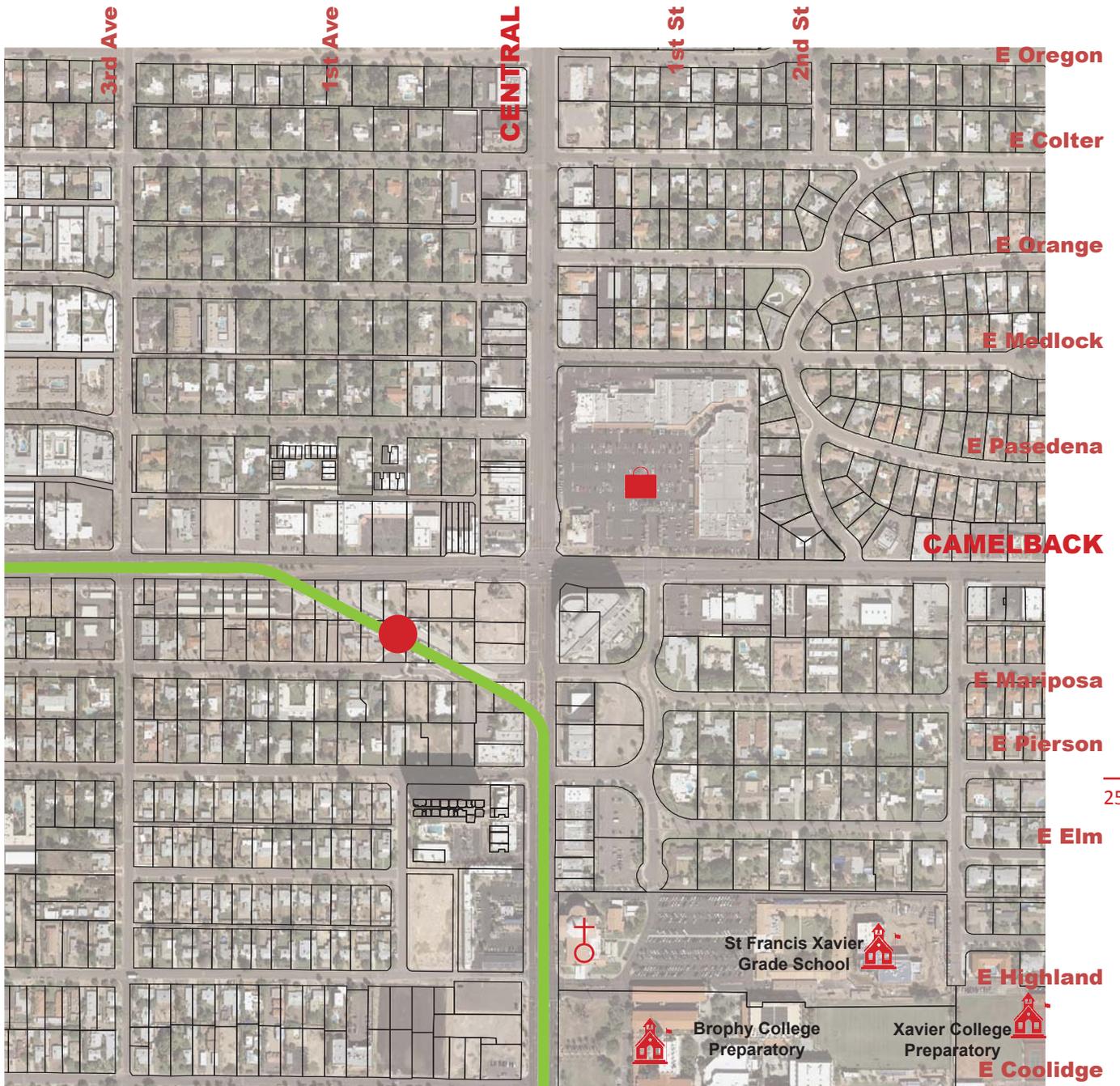
Entire half mile area includes:

- City of Phoenix Council District 4
- Maricopa County District 3
- Alhambra City Village Planning District

- light rail stop ●
- light rail —
- Pierson Place Neighborhood Association
- St Francis Neighborhood Association
- Windsor Square District
- Medlock Place
- Colter Street Alliance
- Central Park North

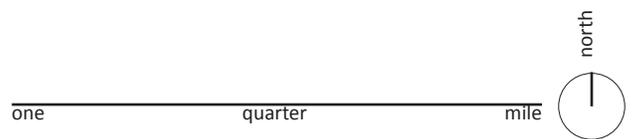


Central and Camelback  
Political and Neighborhood Boundaries

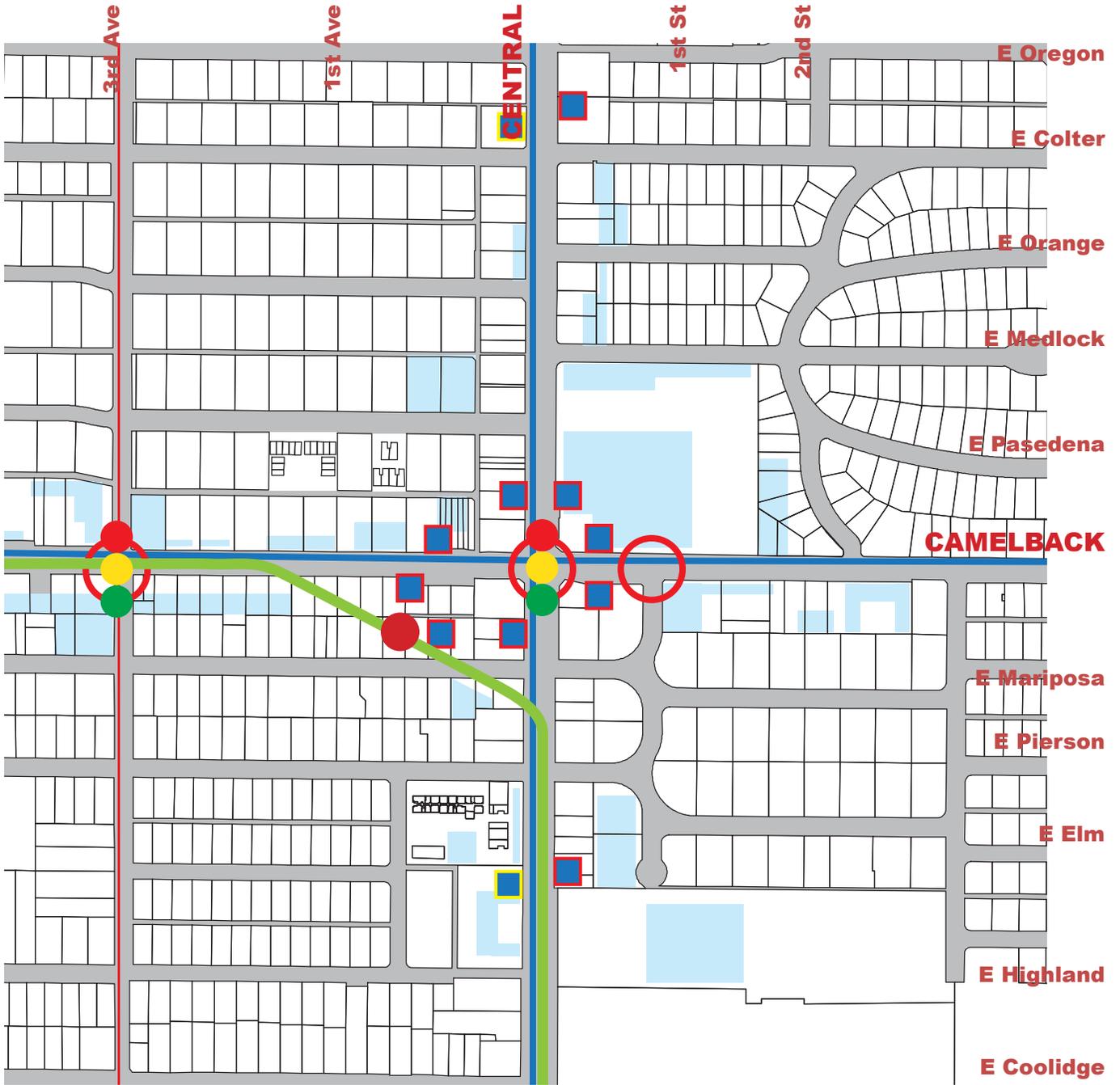


-  light rail stop
-  light rail
-  school
-  shopping center
-  religious/church

Additional landmarks may be added through various activities to be held in the area.



Central and Camelback  
Landmarks and Natural / Man-made Features

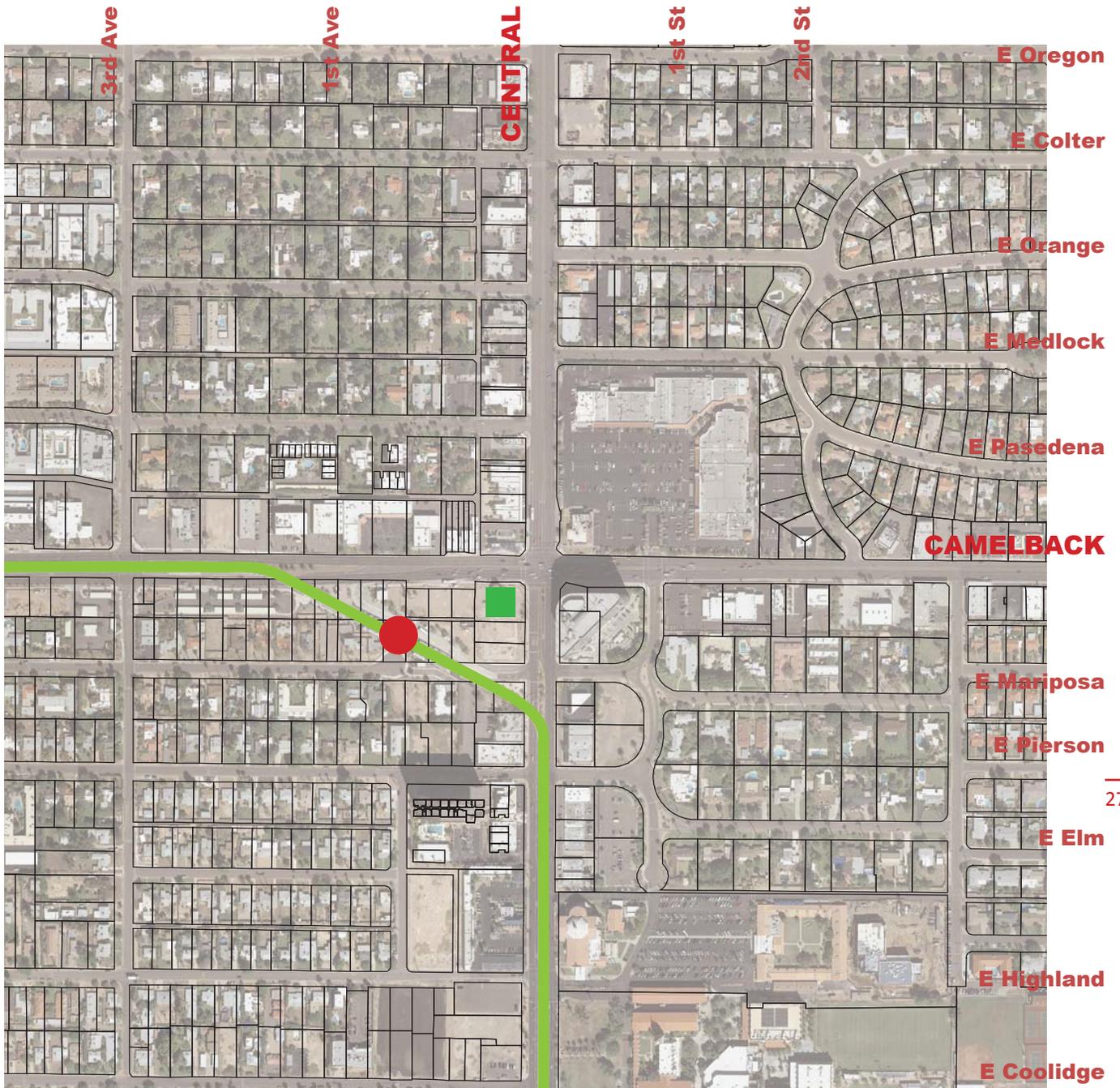


Drachman Institute. June 2011.

- traffic signal
- traffic signal
- traffic signal
- plazas/parks/open space
- surface parking
- structured parking
- light rail stop
- light rail
- striped pedestrian crossing
- bicycle
- bus route
- streets
- sheltered bus stop
- unsheltered bus stop



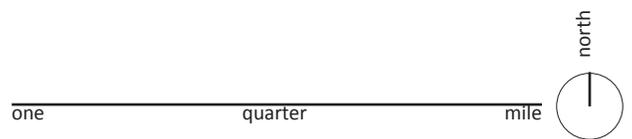
Central and Camelback  
Transportation and Circulation



Information obtained through internet searches and conversations with City of Phoenix staff

- light rail stop
- light rail
- floodplain 10 year
- floodplain 100 year
- brownfield site
- landfill
- recycling center
- waste center

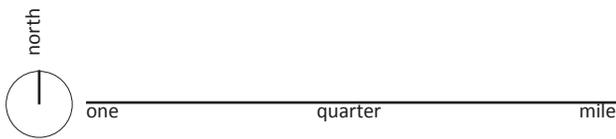
There are no known floodplains or environmental sites other than what is indicated.



Central and Camelback  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.



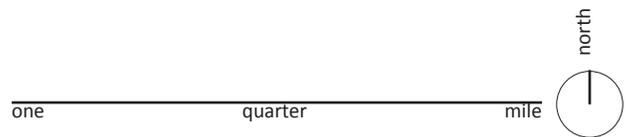
Central and Camelback  
Ownership

- light rail stop ●
- light rail —
- private individual ■
- private LLC - multiple owners ■
- private LLC - individual owner ■
- City of Phoenix ■
- private multiple holdings ■
- religious ■
- contiguously owned properties ■

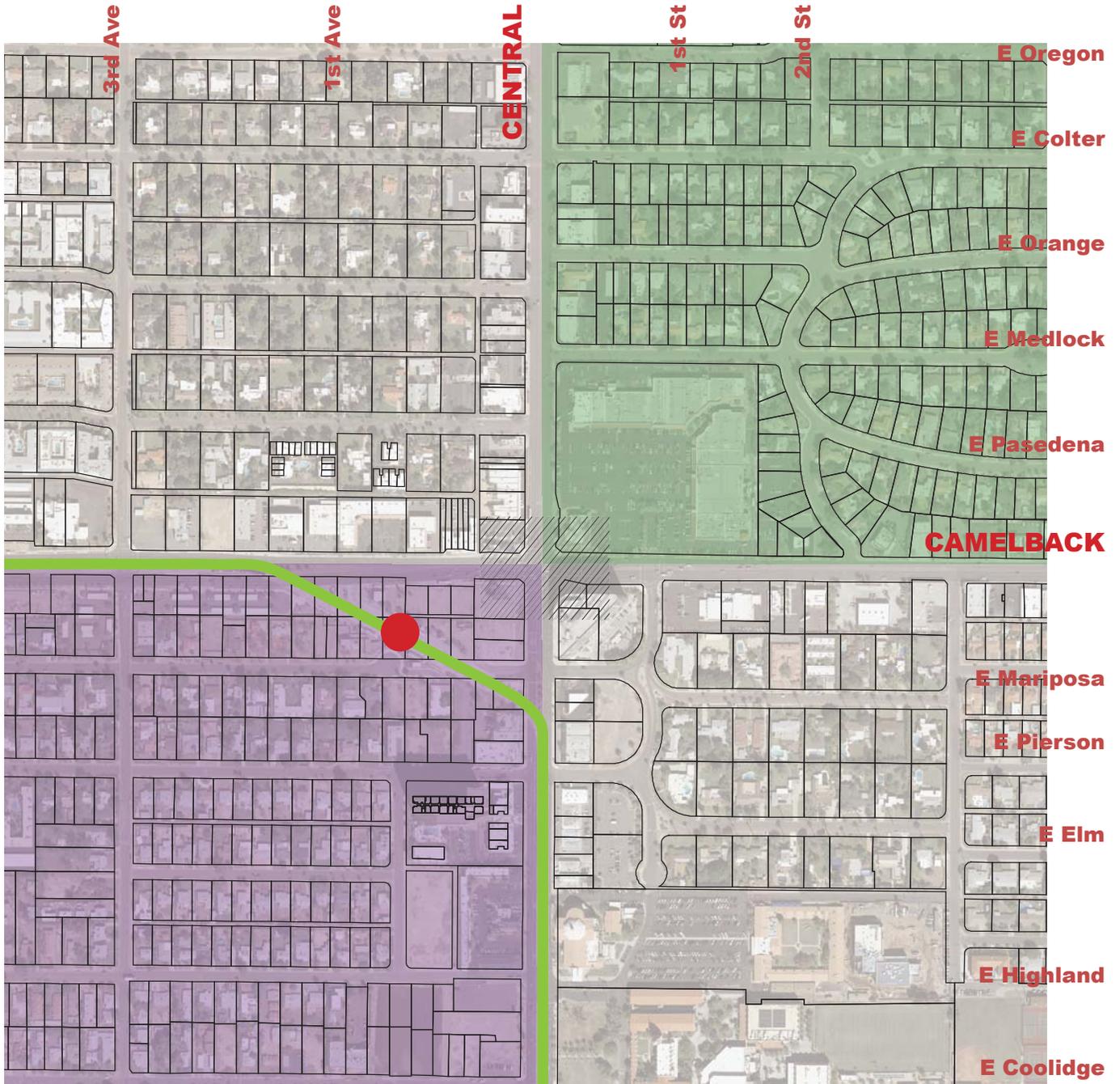


Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



Central and Camelback  
Vacant and Parking



Information obtained through internet searches and conversations with City of Phoenix staff

Entire half mile area includes:

- Phoenix Communities United
- Phoenix Community Alliance
- CAN-DO
- Coalition of East Phoenix

light rail stop ●

light rail —

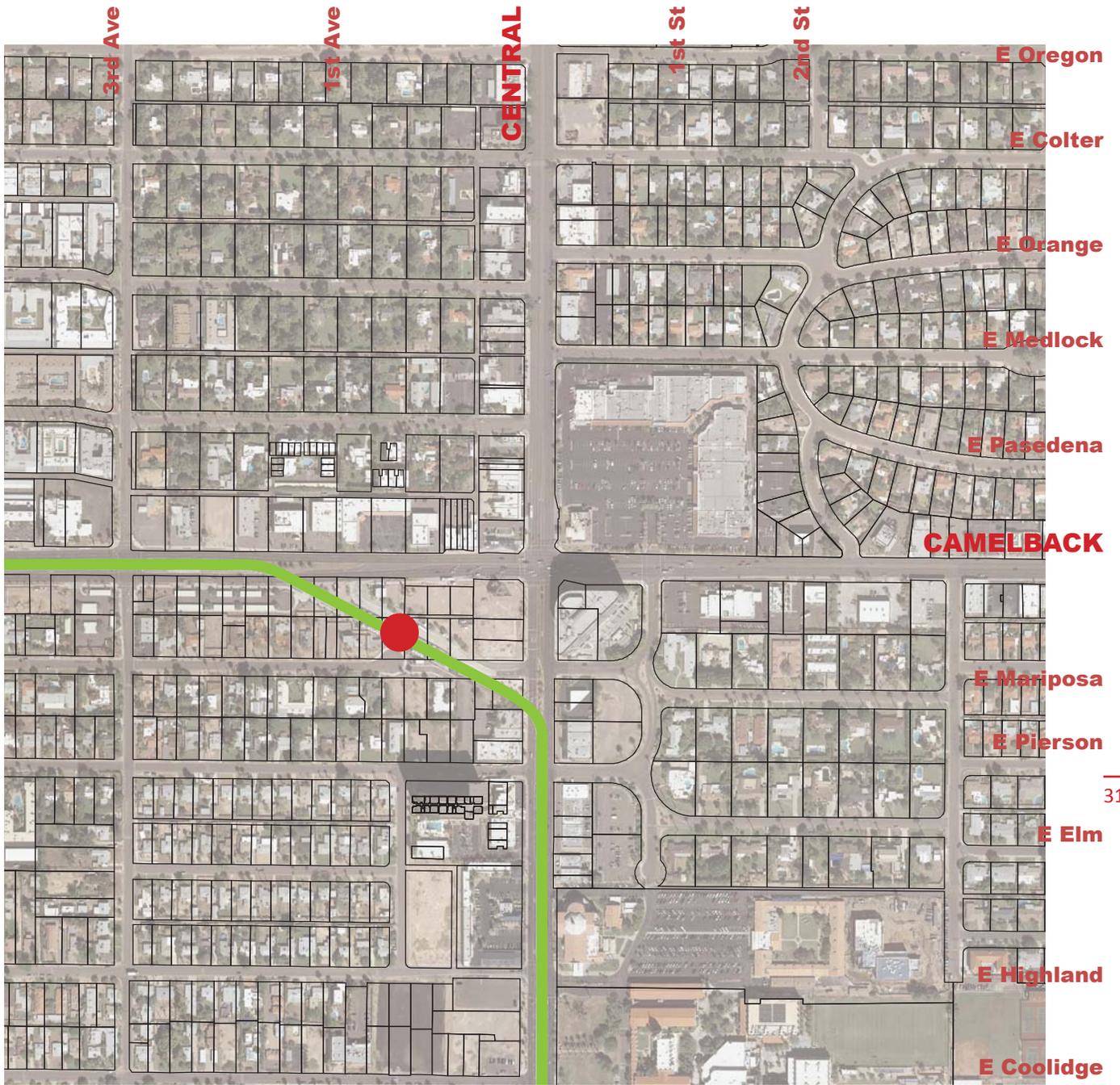
Pierson Residents Development Oversight Committee

Windsor Square Conservation District  
Windsor Square Special Planning District

Medlock Business Group



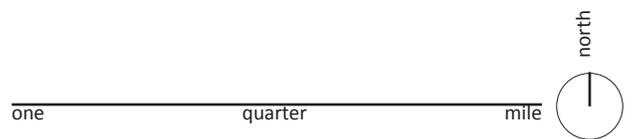
Central and Camelback  
Business Districts and Development Organizations



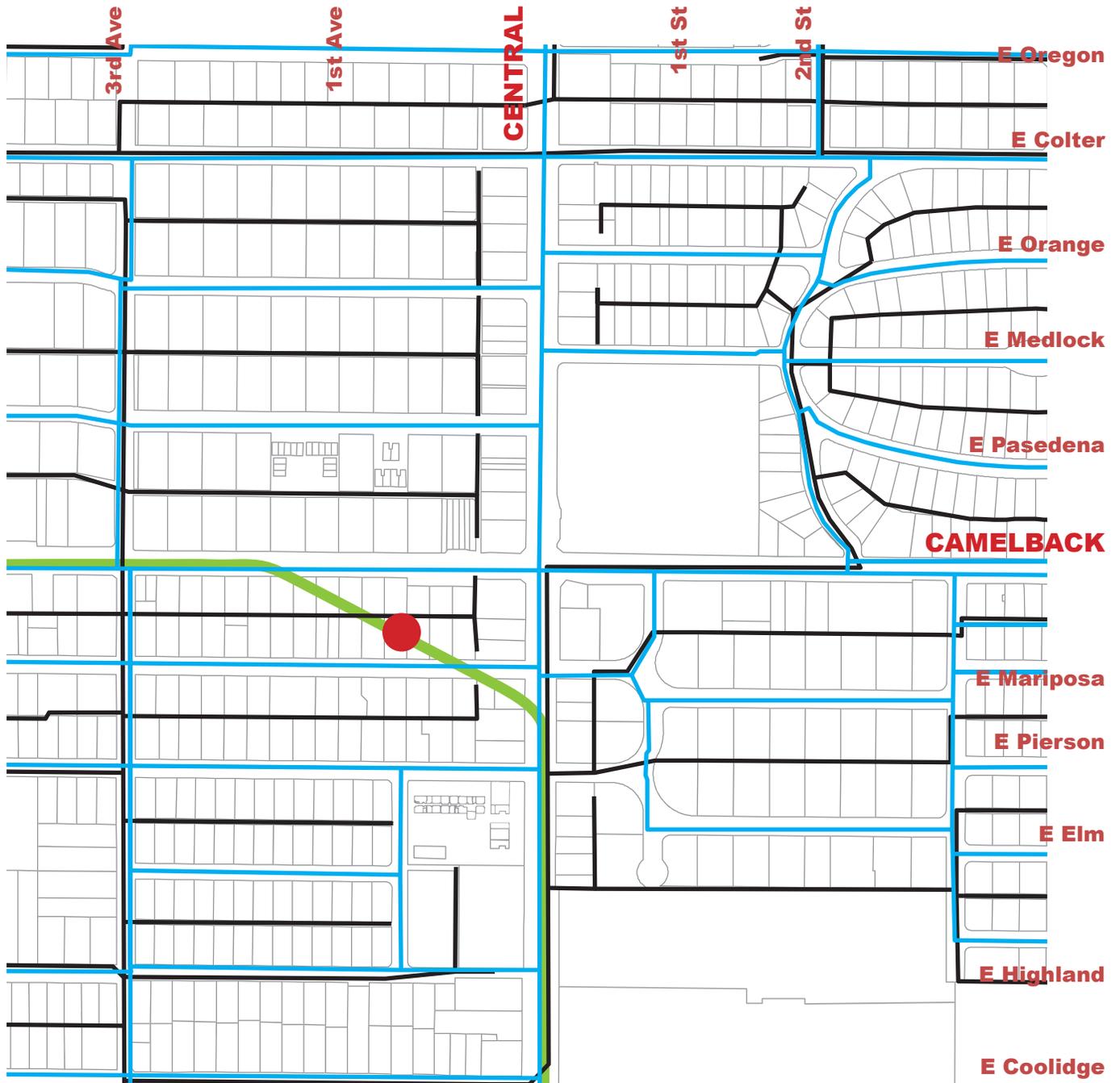
Information obtained through internet searches and conversations with City of Phoenix staff

- light rail stop
- light rail

According to current data, there are no known temporary installations or events in this area. The Avenue Street Fair occurs 1/2 mile east of the station.



Central and Camelback  
Events and Temporary Installations



Source: City of Phoenix Water Services Department. September 2011.

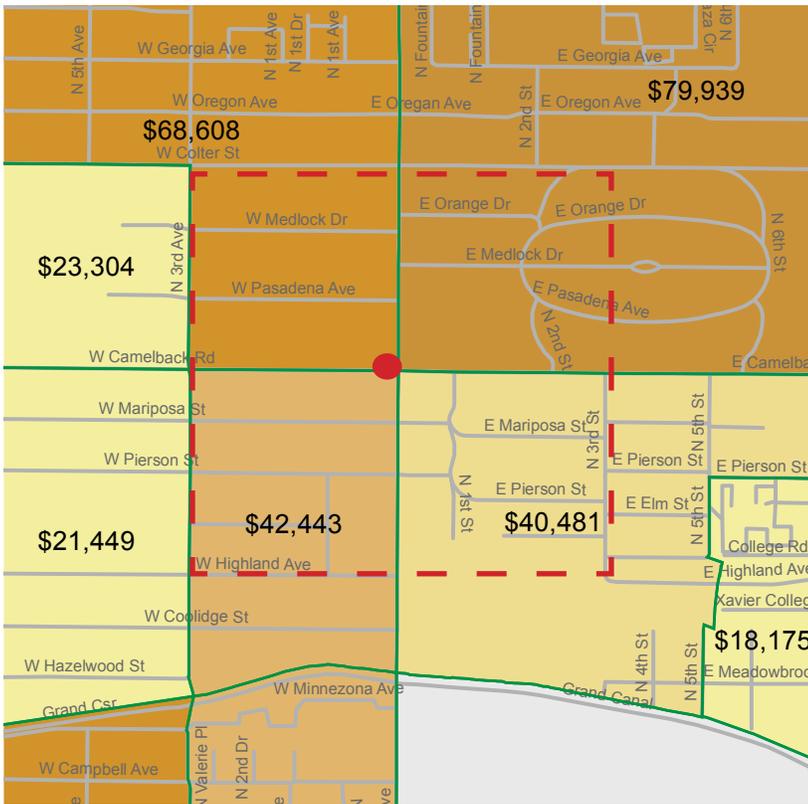
This map includes:

water and wastewater utility lines

- light rail stop ●
- light rail —
- water —
- wastewater —



Central and Camelback  
 Utilities and Planned Public Improvements



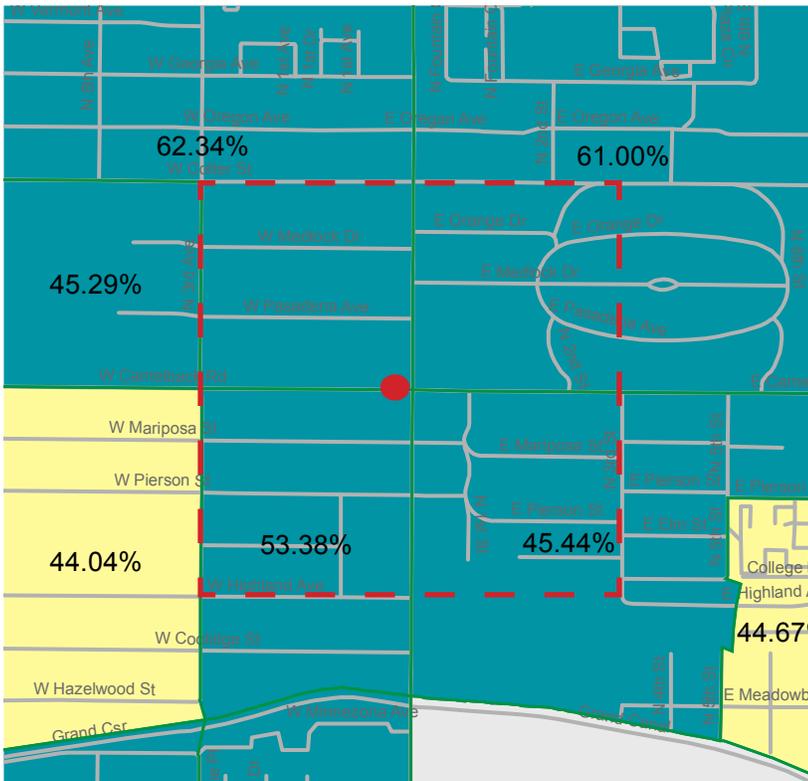
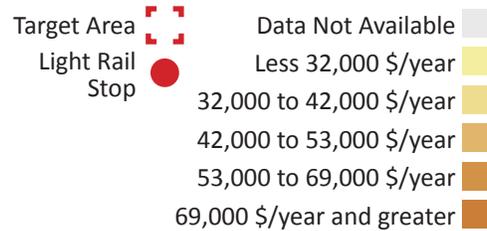
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	57,868
Phoenix	54,791
Maricopa County	61,016



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	55.7
Phoenix	63.2
Maricopa County	66.2



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

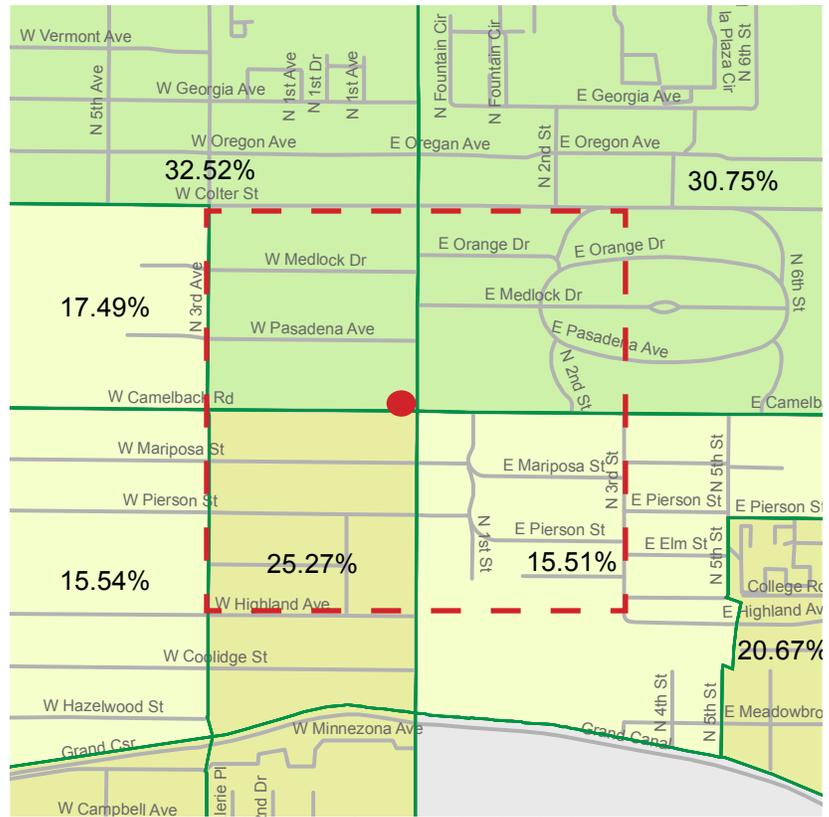
### Central and Camelback Housing and Transportation Affordability

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	26.0
Phoenix	32.2
Maricopa County	34.1



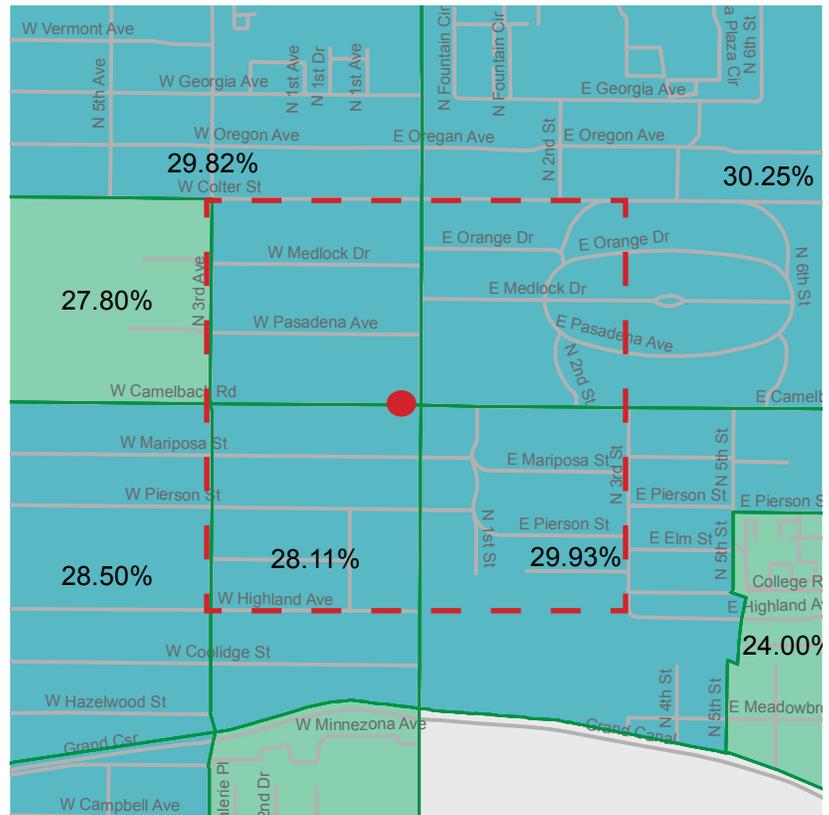
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

## Transportation Cost as a Percentage of Income

Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	29.5
Phoenix	30.9
Maricopa County	32.1



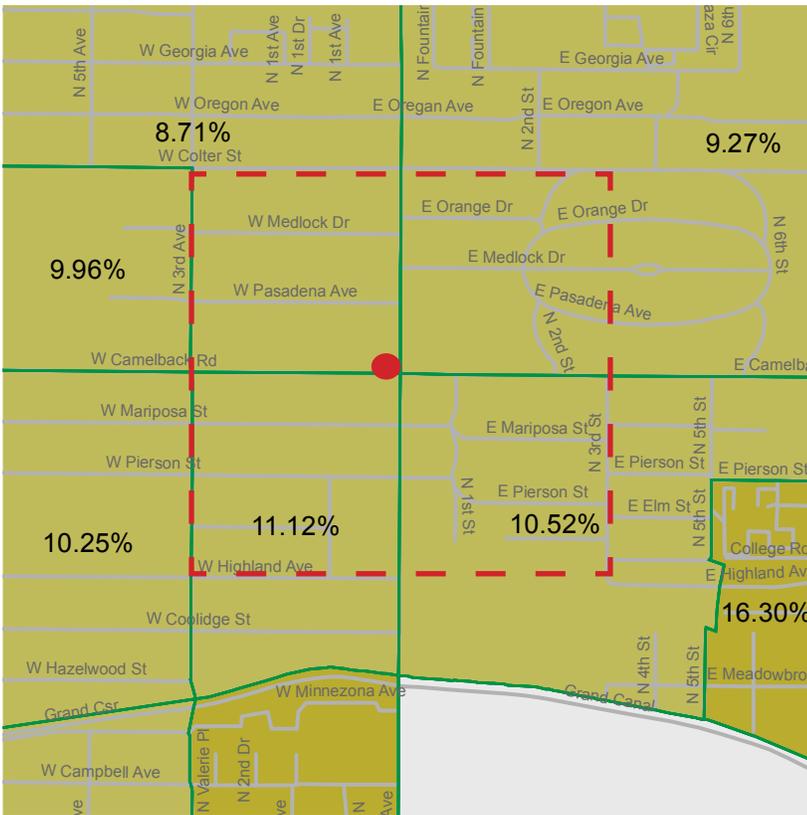
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Transit Ridership as a Percentage of Workers

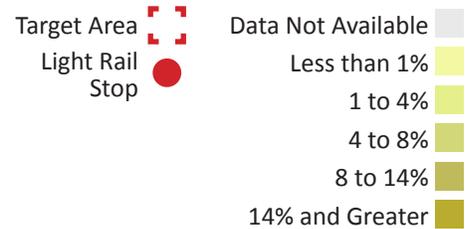
Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

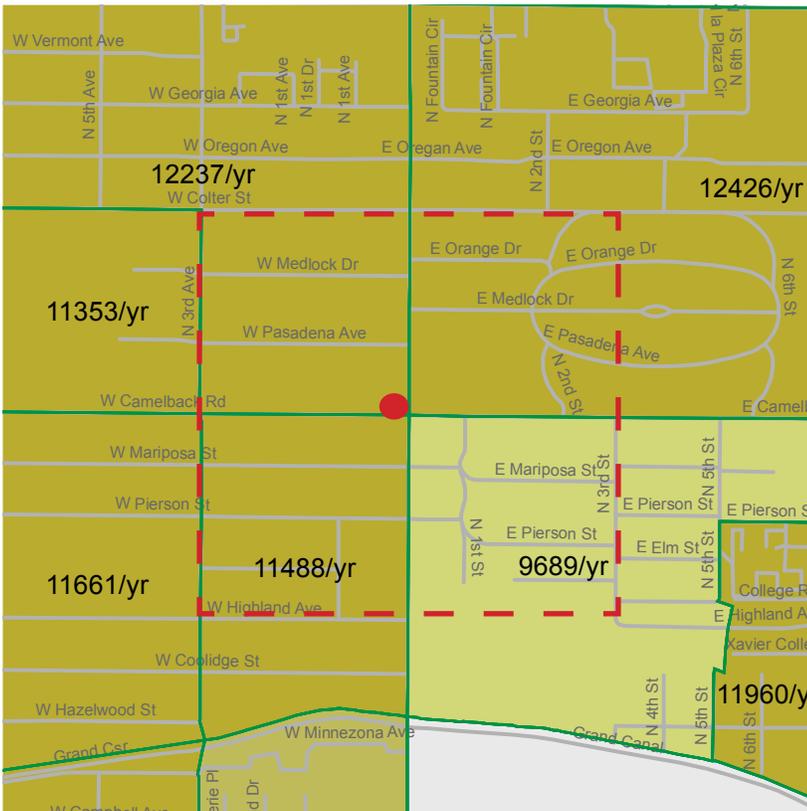
Transit Ridership, % of Workers	% of Workers
Target Area, Average	9.9
Phoenix	5.7
Maricopa County	4.1



## Household Annual Transportation Cost

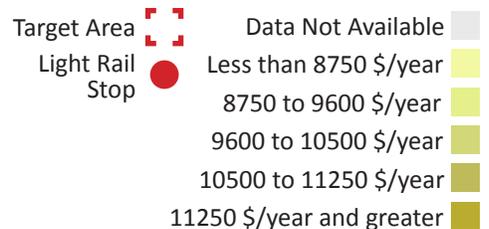
Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

Annual Transportation Costs	\$
Target Area, Average	11,545
Phoenix	12,732
Maricopa County	13,217



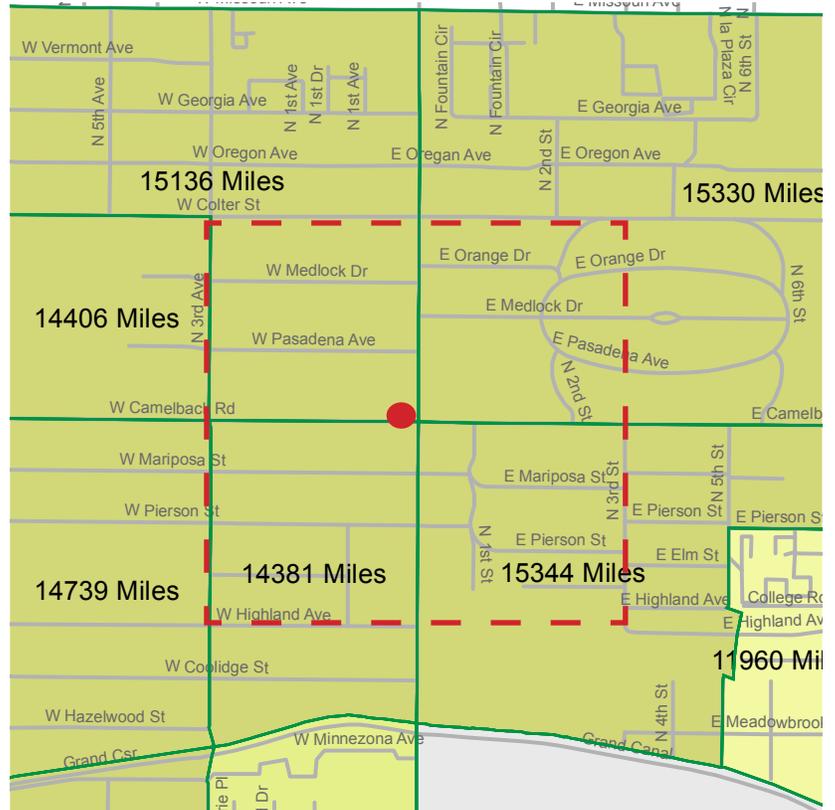
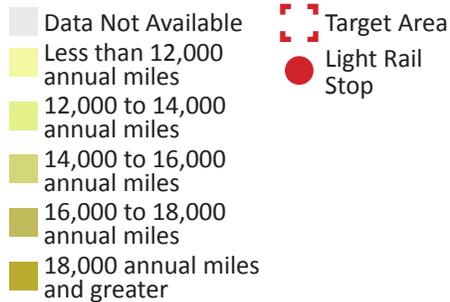
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

Vehicle Miles Traveled/Household	Annual Miles
Target Area, Average	15,214
Phoenix	16,732
Maricopa County	17,937



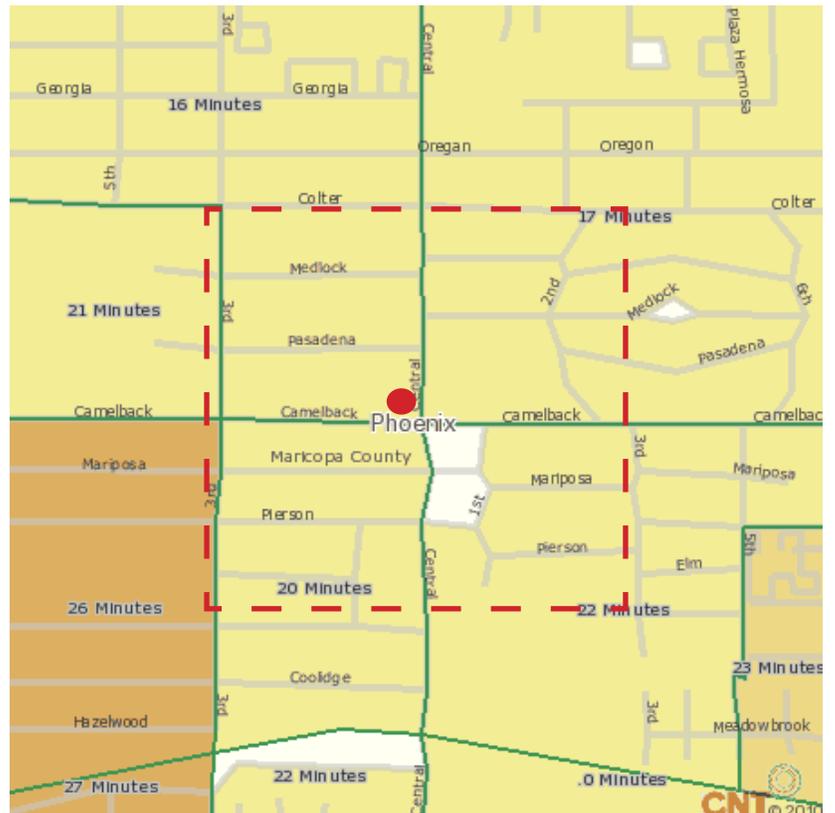
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

Travel Time to Work	Minutes
Target Area, Average	16.1
Phoenix	26.0
Maricopa County	26.0



Map and Data from Center for Neighborhood Technology www.cnt.org. January 2012.

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

# CENTRAL & OSBORN

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## Central and Osborn

### Description and Impressions

The half-mile area at the Osborn light rail stop is mostly comprised of office towers, hotels, parking lots and garages, a regional mall, strip malls, and vacant land. There is very little retail or housing. However, “OneLexington” is located in this area and is referred to as a transit oriented development project.

The scale of the buildings and sheer number of vast parking areas immediately adjacent to the transit stop is not pedestrian friendly. The sidewalks, though, are incorporated with well-maintained landscaping that provide a buffer between the automobile and the walking path and, at times, shade.

Most of the buildings are nondescript glass office towers with little or no signage. There is approximately a 30 percent vacancy rate in the office buildings.



*Central Avenue and Osborn, looking north*



*Parking lot*



*Central Avenue and Osborn, looking northwest*



*Osborn and 3rd Avenue, looking west*



*Osborn, looking west*



*Parking lots and office towers*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with city of Phoenix staff.

### City Offices

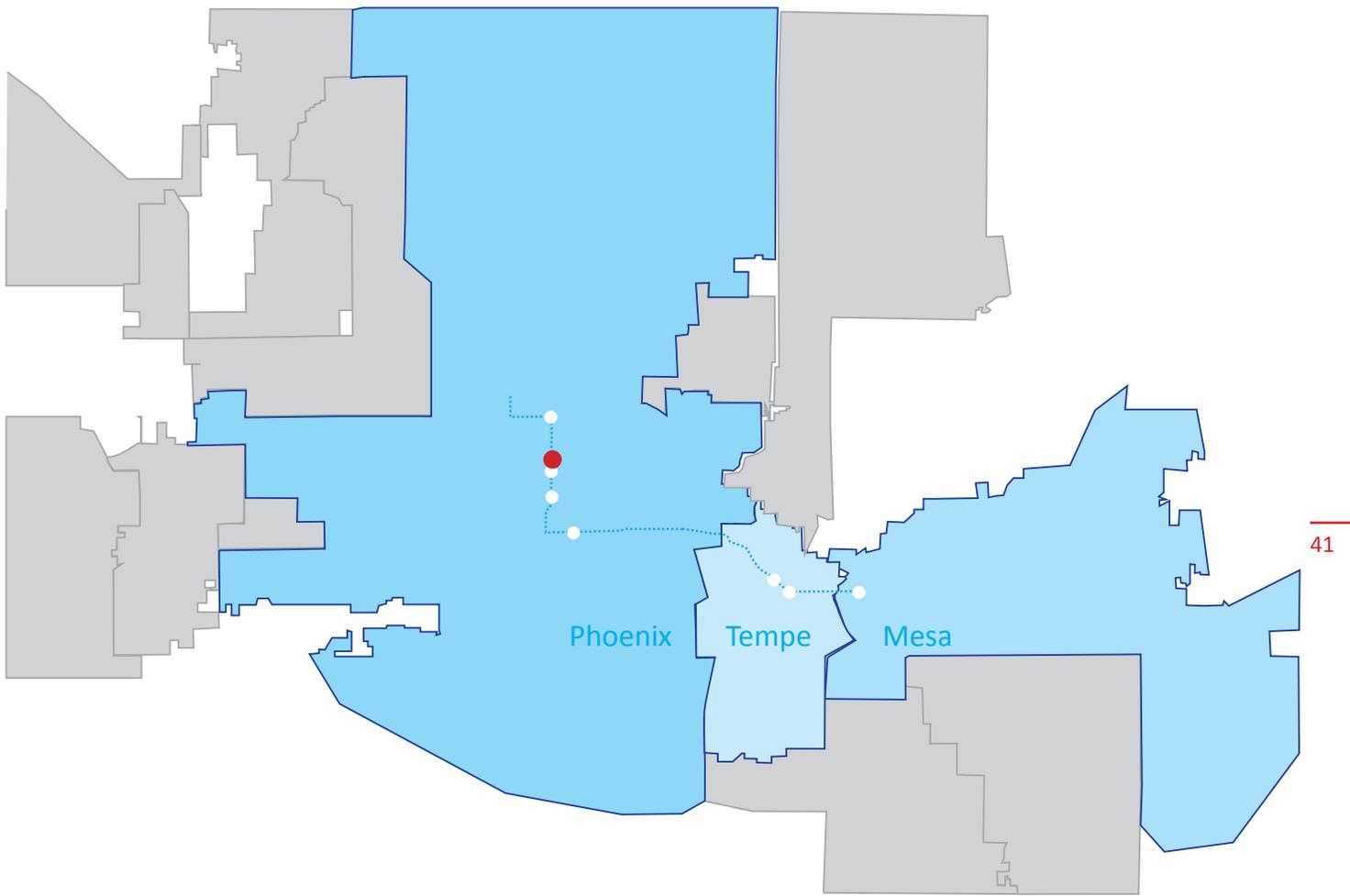
Encanto Village Planning Committee  
City Council District 4

### Business Groups and Individuals

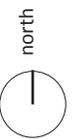
3rd Street Business Association  
Phoenix Community Alliance  
Phoenix Community United  
Coalition of East Phoenix

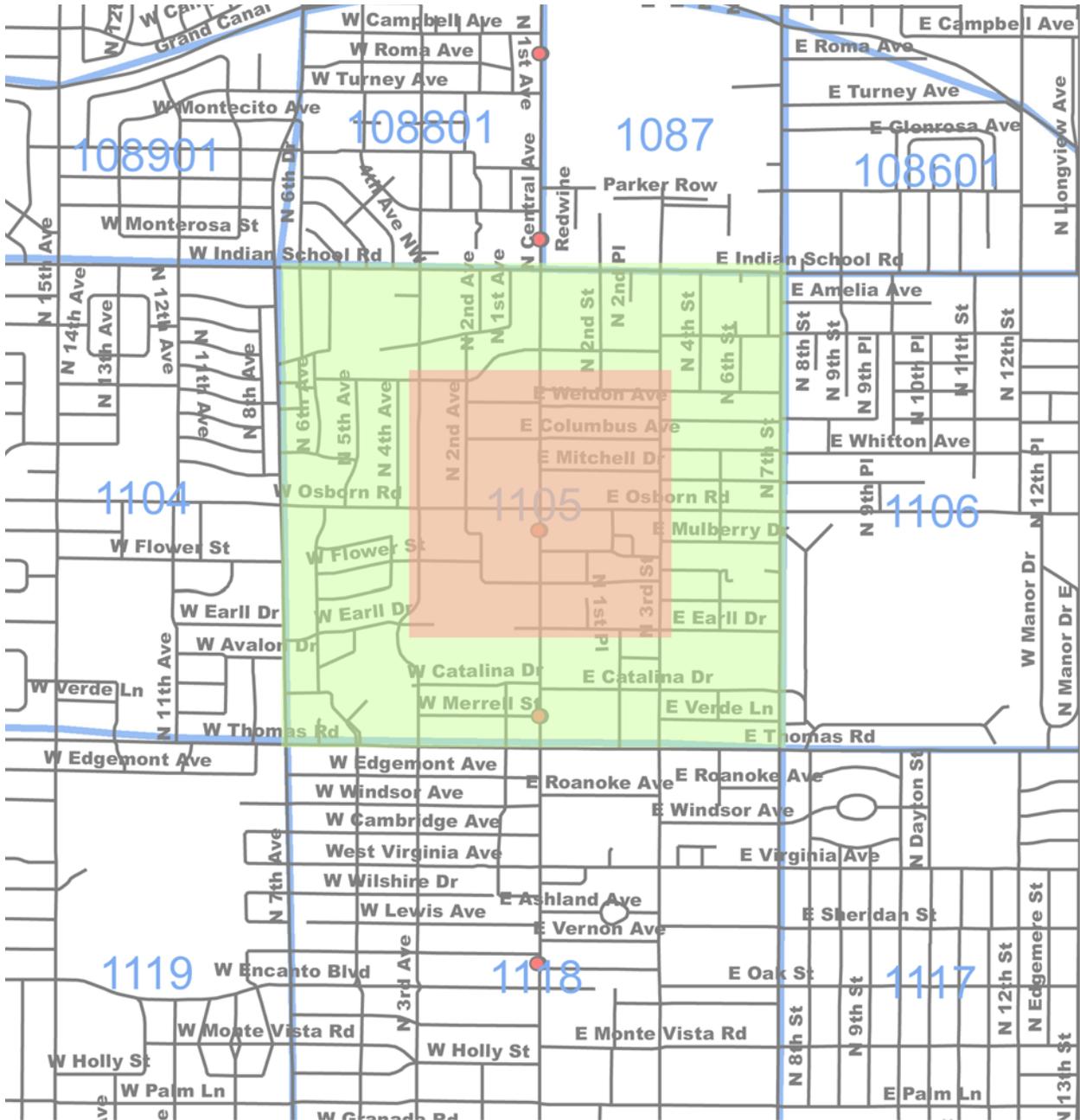
### Neighborhood Associations

Midtown Museum District Neighborhood  
Association  
Phoenix Central Neighborhood Association



● light rail stop





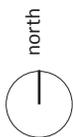
City of Phoenix

Census Tract 1105

Population	1,536,632	5,164
Median Household Income	\$47,085	\$33,802
Homeowner Occupied	59.1%	19.9%
Renter Occupied	40.9%	90.1%
Public Transportation Use	3.2%	3.9%
Personal Vehicle Use	74.5%	69.7%
Travel Time	24.2	16.6

1/2 mile area

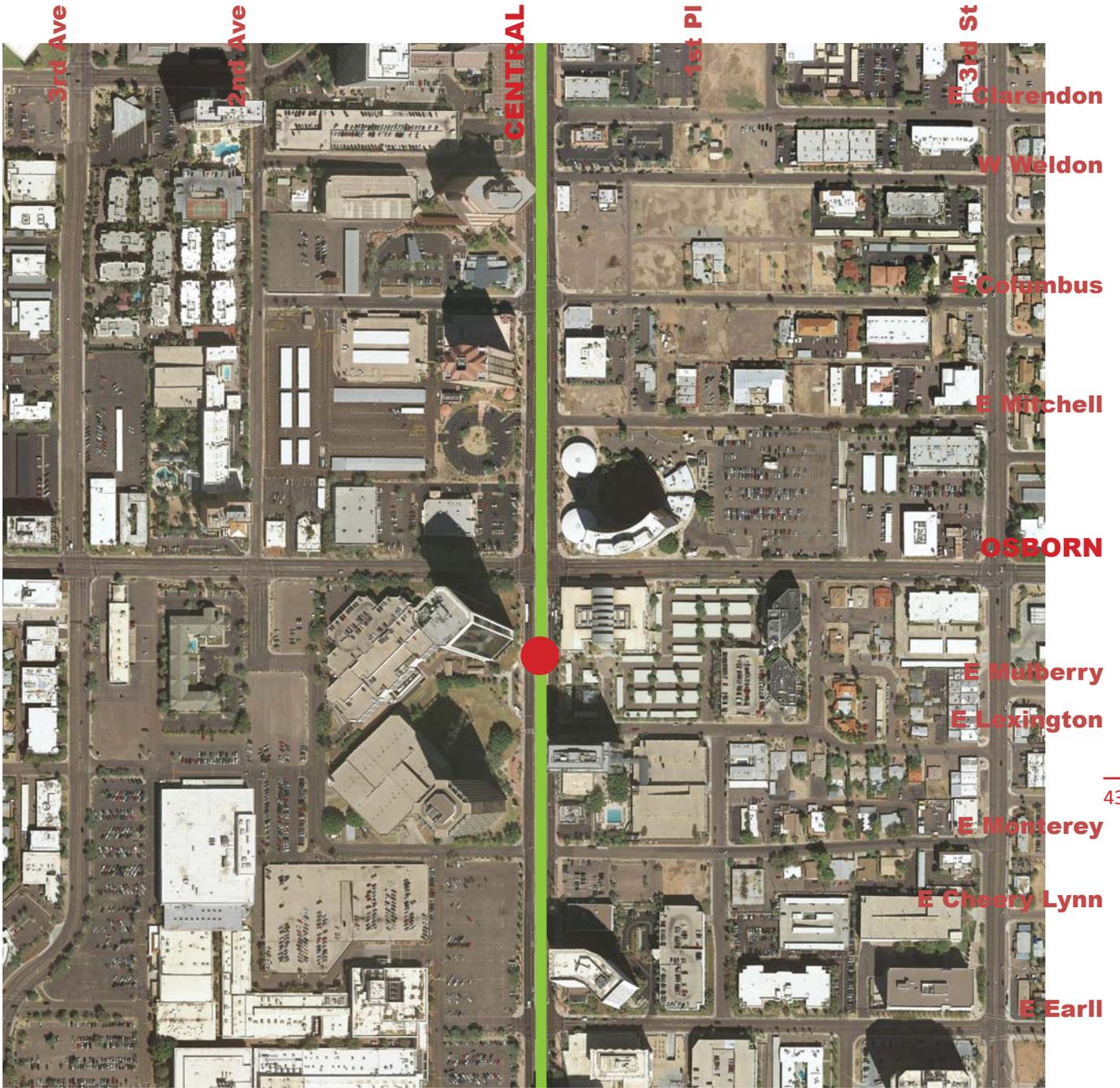
1105



2009 American Community Survey

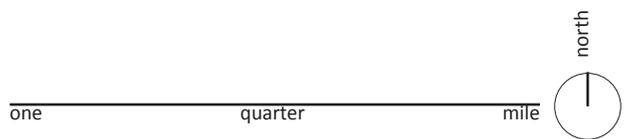
2005-2009 American Community Survey 5-year Estimates

Central and Osborn  
Demographics

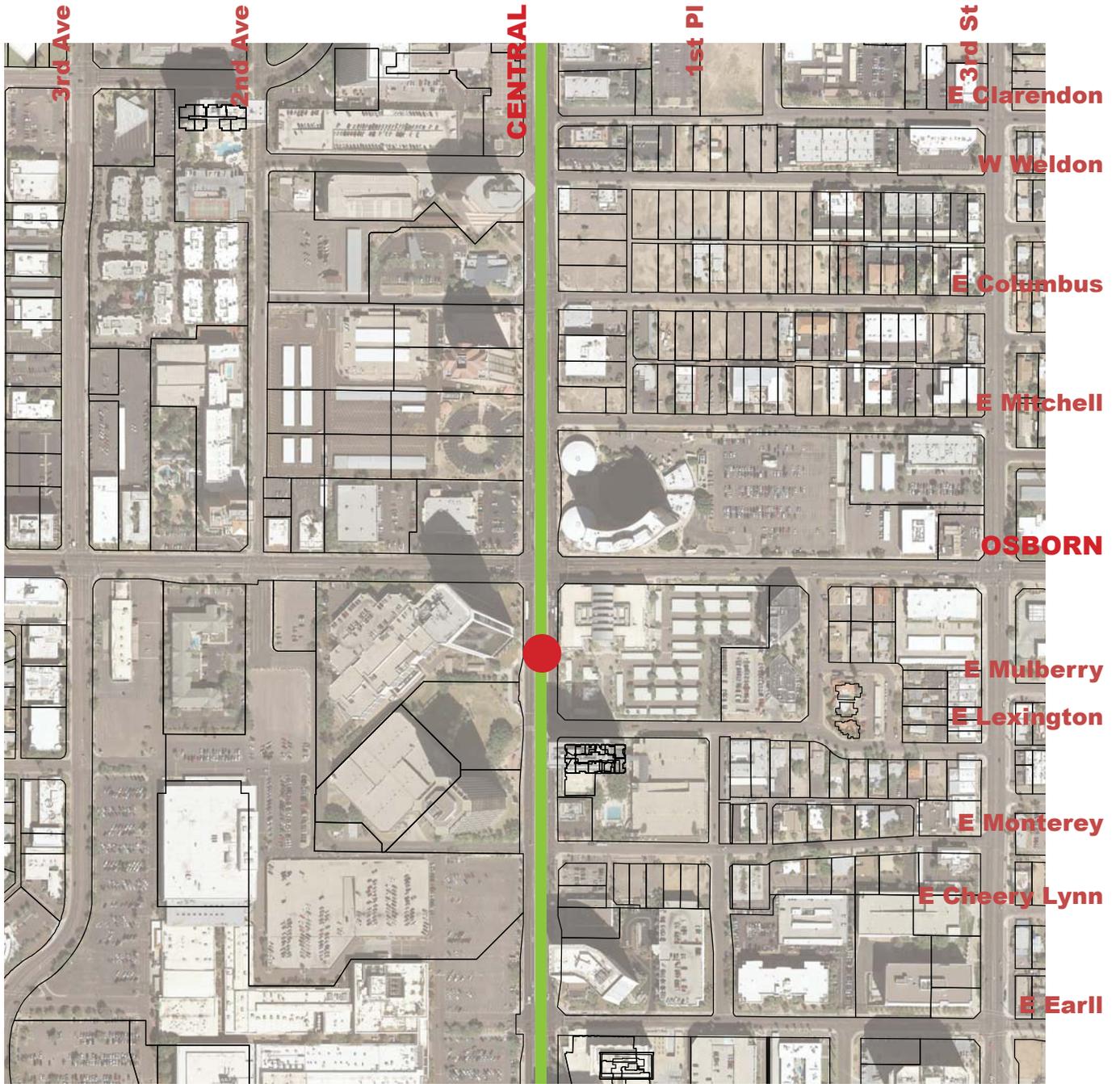


● light rail stop

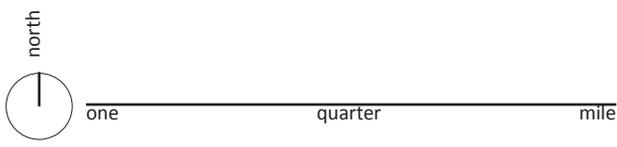
■ light rail



Central and Osborn  
Aerial



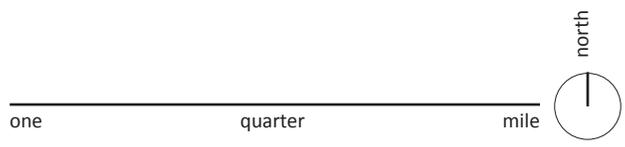
light rail stop ●  
 light rail ■



Central and Osborn  
 Parcel Map



- light rail stop
- light rail
- structures



Central and Osborn  
Building Footprint



Source: City of Phoenix Planning Department. September 2011

 light rail stop

 light rail

For information on Phoenix zoning and overlay descriptions, see pg 222.

overlays

TOD-1 

commercial

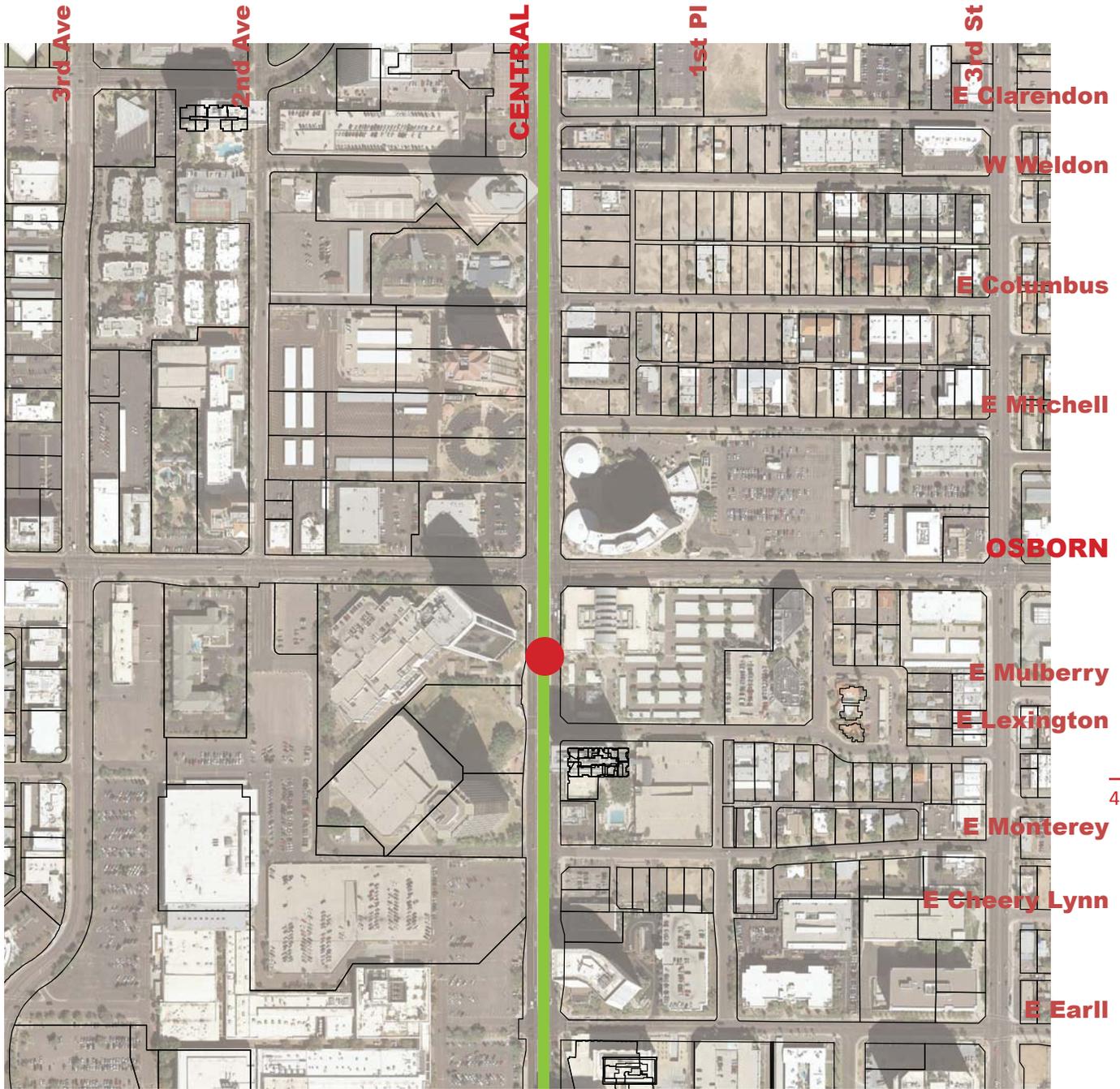
- C-O 
- C-O HR 
- C-1 
- C-1 HR 
- C-2 
- C-2 HR 
- C3 

residential

- R1-6 
- R-4 
- R-5 
- R-5 HR 
- parking 
- P-1 
- P-2 
- P-2 HR 



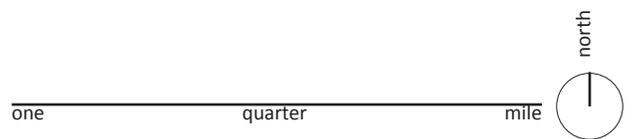
Central and Osborn  
Zoning



Information obtained through internet searches and conversations with City of Phoenix staff

- light rail stop
- light rail

According to current data, there is no proposed rezoning for this area.



Central and Osborn  
Proposed / Future Zoning



Drachman Institute. June 2011

- surface parking
- structured parking
- vacant
- civic/cultural
- plaza/park/open space

- light rail stop
- light rail
- residential - single family housing
- residential - multifamily housing
- office
- retail
- medical
- educational
- religious



Central and Osborn  
Land Use



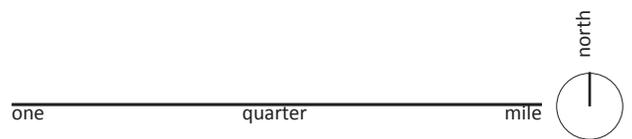
Information obtained through internet searches and conversations with City of Phoenix staff

- light rail stop
- light rail

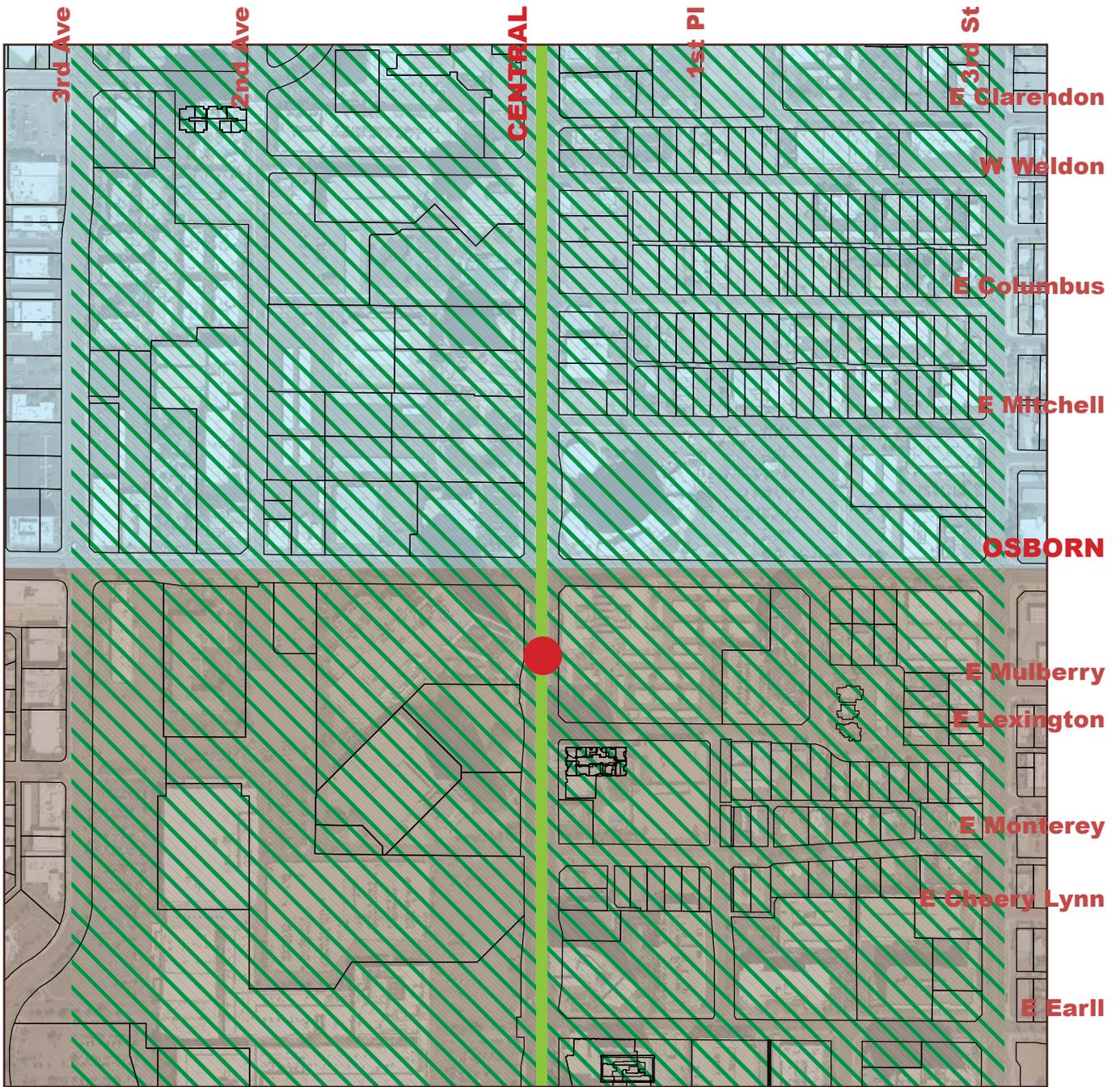
There are no historic neighborhoods or properties in this area.

Modifications to structures located within Local Historic Districts require review by City of Phoenix planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.



Central and Osborn  
Historic Districts and Properties



Information obtained through internet searches and conversations with City of Phoenix staff

**Entire half mile area includes:**

Encanto Village Planning District

City Council District 4

County District 3

light rail stop 

light rail 

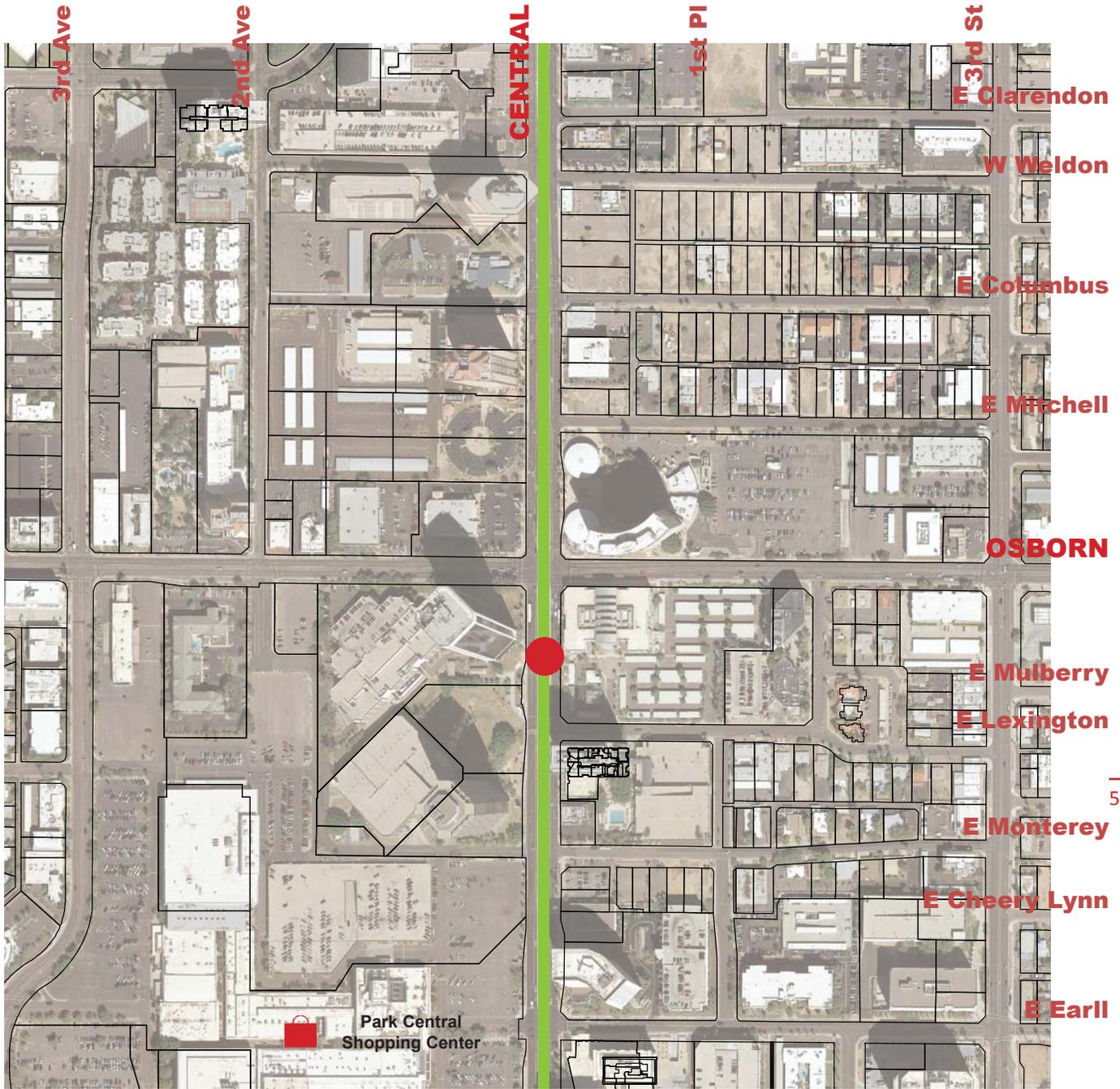
City District 4 

City District 7 

Midtown Museum District   
 Neighborhood Association

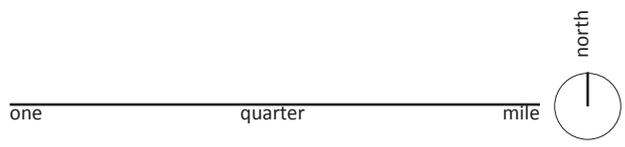


**Central and Osborn  
 Political and Neighborhood Boundaries**

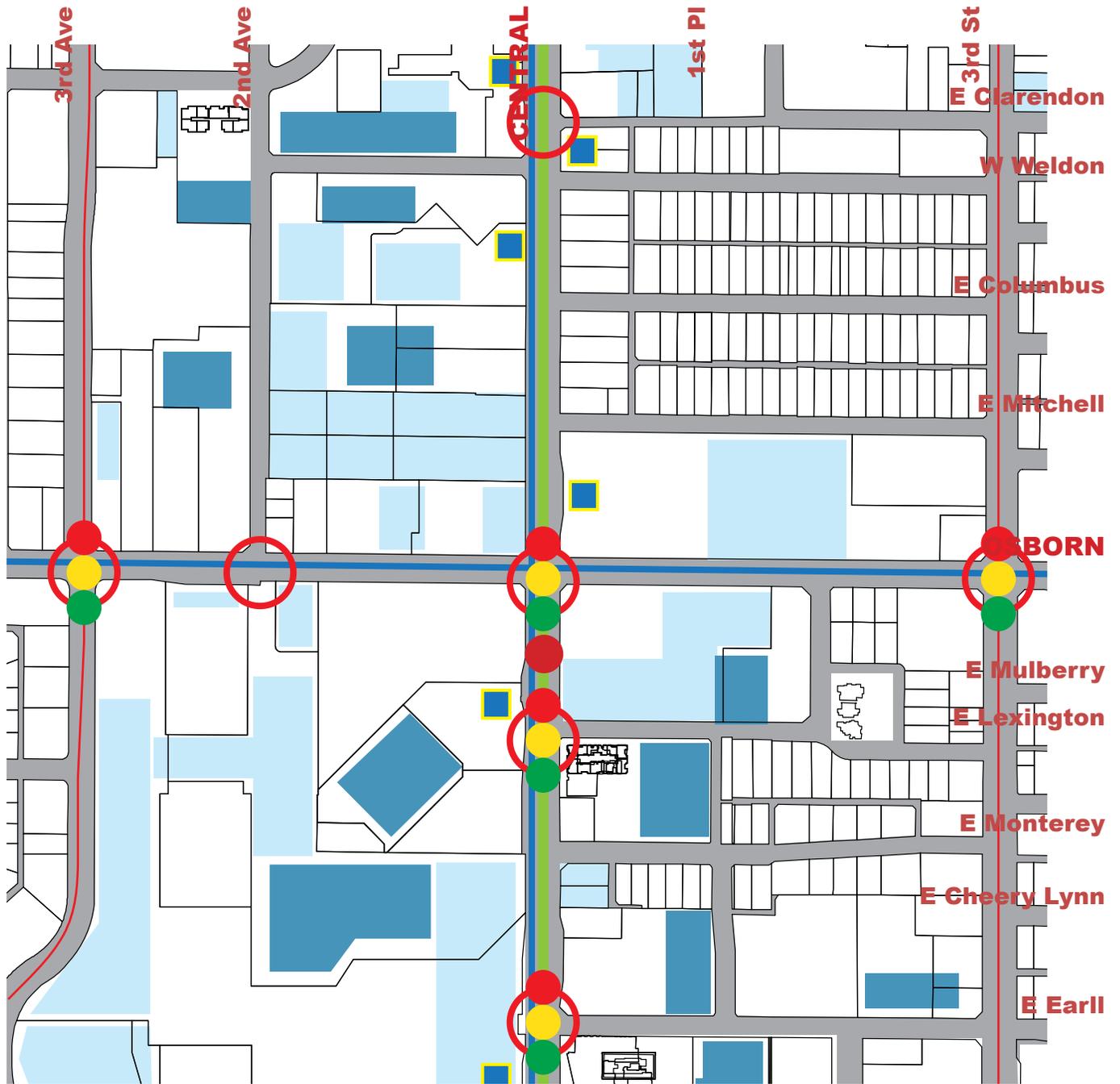


-  light rail stop
-  light rail
-  shopping center

Additional landmarks may be added through various activities to be held in the area.

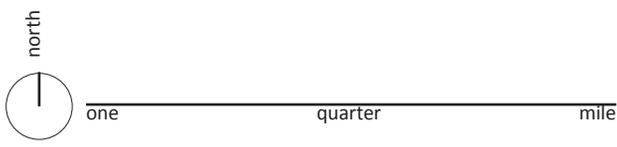


Central and Osborn  
Landmarks and Natural / Man-made Features

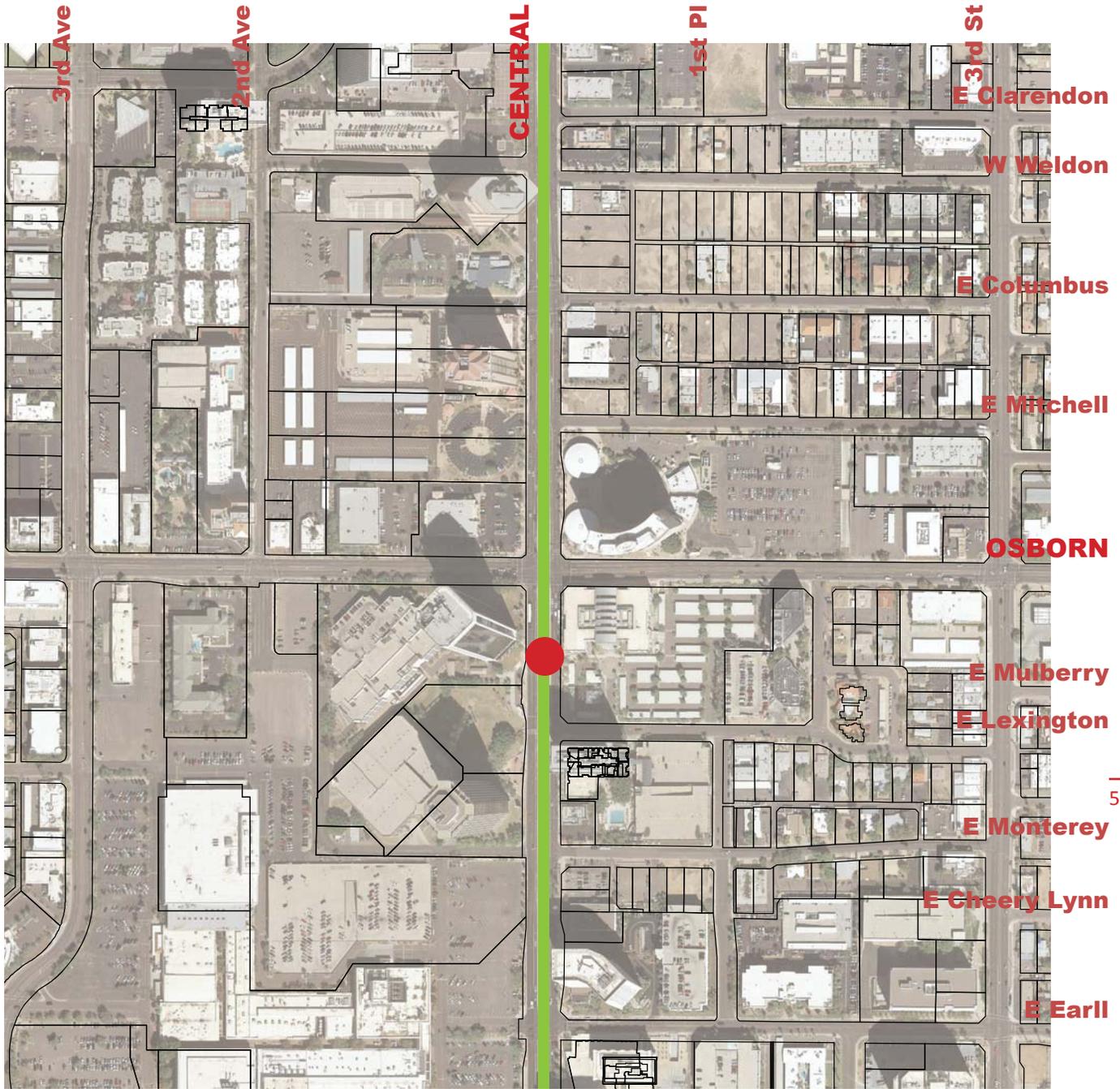


Drachman Institute. June 2011

-  traffic signal
-  plazas/parks/open space
-  surface parking
-  structured parking
-  light rail stop
-  light rail
-  striped pedestrian crossing
-  bicycle
-  bus route
-  streets
-  sheltered bus stop
-  unsheltered bus stop



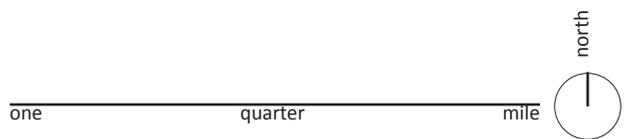
Central and Osborn  
Transportation and Circulation



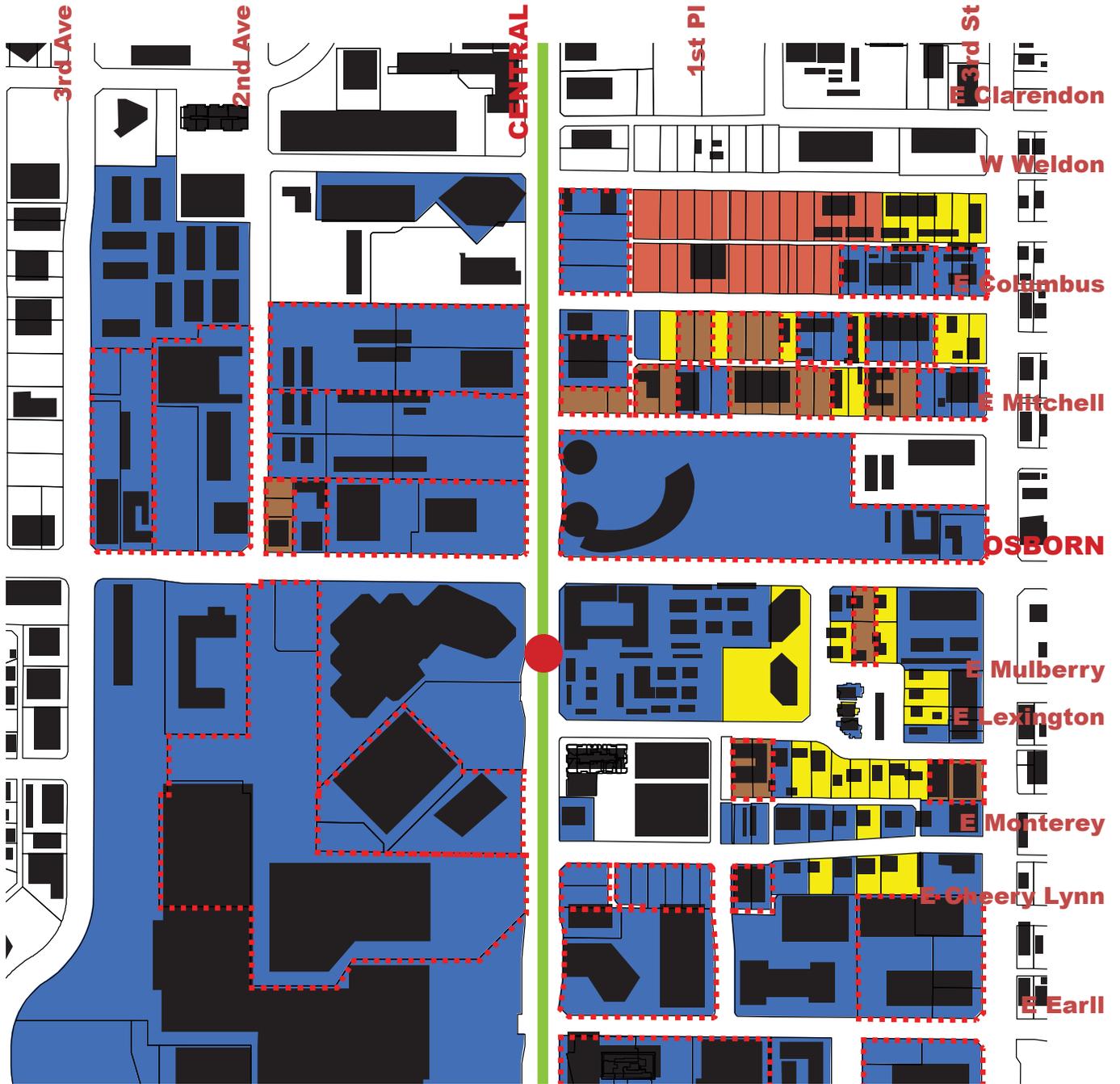
Information obtained through internet searches and conversations with City of Phoenix staff

- light rail stop
- light rail
- floodplain 10 year
- floodplain 100 year
- superfund site
- landfill
- recycling center
- waste center

There are no known floodplains or environmental sites.



Central and Osborn  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.

light rail stop ●

light rail —

private individual ■

private LLC - multiple owners ■

private LLC - individual owner ■

City of Phoenix ■

private multiple holdings ■

religious ■

properties with contiguous ownership ■

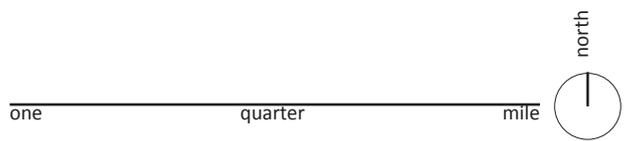


Central and Osborn  
Ownership

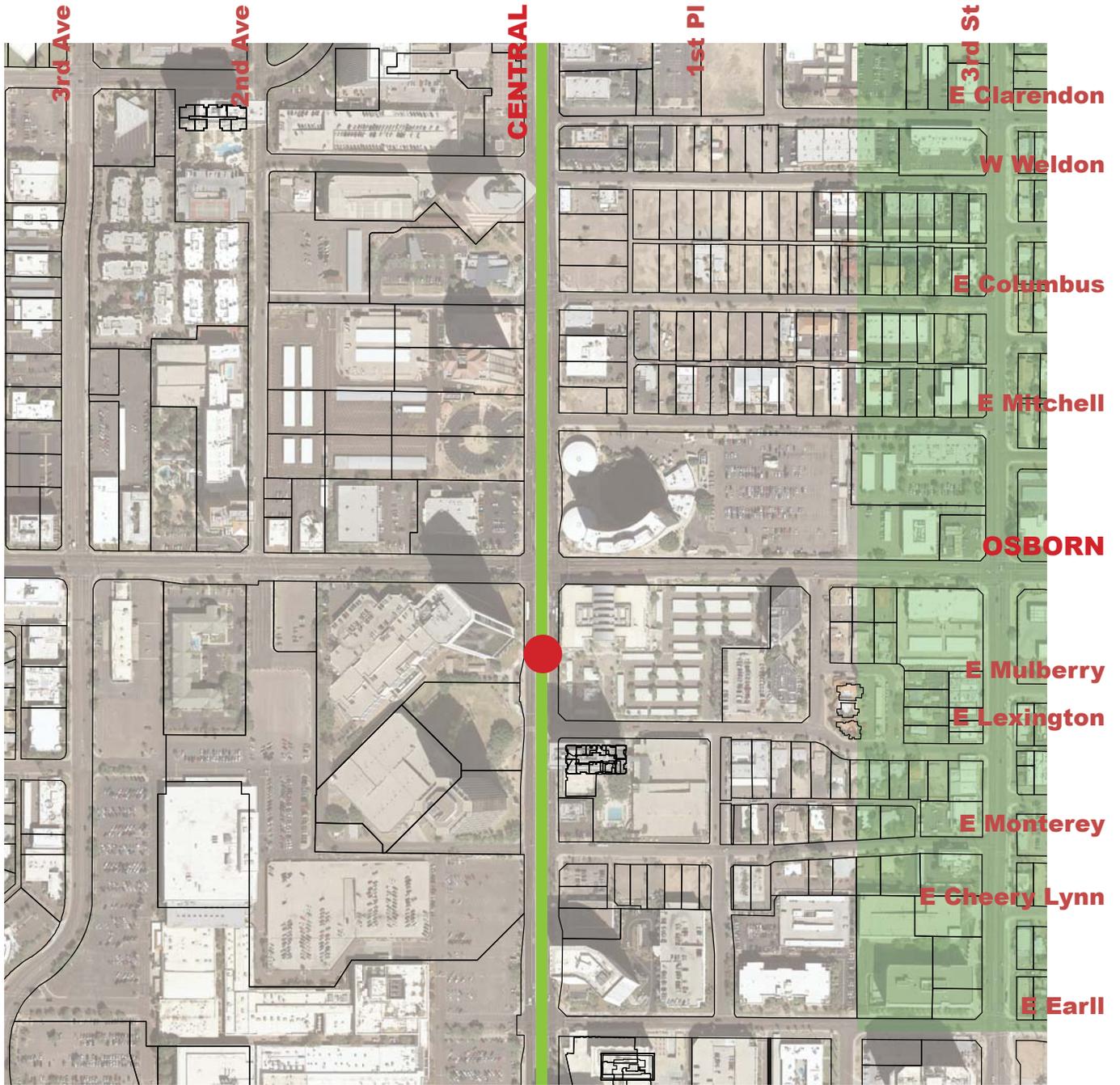


Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



Central and Osborn  
Vacant Land and Parking



Information obtained through internet searches and conversations with City of Phoenix staff

Entire half mile area includes:

Phoenix Communities United

Phoenix Community Alliance

Coalition of East Phoenix

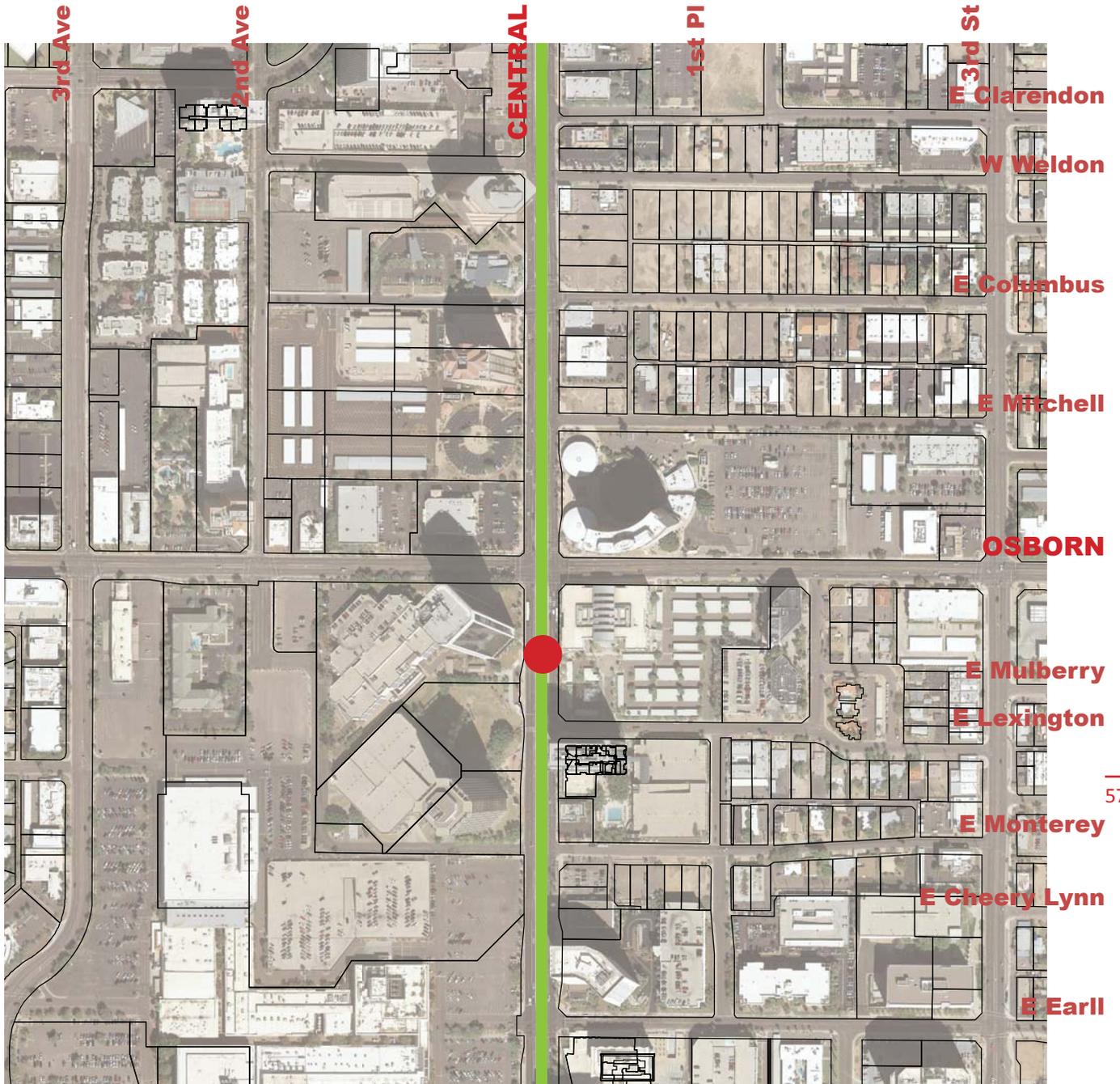
light rail stop ●

light rail —

3rd Street Business Association —



Central and Osborn  
Business Districts and Development Organizations

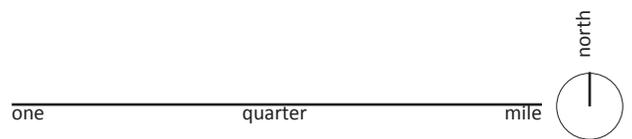


Information obtained through internet searches and conversations with City of Phoenix staff

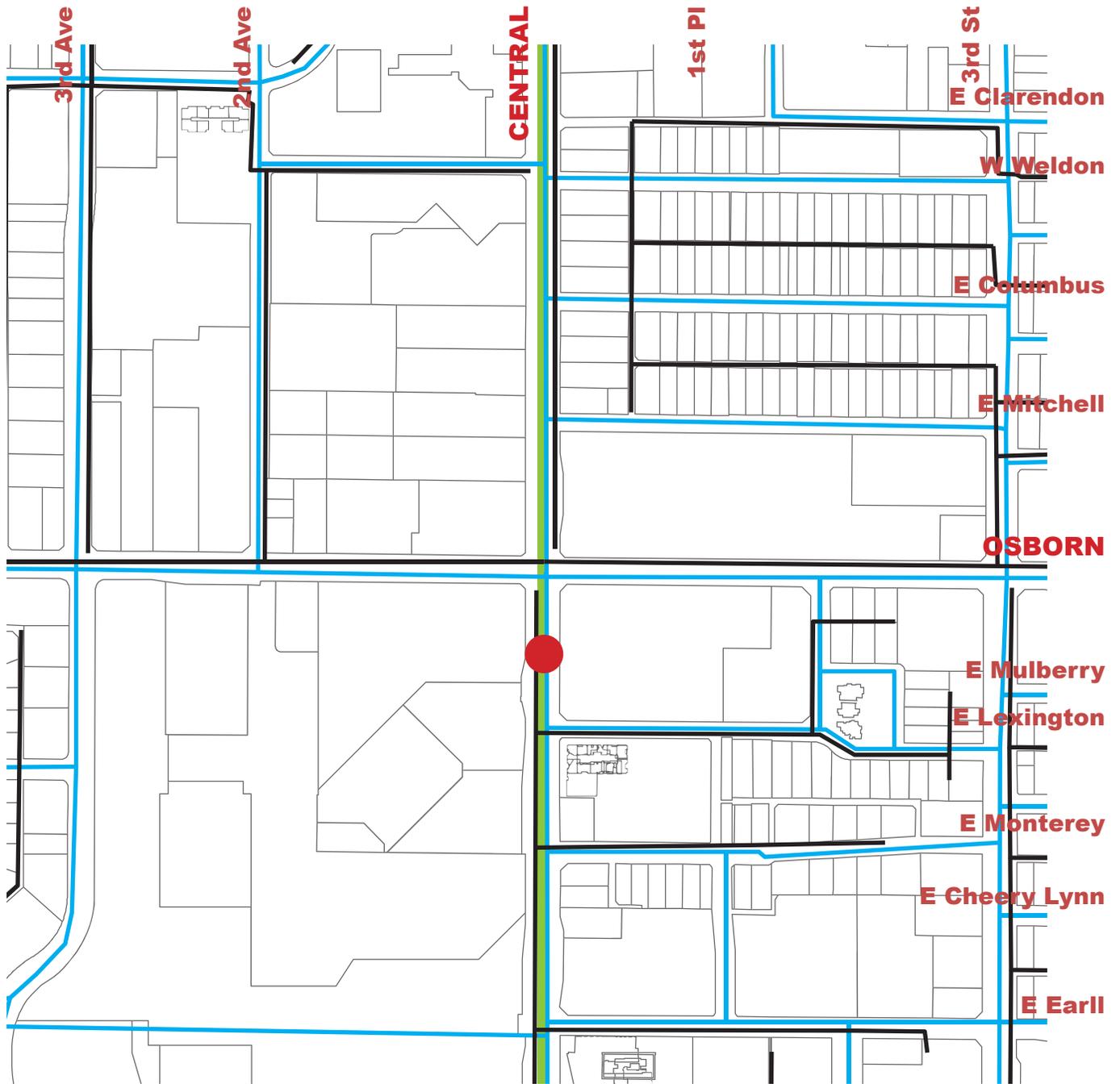
- light rail stop
- light rail

According to current data, there are no known temporary installations or events in this area.

Each spring, the annual Melrose on 7th Avenue Street Fair occurs 1/2 mile east of the station.



## Central and Osborn Events and Temporary Installations



Source: Phoenix Water Services Department. September 2011.

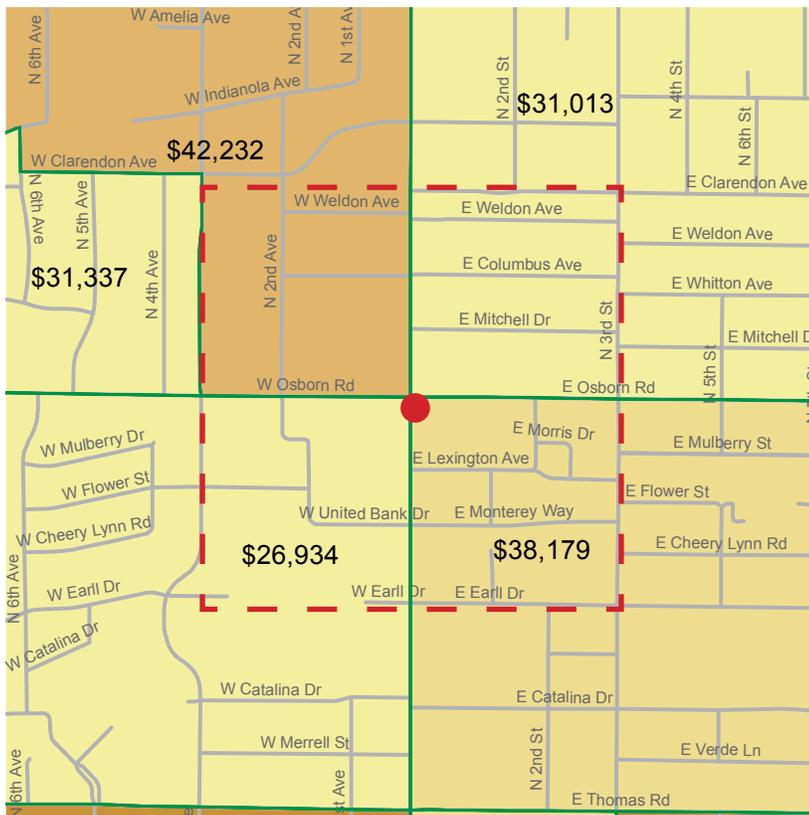
This map includes:

water and wastewater utility lines.

- light rail stop ●
- light rail ■
- water —
- wastewater —



Central and Osborn  
 Utilities and Planned Public Improvements



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

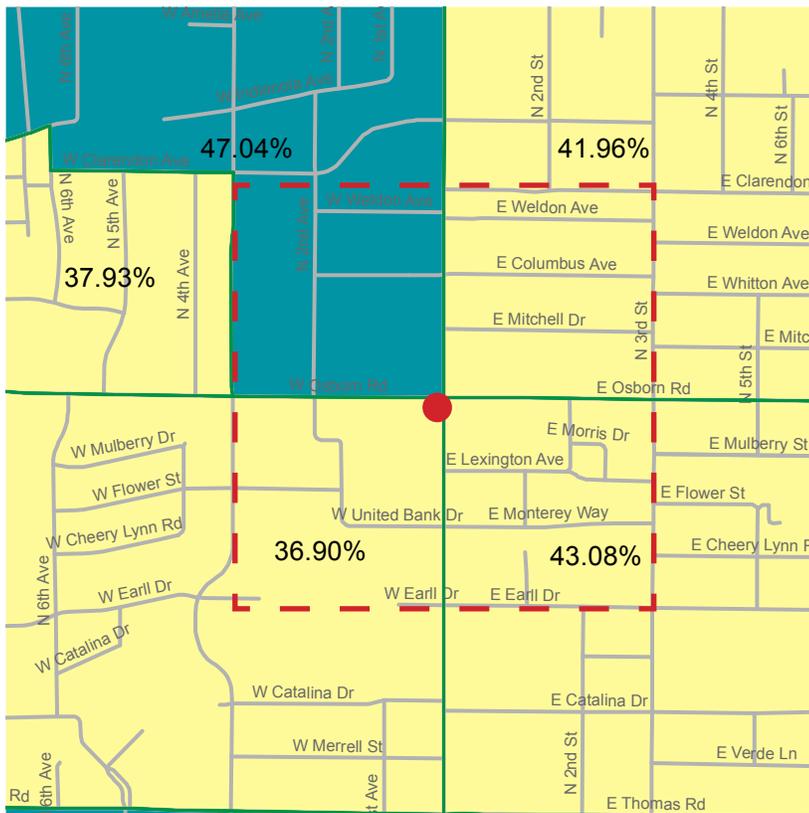
### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	34,589
Phoenix	54,791
Maricopa County	61,016

Target Area	Data Not Available
Light Rail Stop	Less 32,000 \$/year
	32,000 to 42,000 \$/year
	42,000 to 53,000 \$/year
	53,000 to 69,000 \$/year
	69,000 \$/year and greater



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	42.7
Phoenix	50.5
Maricopa County	52.9

Target Area	Data Not Available
Light Rail Stop	Less than 45%
	45% and Greater

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

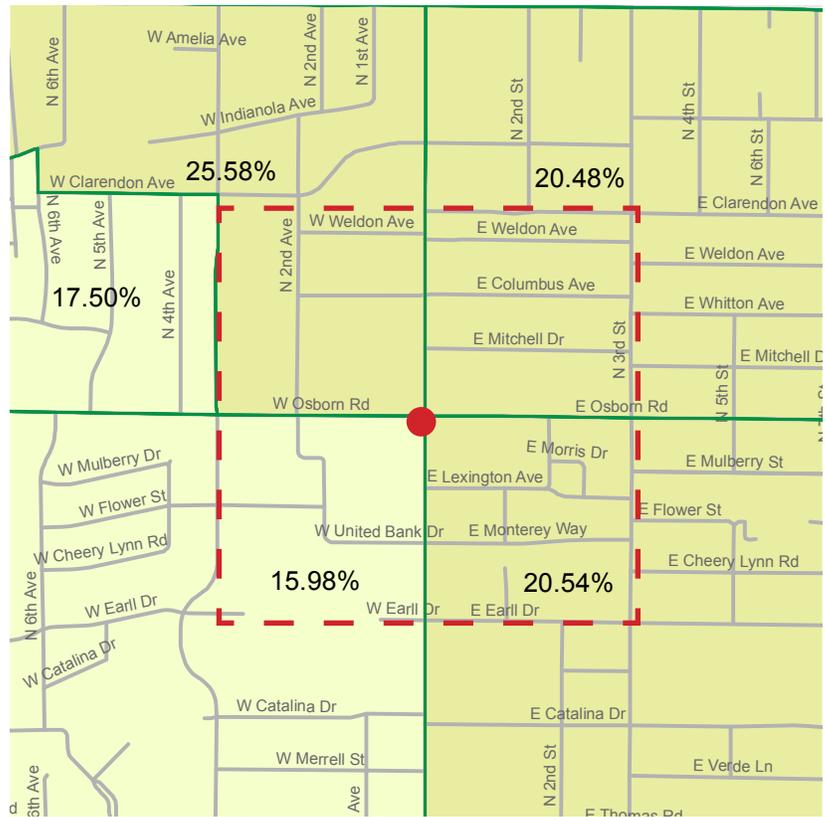
Central and Osborn  
Housing and Transportation Affordability

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	20.6
Phoenix	25.8
Maricopa County	27.3



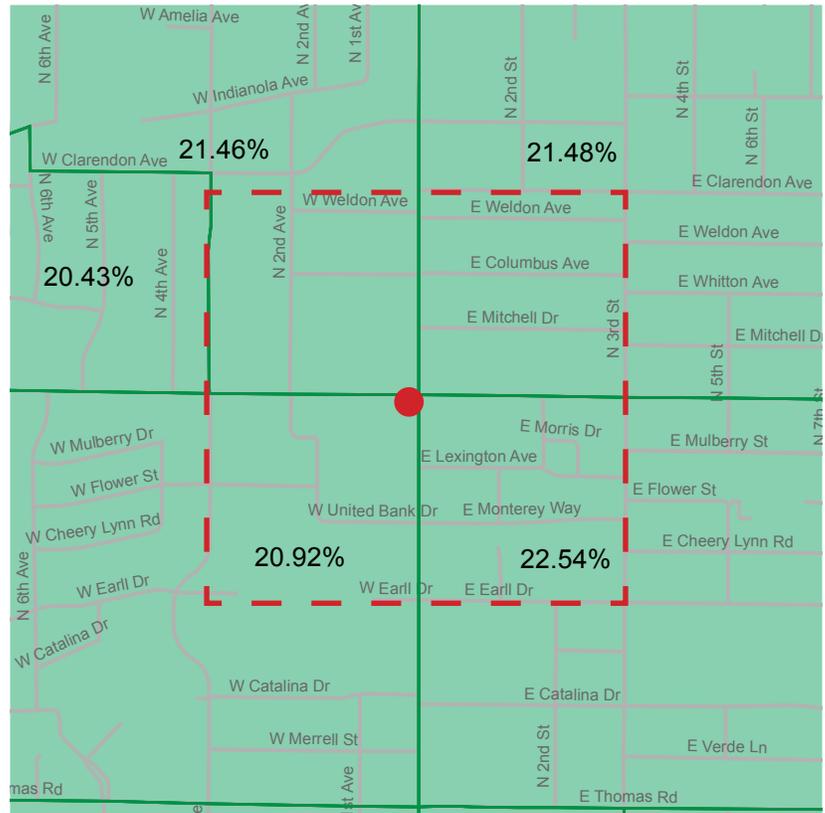
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

## Transportation Cost as a Percentage of Income

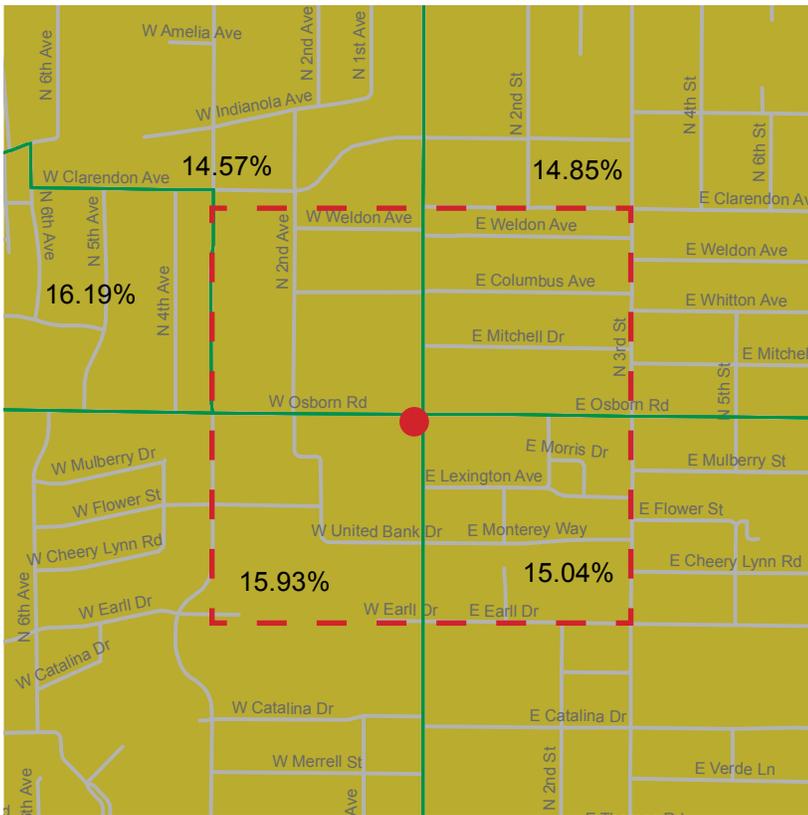
Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	21.6
Phoenix	24.8
Maricopa County	25.7



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.



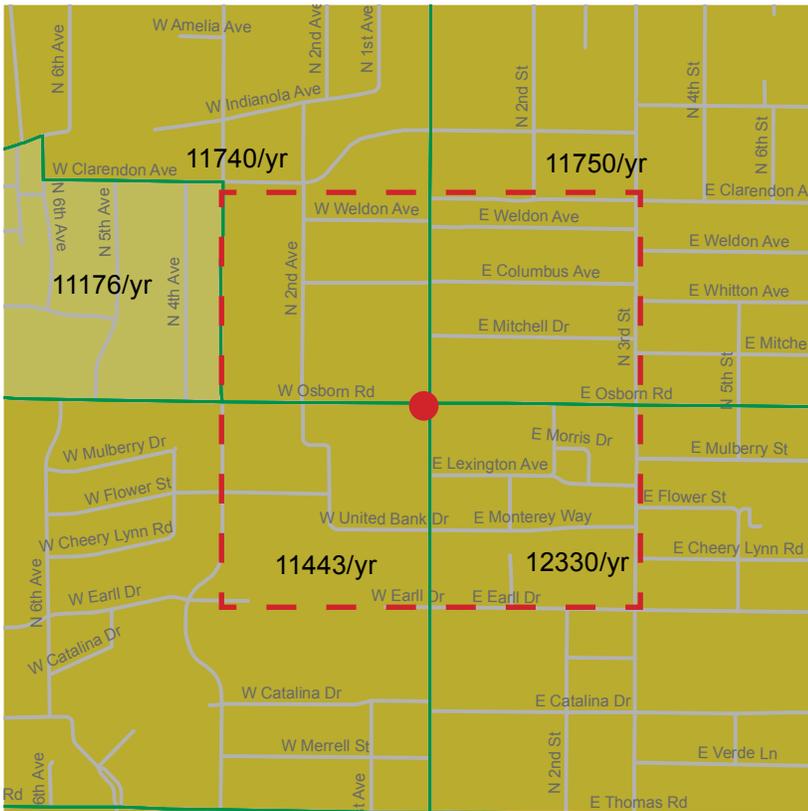
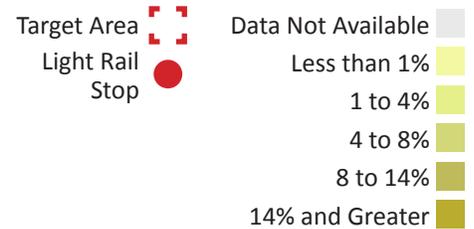
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Transit Ridership as a Percentage of Workers

Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	15.1
Phoenix	5.7
Maricopa County	4.1



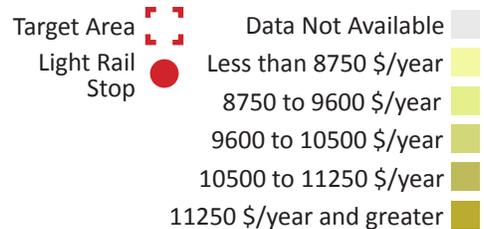
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Household Annual Transportation Cost

Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	11,815
Phoenix	12,732
Maricopa County	13,217



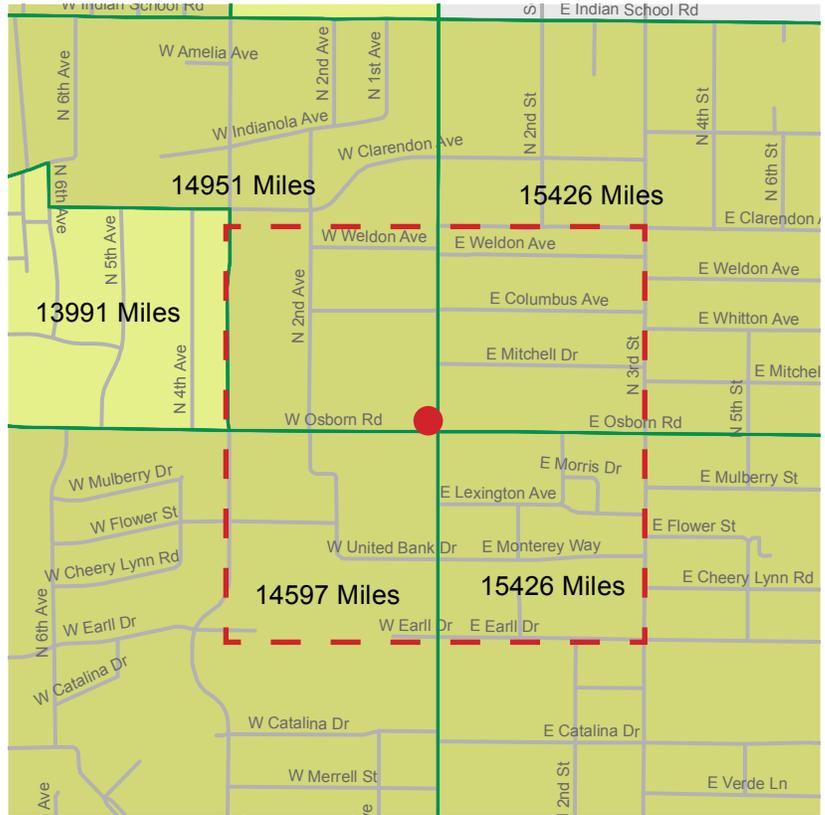
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

Vehicle Miles Traveled/Household	Annual Miles
Target Area, Average	15,100
Phoenix	17,866
Maricopa County	19,071



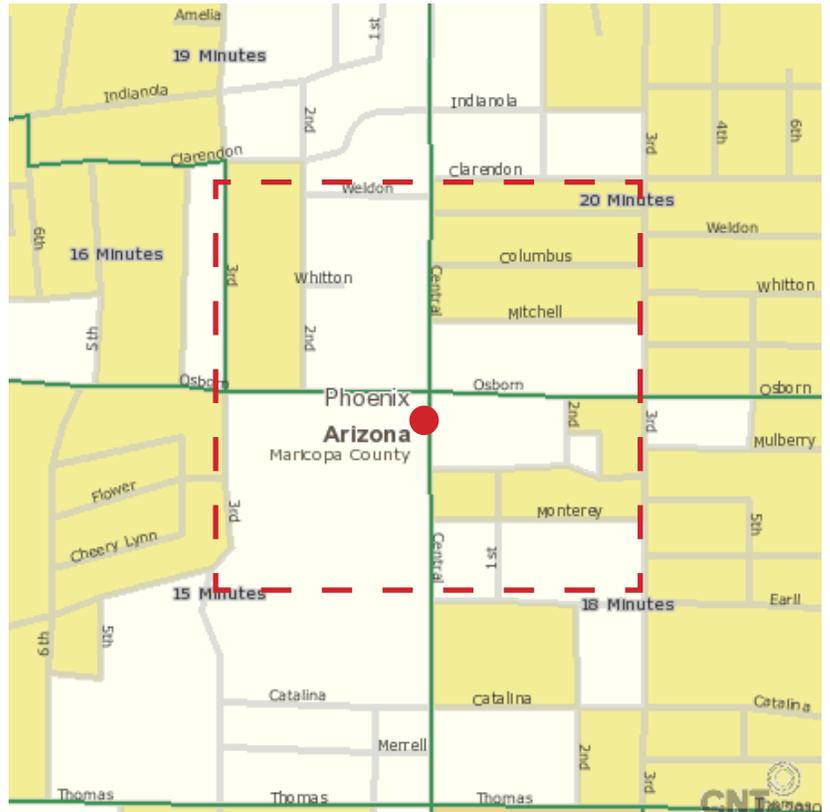
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

Travel Time to Work	Minutes
Target Area, Average	16.1
Phoenix	26.0
Maricopa County	26.0



Map and Data from Center for Neighborhood Technology www.cnt.org. January 2012.

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

Central and Osborn

Housing and Transportation Affordability

# CENTRAL & THOMAS

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## Central and Thomas

### Description and Impressions

Like the half-mile area at the Osborn light rail stop, the land use around Thomas and Central is mostly comprised of office towers, hotels, parking lots and garages, a regional mall, strip malls, and vacant land. The distinctive character of this area can be attributed to the large hospital facility of St. Joseph's and the very large historic neighborhood, Willo. The addition of the hospital enables successful support retail services along Thomas.

The scale of the buildings and sheer number of vast parking areas immediately adjacent to the light rail stop is not pedestrian friendly. The sidewalks, though, are incorporated with well-maintained landscaping that provide a buffer between the automobile and the walking path and, at times, shade.

Like Osborn, the buildings in the area are nondescript glass office towers with little or no signage. Aside from a small strip center, it is difficult to understand what services are provided in the area.

The bus ridership for the route along Thomas boasts the highest ridership in the city. These bus lines serve the hospital and a number of community colleges east and west of Central.



*Thomas and Third Avenue, looking northwest*



*3rd Avenue and Edgemont, looking south*



*Virginia, looking west*



*Apartments*



*Central and Virginia, looking west*



*Thomas and Third Avenue, looking east*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with city of Phoenix staff.

### City Offices

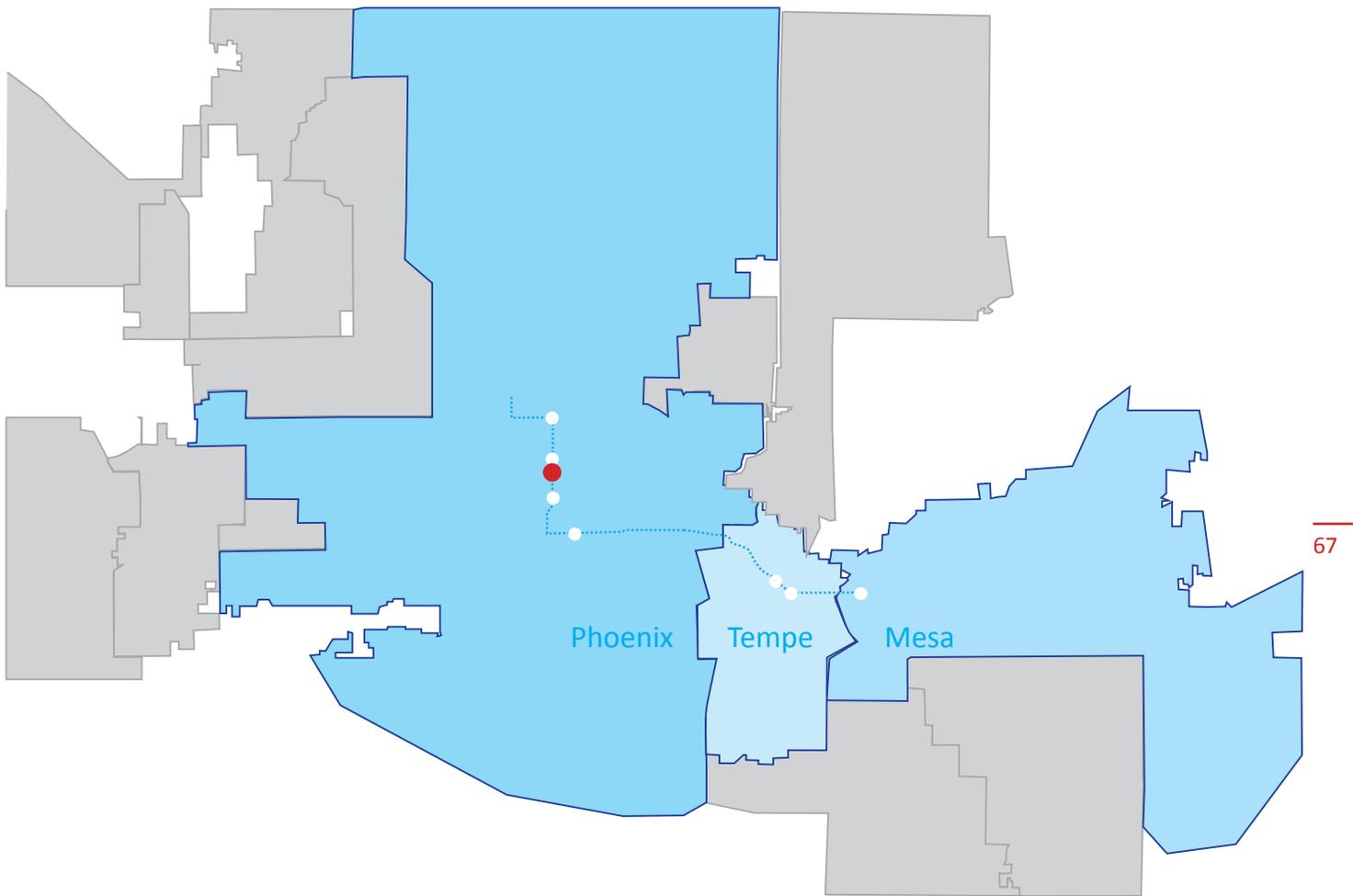
Encanto City Village Planning Committee  
City of Phoenix Historic Preservation Office  
City Council District 4  
City Council District 7

### Business Groups and Individuals

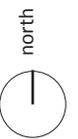
3rd Street Business Association  
Phoenix Community Alliance  
Phoenix Community United  
Coalition of East Phoenix  
Phoenix Central Neighborhood Association  
Dale Jensen  
St. Joseph's Hospital

### Neighborhood Associations

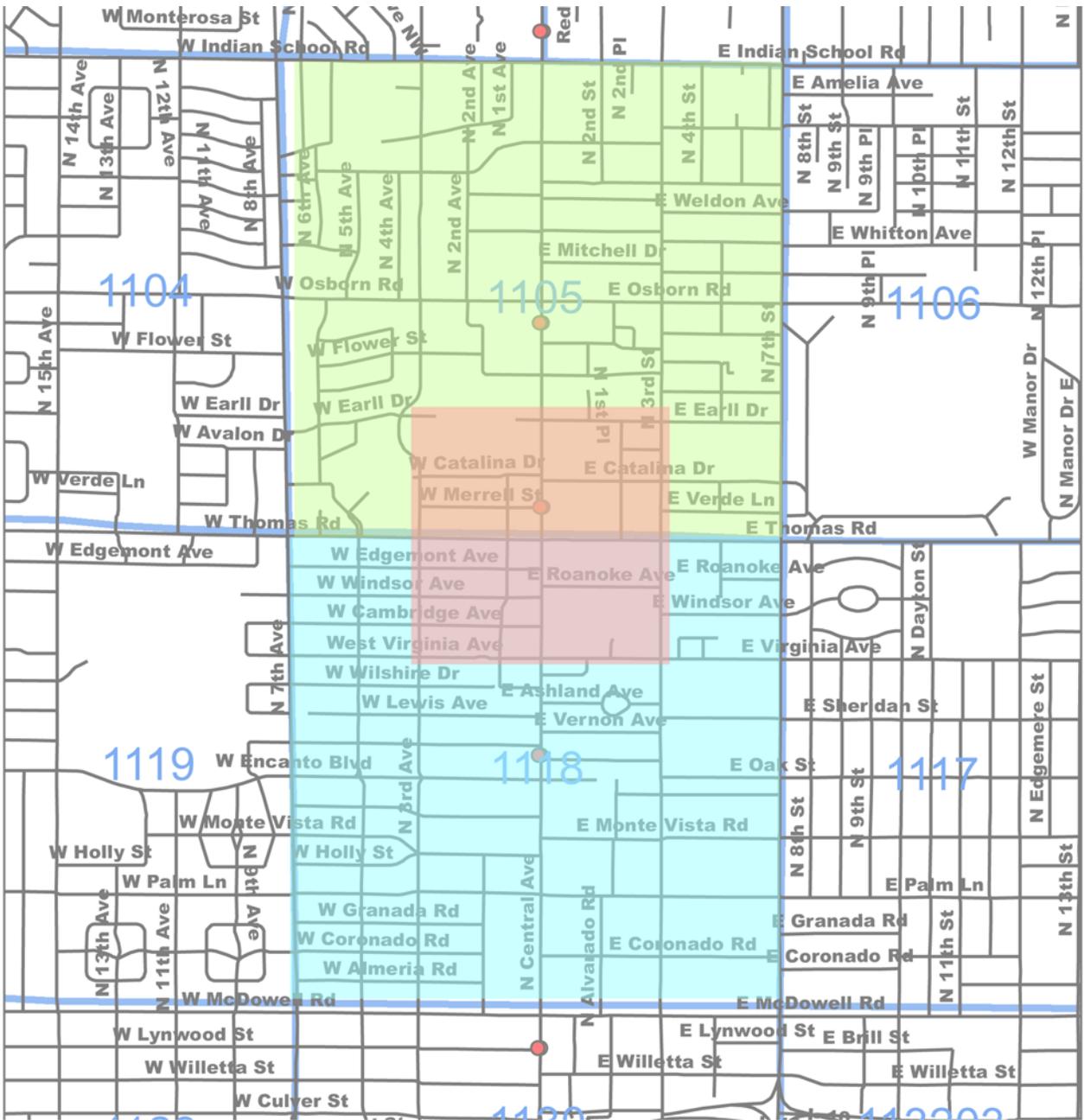
Midtown Museum District Neighborhood  
Association  
Willo Neighborhood Association  
Catalina Verde Lane Home Owners Association  
Crossroads Neighborhood Association  
La Hacienda Historic Neighborhood



● light rail stop



Central and Thomas  
Location Map



City of Phoenix

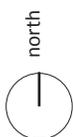
Census Tract 1105 / 1118

Population	1,536,632	5,164 / 3,573
Median Household Income	\$47,085	\$33,802 / \$72,926
Homeowner Occupied	59.1%	19.9% / 63.0%
Renter Occupied	40.9%	80.1% / 37.0%
Public Transportation Use	3.2%	3.9% / 6.3%
Personal Vehicle Use	74.5%	69.7% / 72.4%
Travel Time	24.2	16.6 / 18.2

1/2 mile area

1105

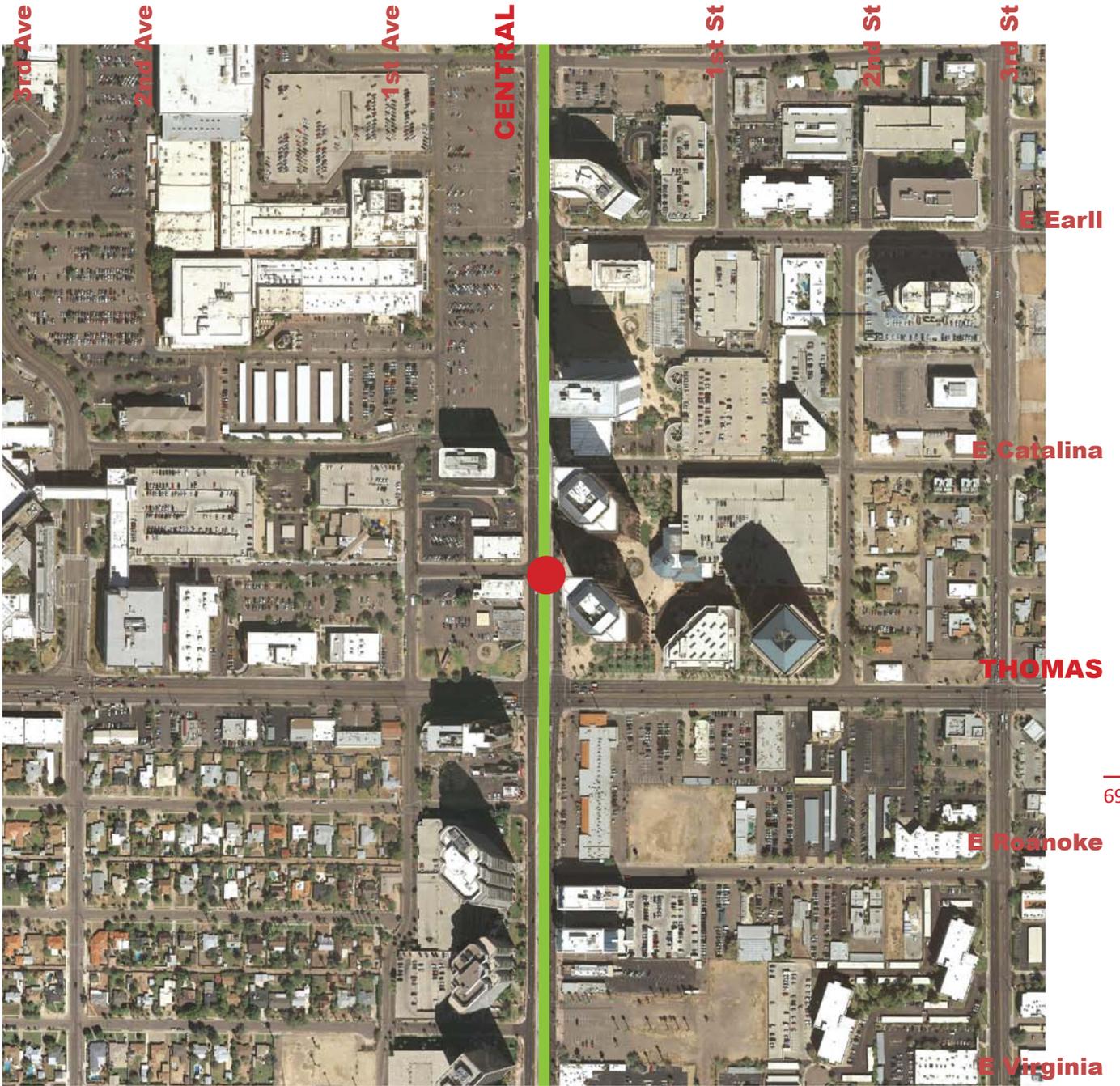
1118



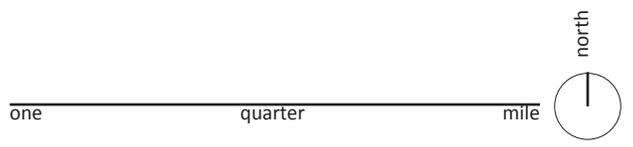
2009 American Community Survey

2005-2009 American Community Survey 5-year Estimates

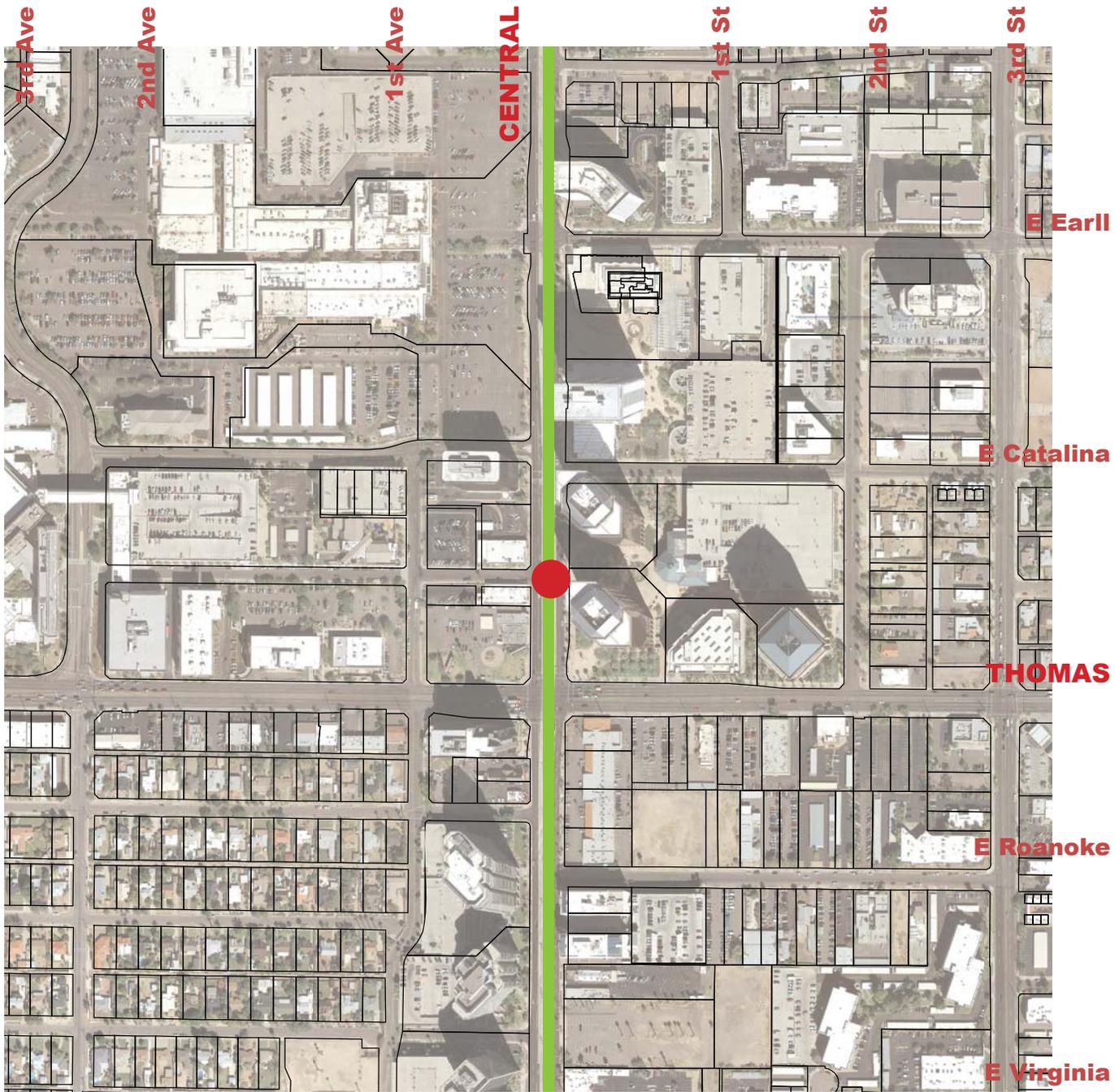
Central and Thomas  
Demographics



- light rail stop
- light rail



Central and Thomas  
Aerial



70

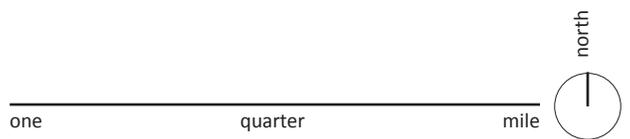
light rail stop ●  
light rail ■



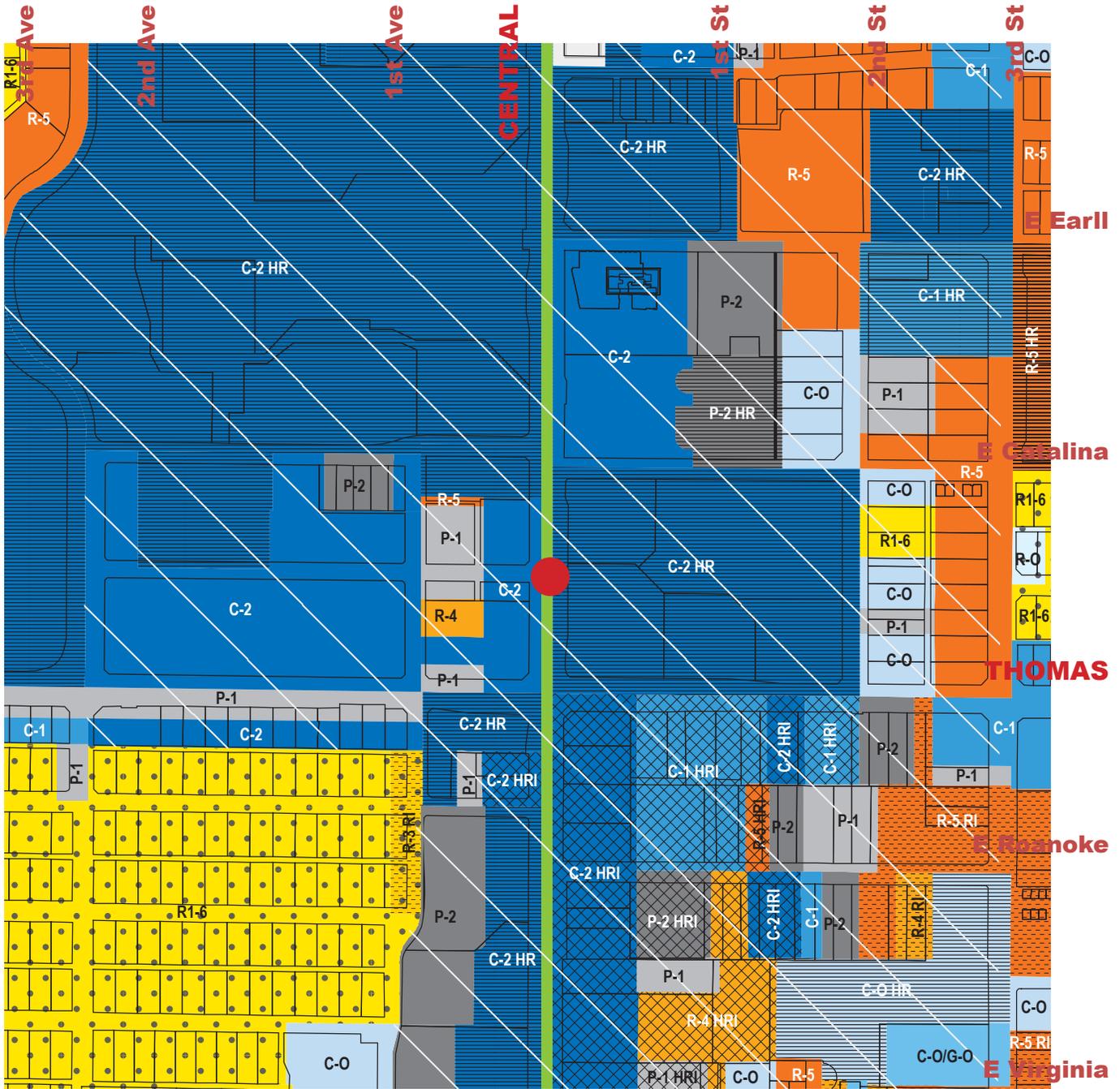
Central and Thomas  
Parcel Map



- light rail stop
- light rail
- structures



Central and Thomas  
Building Footprint



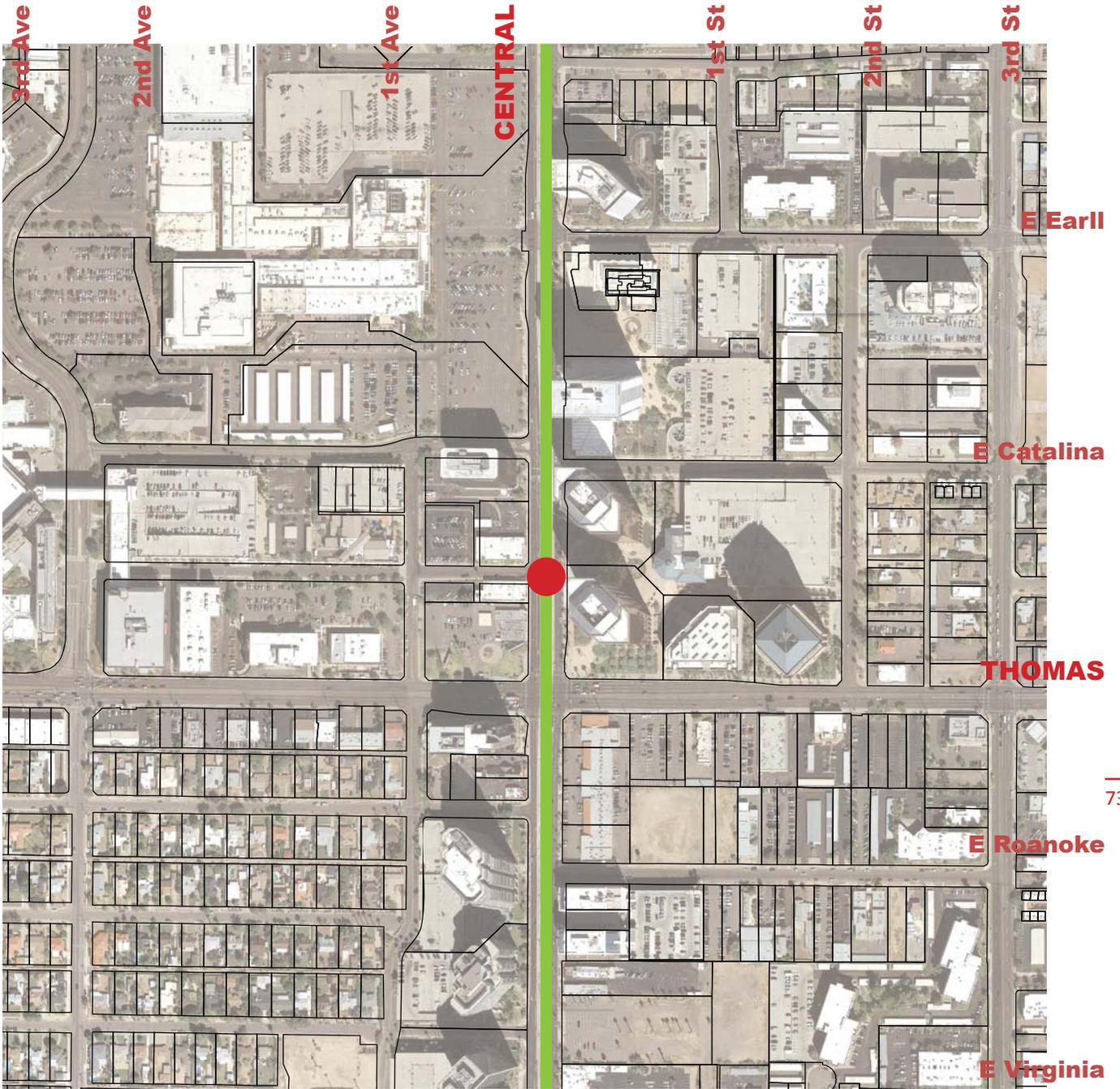
Source: City of Phoenix Planning Department. September 2011.

	light rail stop		light rail		P-1		P-2		C-1 HR		R-4 RI
	light rail		P-1		P-2 HR		C-1 HRI		R-4 HRI		R-4 RI
			P-1 HRI		P-2 HRI		C-2		R-5		R-5
					commercial		C-2 HR		R-5 RI		R-5
					R-O		C-2 HRI		R-5 HR		R-5 HRI
					C-O		residential		R-5 HRI		R-5 HRI
					C-O HR		R1-6		overlays		R-5 HRI
					C-O/G-O		R-3 RI		TOD-1		R-5 HRI
					C-1		R-4		historic zone		R-5 HRI

For information on Phoenix zoning and overlay descriptions, see pg 222.

one quarter mile

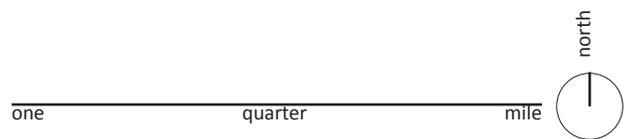
Central and Thomas Zoning



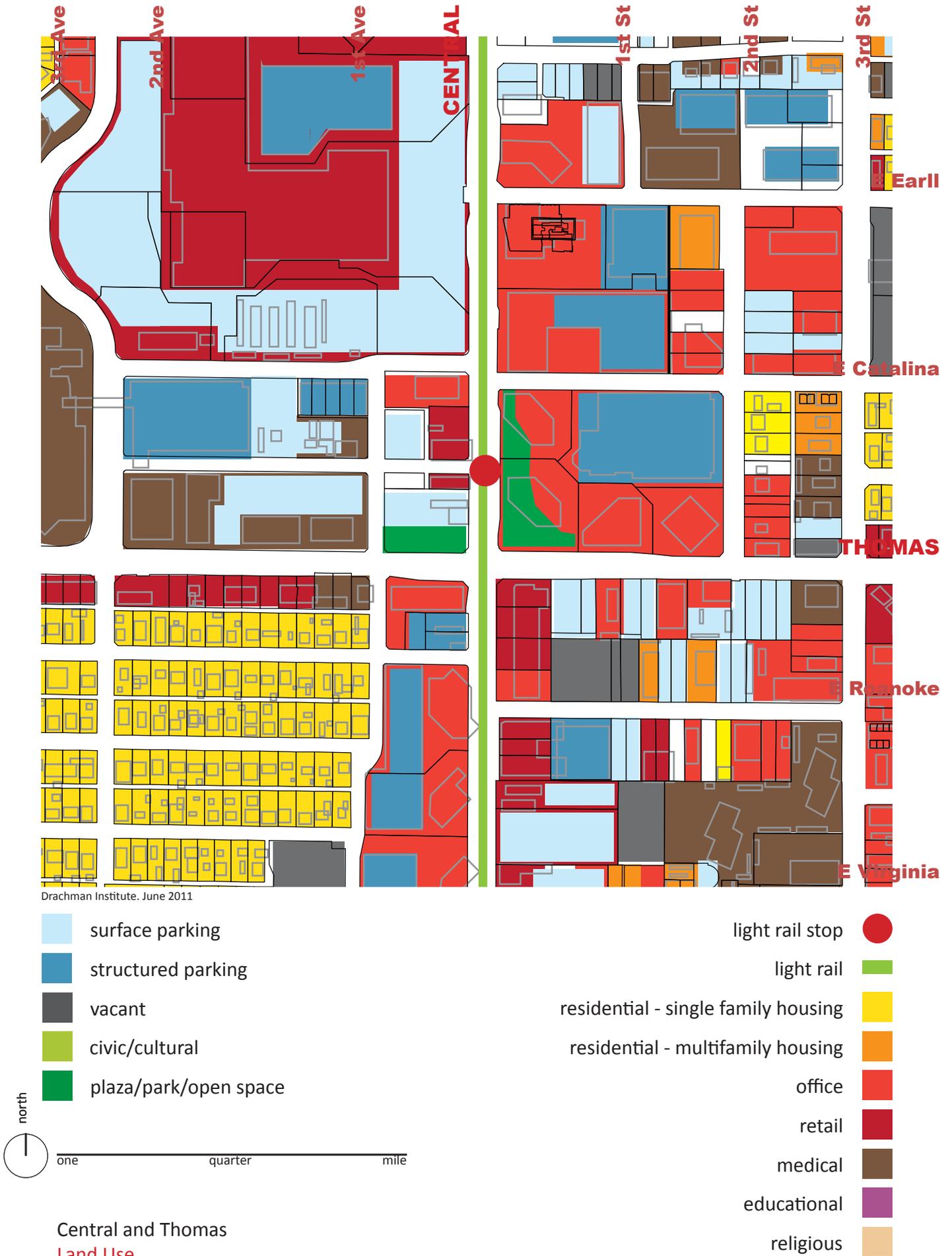
Information obtained through internet searches and conversations with City of Phoenix staff.

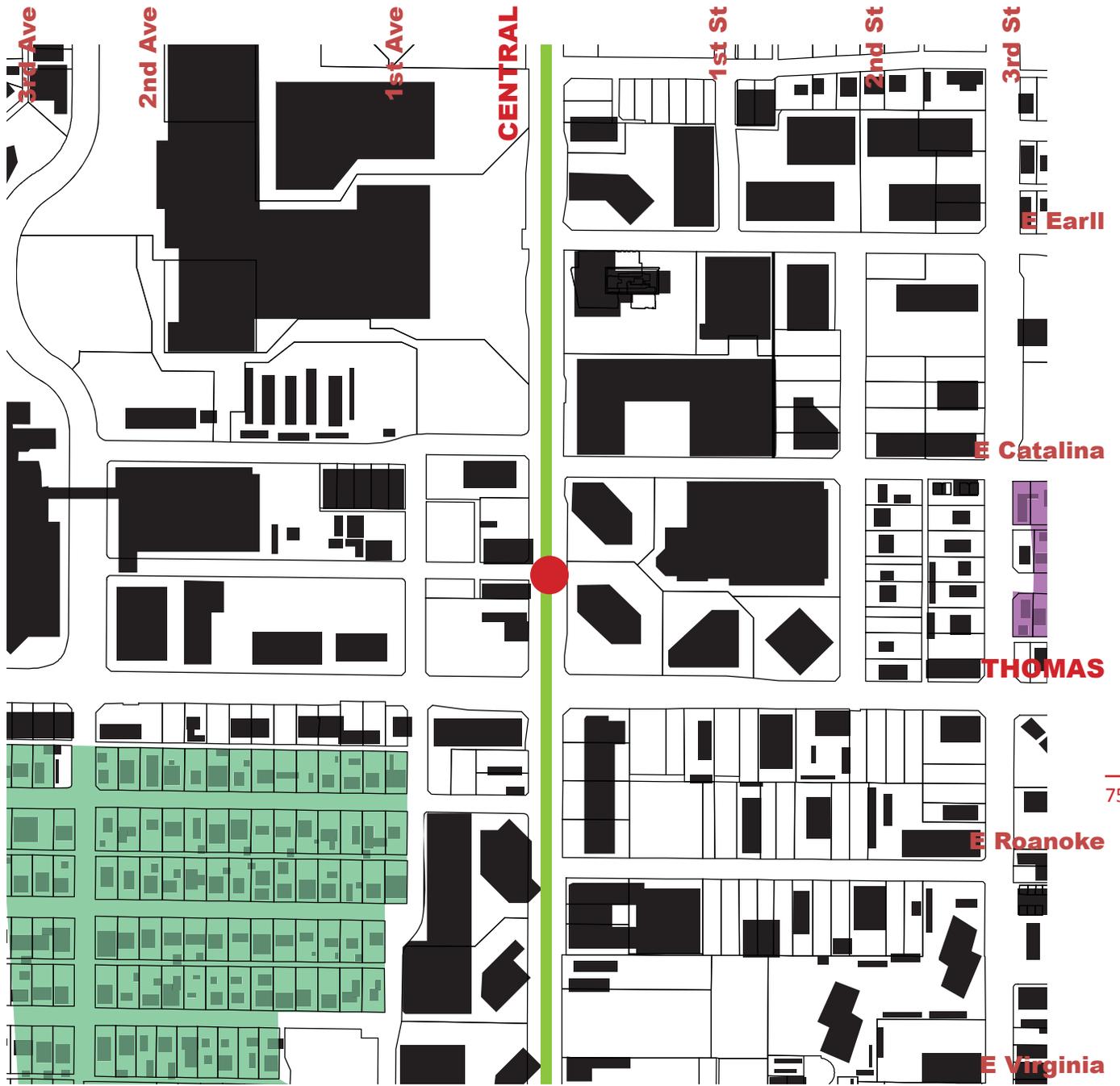
- light rail stop
- light rail

According to current data, there is no proposed rezoning for this area.



Central and Thomas  
Proposed / Future Zoning



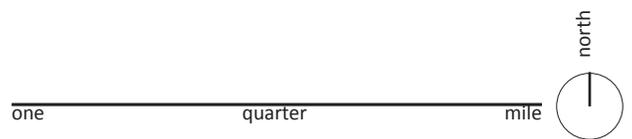


Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail
- Willo - local and national district
- La Hacienda - local and national district

Modifications to structures located within Local Historic Districts require review by City of Phoenix planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.



**Central and Thomas  
Historic Districts and Properties**



Information obtained through internet searches and conversations with City of Phoenix staff.

Entire half mile area includes:

Encanto City Village Planning District

light rail stop ●

light rail ■

City of Phoenix Ward 4

Maricopa County District 3 ■

City of Phoenix Ward 7

Maricopa County District 5 ■

Crossroads Neighborhood Association ■

Willo Neighborhood Association ■

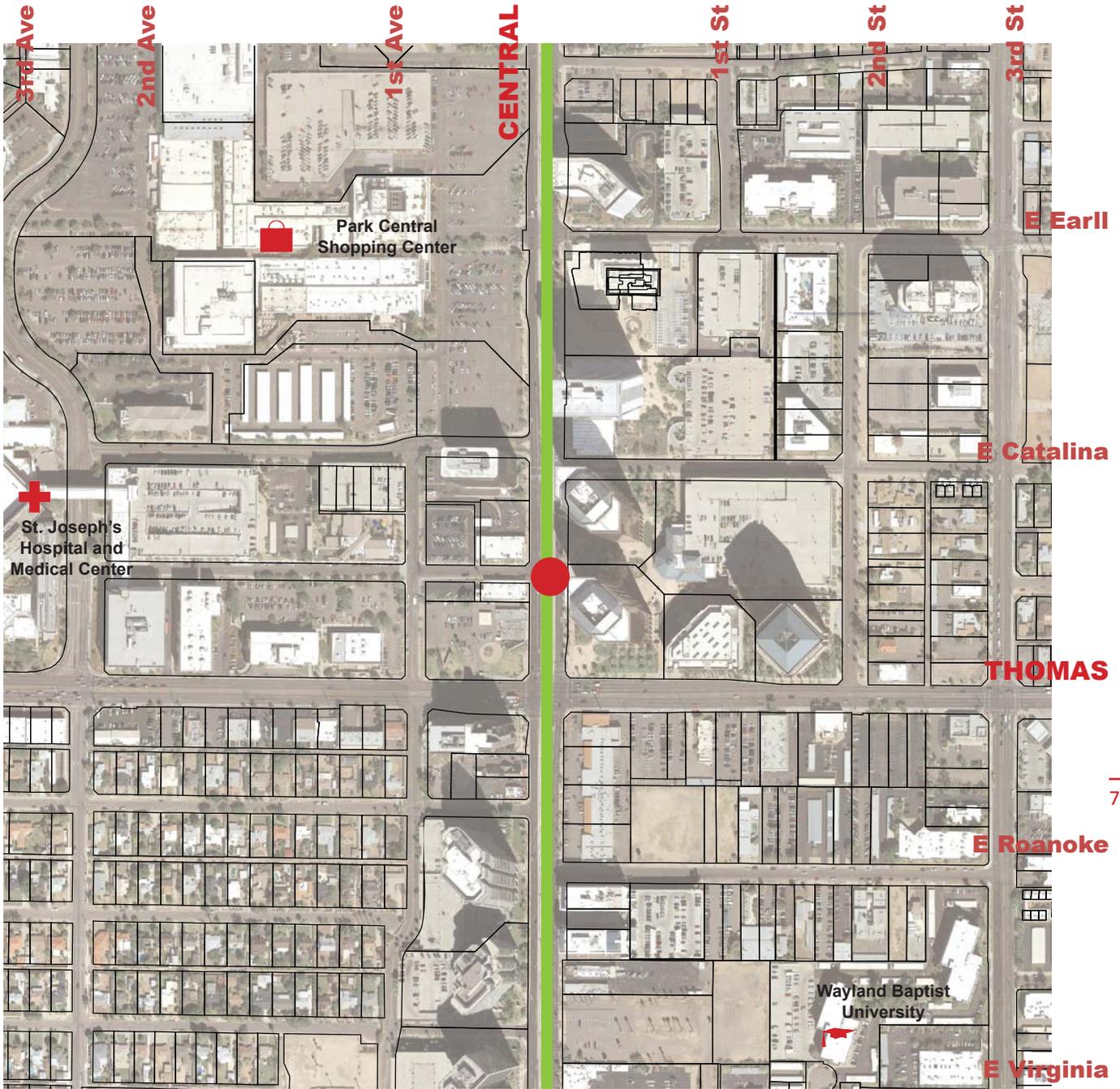
Midtown Museum District

Neighborhood Association ■



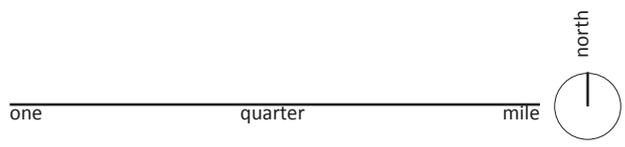
Central and Thomas

Political and Neighborhood Boundaries

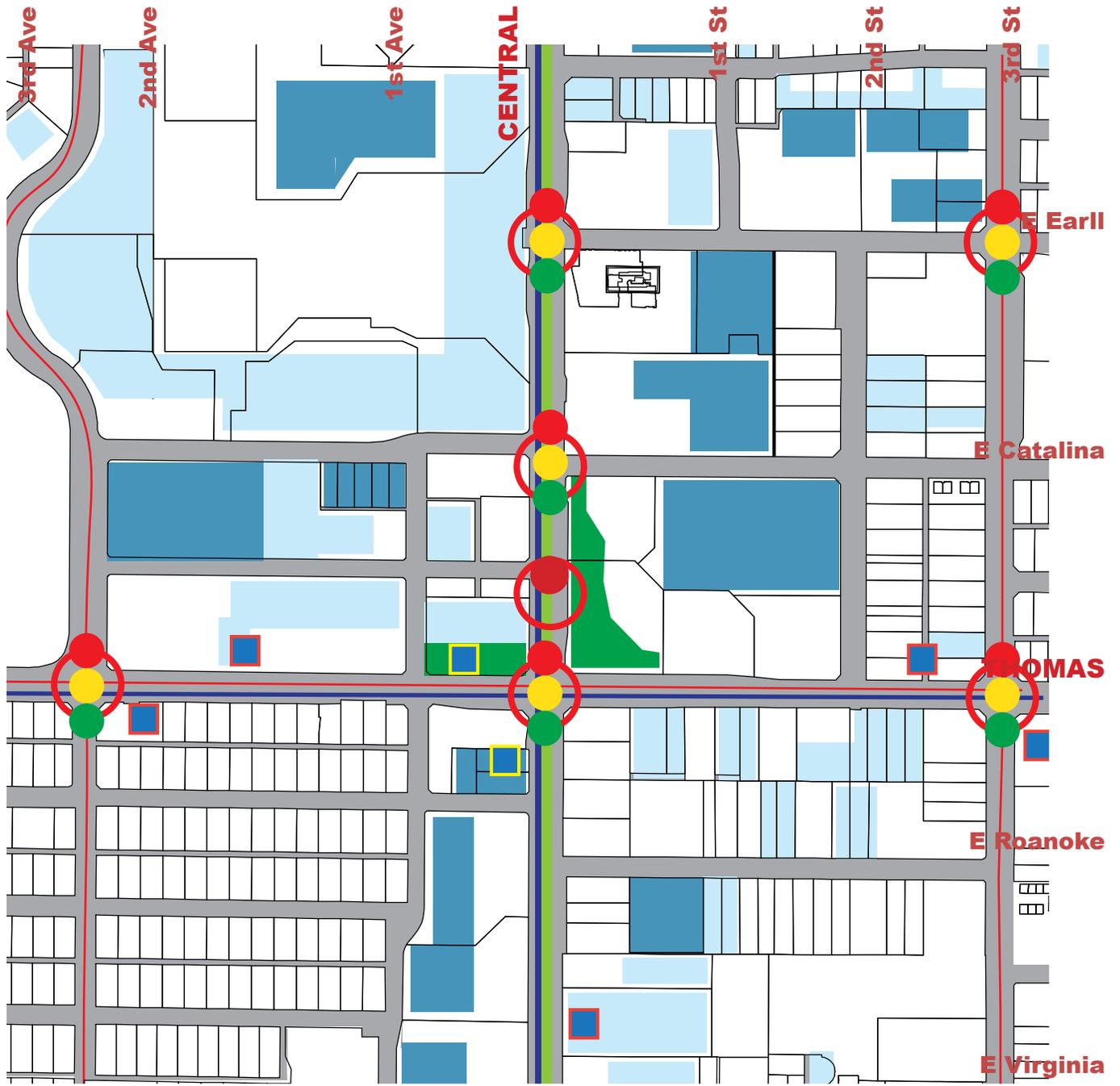


-  light rail stop
-  light rail
-  higher education
-  shopping center
-  hospital

Additional landmarks may be added through various activities to be held in the area.



Central and Thomas  
Landmarks and Natural / Man-made Features



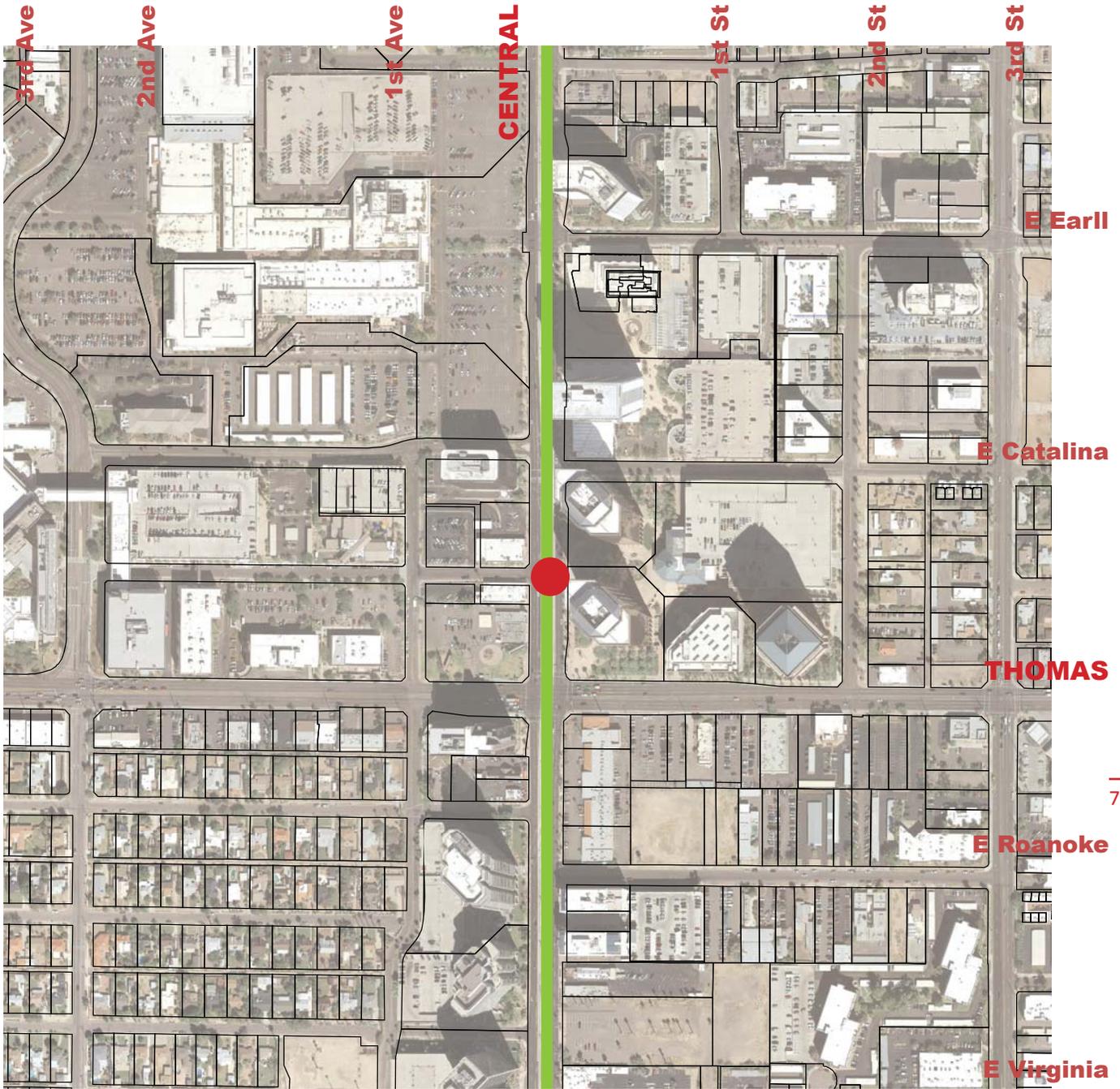
Drachman Institute. June 2011.

-  traffic signal
-  plazas/parks/open space
-  surface parking
-  structured parking

- light rail stop 
- light rail 
- striped pedestrian crossing 
- bicycle 
- bus route 
- streets 
- sheltered bus stop 
- unsheltered bus stop 



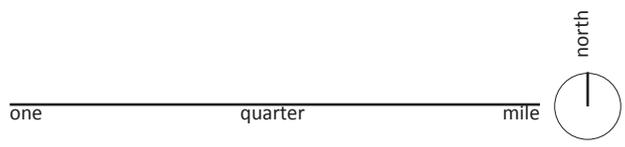
Central and Thomas  
 Transportation and Circulation



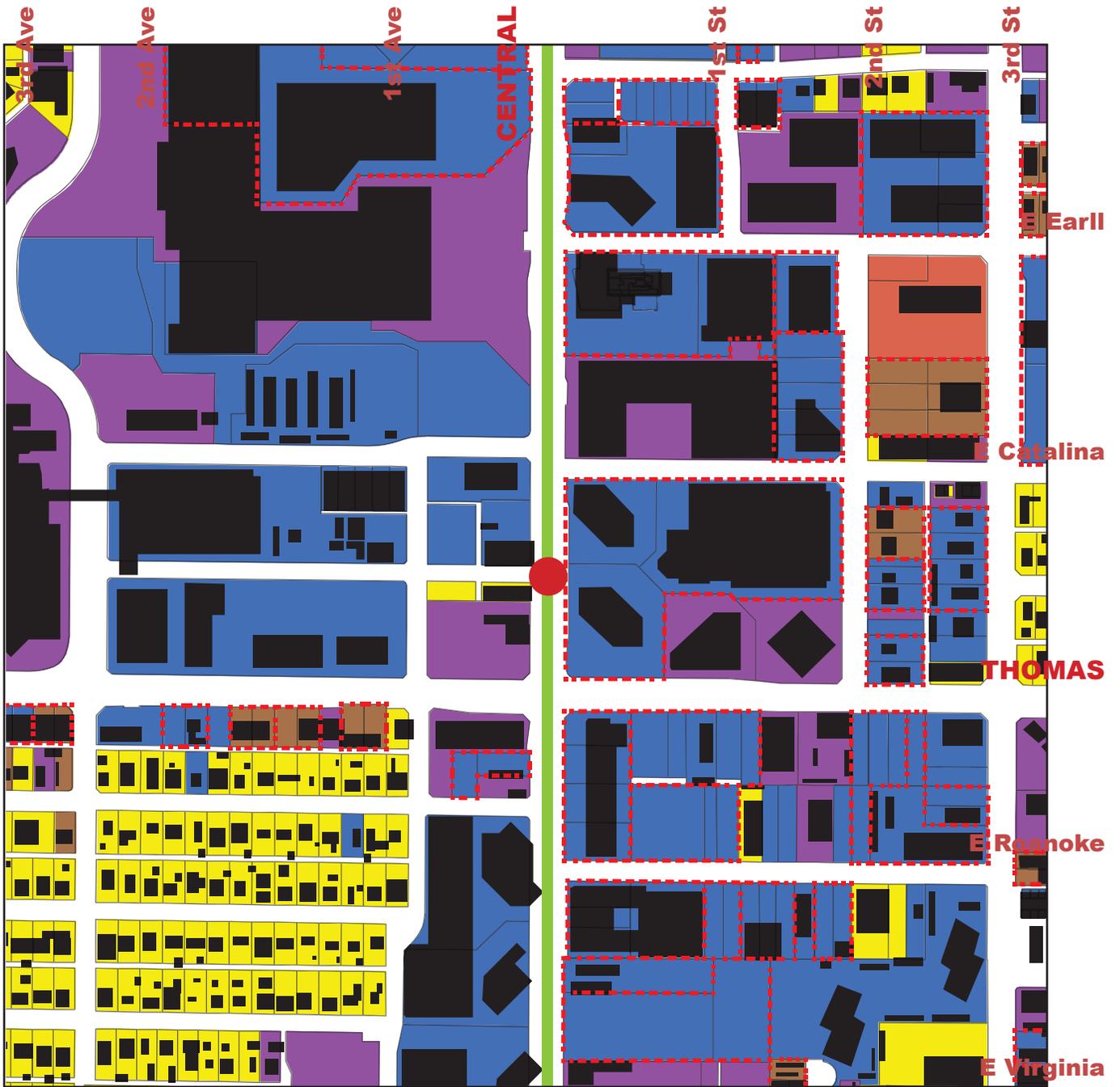
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail
- floodplain 10 year
- floodplain 100 year
- superfund site
- landfill
- recycling center
- waste center

There are no known floodplains or environmental sites.



Central and Thomas  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.

80



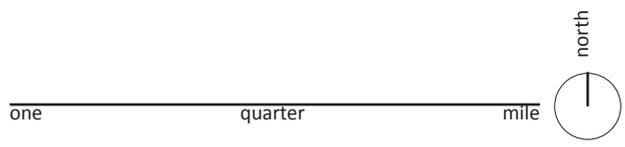
Central and Thomas  
Ownership

- light rail stop ●
- light rail —
- private individual ■
- private LLC - multiple owners ■
- private LLC - individual owner ■
- City of Phoenix ■
- private multiple holdings ■
- religious ■
- contiguously owned properties - - -

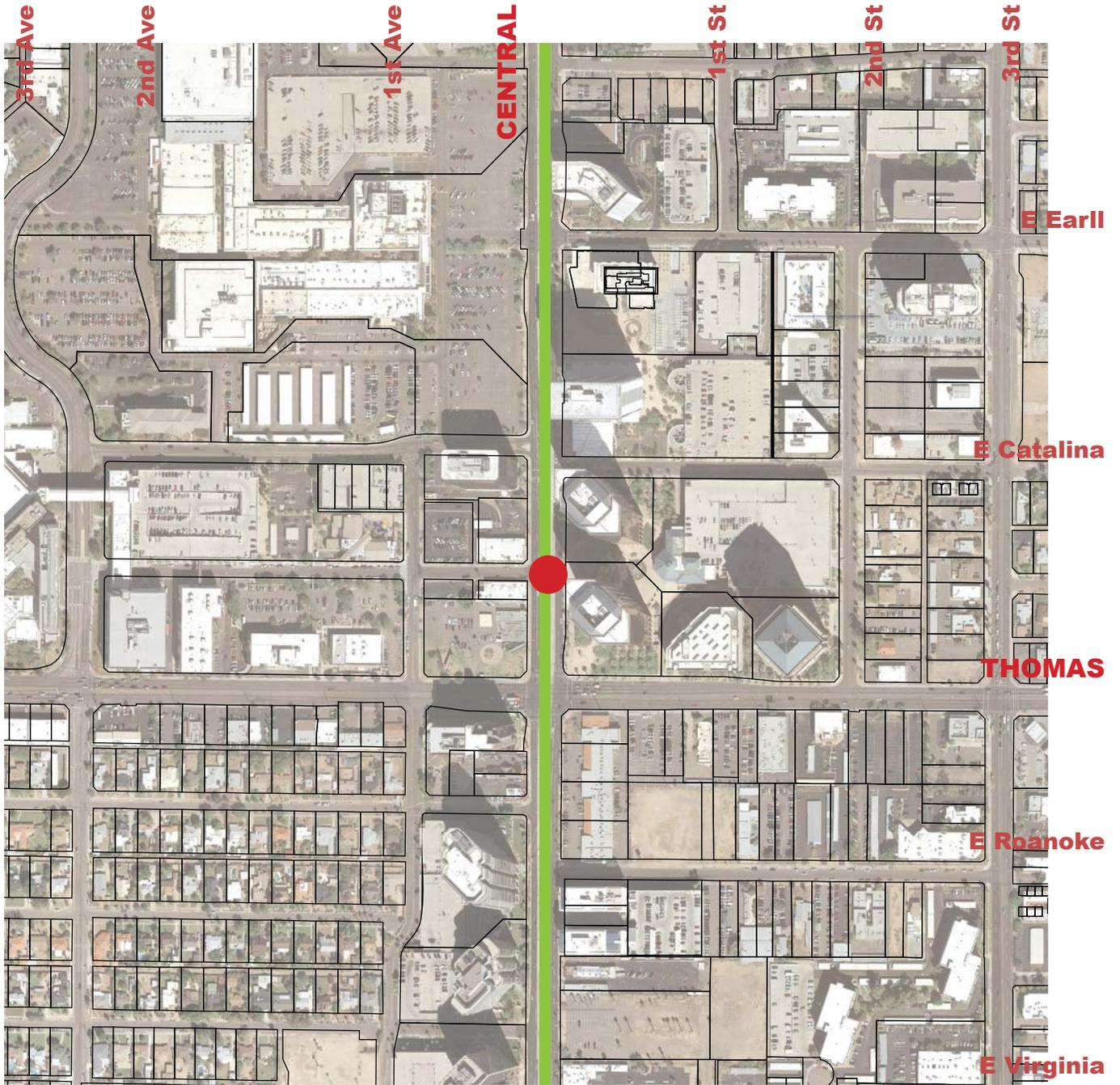


Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



Central and Thomas  
Vacant Land and Parking



Information obtained through internet searches and conversations with City of Phoenix staff.

Entire half mile area includes:

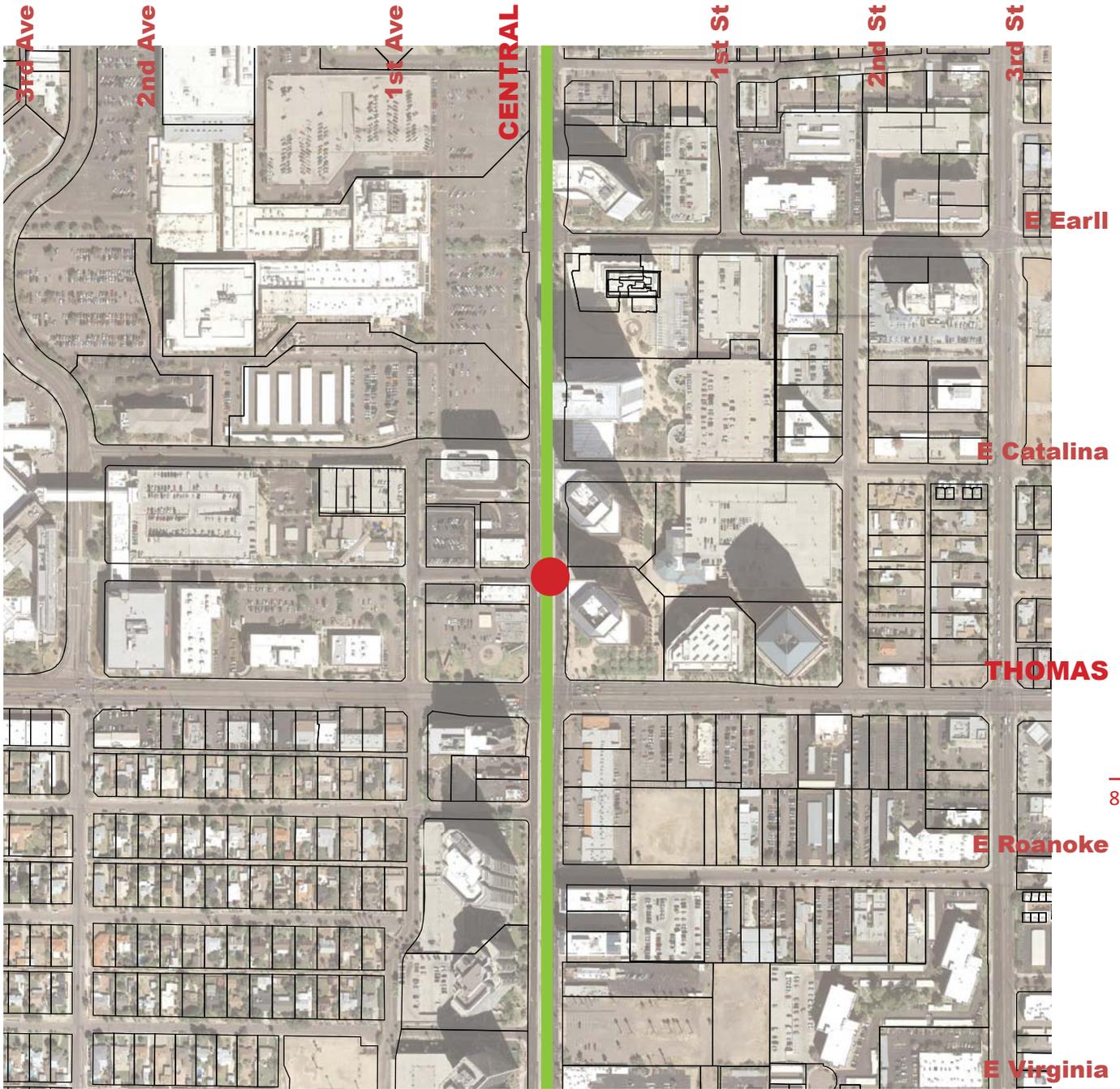
- Phoenix Communities United
- Phoenix Community Alliance
- Phoenix Central Neighborhood Association
- Coalition of East Phoenix

light rail stop ●

light rail ■



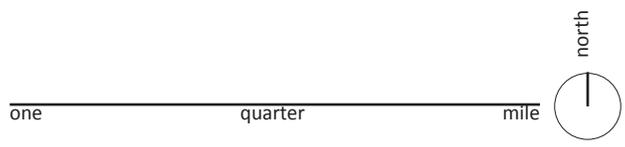
Central and Thomas  
Business Districts and Development Organizations



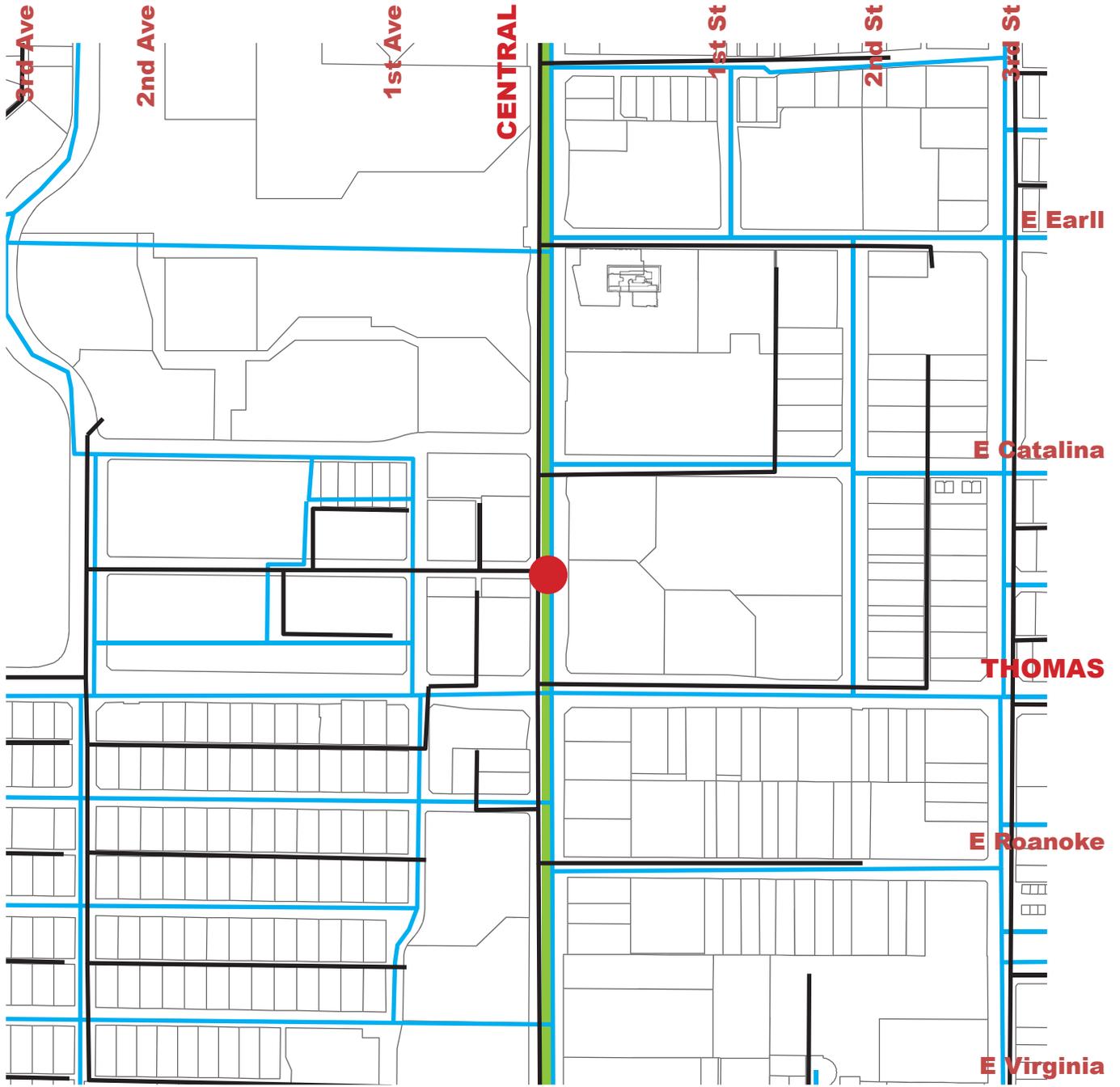
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail

According to current data, there are no known temporary installations or events in this area.



Central and Thomas  
Events and Temporary Installations



Source: City of Phoenix Water Services Department. September 2011.

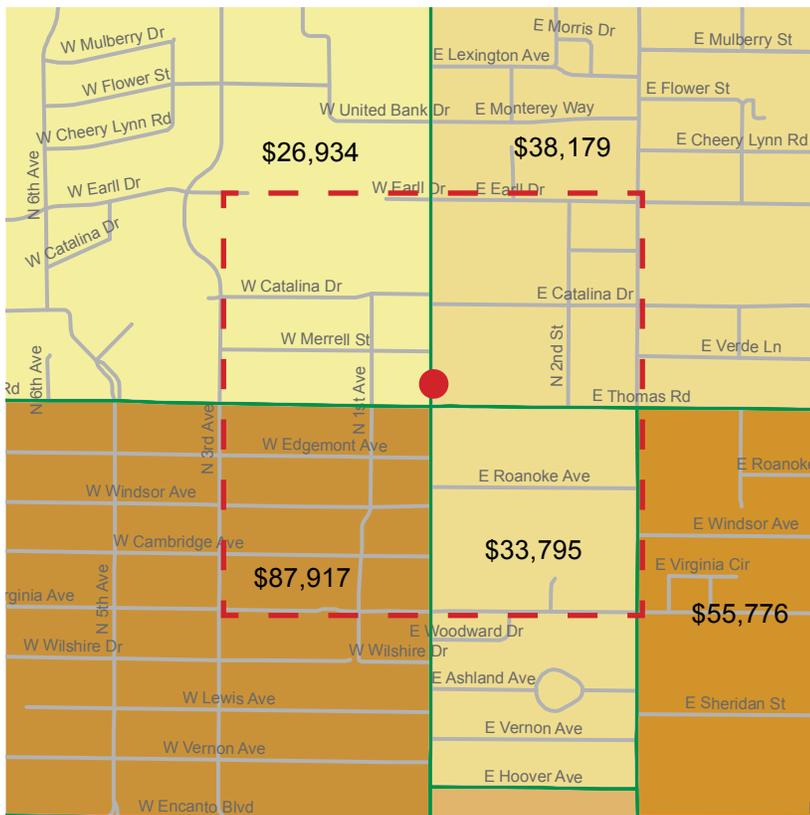
This map includes:

water and wastewater utility lines.

- light rail stop ●
- light rail █
- water █
- wastewater █



Central and Thomas  
 Utilities and Planned Public Improvements



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

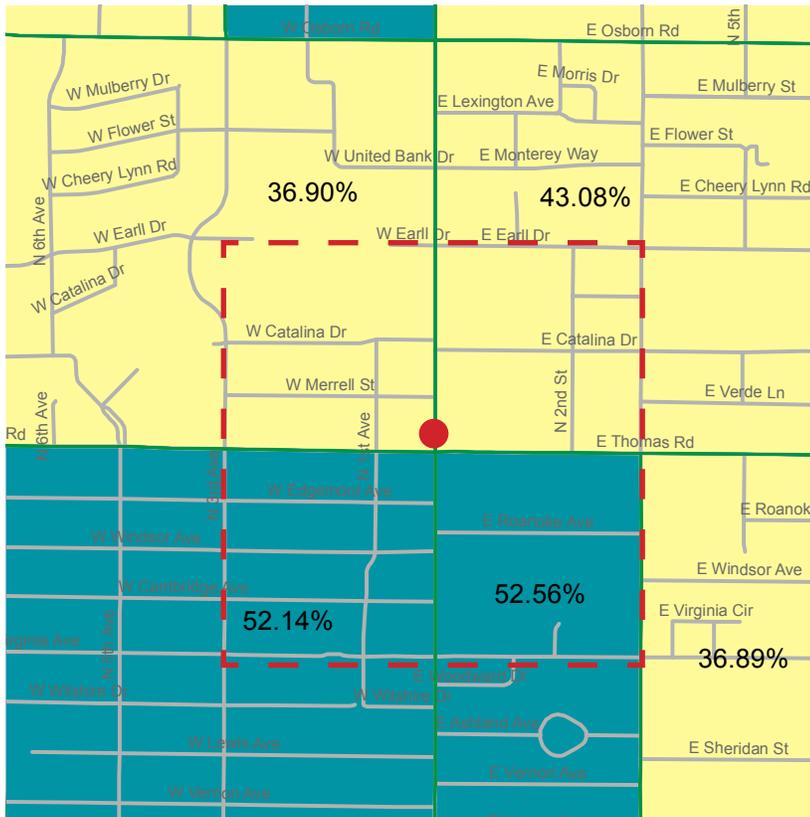
### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	46,706
Phoenix	54,791
Maricopa County	61,016

Target Area	Data Not Available
Light Rail Stop	Less 32,000 \$/year
	32,000 to 42,000 \$/year
	42,000 to 53,000 \$/year
	53,000 to 69,000 \$/year
	69,000 \$/year and greater



Map and Data from Center for Neighborhood Technology www.cnt.org. January 2012.

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	46.2
Phoenix	50.5
Maricopa County	52.9

Target Area	Data Not Available
Light Rail Stop	Less than 45%
	45% and Greater

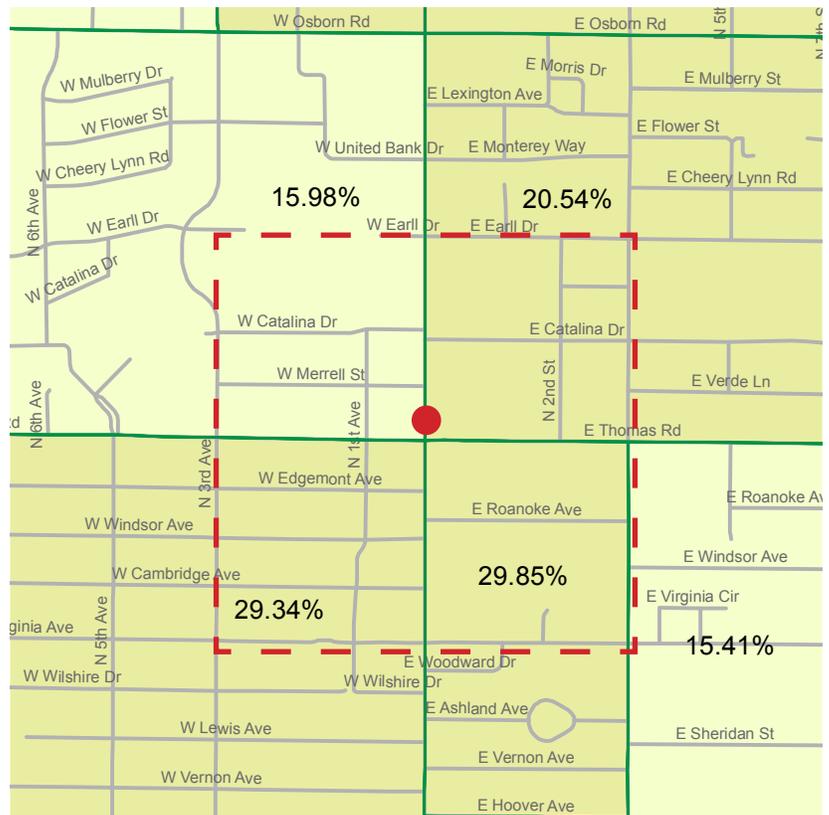
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	23.9
Phoenix	25.8
Maricopa County	27.3



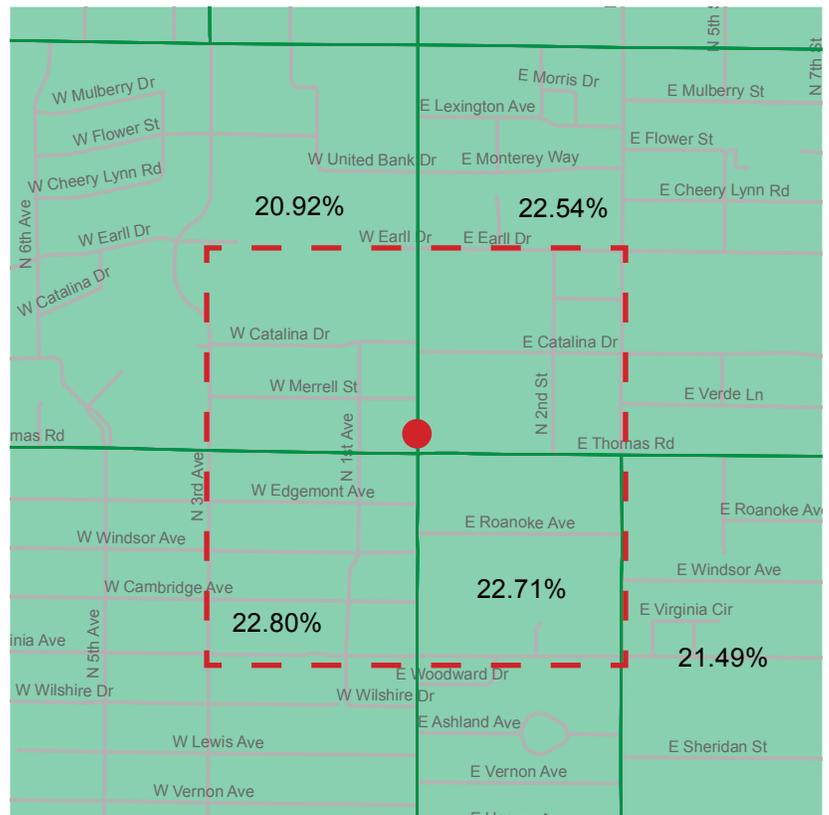
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

## Transportation Cost as a Percentage of Income

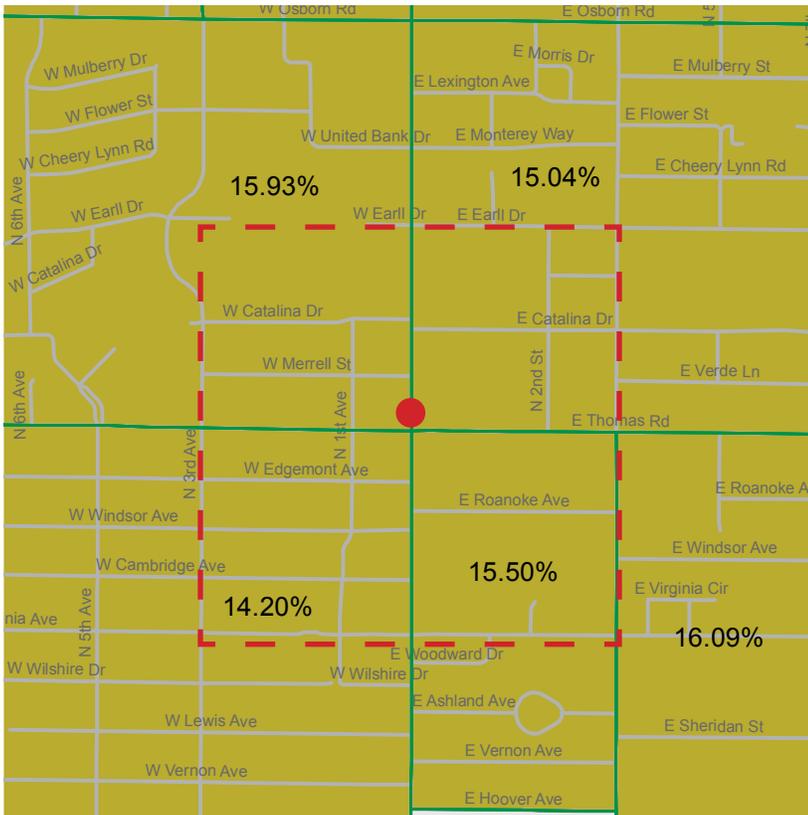
Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	22.2
Phoenix	24.8
Maricopa County	25.7



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.



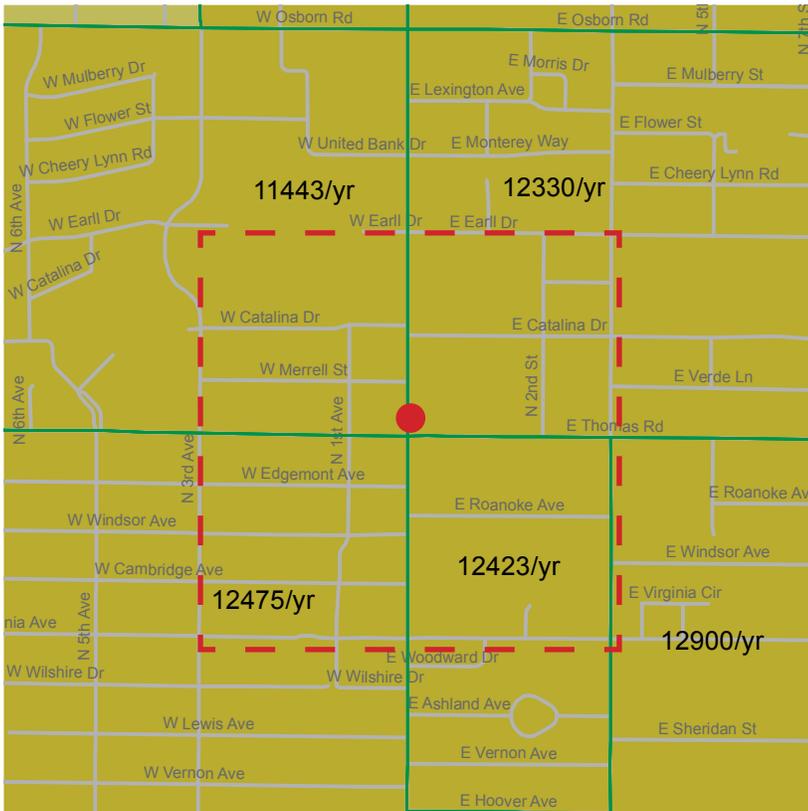
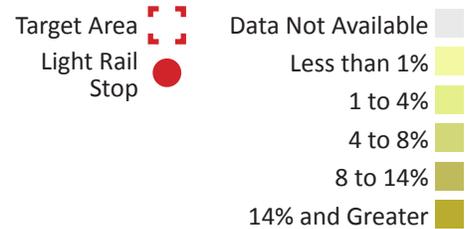
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Transit Ridership as a Percentage of Workers

Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	15.2
Phoenix	5.7
Maricopa County	4.2



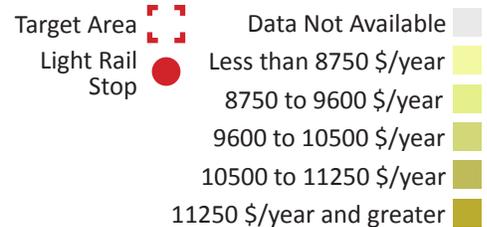
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Household Annual Transportation Cost

Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	12,674
Phoenix	13,547
Maricopa County	14,033



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Vehicle Miles Traveled per Household

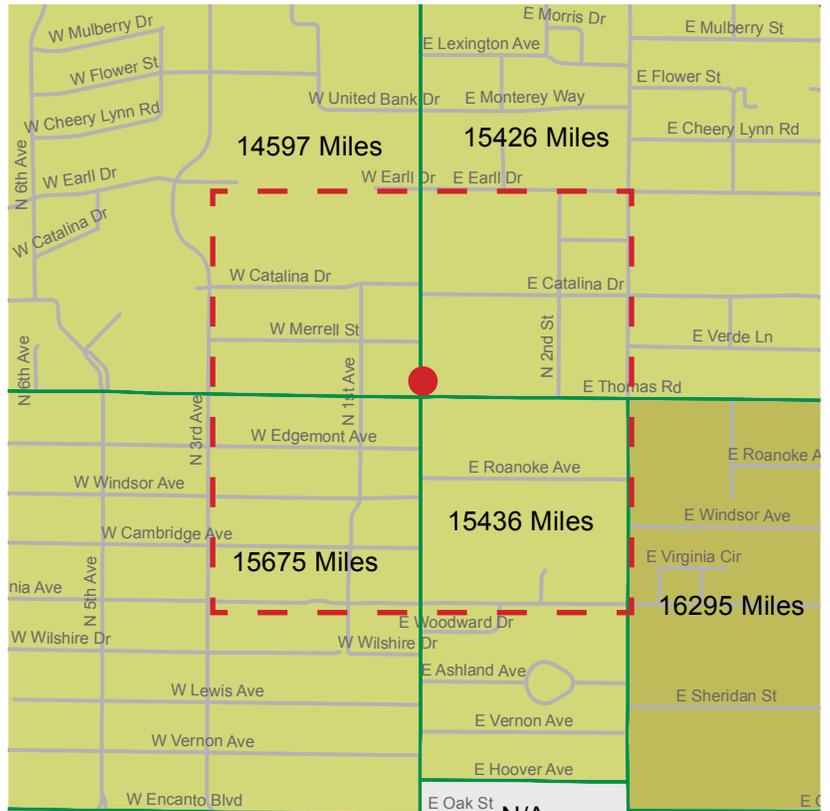
Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

### Vehicle Miles Traveled/Household Annual Miles

Target Area, Average	15,284
Phoenix	16,732
Maricopa County	17,937

- Data Not Available
  - Less than 12,000 annual miles
  - 12,000 to 14,000 annual miles
  - 14,000 to 16,000 annual miles
  - 16,000 to 18,000 annual miles
  - 18,000 annual miles and greater
- Target Area  
● Light Rail Stop



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

## Travel Time to Work

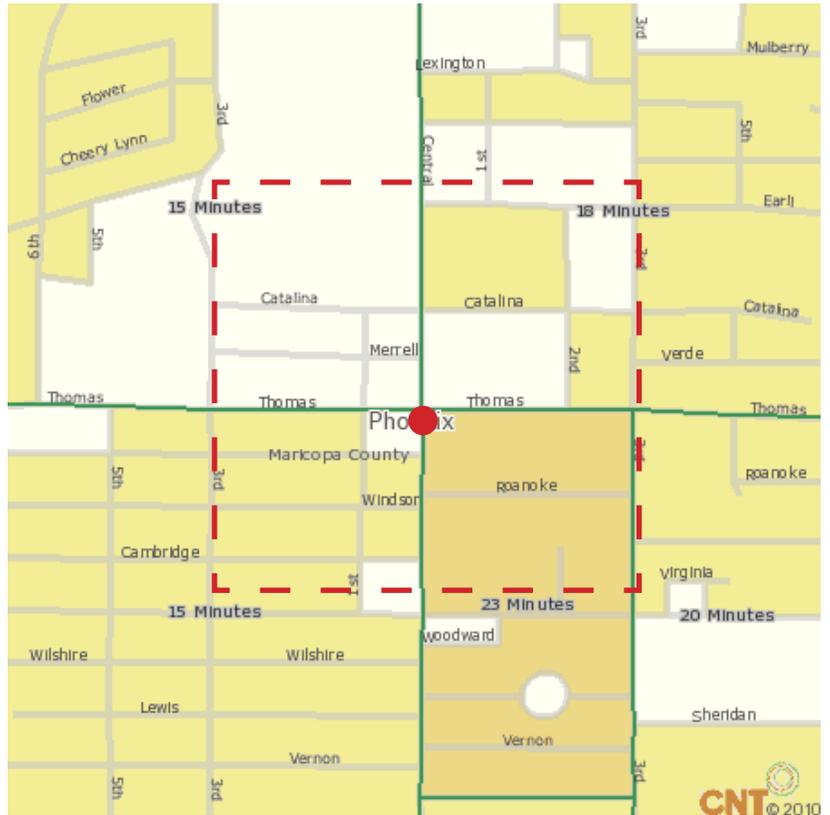
Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

### Travel Time to Work Minutes

Target Area, Average	16.1
Phoenix	26.0
Maricopa County	26.0

- Data Not Available
  - Less than 22 minutes
  - 22 to 25 minutes
  - 25 to 29 minutes
  - 29 to 33 minutes
  - 33 minutes and greater
- Target Area  
● Light Rail Stop



Map and Data from Center for Neighborhood Technology www.cnt.org. January 2012.

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

Central and Thomas

Housing and Transportation Affordability

# CENTRAL & McDOWELL

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## Central and McDowell

### Description and Impressions

Located just north of the sunken Interstate 10, the half-mile area at the McDowell light rail stop is a mixed-use area comprised of the Phoenix Art Museum, the central branch of the Phoenix public library, a park, small commercial spaces for businesses, schools, and vacant land. The area offers very little housing. The Central City Village Planning Committee is currently looking at proposed maximum heights to be allowed in the area.

This area includes large expanses of open, vacant, parking, and play yard spaces to support the uses of the museum, library, and schools.



*City of Phoenix Public Library*



*Interstate 10*



*Cancer Survivors Park*



*Moreland and 2nd Street, looking west*



*2nd Street and Willetta St, looking north*



*2nd Street and Willetta, looking west*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with City of Phoenix staff.

### City Offices

Encanto City Village Planning Committee  
Central City Village Planning Committee  
City of Phoenix Historic Preservation Office  
City Council District 7

### Business Groups and Individuals

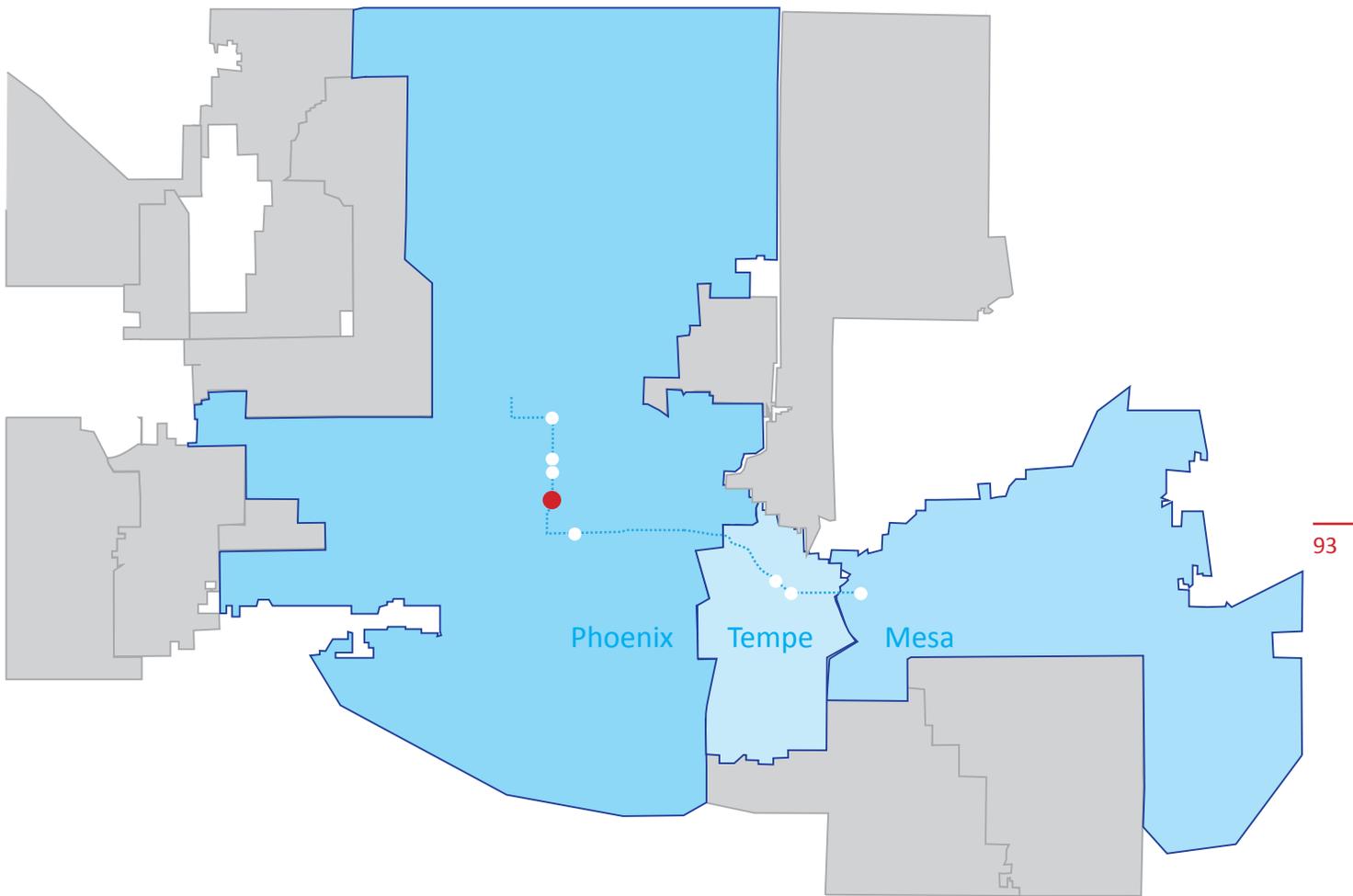
Phoenix Community Alliance  
Phoenix Community United  
Coalition of East Phoenix

### Neighborhood Associations

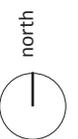
Midtown Museum District Neighborhood  
Association  
Willo Neighborhood Association  
Roosevelt Action Association  
Greater Roosevelt Neighborhood Association

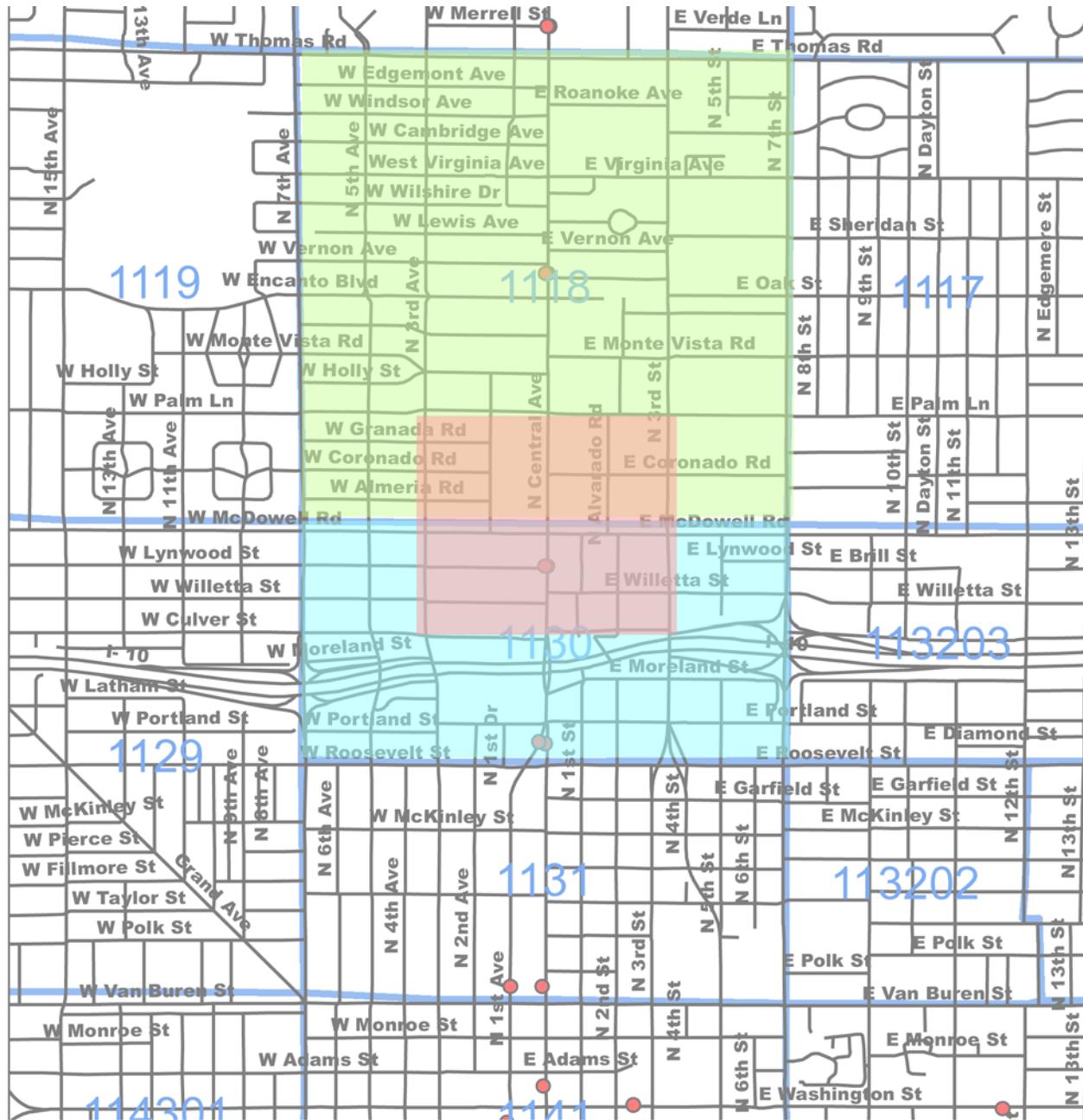
### Schools, Churches, and other Cultural Institutions

Arizona School for the Arts  
Phoenix Museum of Art  
Grace Lutheran Church  
Burton Barr Central Library



● light rail stop





City of Phoenix

Census Tract 1118 / 1130

Population	1,536,632	3,573 / 2,392
Median Household Income	\$47,085	\$72,926 / \$41,615
Homeowner Occupied	59.1%	63.0% / 24.1%
Renter Occupied	40.9%	37.0% / 75.9%
Public Transportation Use	3.2%	6.3% / 3.7%
Personal Vehicle Use	74.5%	72.4% / 62.8%
Travel Time	24.2	18.2 / 24.5

1/2 mile area

1118

1130



north



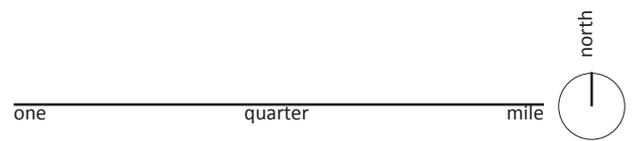
2009 American Community Survey

2005-2009 American Community Survey 5-year Estimates

Central and McDowell  
Demographics



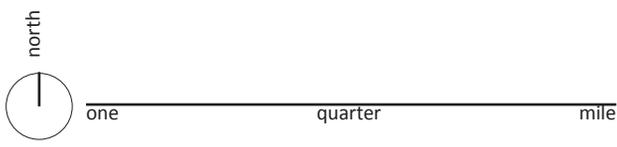
- light rail stop
- light rail



Central and McDowell  
Aerial



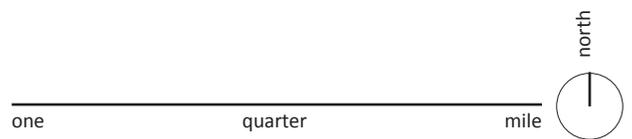
light rail stop ●  
 light rail ■



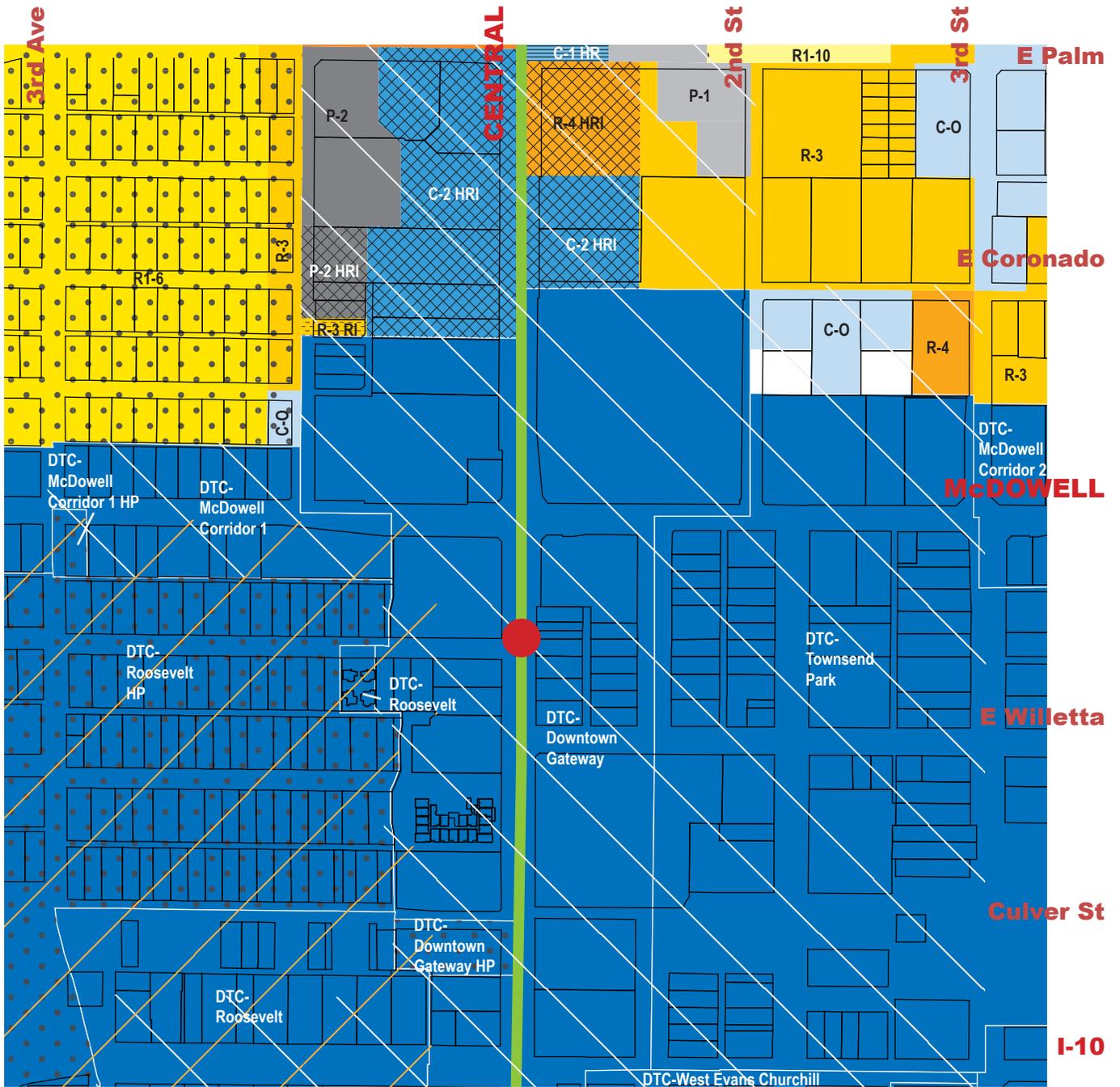
Central and McDowell  
 Parcel Map



- light rail stop
- light rail
- structures



Central and McDowell  
Building Footprint



Source: City of Phoenix Planning Department. September 2011.

● light rail stop

■ light rail

overlays

historic zone

TOD-1

SPD

commercial

C-O

C-1 HR

C-2 HRI

parking

P-1

P-2

P-2 HRI

residential

R1-10

R1-6

R-3

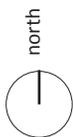
R-3 RI

R-4

downtown core

DTC

For information on Phoenix zoning and overlay descriptions, see pg 222



one quarter mile

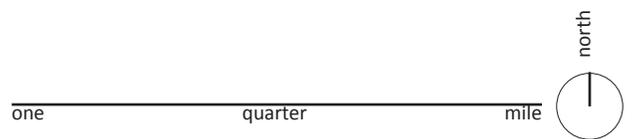
Central and McDowell  
Zoning



Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail

According to current data, there is no proposed rezoning for this area.



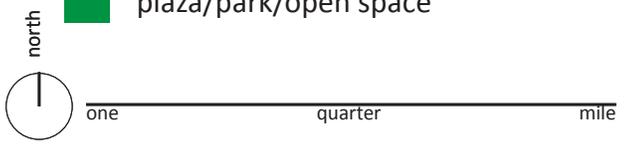
Central and McDowell  
Proposed / Future Zoning



Drachman Institute. June 2011.

- surface parking
- structured parking
- vacant
- civic/cultural
- plaza/park/open space

- light rail stop
- light rail
- residential - single family housing
- residential - multifamily housing
- office
- retail
- medical
- educational
- religious



Central and McDowell  
Land Use



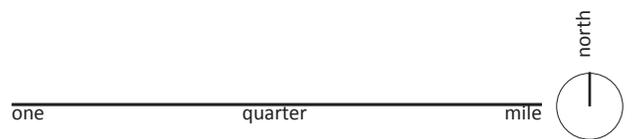
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail
- Willo - local and national district
- Chelsea Place - national district
- Roosevelt - local district
- Blount - unknown type of district
- Villa del Coronado - national district

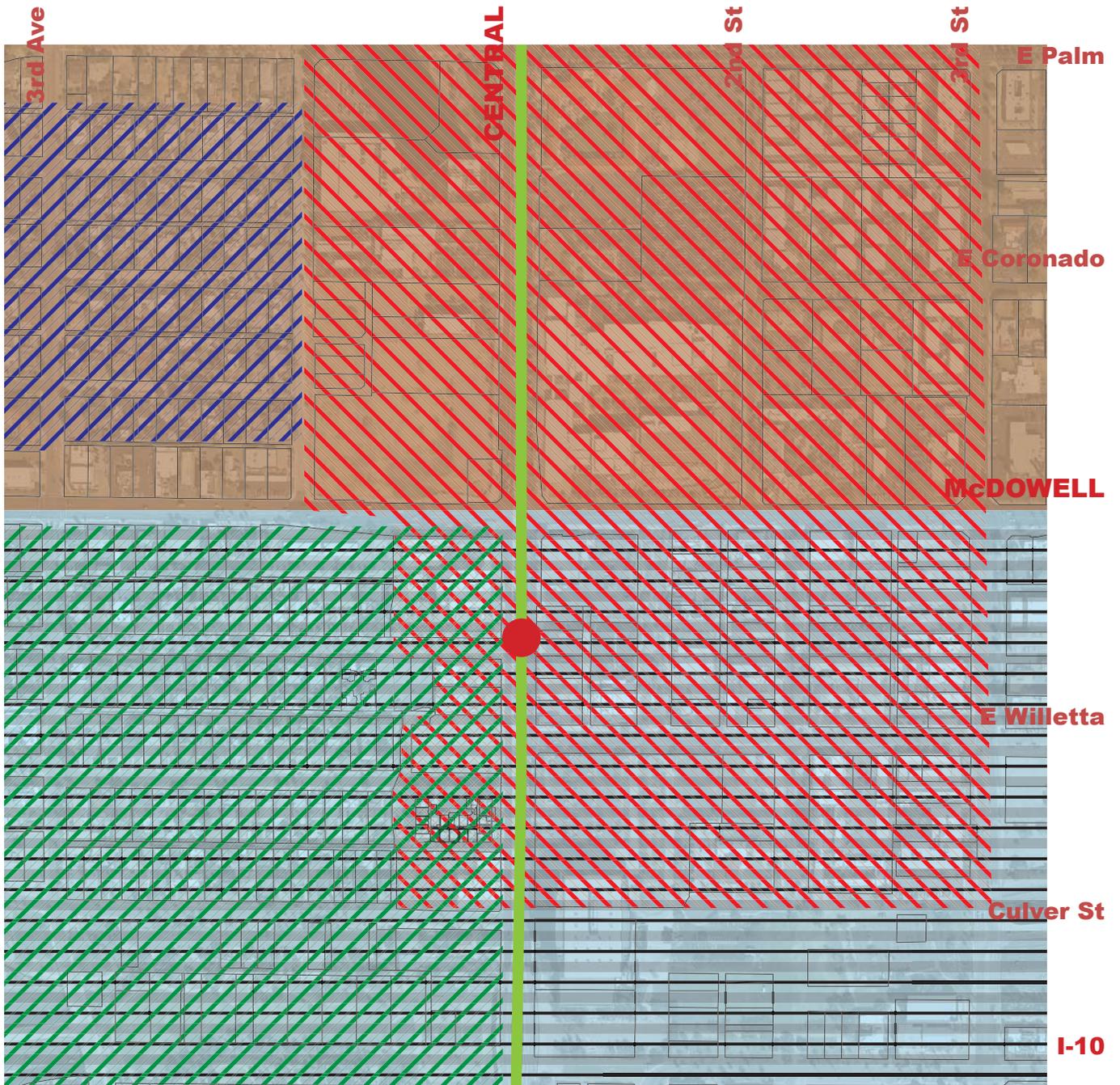
- 1 Temple Beth Israel local and national district
- 2 Ellis Shackelford House local and national register

Modifications to structures located within Local Historic Districts require review by City of Phoenix planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.



Central and McDowell  
Historic Districts and Properties



Information obtained through internet searches and conversations with City of Phoenix staff.

Entire half mile area includes:

City of Phoenix Council District 7

Maricopa County District 5

light rail stop ●

light rail —

Encanto Village Planning District

Central City Village Planning District

Midtown Museum District Neighborhood Association

Roosevelt Action Neighborhood Association

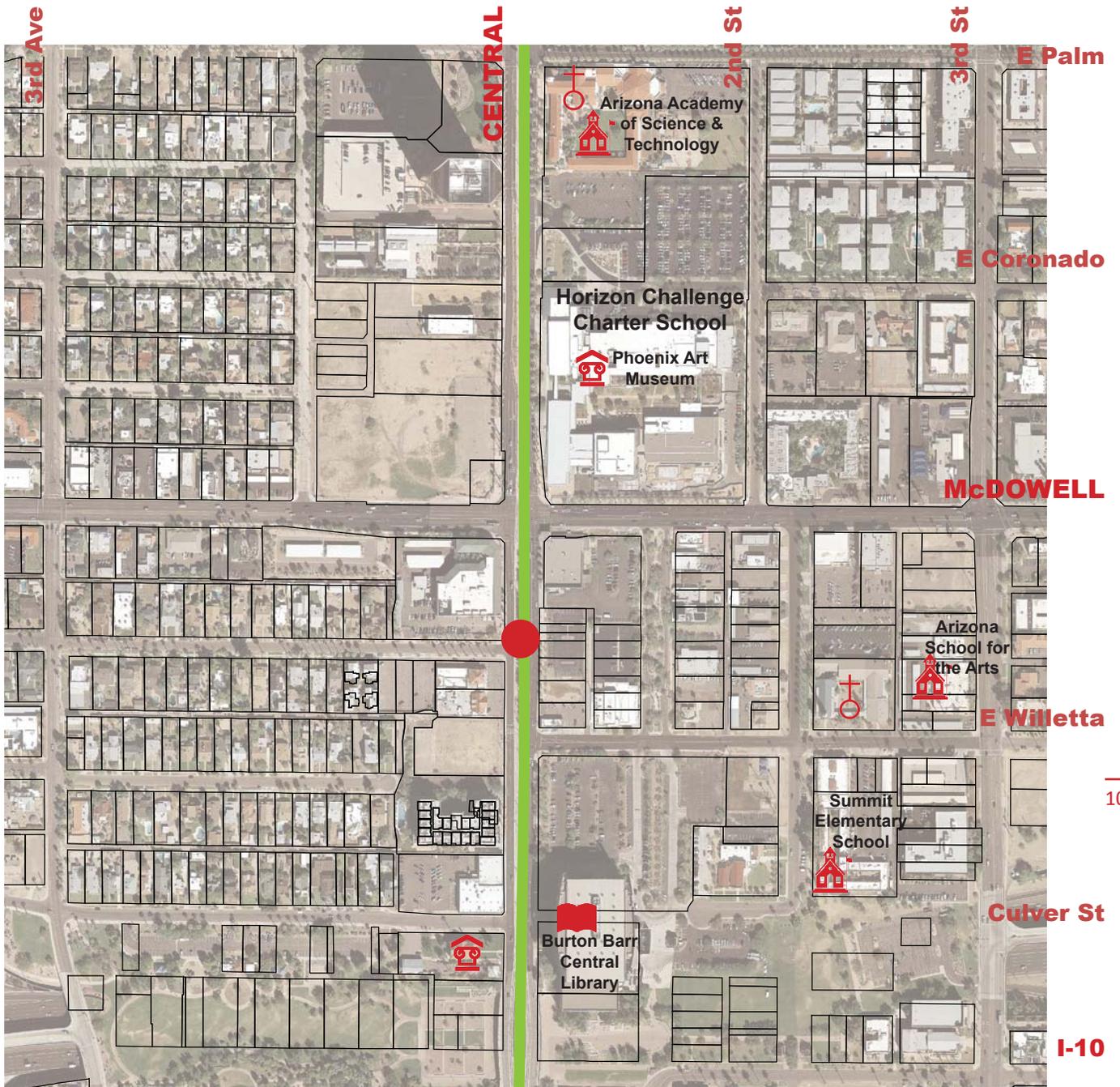
Greater Roosevelt Neighborhood Association

Willo Neighborhood Association



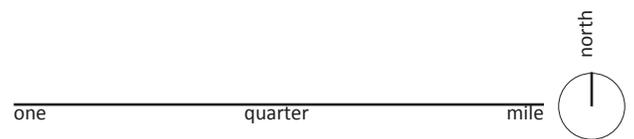
Central and McDowell

Political and Neighborhood Boundaries



-  light rail stop
-  light rail
-  school
-  library
-  museum
-  religious/church

Additional landmarks may be added through various activities to be held in the area.

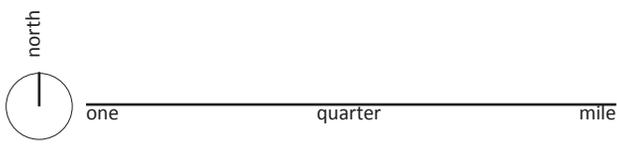


Central and McDowell  
Landmarks and Natural / Man-made Features



Drachman Institute. June 2011.

- traffic signal
- plazas/parks/open space
- surface parking
- structured parking
- light rail stop
- light rail
- striped pedestrian crossing
- bicycle
- bus route
- streets
- sheltered bus stop
- unsheltered bus stop



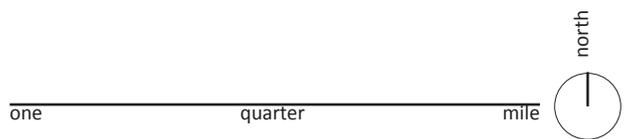
Central and McDowell  
Transportation and Circulation



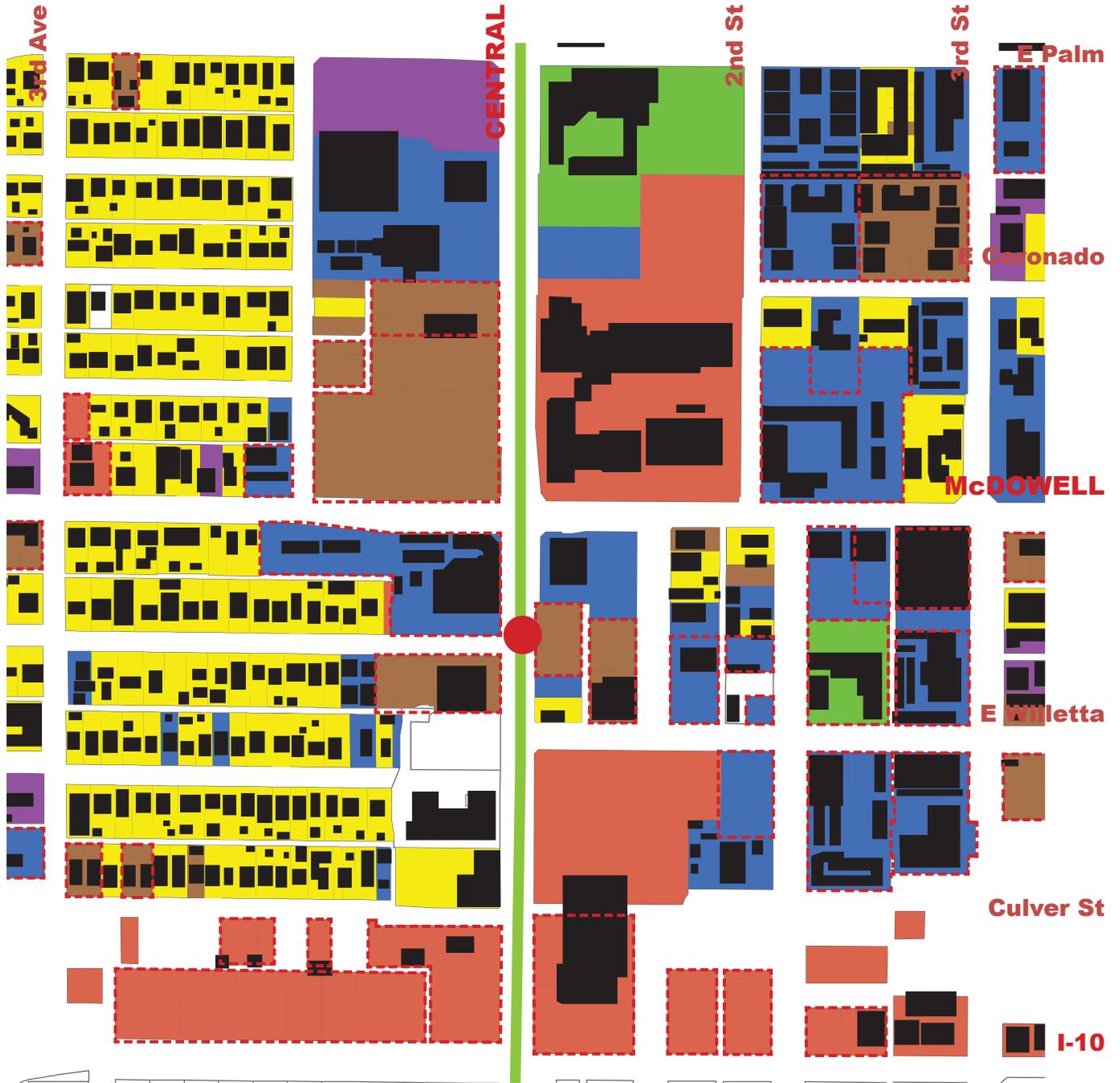
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail
- floodplain 10 year
- floodplain 100 year
- superfund site
- landfill
- recycling center
- waste center

There are no known floodplains or environmental sites.



Central and McDowell  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.



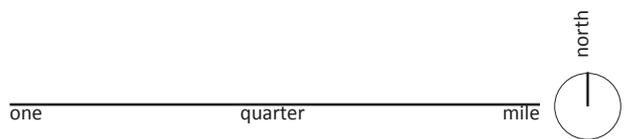
Central and McDowell  
Ownership

- light rail stop ●
- light rail —
- private individual ■
- private LLC - multiple owners ■
- private LLC - individual owner ■
- government owned ■
- private multiple holdings ■
- religious ■
- contiguously owned properties ■



Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



Central and McDowell  
Vacant Land and Parking



Information obtained through internet searches and conversations with City of Phoenix staff.

Entire half mile area includes:

- Phoenix Communities United
- Phoenix Community Alliance
- Coalition of East Phoenix
- Grace Lutheran Church Neighborhood Association

light rail stop ●

light rail ■



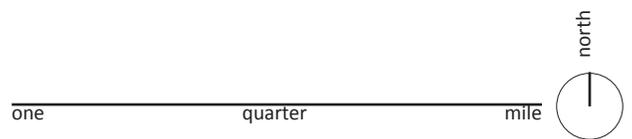
Central and McDowell  
 Business Districts and Development Organizations



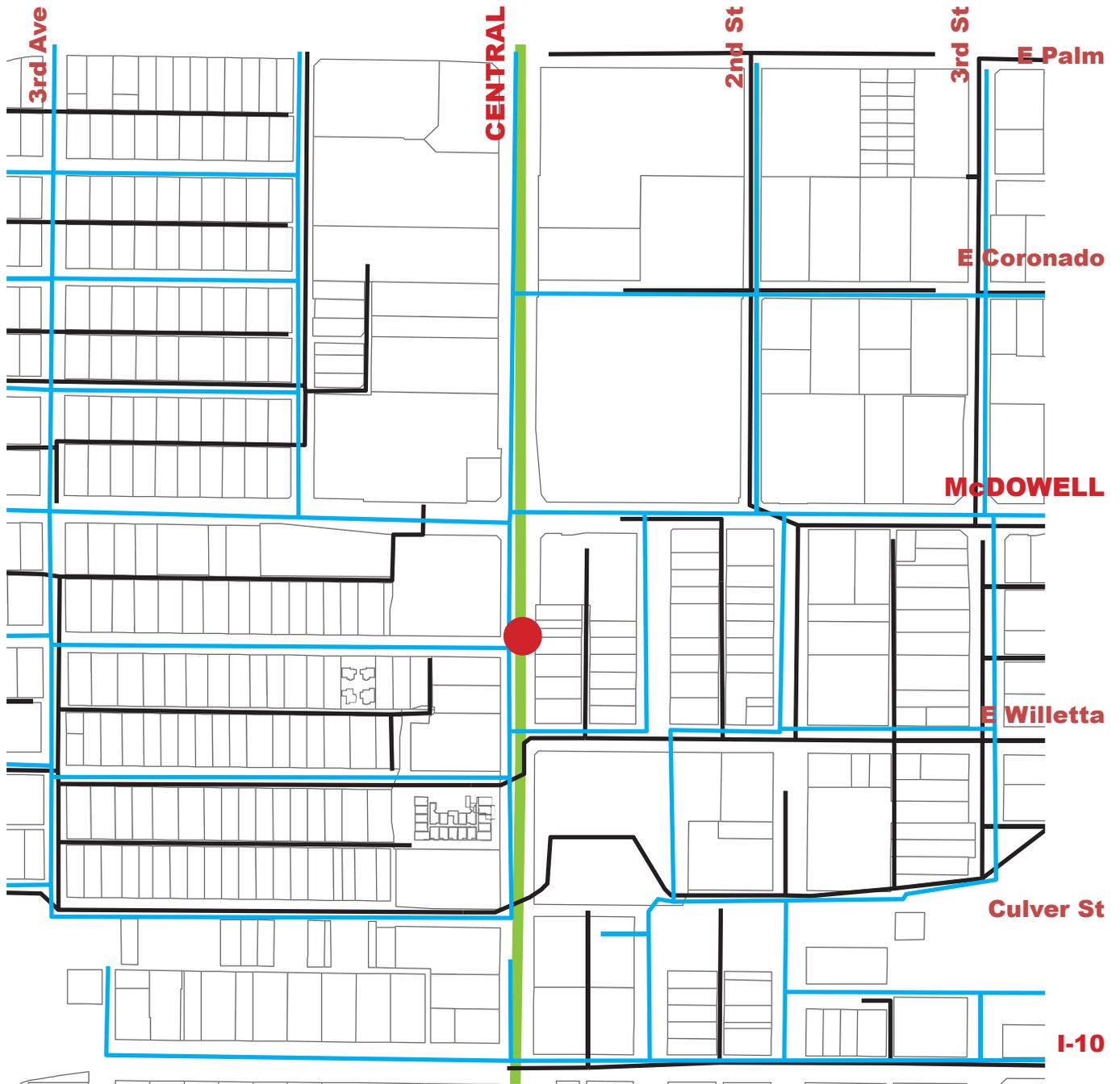
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail

According to current data, there are no known temporary installations or events in this area.



Central and McDowell  
Events and Temporary Installations



Source: Phoenix Water Services Department. September 2011.

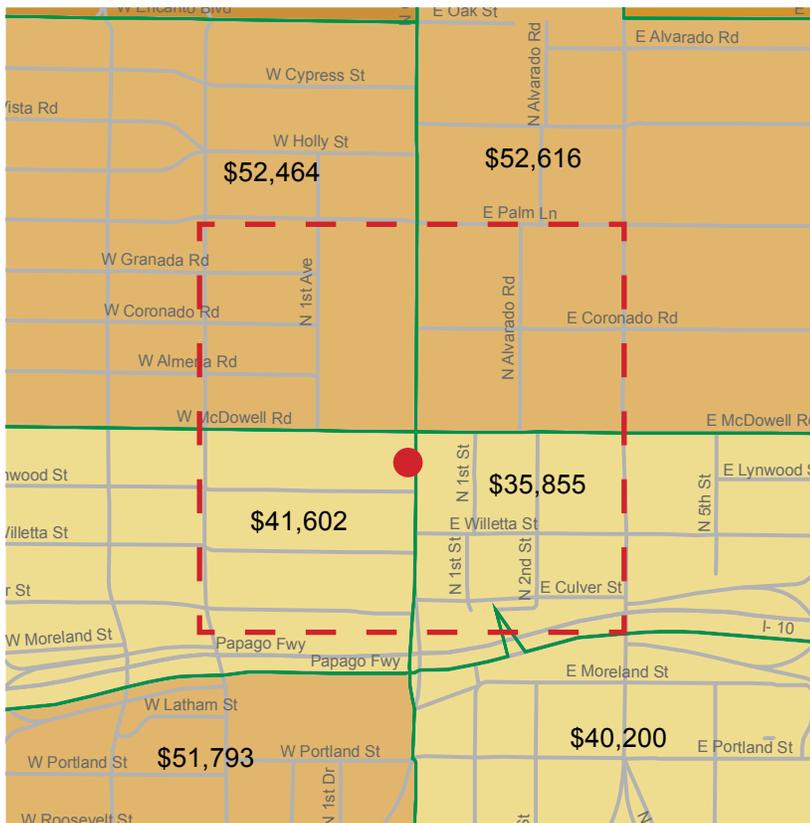
This map includes:

water and wastewater utility lines.

- light rail stop ●
- light rail ■
- water —
- wastewater —



Central and McDowell  
 Utilities and Planned Public Improvements



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	45,669
Phoenix	54,791
Maricopa County	61,016

Target Area	Income, \$
Light Rail Stop	Less 32,000 \$/year
	32,000 to 42,000 \$/year
	42,000 to 53,000 \$/year
	53,000 to 69,000 \$/year
	69,000 \$/year and greater



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	55.7
Phoenix	63.2
Maricopa County	66.2

Target Area	% Income
Light Rail Stop	Less than 45%
	45% and Greater

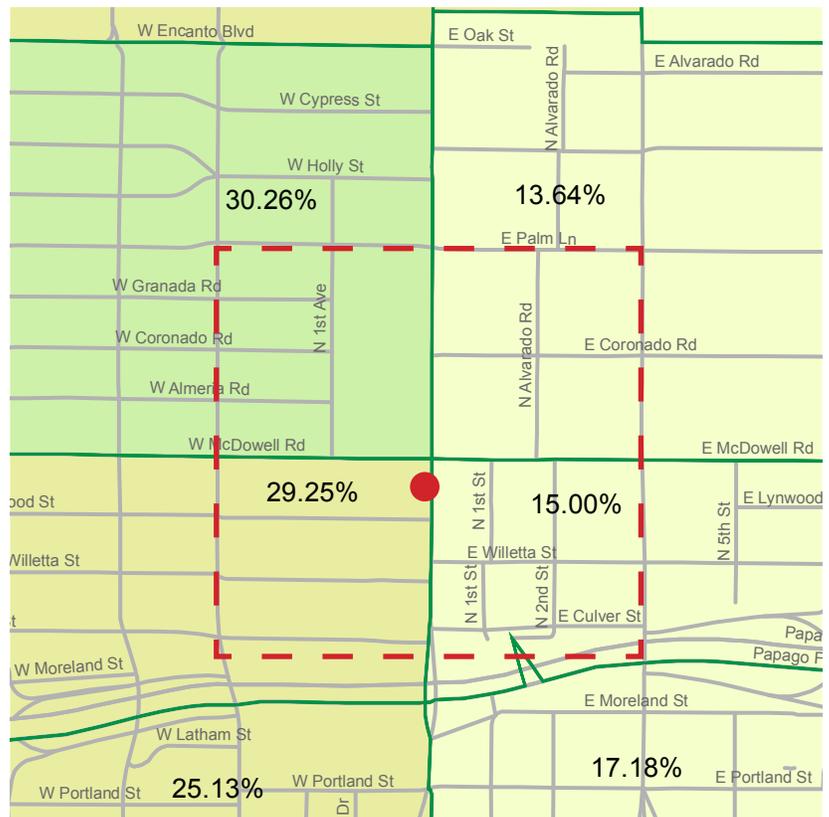
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	22.0
Phoenix	32.2
Maricopa County	34.1

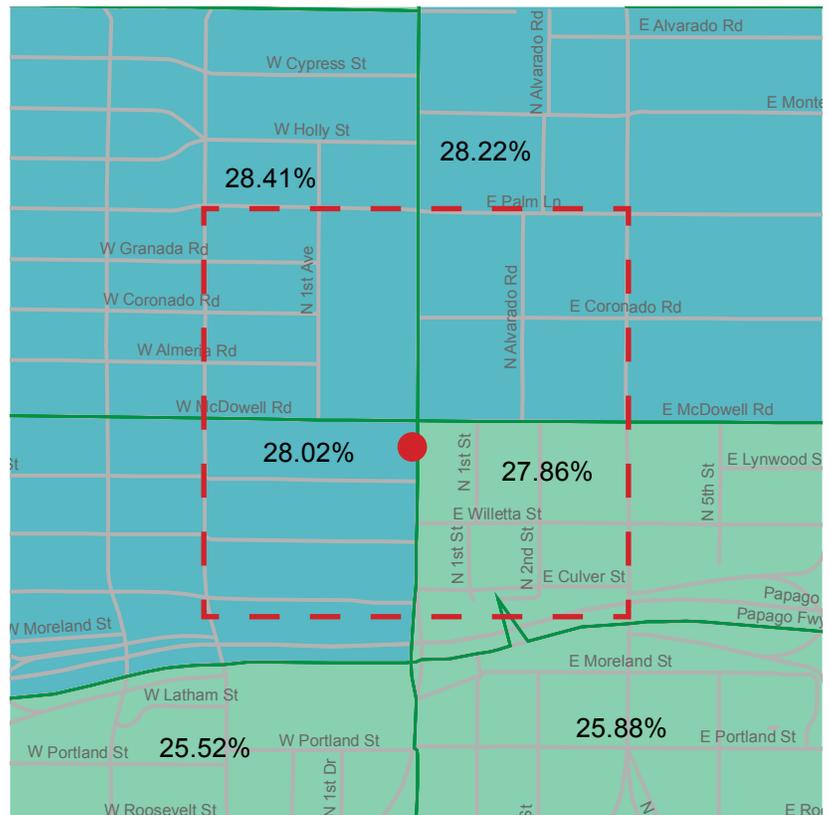


## Transportation Cost as a Percentage of Income

Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	26.1
Phoenix	30.9
Maricopa County	32.1



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

Central and McDowell

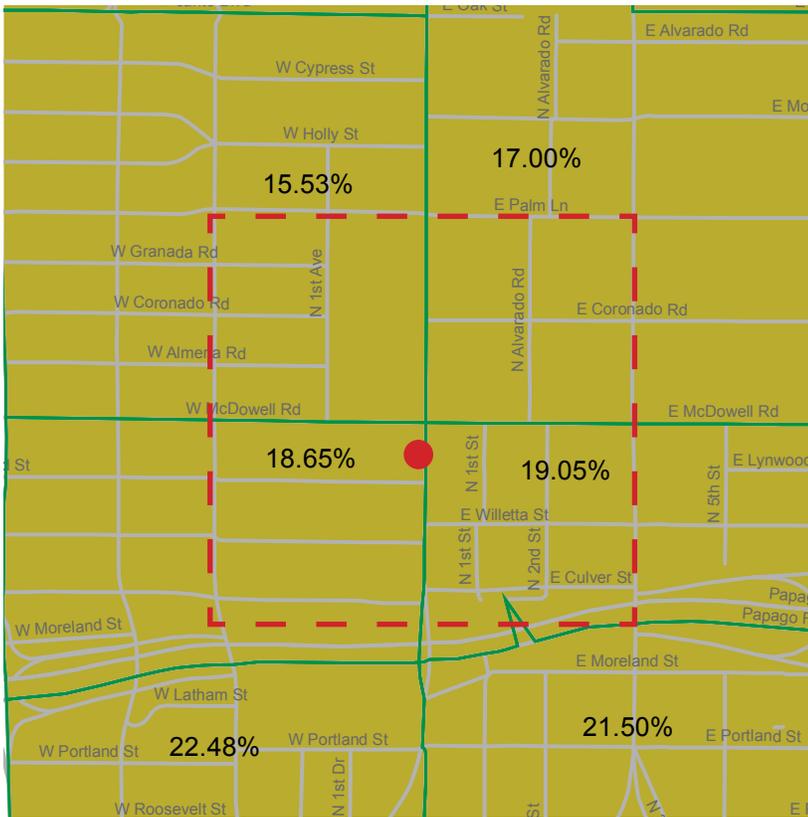
Housing and Transportation Affordability

## Transit Ridership as a Percentage of Workers

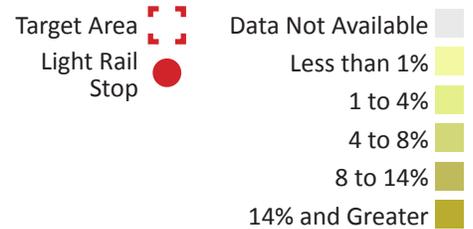
Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	17.6
Phoenix	5.7
Maricopa County	4.1



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

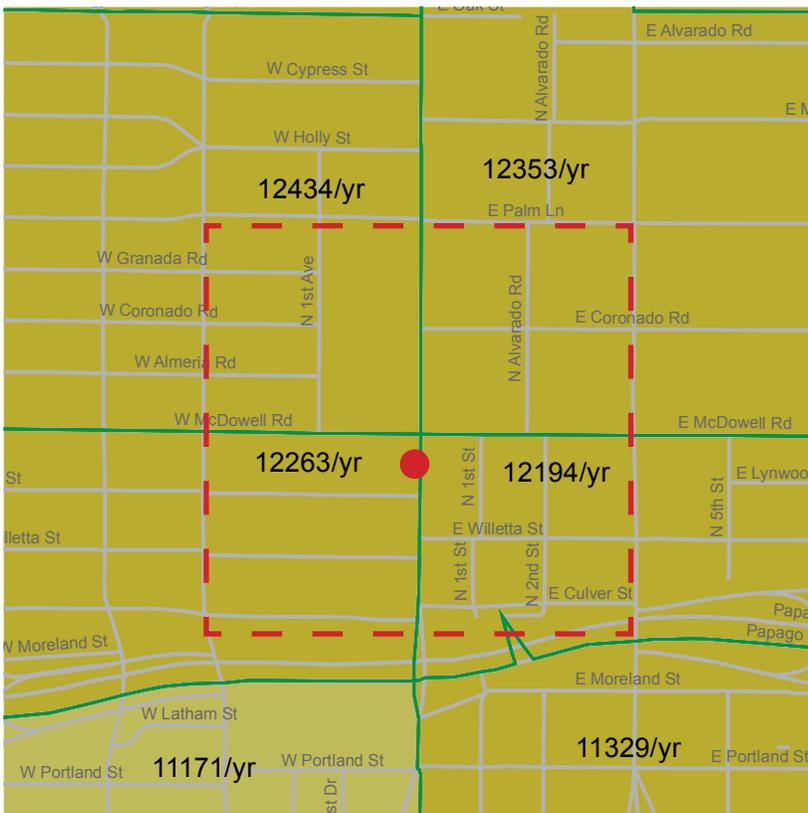


## Household Annual Transportation Cost

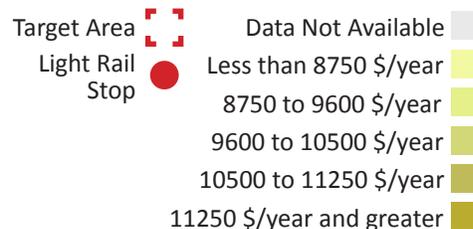
Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	12,311
Phoenix	12,732
Maricopa County	13,217



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

### Vehicle Miles Traveled/Household Annual Miles

Target Area, Average	15,458
Phoenix	16,732
Maricopa County	17,937



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

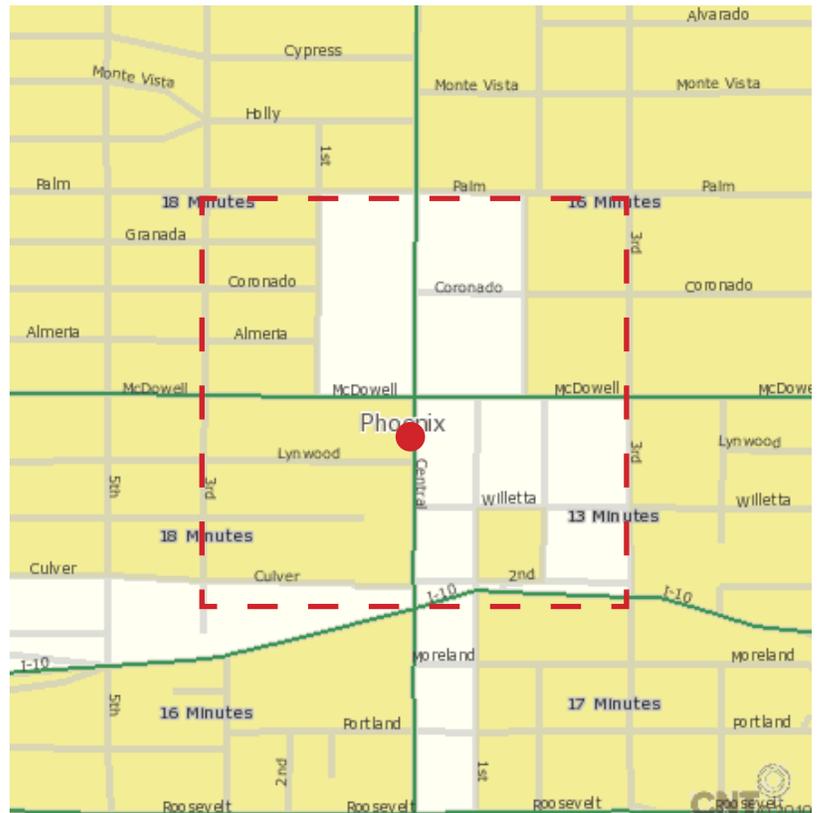
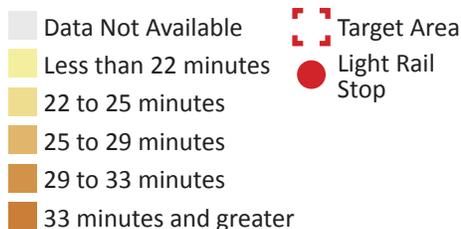
## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

### Travel Time to Work Minutes

Target Area, Average	16.1
Phoenix	26.0
Maricopa County	26.0



Map and Data from Center for Neighborhood Technology www.cnt.org. January 2012.

Central and McDowell

Housing and Transportation Affordability

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

# WASHINGTON & 12TH

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## Washington and 12th

### Description and Impressions

The half-mile area surrounding the 12th and Washington light rail stop includes a variety of non-profit organization offices and services, a City of Phoenix transportation office building, school facilities, and large surface parking lots. There are also small law office buildings and a legal services facility that includes fleet parking. Numerous buildings large and small have “for lease” signs. Small and very large church buildings are also located here.

The area in general is not unpleasant for walking although there is limited access to easily cross the rail line. The smaller-scale buildings such as those housing non-profits and law offices have nice landscaping. The larger-scale industrial style buildings and parking lots lack landscaping and offer an unfriendly presence. Although Washington carries much traffic through this area, many pedestrians were encountered.

One block north of Washington and the rail line are a mix of older one-story single-family housing and newer low-rise (three or four-story) multi-family housing. An attractive development of newer one-story single-family homes along curving streets is located at the west end of this area, with the towering buildings of downtown Phoenix and Chase Field in the background.



*12th Street stop, looking east*



*12th and Washington, looking west*



*12th Street stop, looking west*



*Adams and 13th Street, looking west*



*12th and Washington, looking northwest*



*Monroe and 12th Street, looking west*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with City of Phoenix Staff.

### City Offices

Central City Village Planning Committee  
City of Phoenix Historic Preservation Office  
City Council District 8

### Business Groups and Individuals

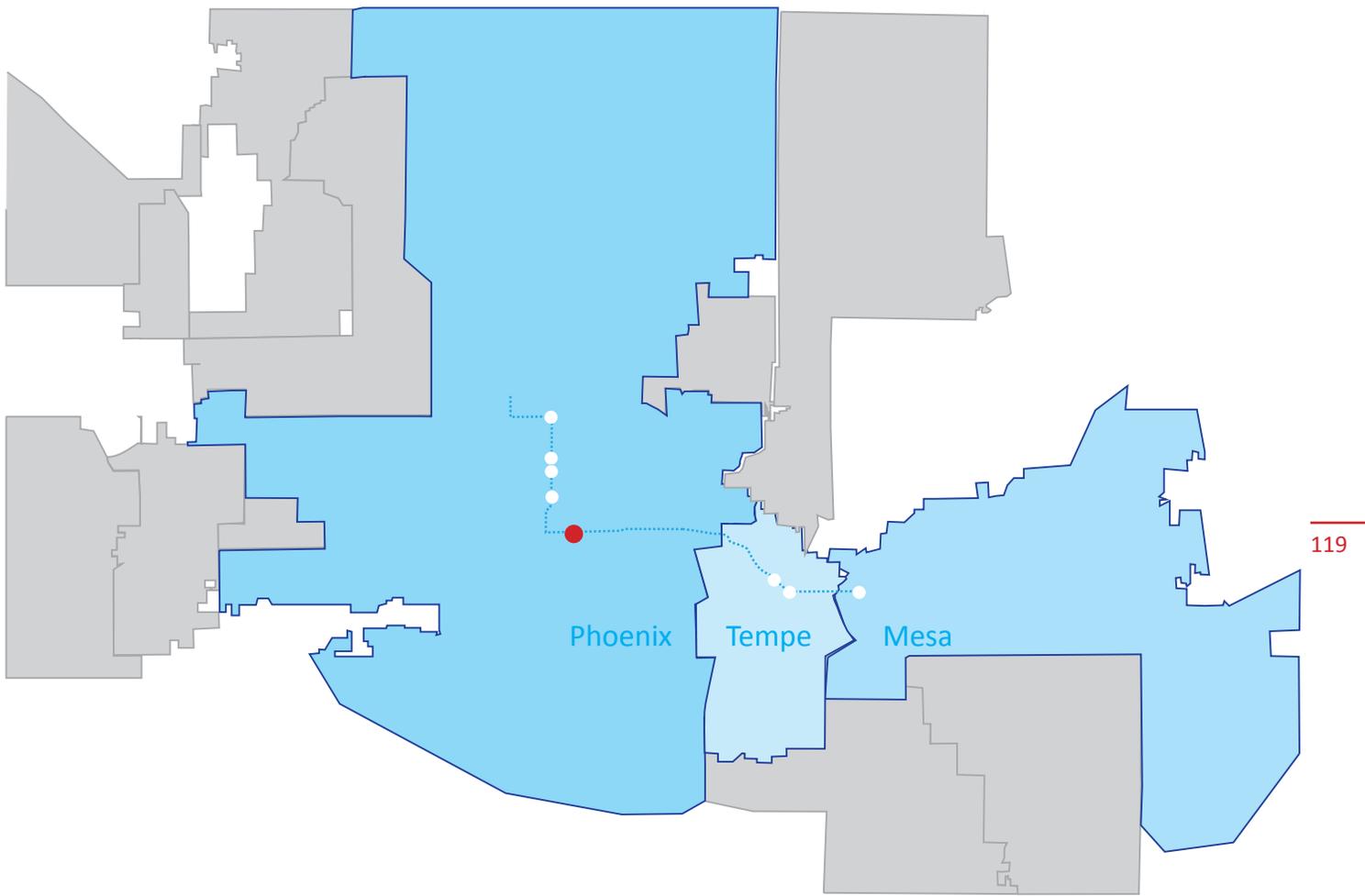
Phoenix Community Alliance  
Phoenix Community United  
Grace Lutheran Church  
Mike Lafferty

### Neighborhood Associations

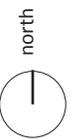
Eastlake Park Neighborhood Association

### Schools, Churches, and other cultural institutions

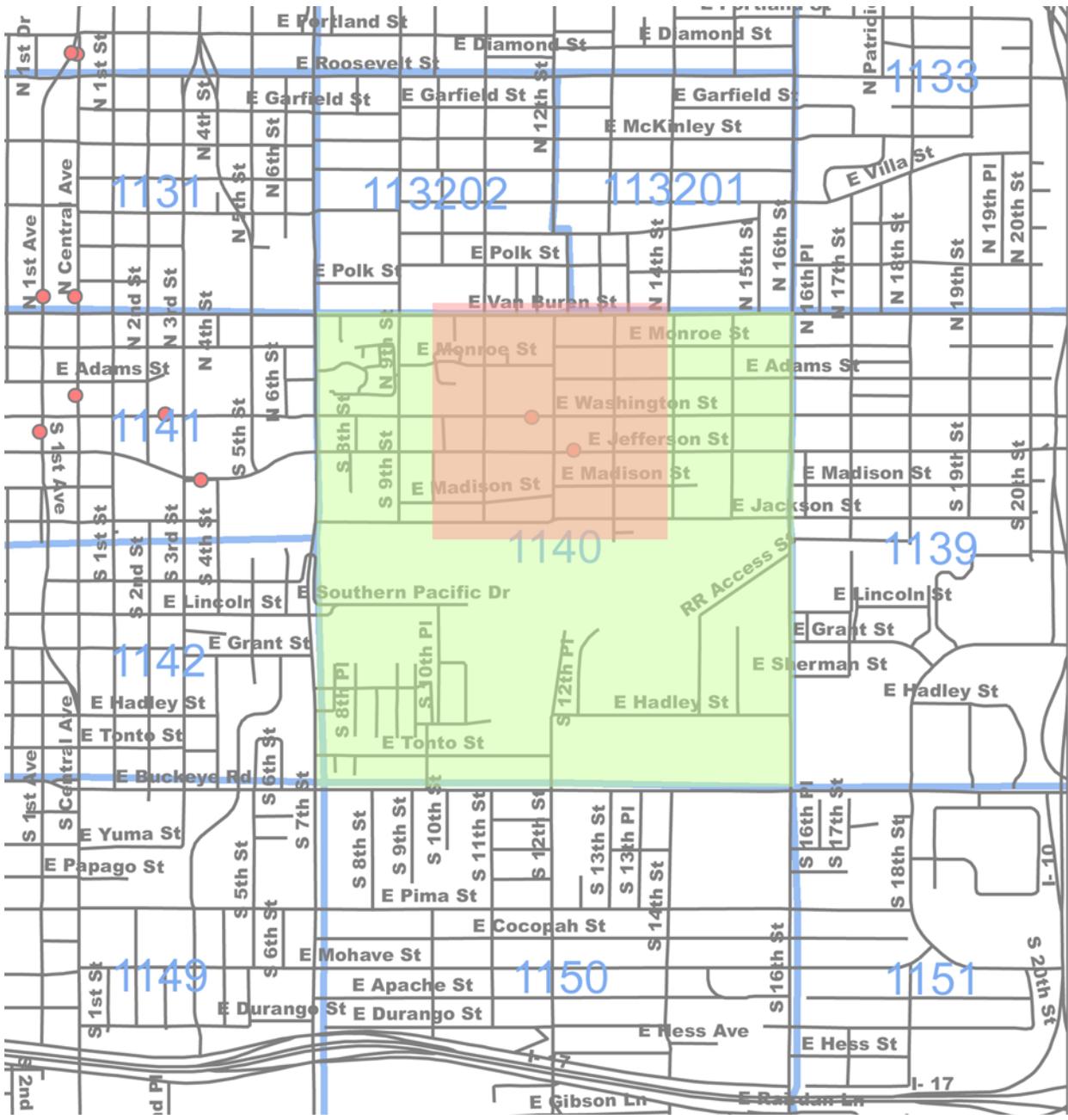
Baptist Church  
Pilgrim Church  
Azteca Plaza  
Shaw Food Program



● light rail stop



Washington and 12th  
Location Map



City of Phoenix

Census Tract 1140

Population	1,536,632	2,156
Median Household Income	\$47,085	\$25,208
Homeowner Occupied	59.1%	17.4%
Renter Occupied	40.9%	82.6%
Public Transportation Use	3.2%	15.6%
Personal Vehicle Use	74.5%	68.8%
Travel Time	24.2	19.5

1/2 mile area

1140



north

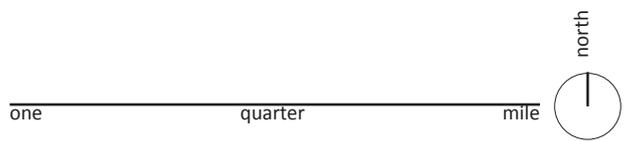


2009 American Community Survey

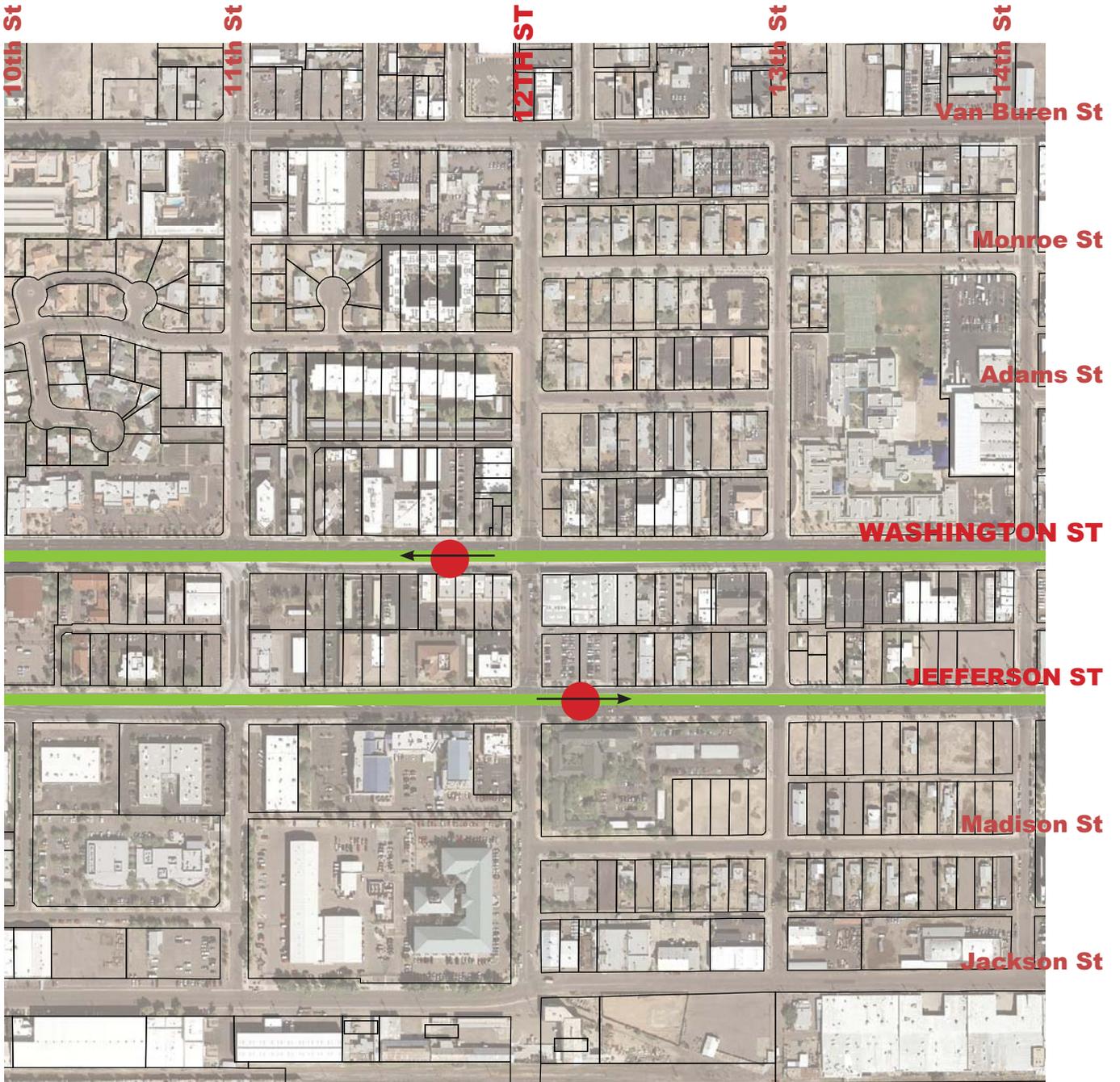
2005-2009 American Community Survey 5-year Estimates



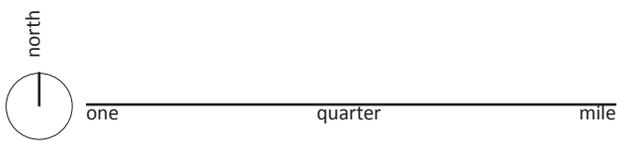
- light rail stop
- light rail



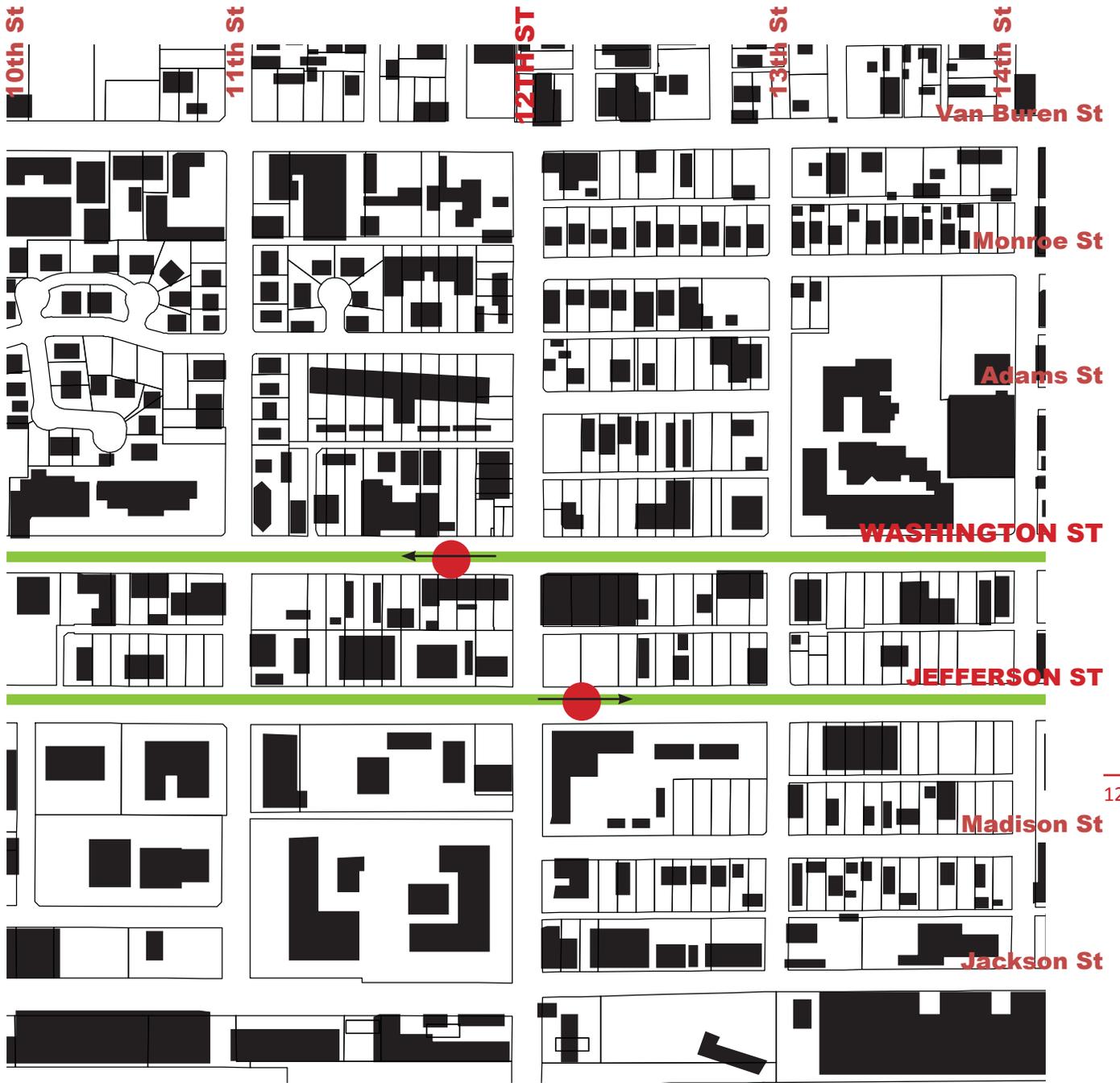
Washington and 12th  
Aerial



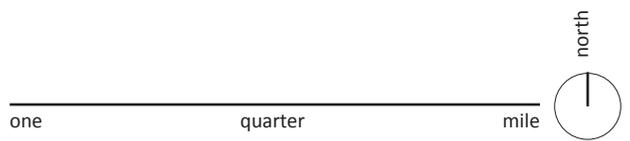
light rail stop ●  
light rail ■



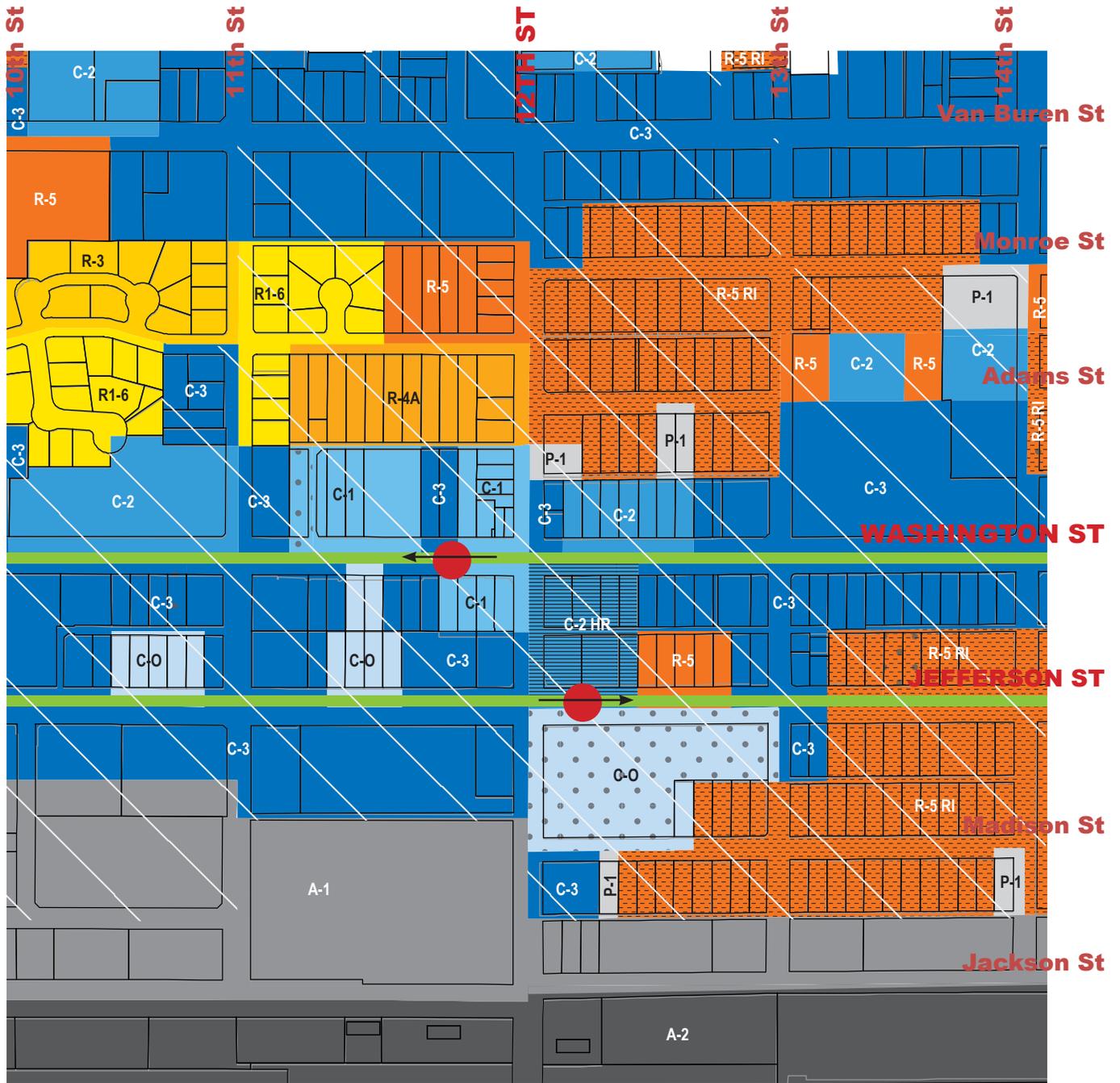
Washington and 12th  
Parcel Map



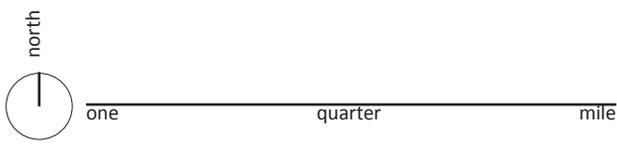
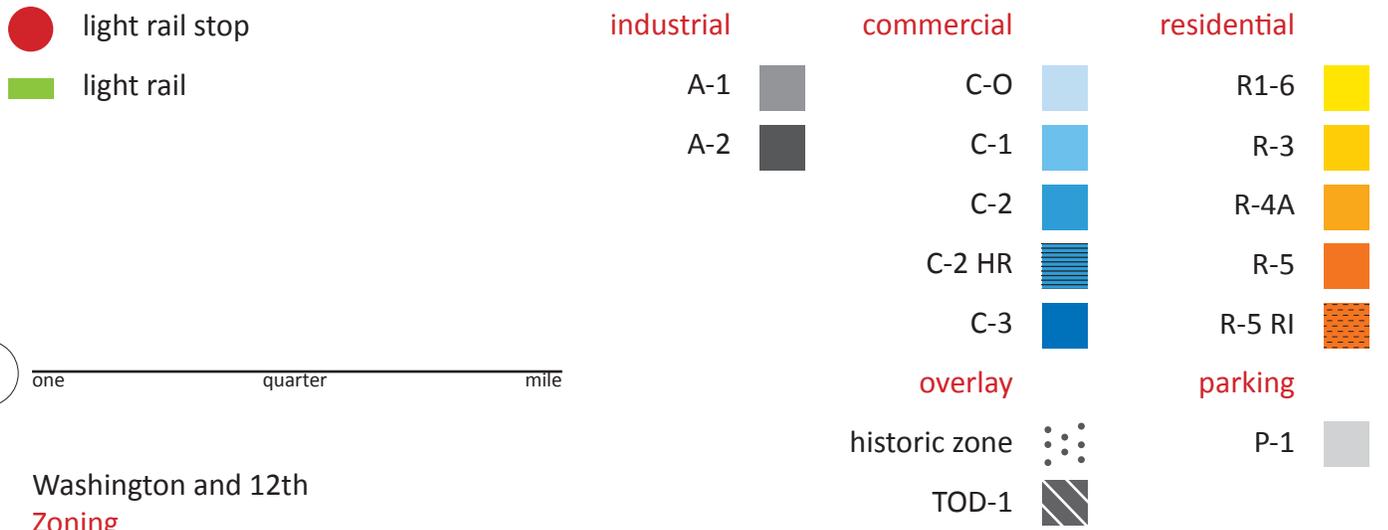
- light rail stop
- light rail
- structures



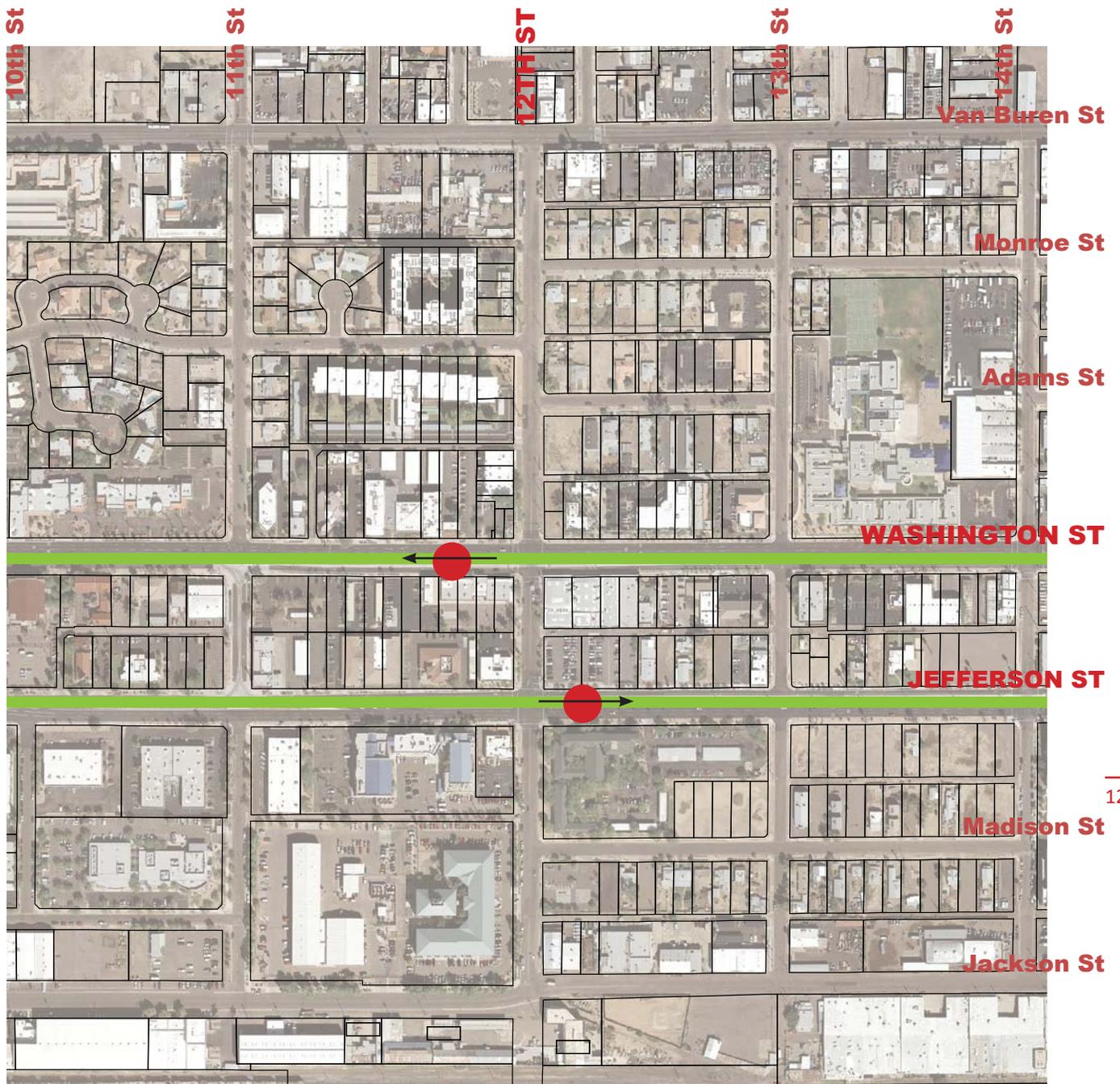
Washington and 12th  
Building Footprint



Source: City of Phoenix Planning Department. September 2011.



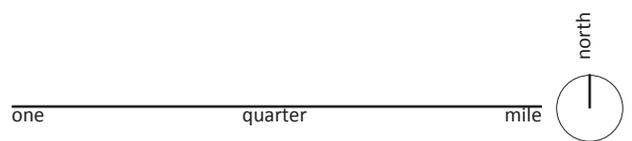
Washington and 12th  
Zoning



Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail

There is no proposed rezoning for this area according to current data.

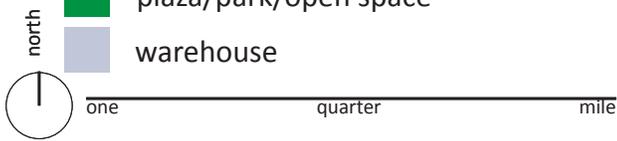


Washington and 12th  
Proposed / Future Zoning



Drachman Institute. June 2011.

- |   |   |
|---|---|
|  surface parking       |  light rail stop                     |
|  structured parking    |  light rail                          |
|  vacant                |  residential - single family housing |
|  civic/cultural        |  residential - multifamily housing   |
|  plaza/park/open space |  office                              |
|  warehouse             |  retail                              |
|   |  medical                             |
|   |  educational                         |
|   |  religious                           |



Washington and 12th  
Land Use

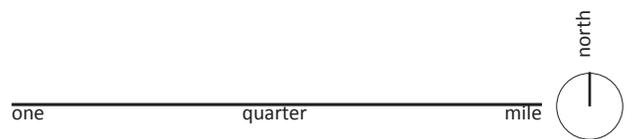


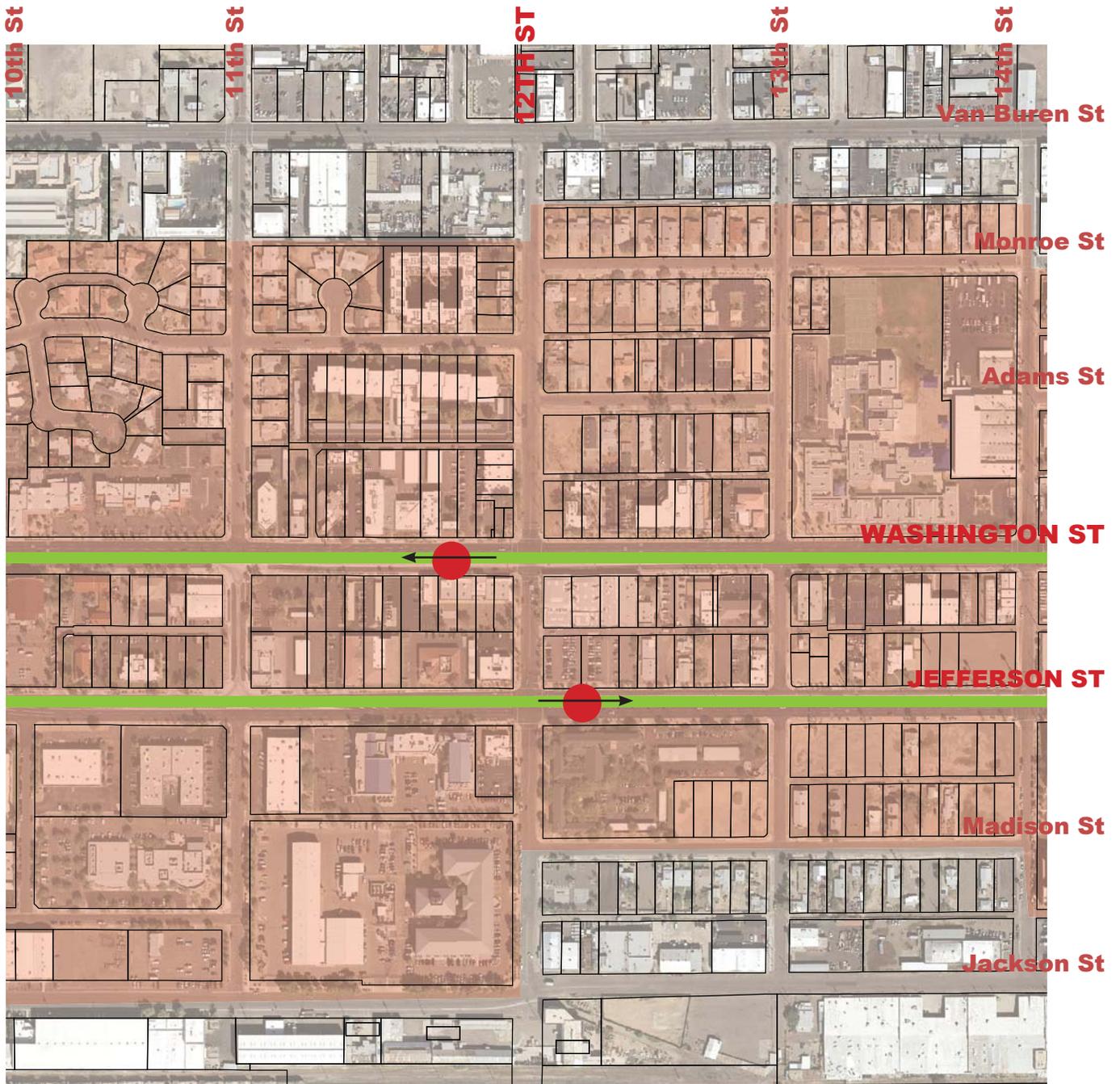
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail
- Garfield (northwest of target area) - local and national district
- 1 Ong's Market - local and national listing
- 2 Swindell House - local and national listing
- 3 Booker School - local listing
- 4 Aldridge House - local listing

Modifications to structures located within Local Historic Districts require review by City of Phoenix planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.





Information obtained through internet searches and conversations with City of Phoenix staff.

Entire half mile area includes:

City of Phoenix Council District 8

Maricopa County District 5

Central City Village Planning District

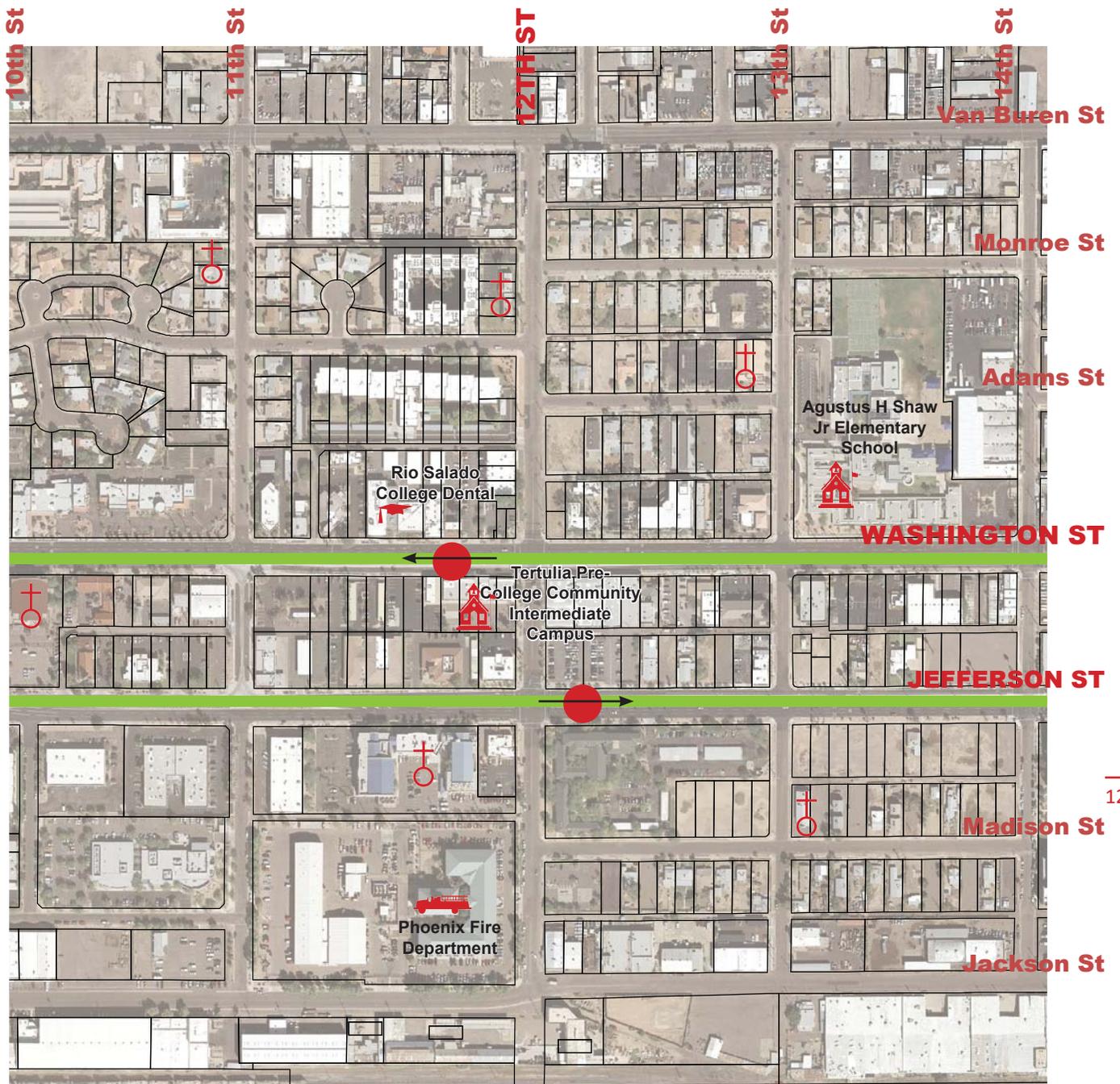
light rail stop ●

light rail ■

Eastlake Park Neighborhood Association ■

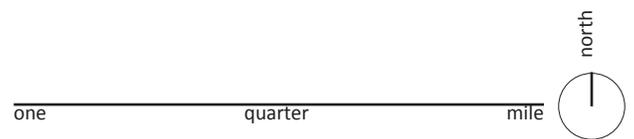


Washington and 12th  
Political and Neighborhood Boundaries

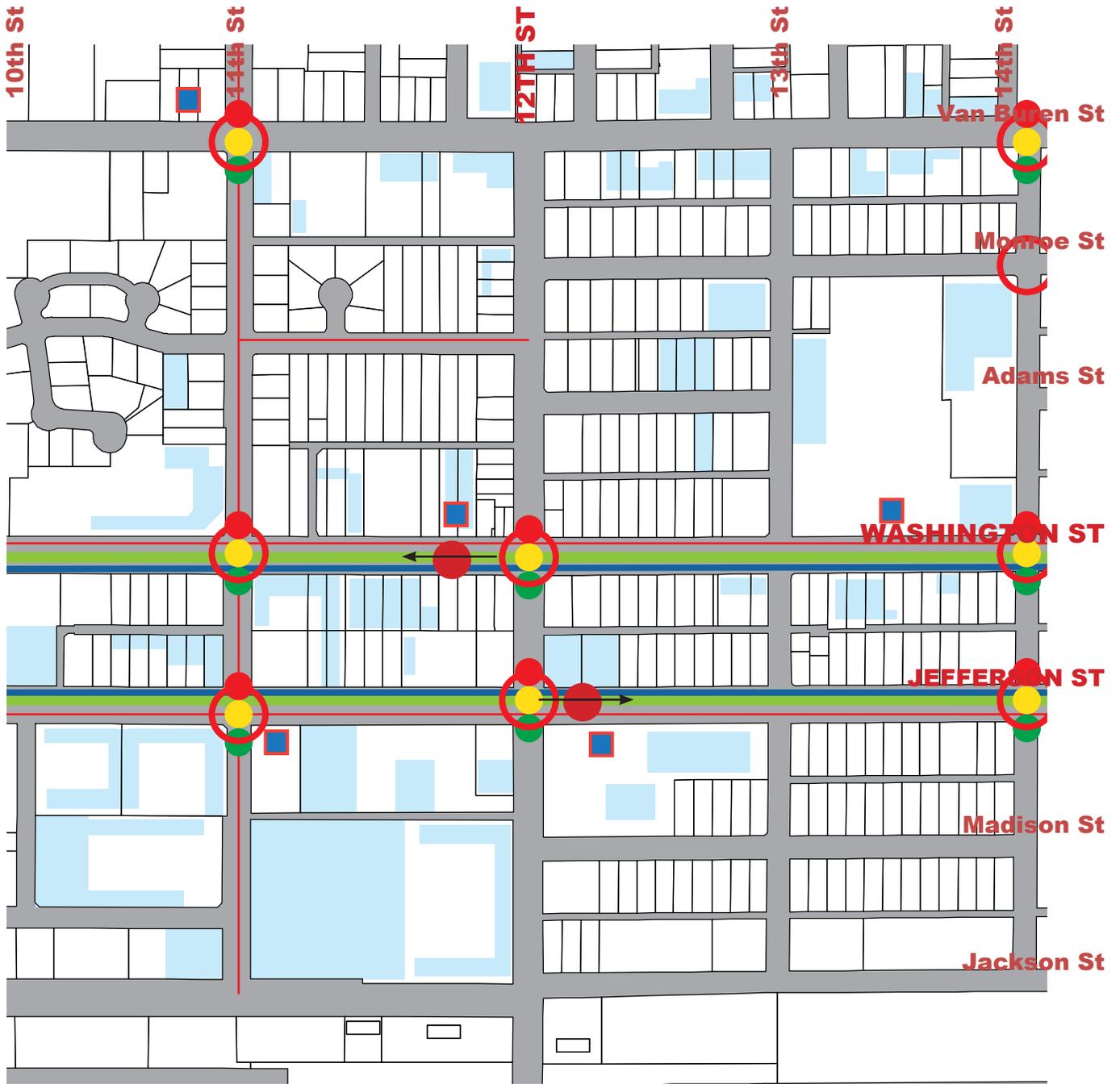


-  light rail stop
-  light rail
-  school
-  higher education
-  fire department
-  religious/church

Additional landmarks may be added through various activities to be held in the area.



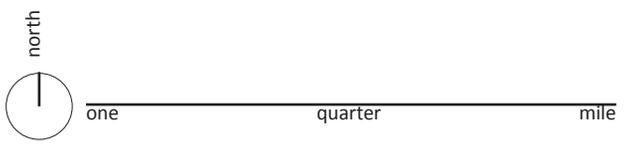
Washington and 12th  
Landmarks and Natural / Man-made Features



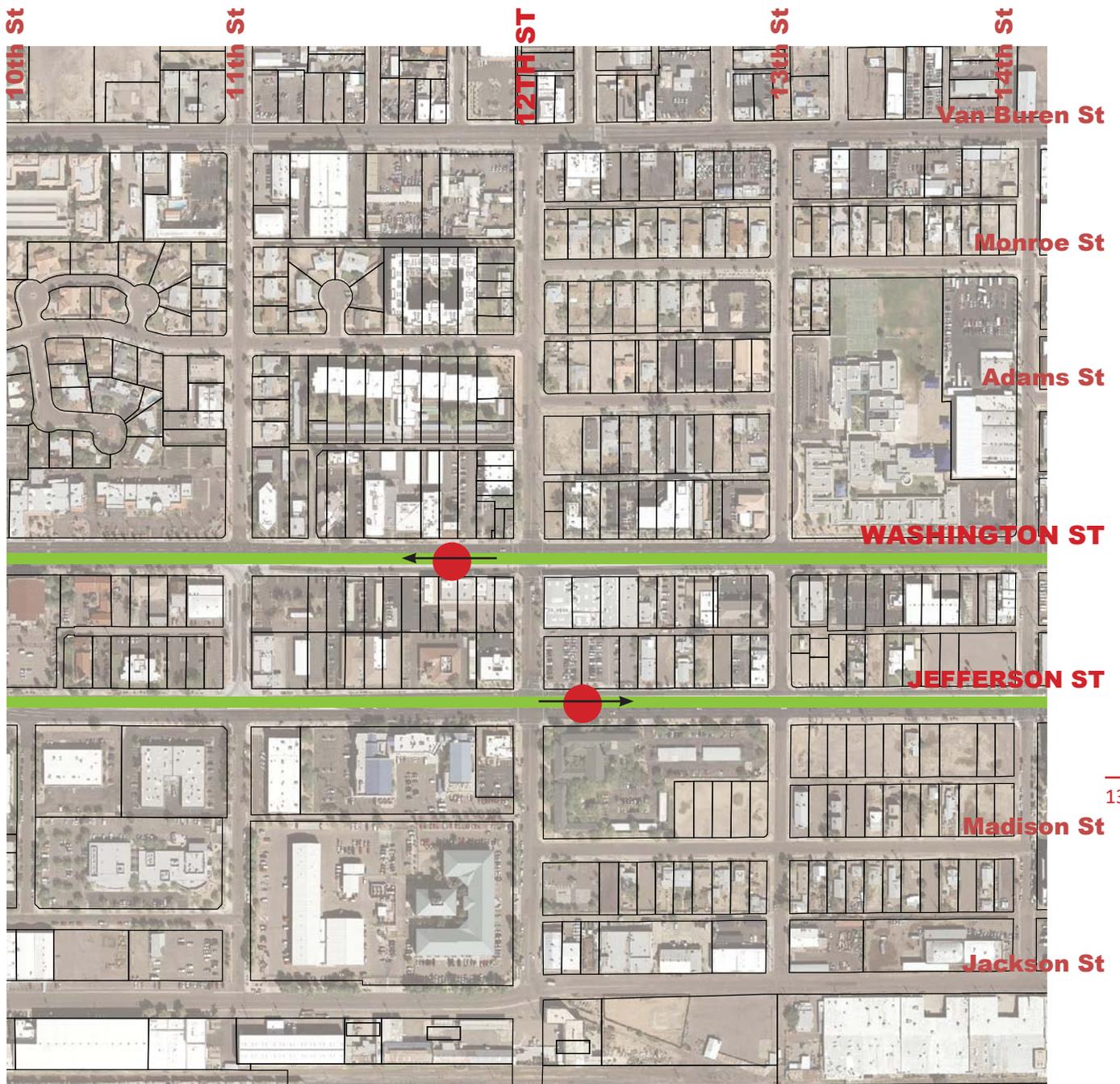
Drachman Institute. June 2011.

-  traffic signal
-  plazas/parks/open space
-  surface parking
-  structured parking

- light rail stop 
- light rail 
- striped pedestrian crossing 
- bicycle 
- bus route 
- streets 
- sheltered bus stop 
- unsheltered bus stop 



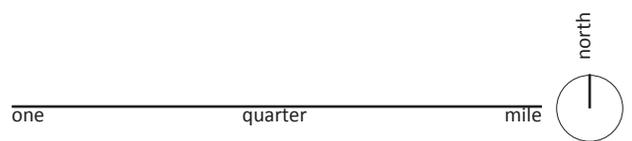
Washington and 12th  
 Transportation and Circulation



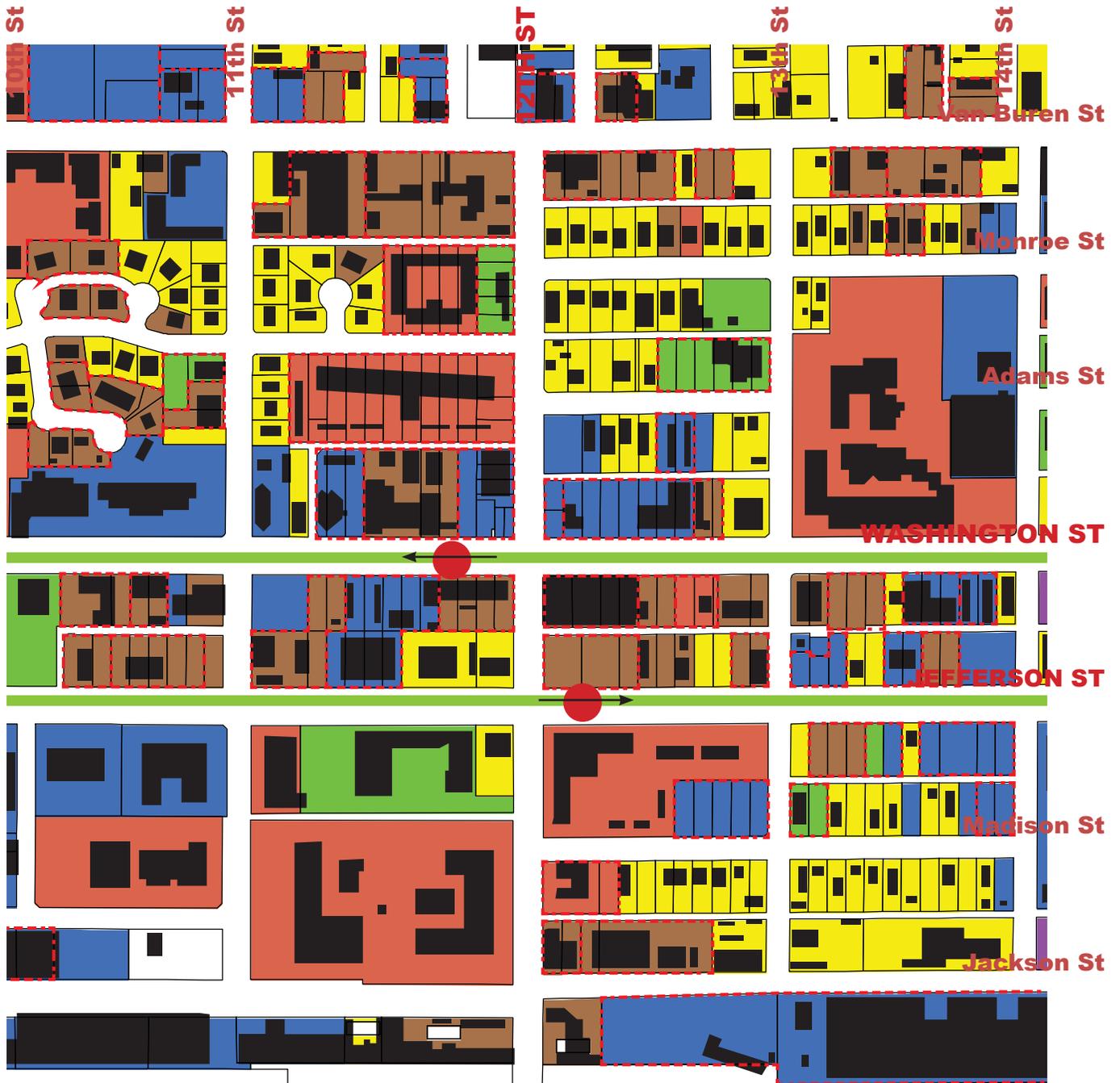
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- light rail
- floodplain 10 year
- floodplain 100 year
- superfund site
- landfill
- recycling center
- waste center

There are no known floodplains or environmental sites.

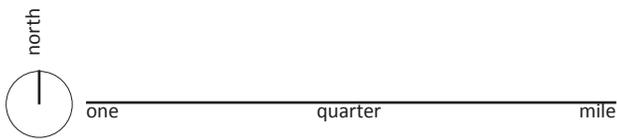


Washington and 12th  
Floodplain and Environmental

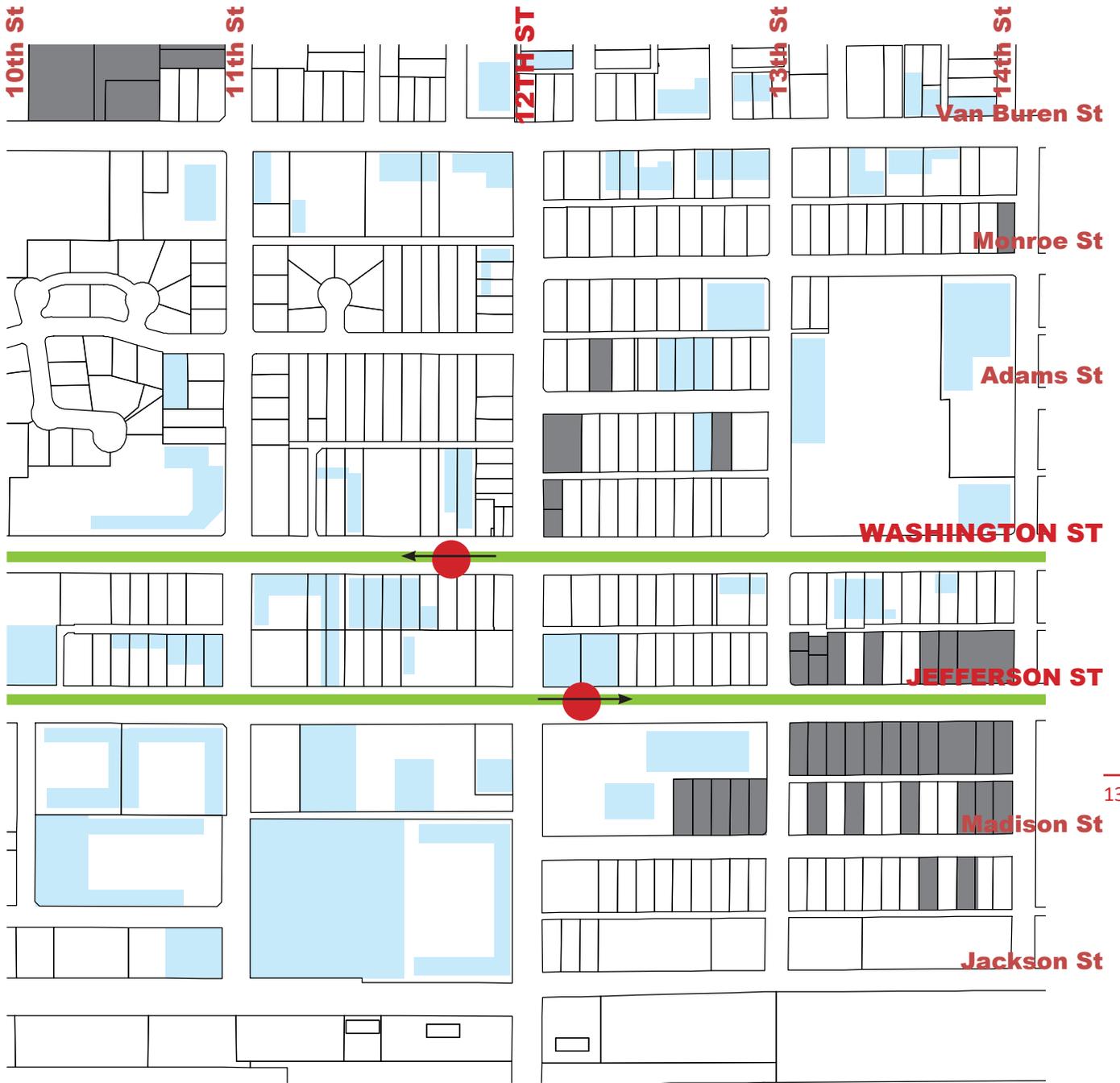


Source: Maricopa County Assessor's Office. July 2011.

- light rail stop ●
- light rail —
- private individual ■
- private LLC - multiple owners ■
- Private LLC - individual owner ■
- City of Phoenix ■
- private multiple holdings ■
- religious ■
- contiguously owned properties ■

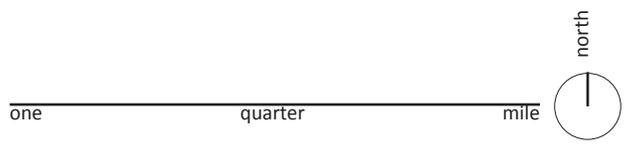


Washington and 12th  
Ownership

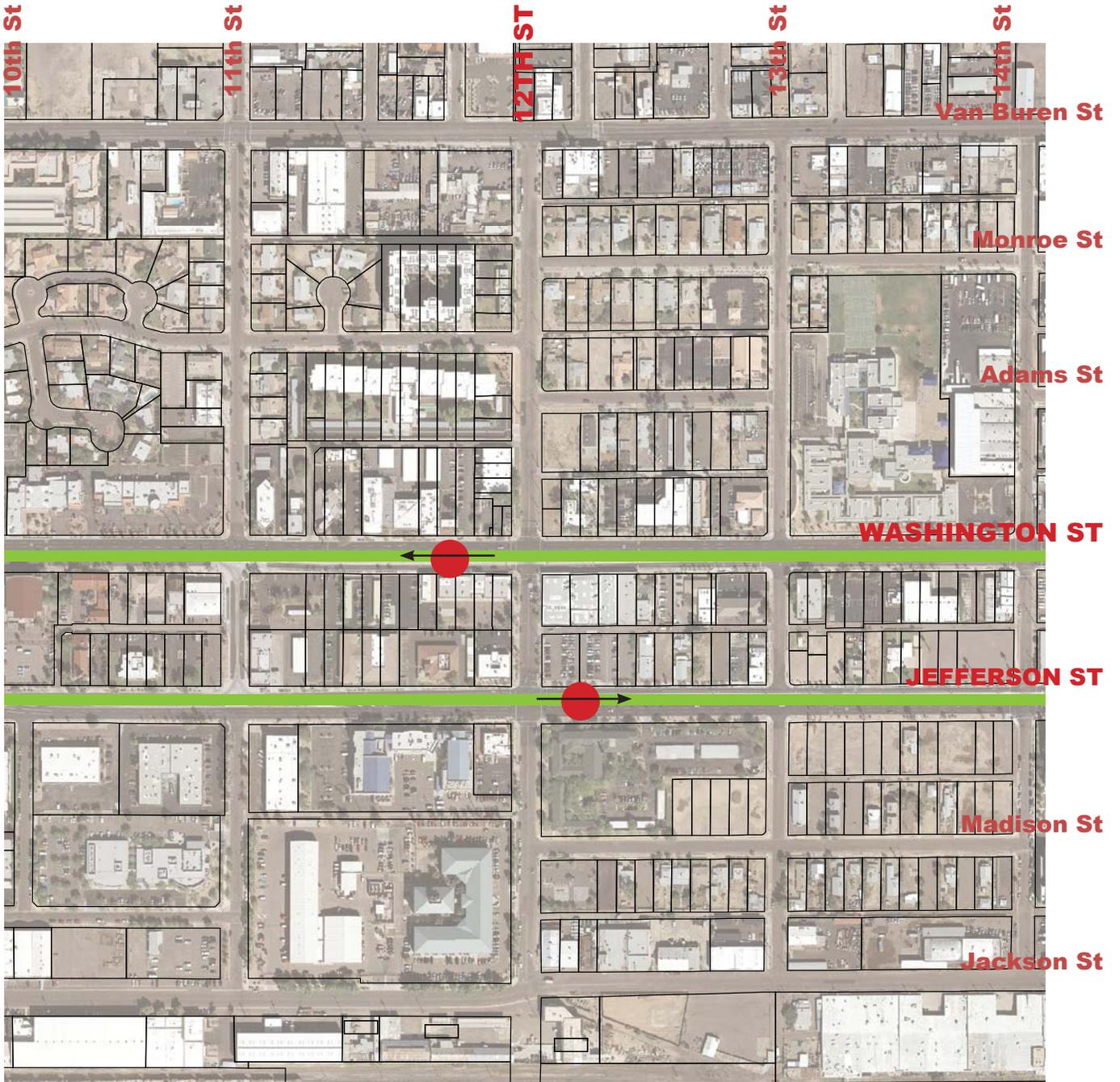


Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



Washington and 12th  
Vacant Land and Parking



Information obtained through internet searches and conversations with City of Phoenix staff.

Entire half mile area includes:

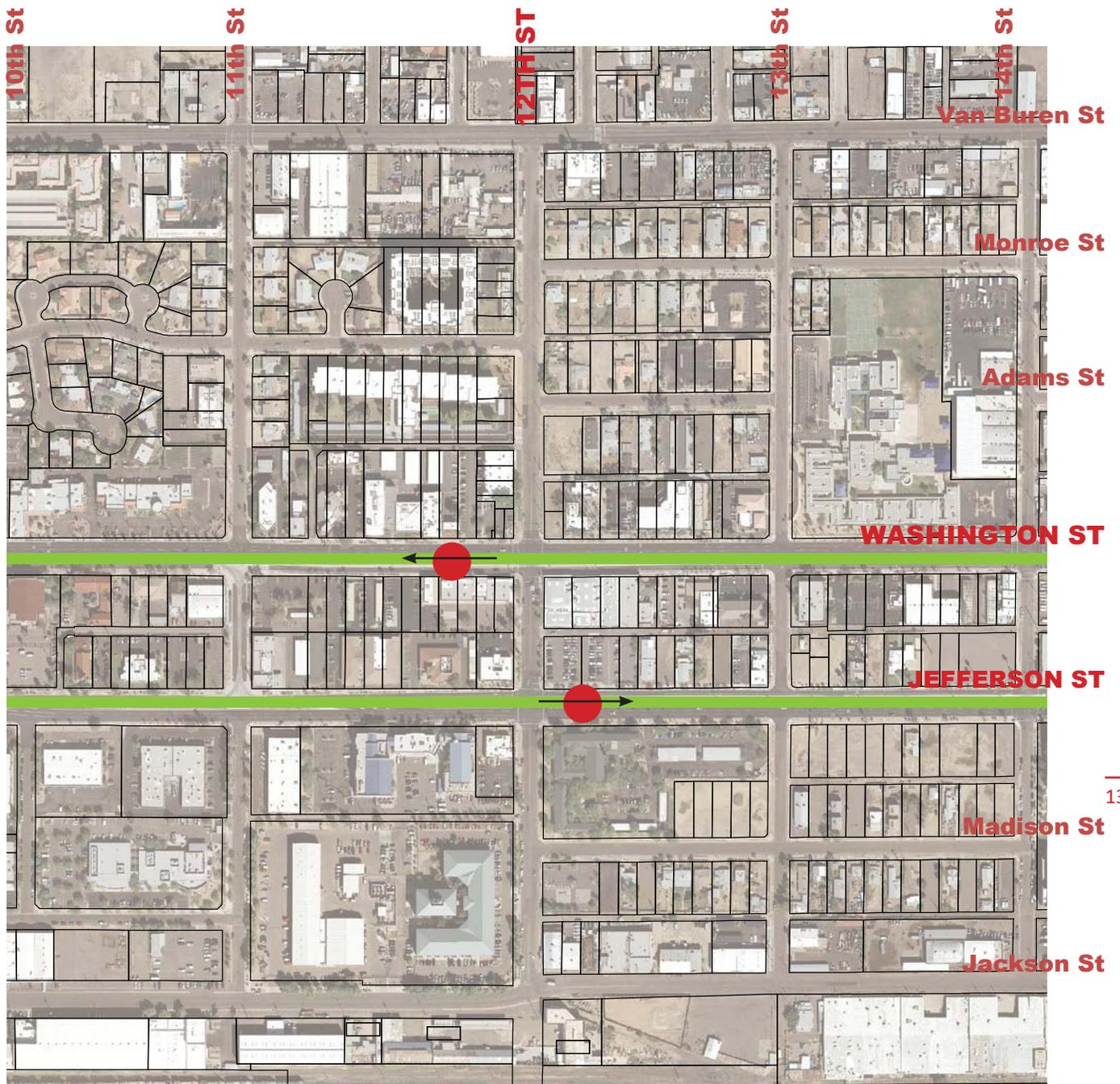
- Phoenix Communities United
- Phoenix Community Alliance
- Grace Lutheran Church Neighborhood Association

light rail stop 

light rail 



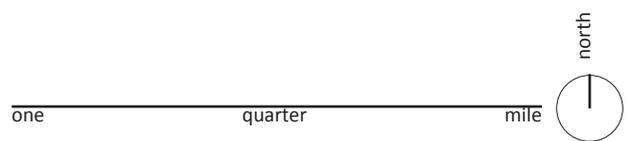
Washington and 12th  
 Business Districts and Development Organizations



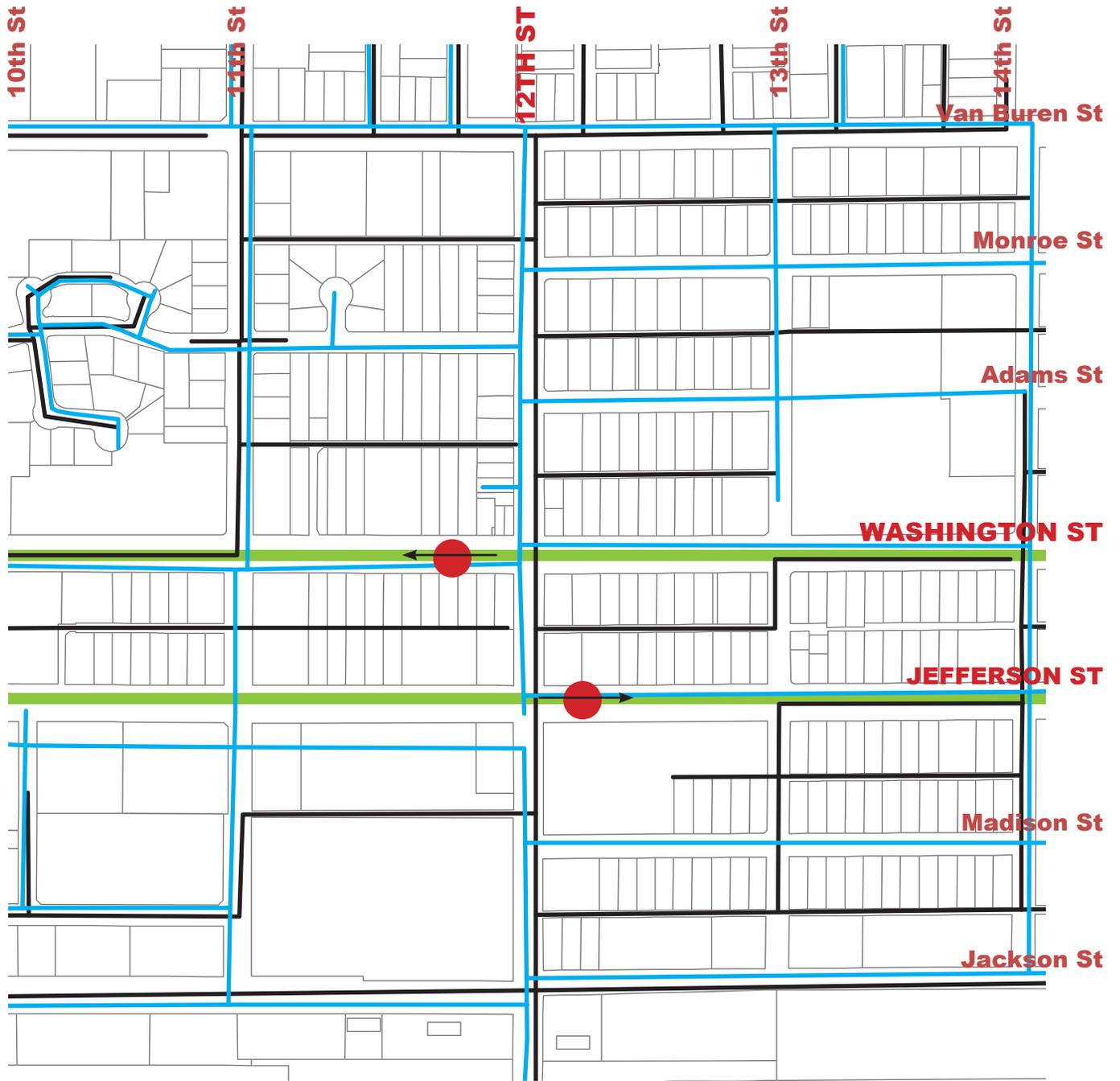
Information obtained through internet searches and conversations with City of Phoenix staff.

- light rail stop
- ▬ light rail

There are no known temporary installations or events in this area.



Washington and 12th  
Events and Temporary Installations



Source: City of Phoenix Water Services Department. September 2011.

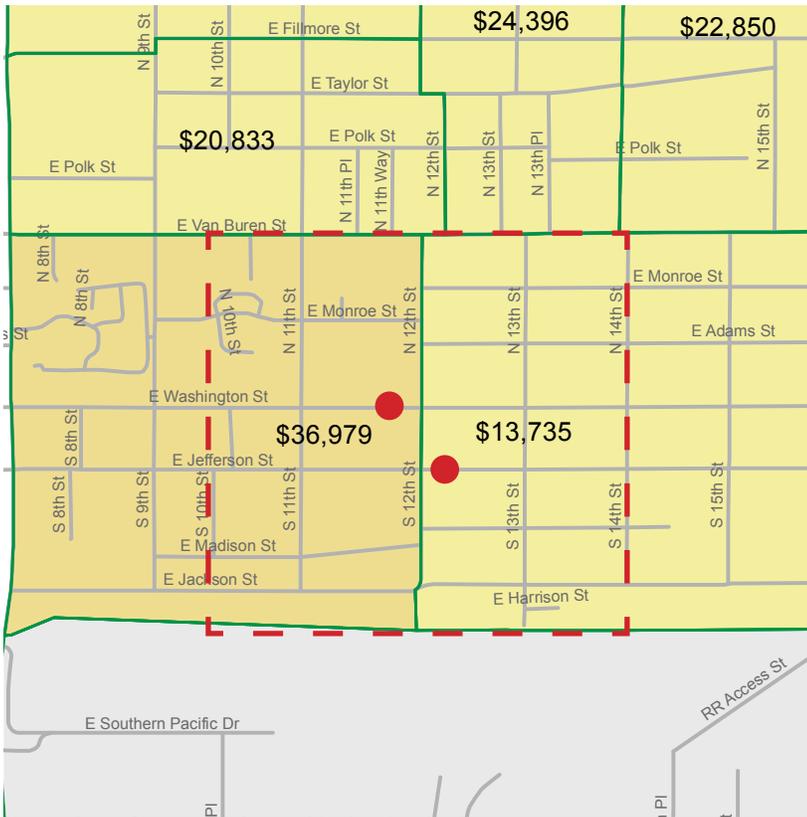
This map includes:

water and wastewater utility lines.

- light rail stop ●
- light rail ■
- water ■
- wastewater ■



Washington and 12th  
 Utilities and Planned Public Improvements



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

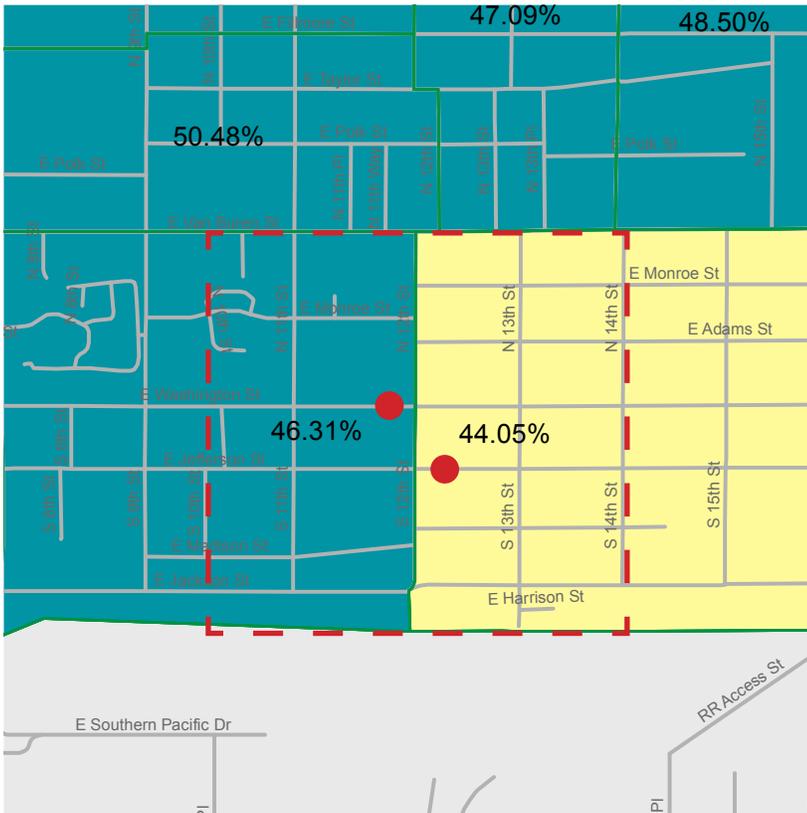
### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	25,357
Phoenix	54,791
Maricopa County	61,016

Target Area		Data Not Available	
Light Rail Stop		Less 32,000 \$/year	
		32,000 to 42,000 \$/year	
		42,000 to 53,000 \$/year	
		53,000 to 69,000 \$/year	
		69,000 \$/year and greater	



Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012.

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	45.2
Phoenix	63.2
Maricopa County	66.2

Target Area		Data Not Available	
Light Rail Stop		Less than 45%	
		45% and Greater	

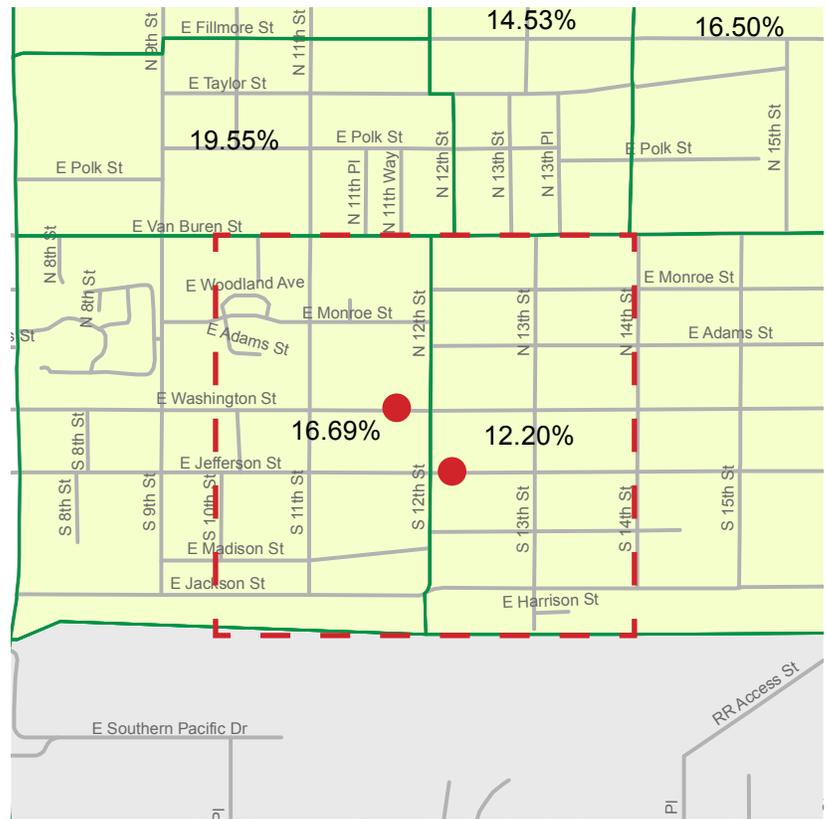
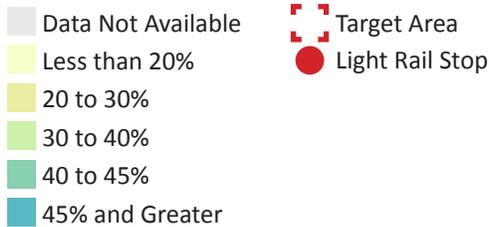
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	14.4
Phoenix	32.2
Maricopa County	34.1

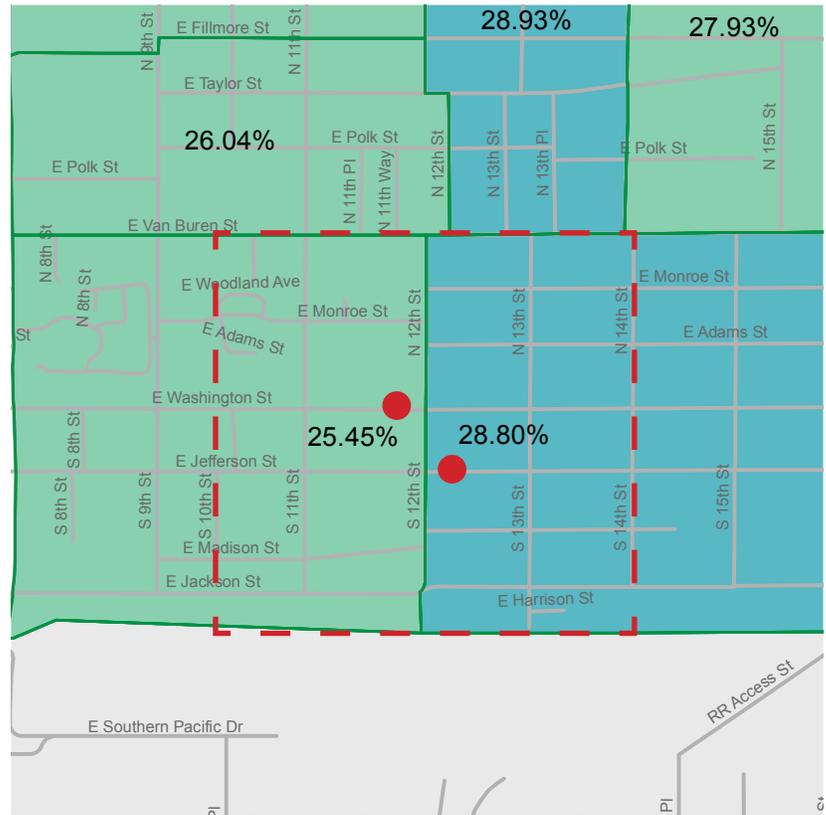


## Transportation Cost as a Percentage of Income

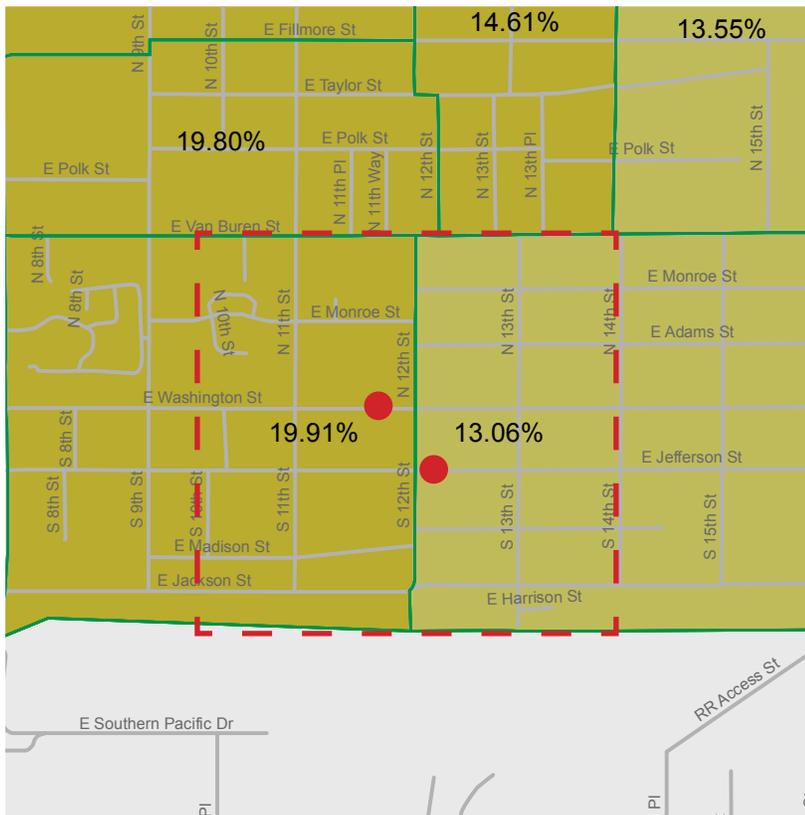
Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	27.1
Phoenix	30.9
Maricopa County	32.1



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.



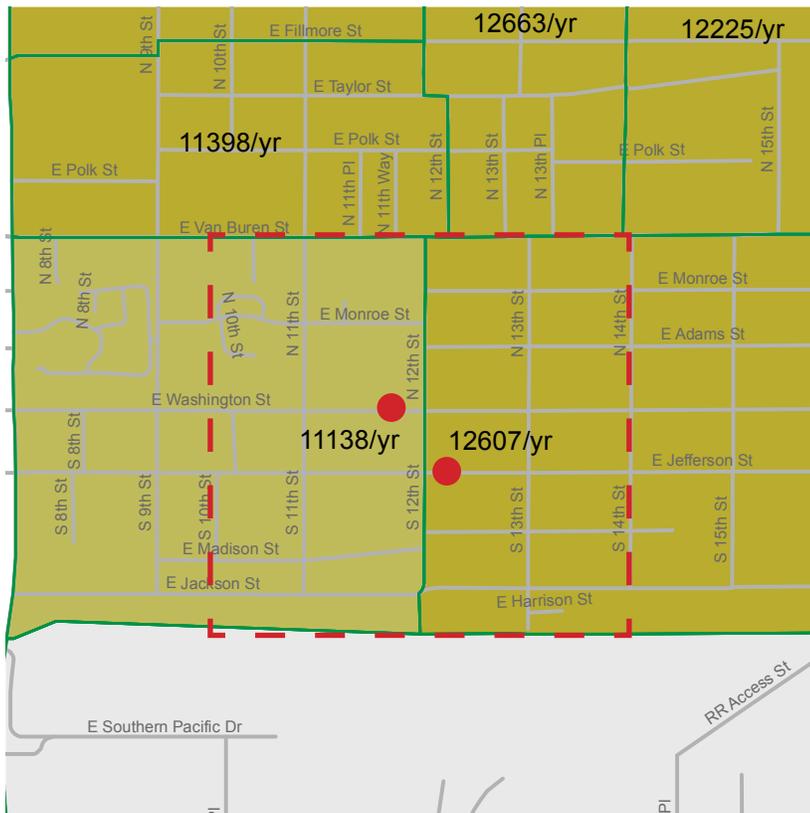
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012

### Transit Ridership as a Percentage of Workers

Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	16.5
Phoenix	5.7
Maricopa County	4.1



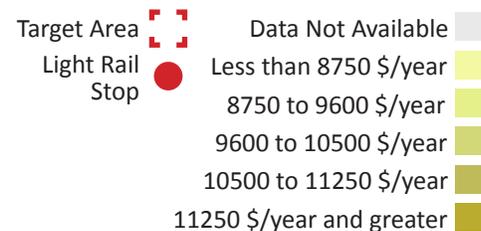
Map and Data from Center for Neighborhood Technology www.cnt.org. May 2012

### Household Annual Transportation Cost

Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	11,873
Phoenix	12,732
Maricopa County	13,217



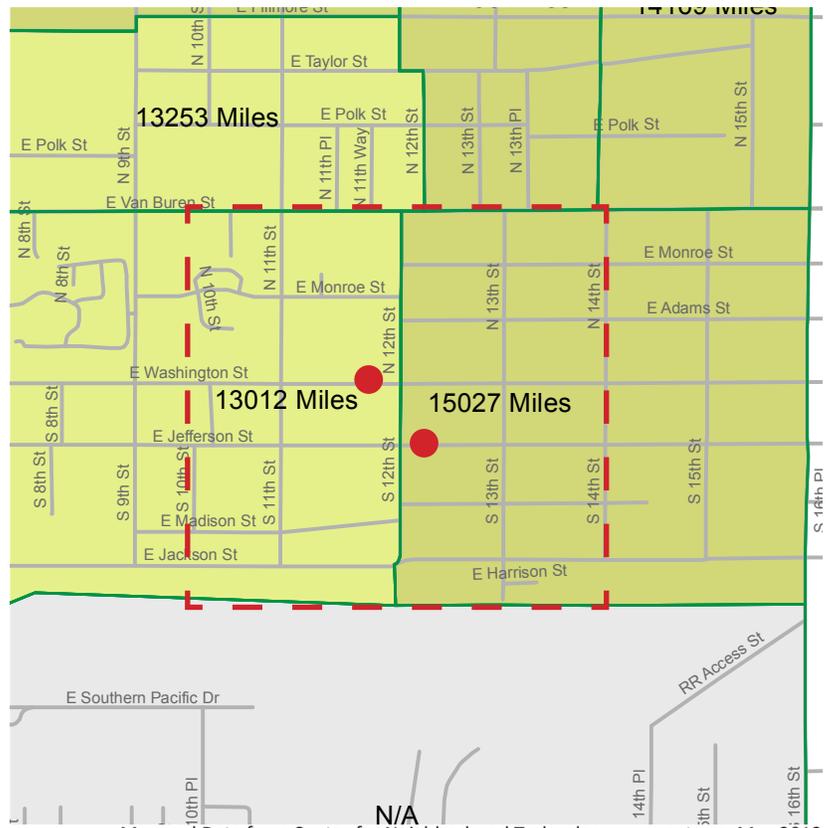
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

Vehicle Miles Traveled/Household	Annual Miles
Target Area, Average	14,020
Phoenix	16,732
Maricopa County	17,937

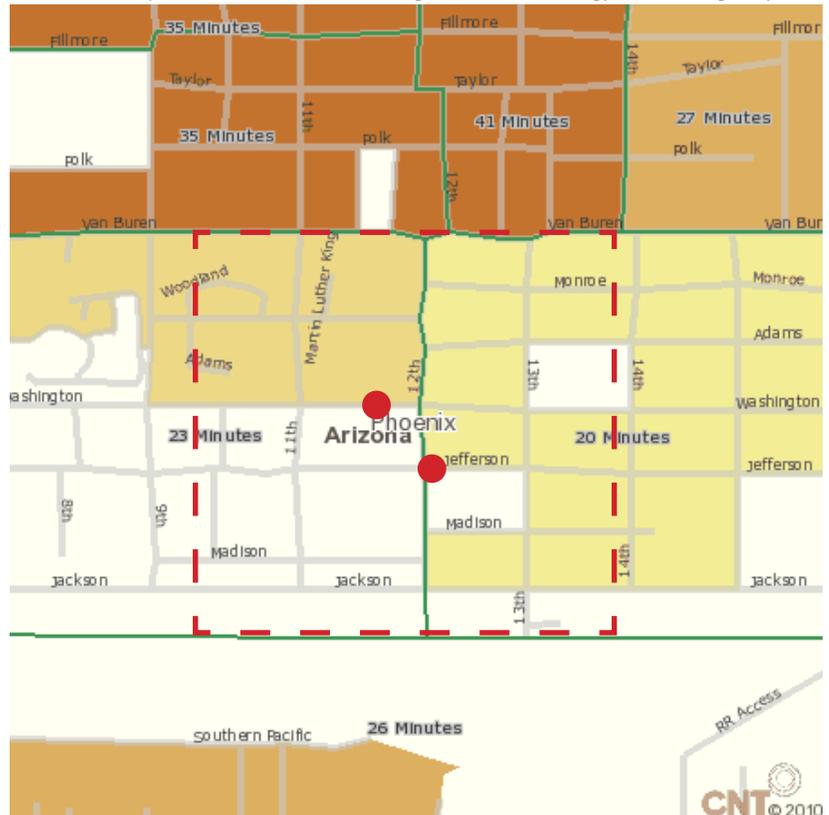


## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

Travel Time to Work	Minutes
Target Area, Average	21.6
Phoenix	26.0
Maricopa County	26.0



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

# APACHE & McCLINTOCK

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## Apache and McClintock

### Description and Impressions

One mile from the eastern edge of Arizona State University, the half-mile area surrounding the Apache and McClintock light rail stop includes a variety of housing options, typical retail services (automobile repair, restaurants, small grocery stores, liquor stores and bars), and a police sub-station. The area has a combination of historically designated single-family neighborhoods to the northwest, older lower density multi-family residences, newer multi-family student housing developments along the corridor, and older mobile home communities to the east.

Apache Boulevard served as an interstate highway until U.S. 60 was built to the south in the 1970s. As a result, the area was built for the automobile and is typical of many urban areas built between the 1950s and 1980s. Wide streets, narrow sidewalks, and parking lots make up the built environment. The proximity to the University makes this a heavily travelled bicycle corridor. Lots on the west side of McClintock along the corridor are narrow and shallow, with smaller commercial buildings, the exception being the south west corner, which has two narrow and very deep properties. Lots to the east side of McClintock are also narrow, but much deeper. Lots on the north have access to both Apache, and the residential area to the north. Lots on the south have access to Apache, and are more than 1,200 feet deep, extending to the Union Pacific Railway to the south, which is adjacent to industrial properties. There are height restrictions on surrounding parcels, and a special district has been developed for this area.

The area has a combination of all residential, mixed-use, commercial and industrial land uses within ½ mile of the intersection, providing unique living and employment opportunities.



*Apache and McClintock, looking southwest*



*Apartments*



*8th and Una*



*McClintock and Hayden, looking west*



*Residential Street*



*Apache and McClintock, looking west*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with city of Tempe staff.

### City Offices

Tempe City Council

### Neighborhood Associations

Alegre Community Neighborhood Association

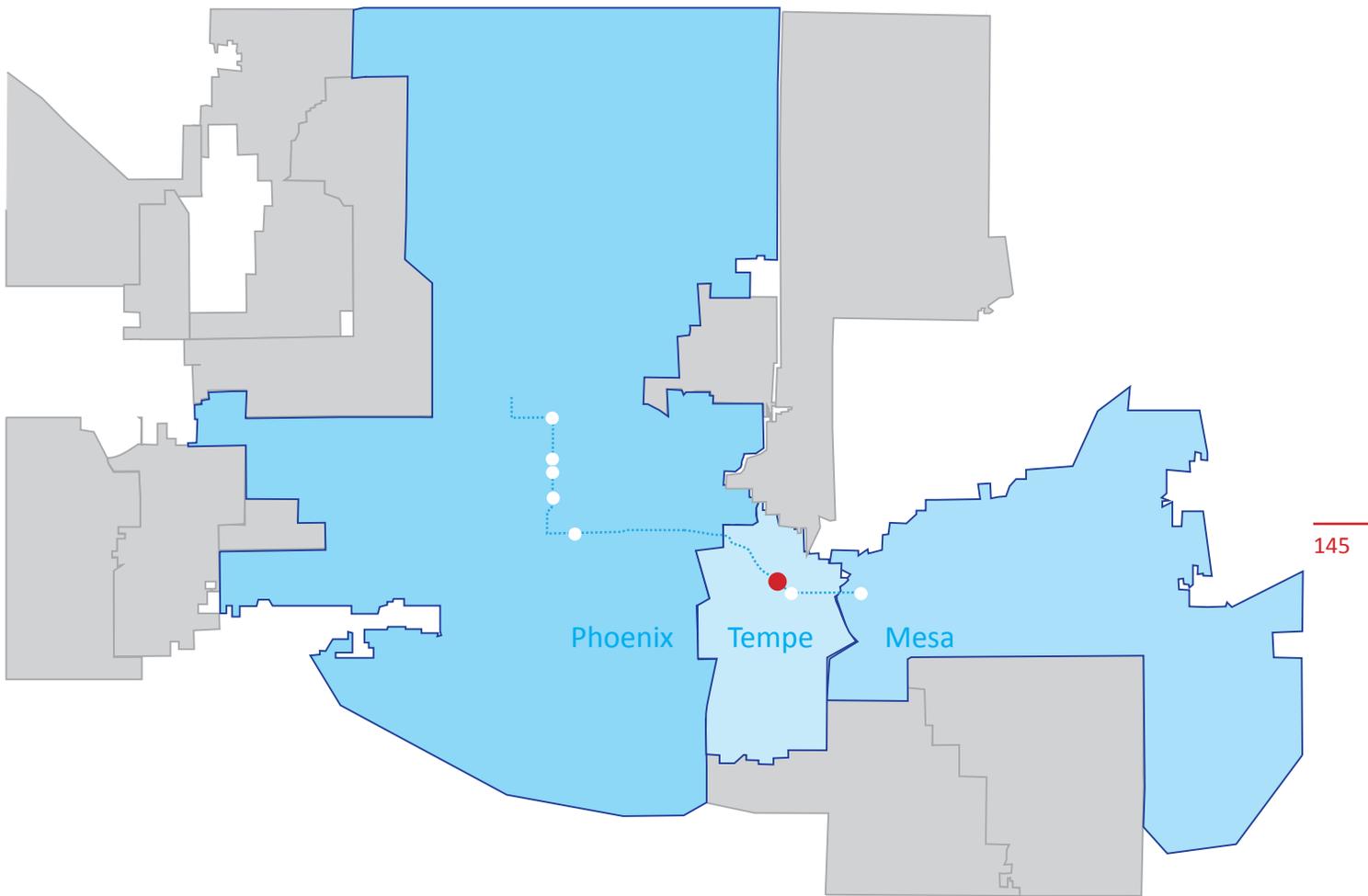
Don Carlos Neighborhood Association

Hudson Manor Neighborhood Association

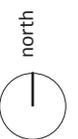
University Heights Neighborhood Association

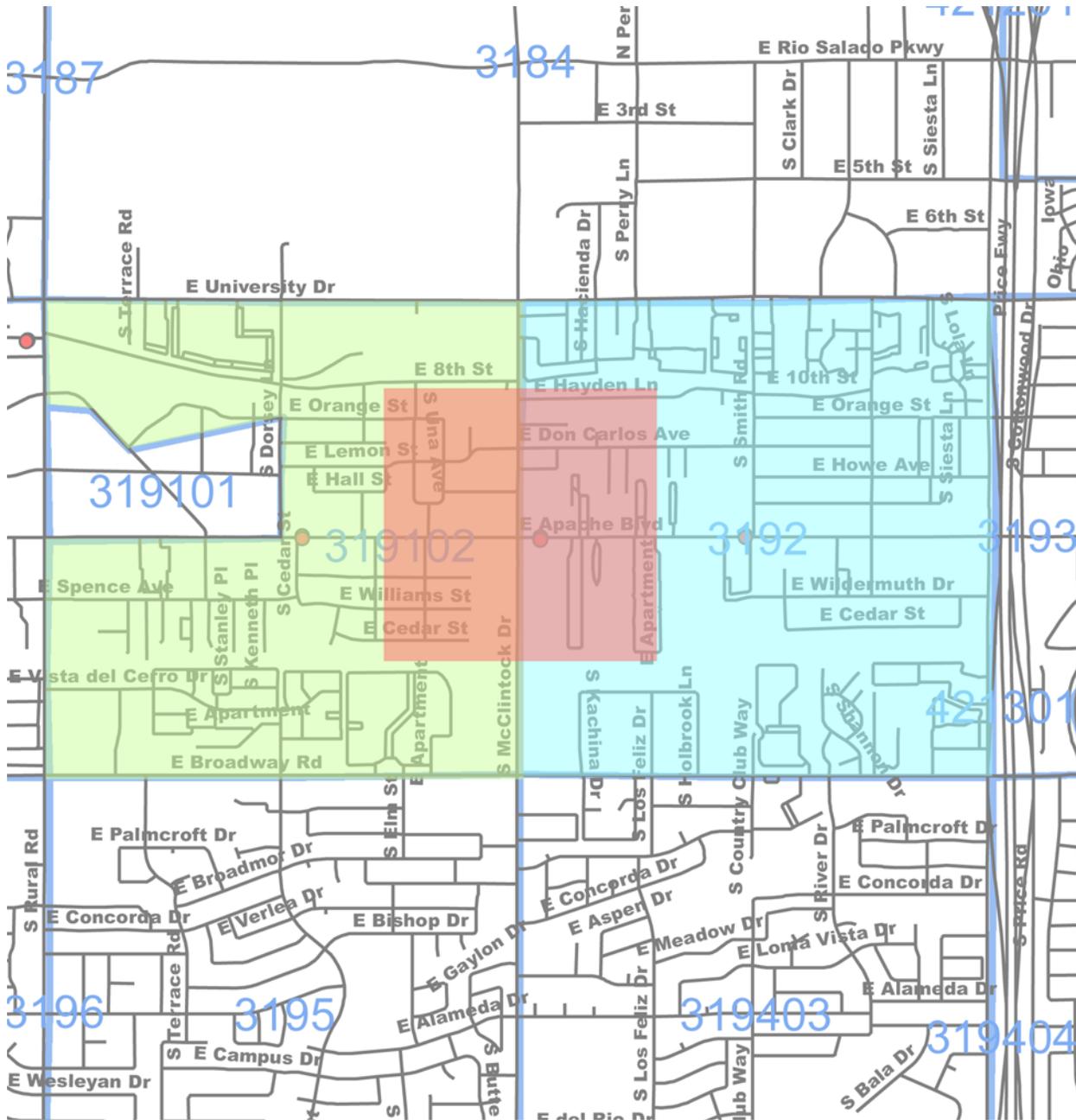
### Churches

Greater Phoenix Chinese Christian Church



● light rail stop





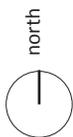
City of Tempe Census Tract 3191.02 / 3192

Population	172,589	10,708 / 9,661
Median Household Income	\$48,585	\$25,517 / \$33,377
Homeowner Occupied	51.0%	8.0% / 26.6%
Renter Occupied	49.0%	92% / 73.4%
Public Transportation Use	3.0%	9.9% / 12.5%
Personal Vehicle Use	72.9%	49.6% / 62.6%
Travel Time	20.4	19.9 / 25.5

1/2 mile area

3191.02

3191



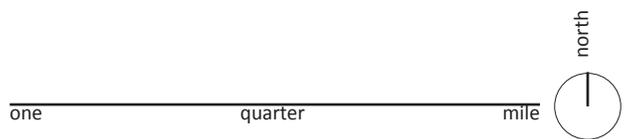
2009 American Community Survey

2005-2009 American Community Survey 5-year Estimates

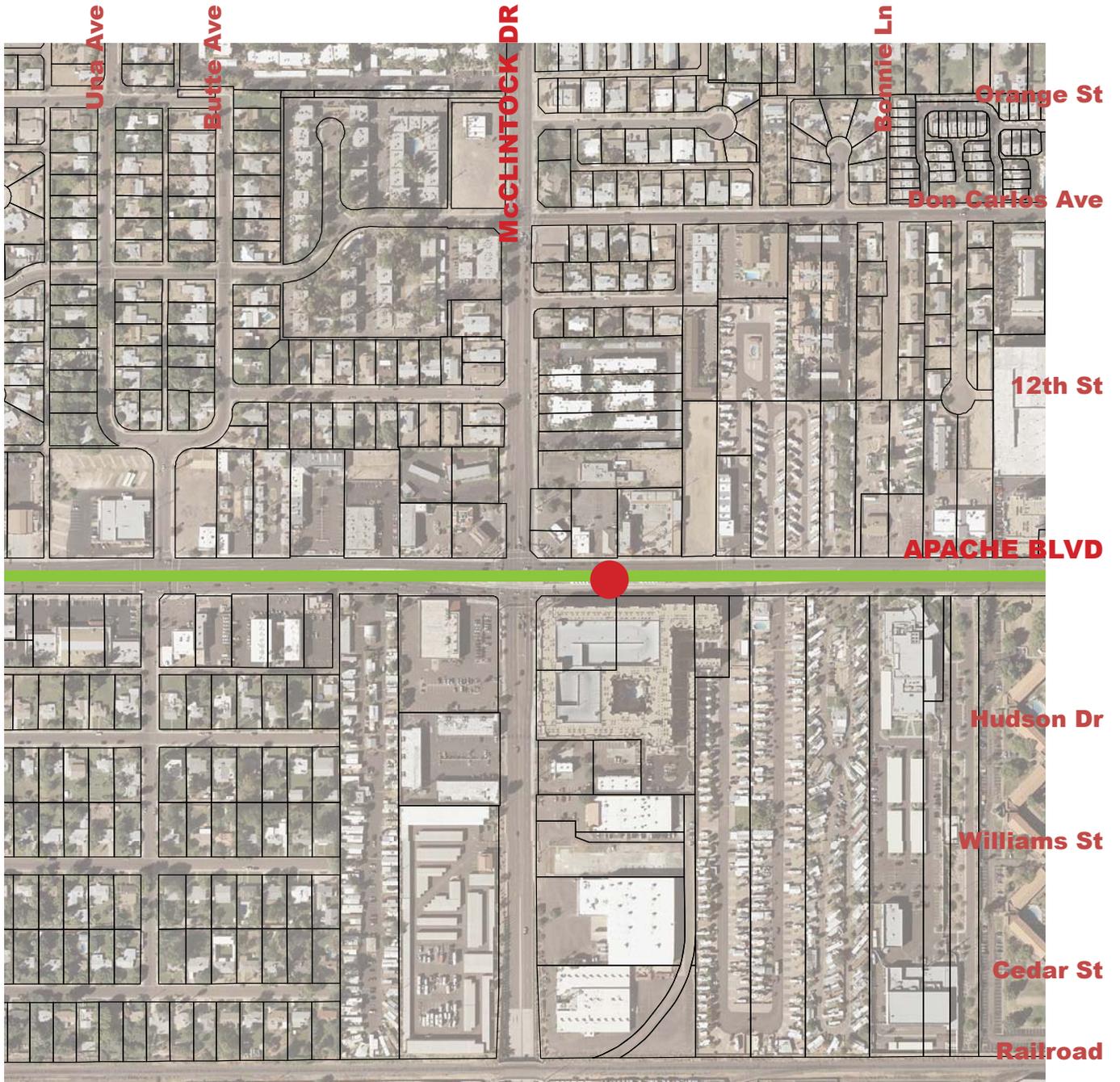
### Apache and McClintock Demographics



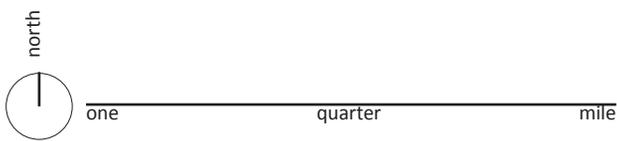
-  light rail stop
-  light rail



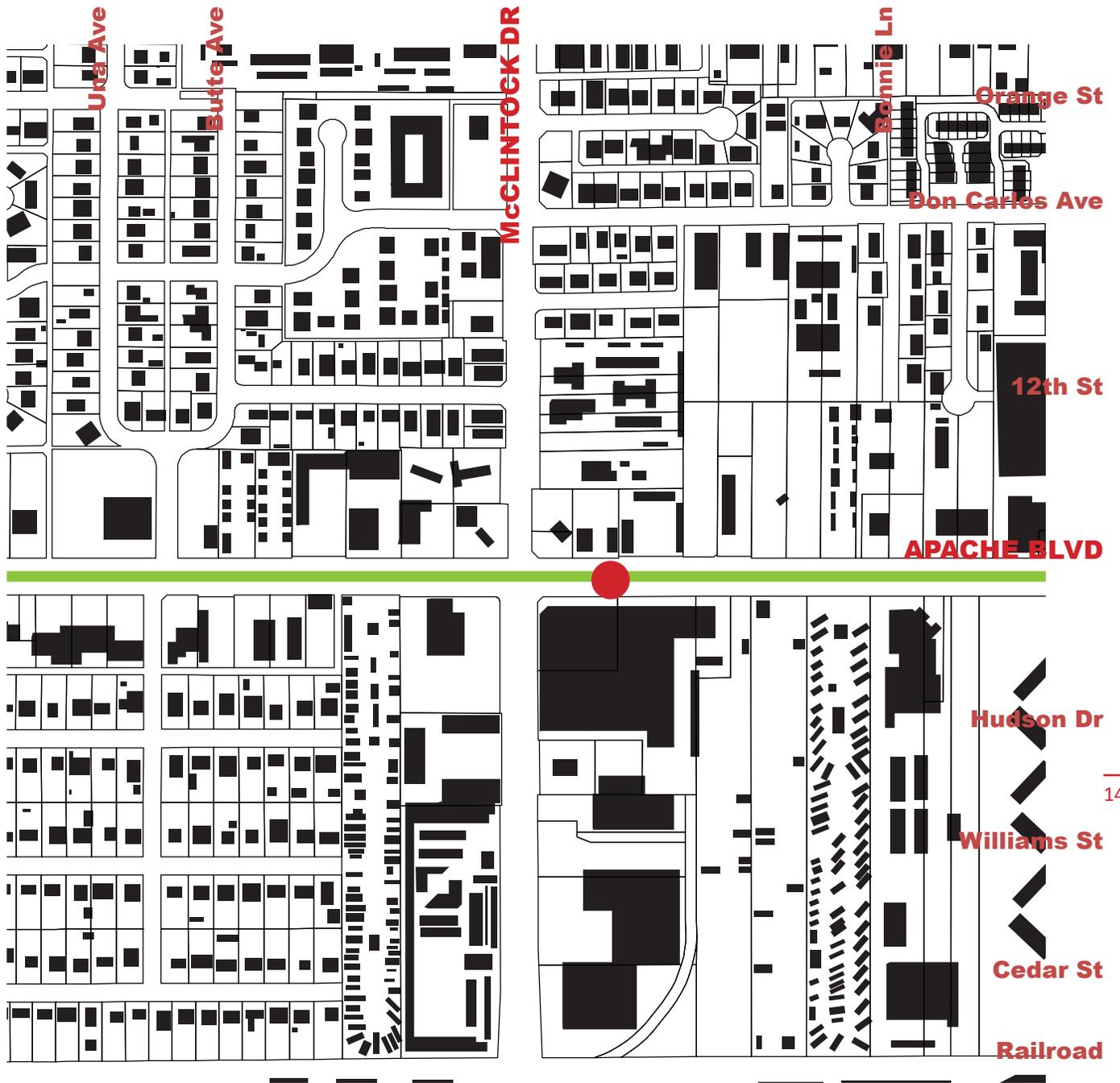
Apache and McClintock  
Aerial



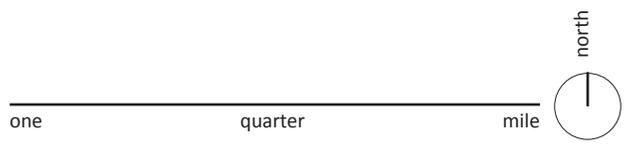
light rail stop ●  
light rail ■



Apache and McClintock  
Parcel Map



- light rail stop
- light rail
- structures



Apache and McClintock  
Building Footprint



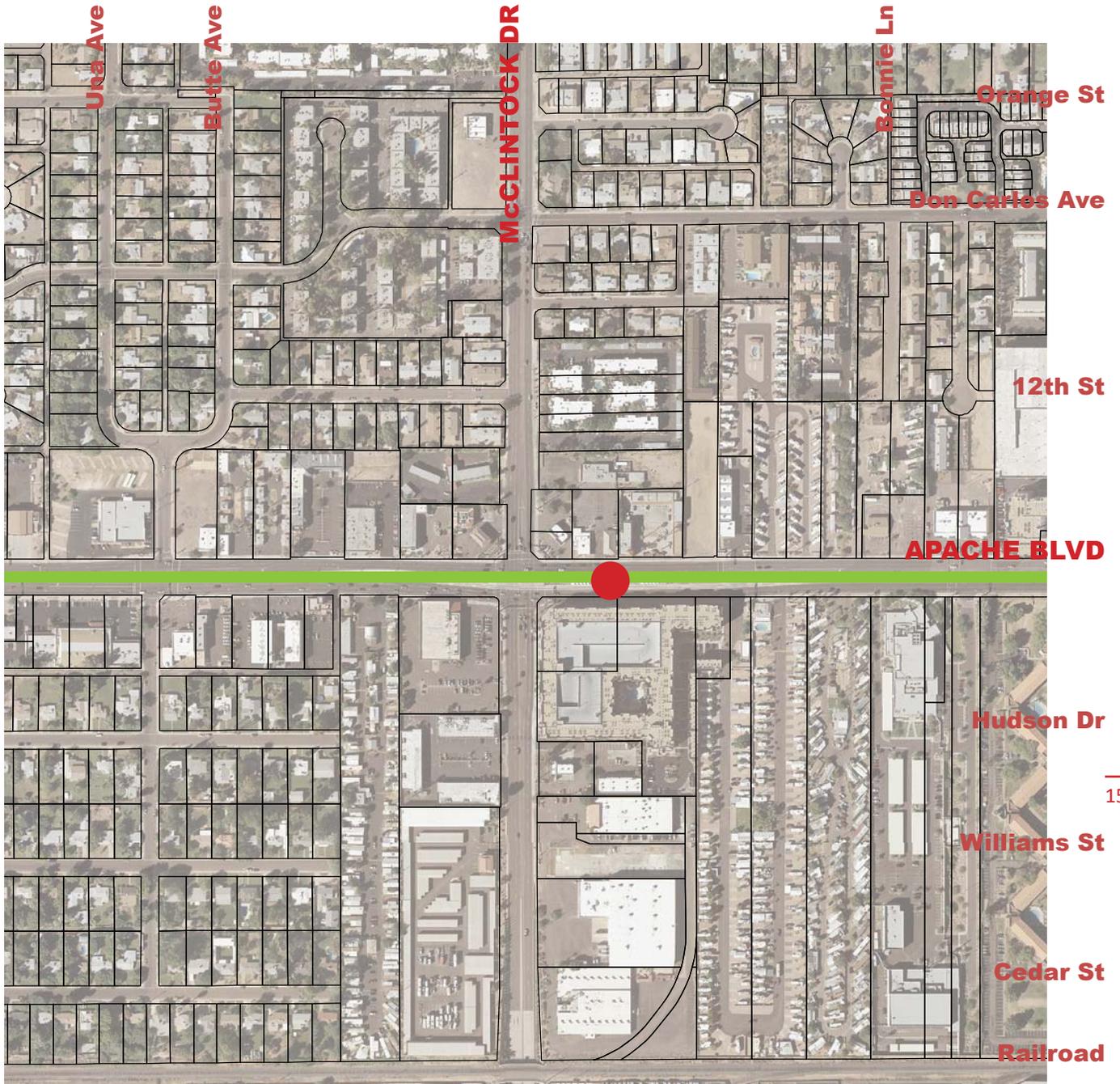
Source: City of Tempe Planning Division. September 2011.

- light rail stop
- light rail

- |                   |   |   |   |
|-------------------|---|---|---|
| <b>commercial</b> | CSS <span style="color: blue;">■</span> | <b>residential</b>                          | R-1 PAD <span style="color: yellow;">■</span> |
| <b>industrial</b> | GID <span style="color: gray;">■</span> | R-1-6 <span style="color: yellow;">■</span> | R-2 <span style="color: yellow;">■</span>     |
| <b>overlays</b>   |   | R-3 <span style="color: orange;">■</span>   | R-4 <span style="color: orange;">■</span>     |
| historic zone     | <span style="color: gray;">●●●●</span>  | R-4 <span style="color: orange;">■</span>   | TP <span style="color: red;">■</span>         |
| PAD               | <span style="color: gray;">▨▨▨▨</span>  |   |   |
|                   |   | <b>mixed use</b>                            | MU-4 <span style="color: brown;">■</span>     |



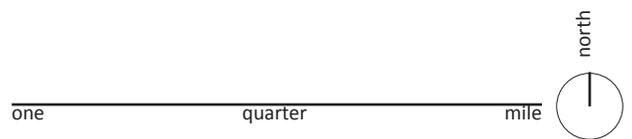
Apache and McClintock  
Zoning



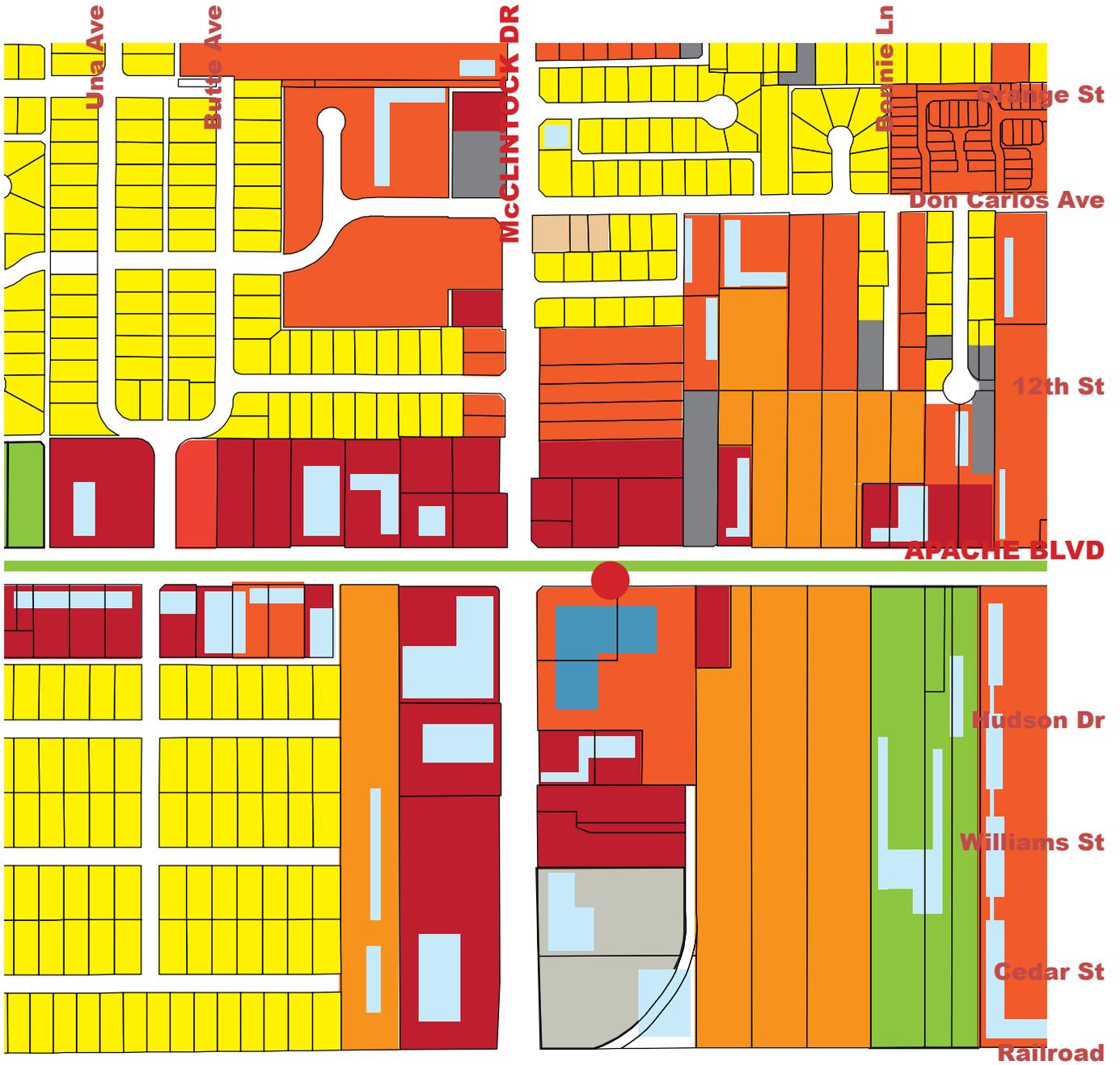
Information obtained through internet searches and conversations with City of Tempe staff.

- light rail stop
- light rail

There is no proposed rezoning for this area according to current data.



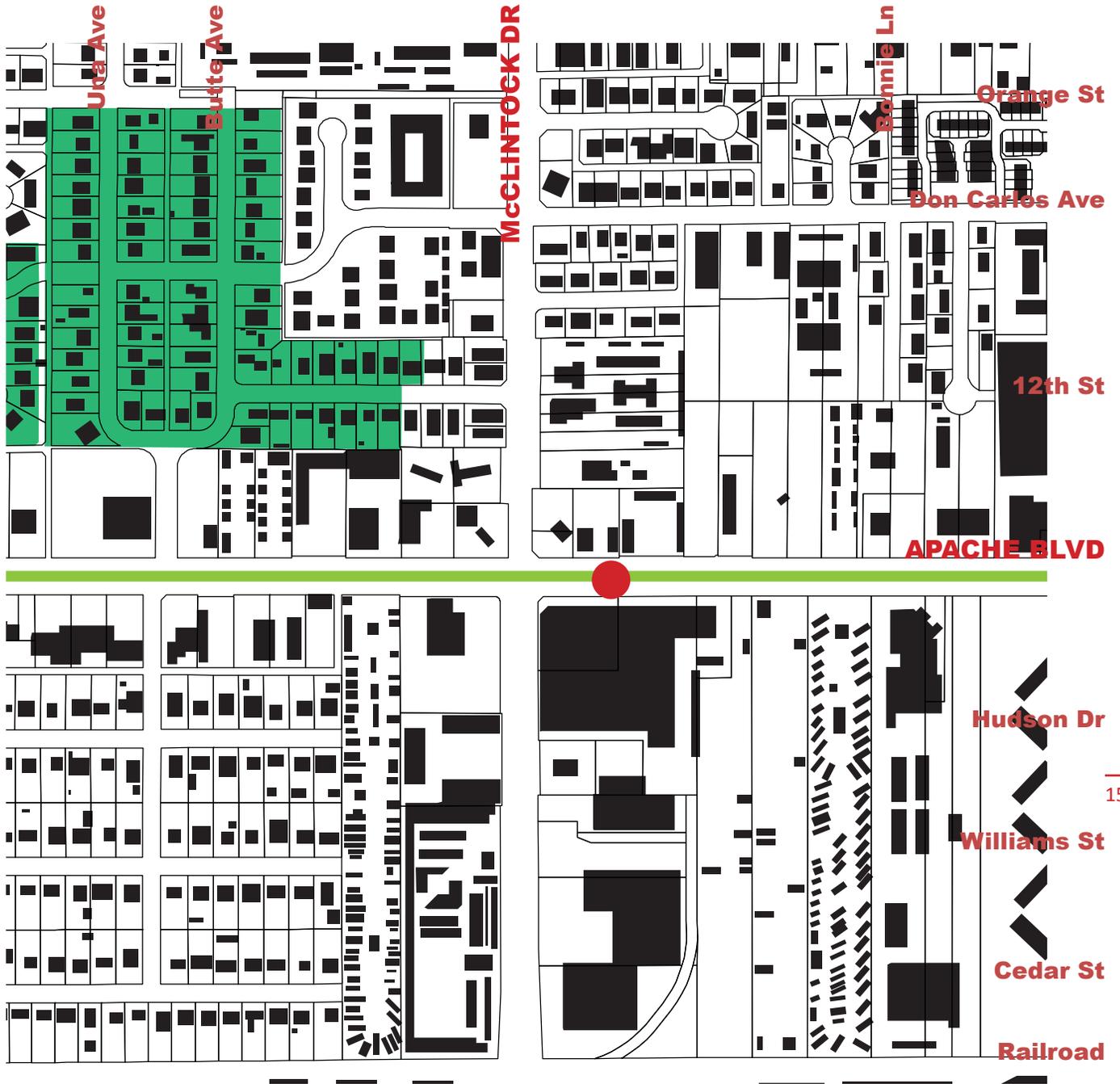
Apache and McClintock  
Proposed and Future Zoning



Drachman Institute. June 2011.



Apache and McClintock  
Land Use

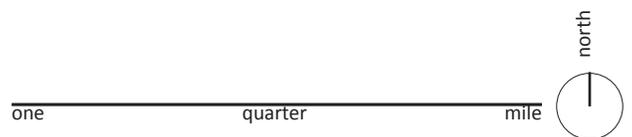


Information obtained through internet searches and conversations with City of Tempe staff.

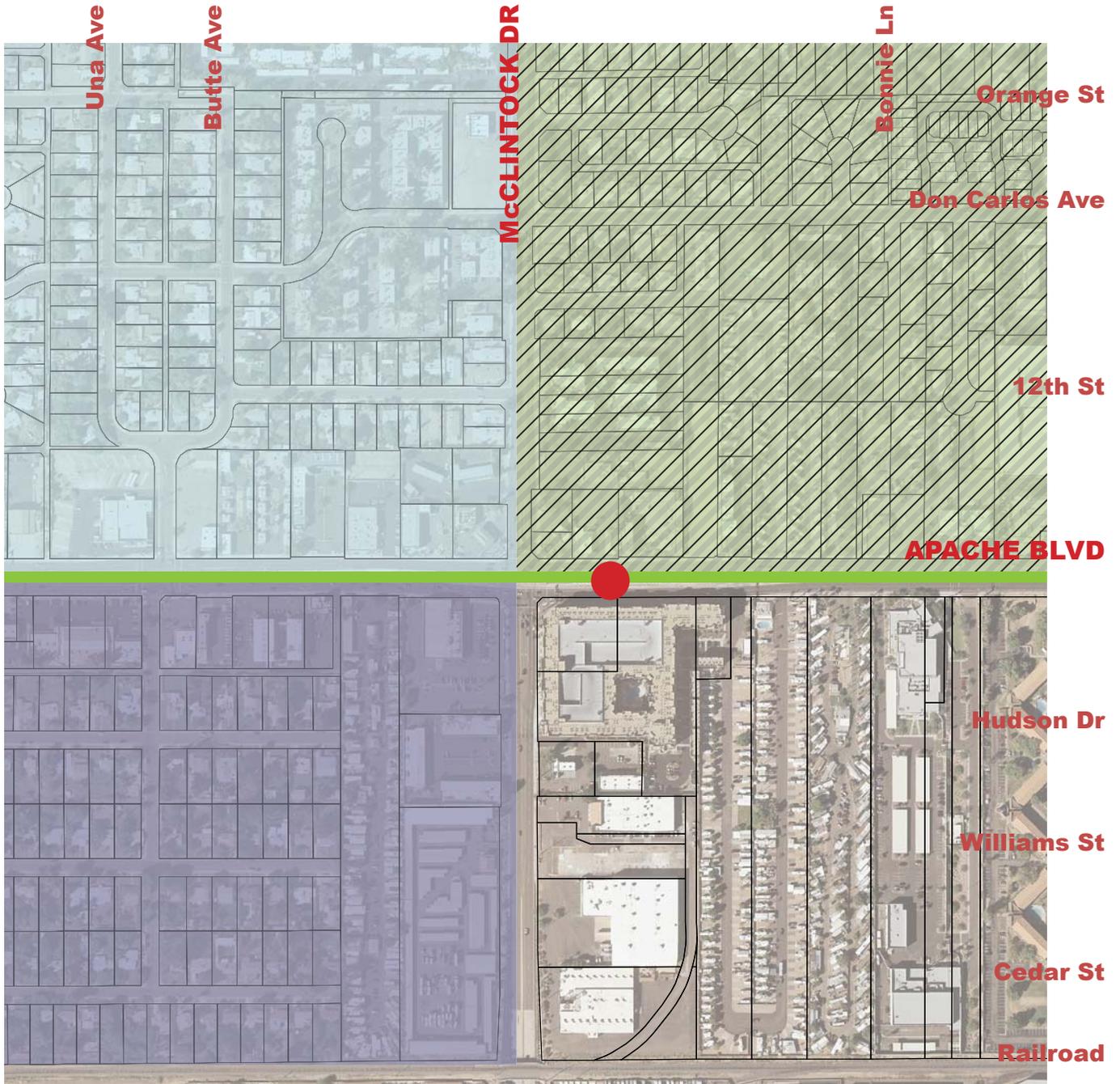
- light rail stop
  - light rail
  - Garfield - local and national district
- Note: To the west of the area, there are three potentially eligible historic districts:
- Tomlinson Estates 1950~1953
  - Hudson Park 1958~1959
  - Hudson Manor 1948~1955

Modifications to structures located within Local Historic Districts require review by City of Tempe planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.



Apache and McClintock  
Historic Districts and Properties



Information obtained through internet searches and conversations with City of Tempe staff.

Entire half mile area includes:

City of Tempe Council District

Maricopa County District 1

light rail stop 

light rail 

University Heights Neighborhood Association 

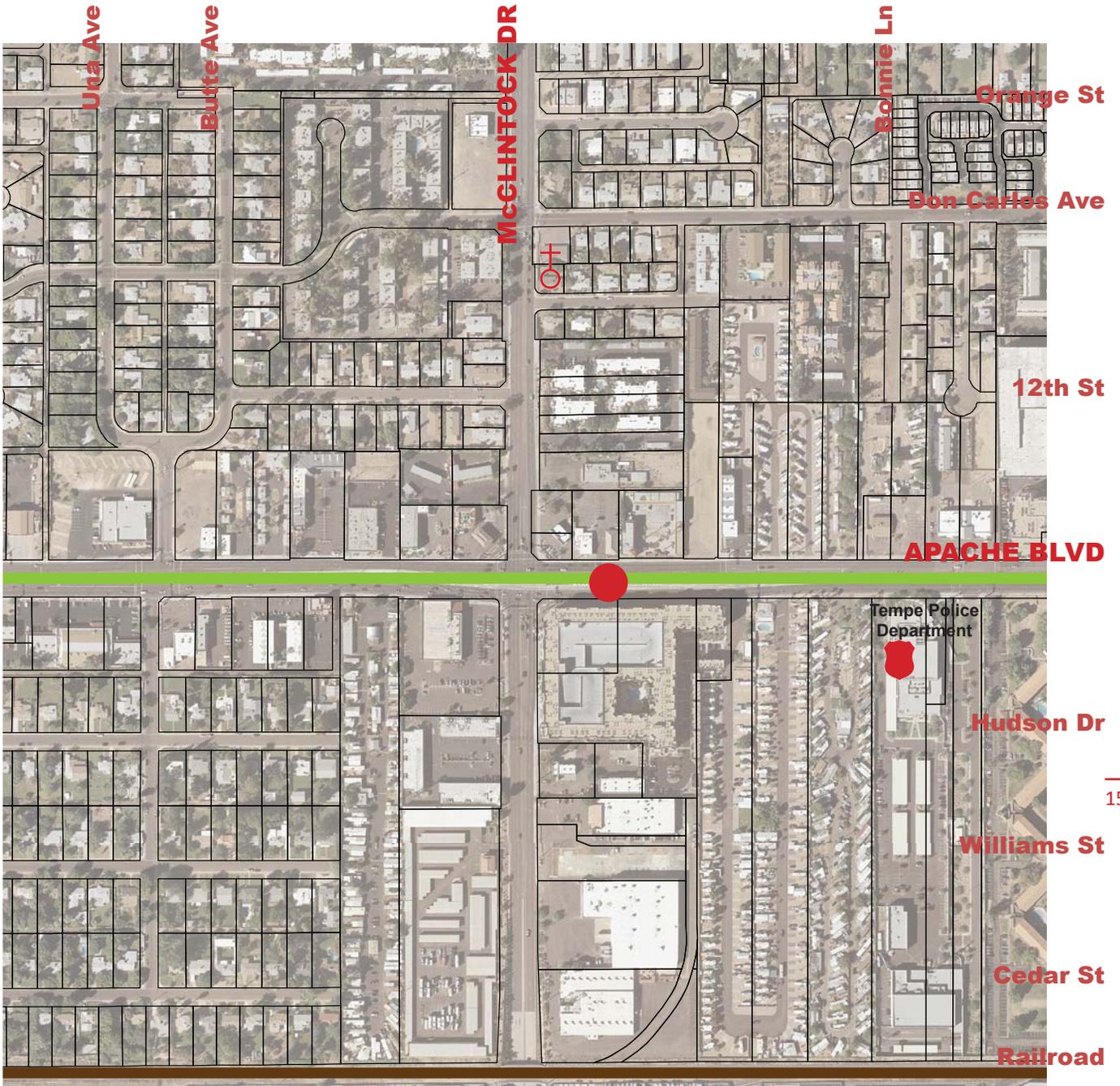
Don Carlos Neighborhood Association 

Hudson Manor Neighborhood Association 

Alegre Community Neighborhood Association 

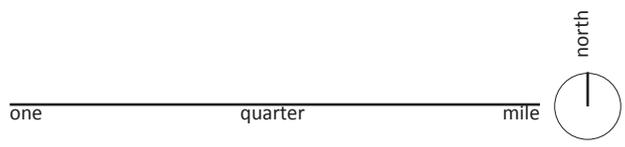


McClintock and Apache  
Political and Neighborhood Boundaries

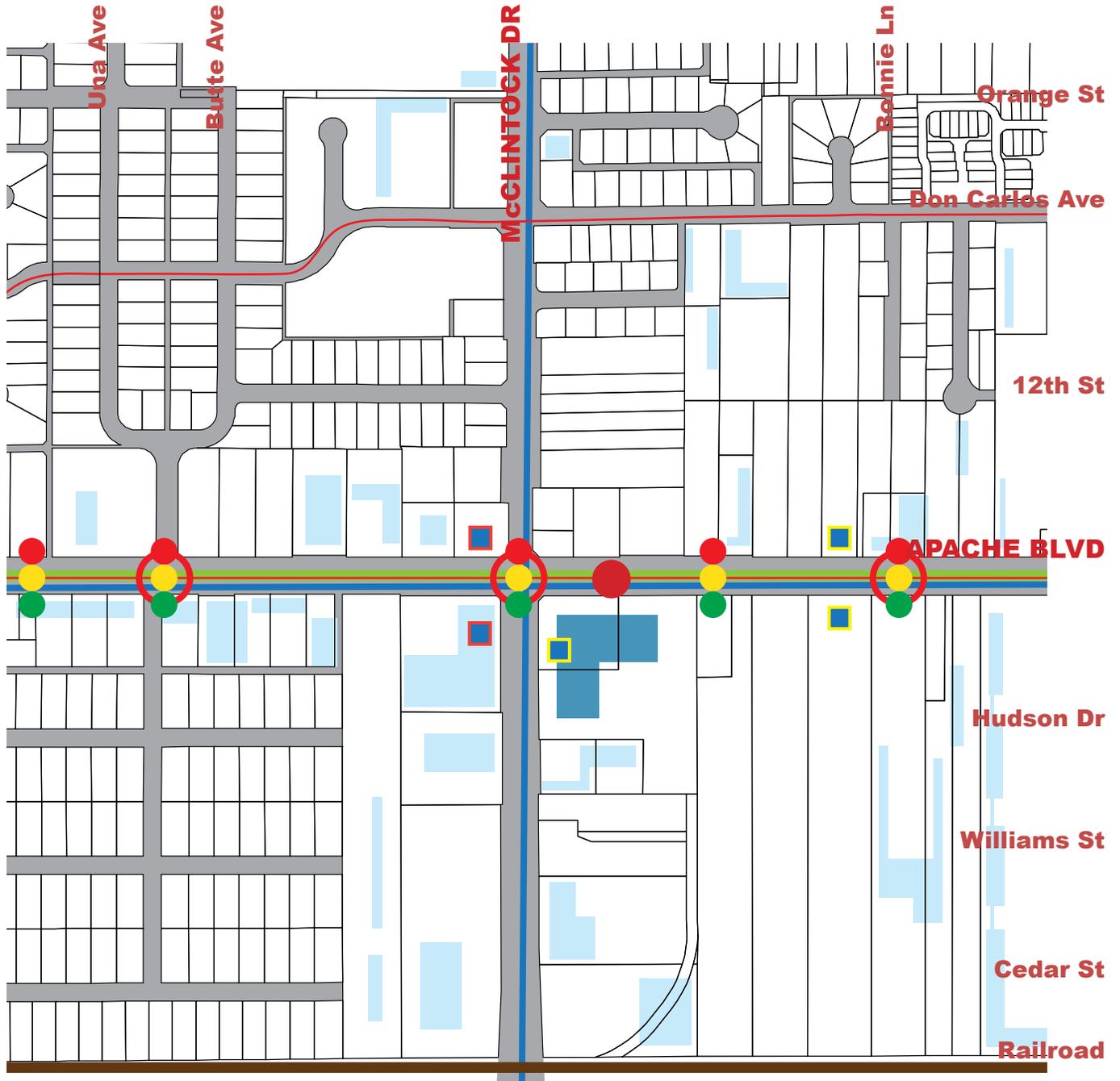


-  light rail stop
-  light rail
-  railroad
-  police department
-  religious/church

Additional landmarks may be added through various activities to be held in the area.



Apache and McClintock  
Landmarks and Natural / Man-made Features



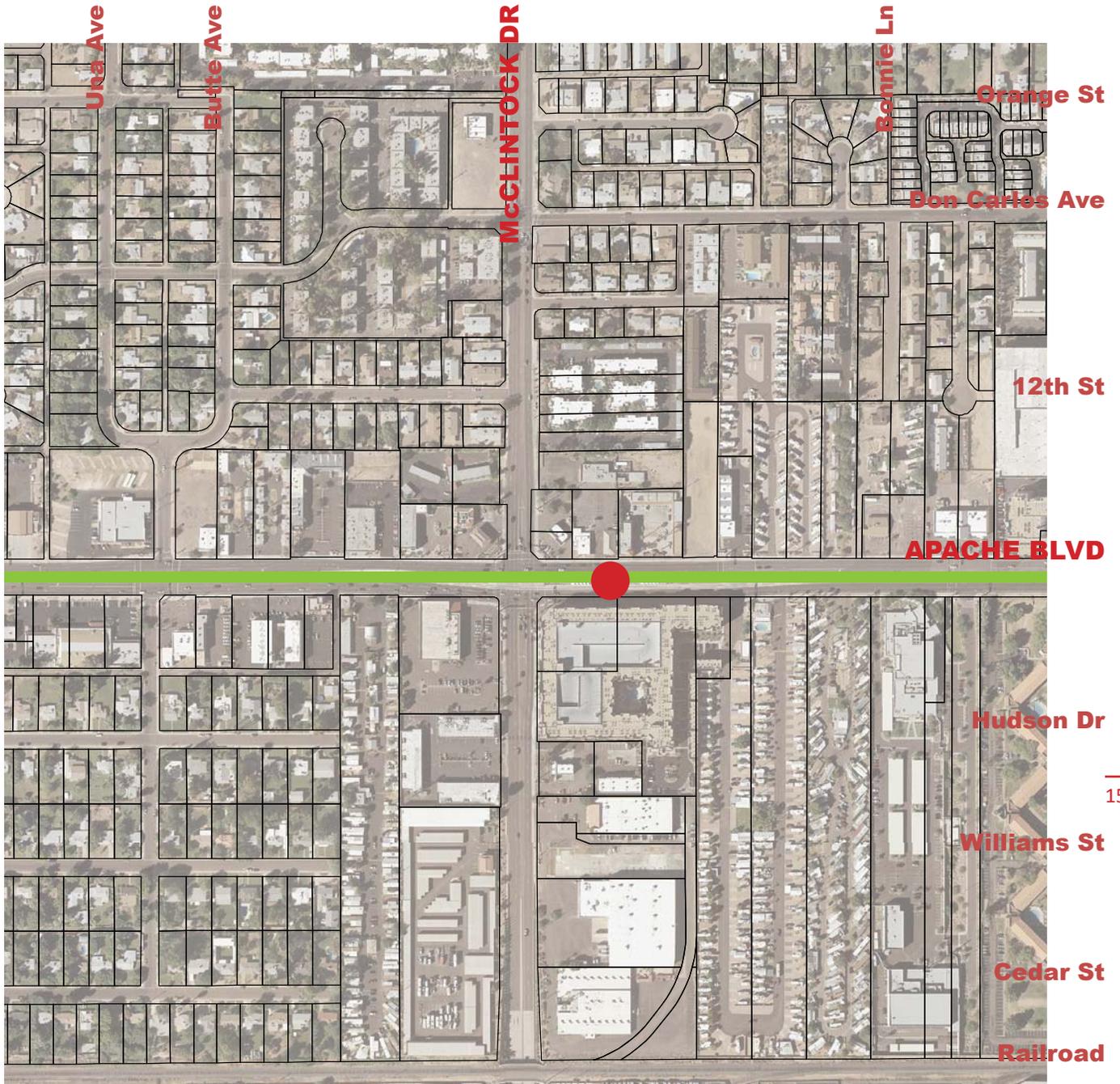
Drachman Institute. June 2011.

-  traffic signal
-  plazas/parks/open space
-  surface parking
-  structured parking

- light rail stop 
- light rail 
- striped pedestrian crossing 
- bicycle 
- bus route 
- streets 
- railroad 
- sheltered bus stop 
- unsheltered bus stop 

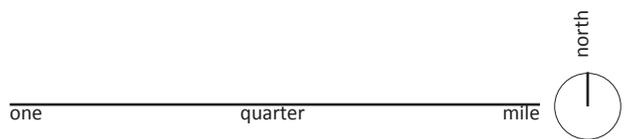


Apache and McClintock  
Transportation and Circulation

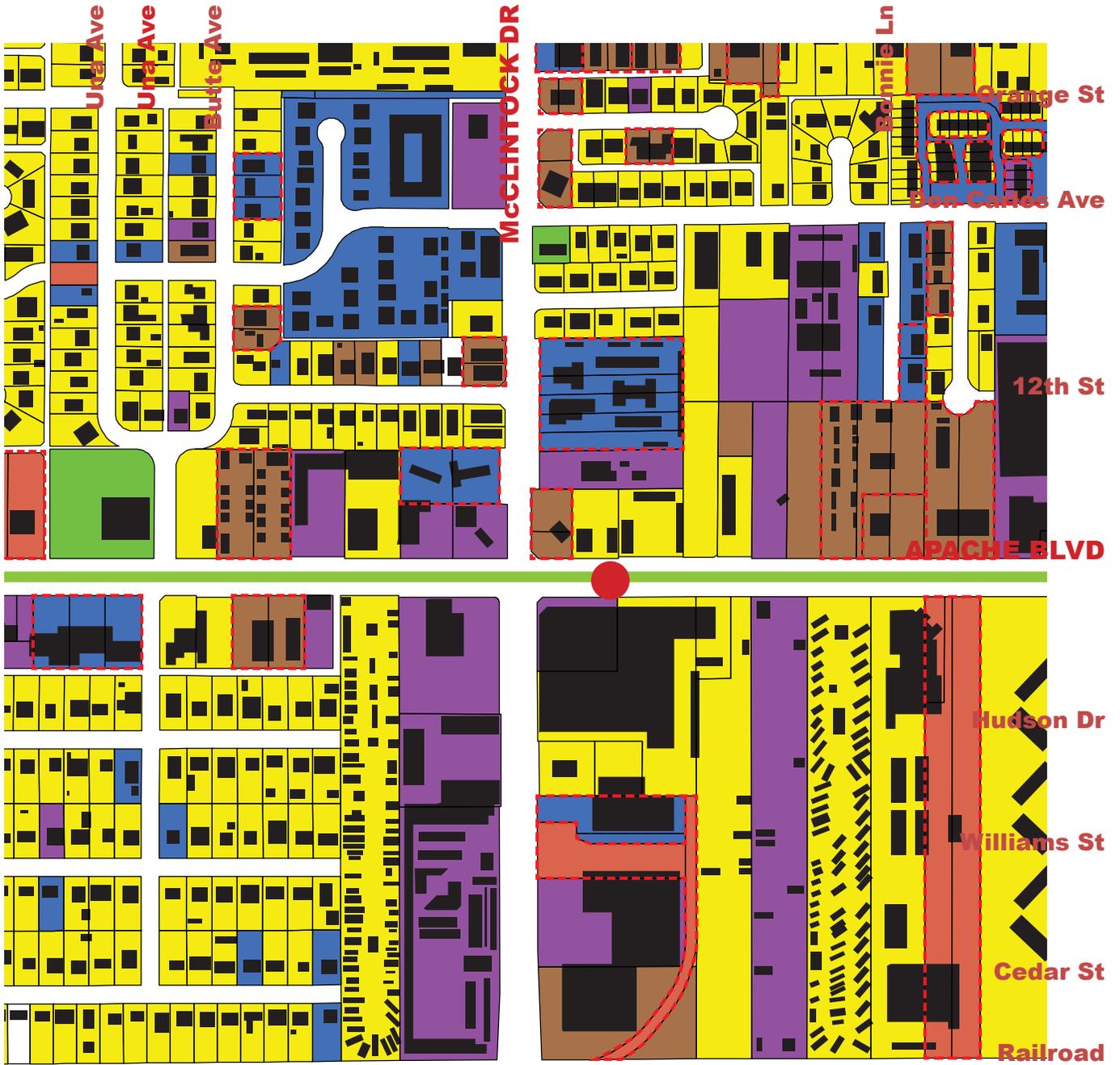


- light rail stop
- light rail
- floodplain 10 year
- floodplain 100 year
- superfund site
- landfill
- recycling center
- waste center

There are no known floodplains or environmental sites.



Apache and McClintock  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.



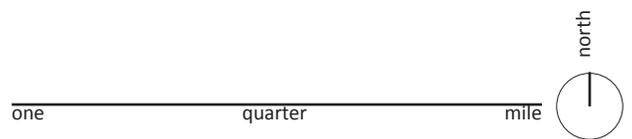
Apache and McClintock  
Ownership

- light rail stop ●
- light rail —
- private individual ■
- private LLC - multiple owners ■
- Private LLC - individual owner ■
- City of Tempe ■
- private multiple holdings ■
- religious ■
- contiguously owned properties ■

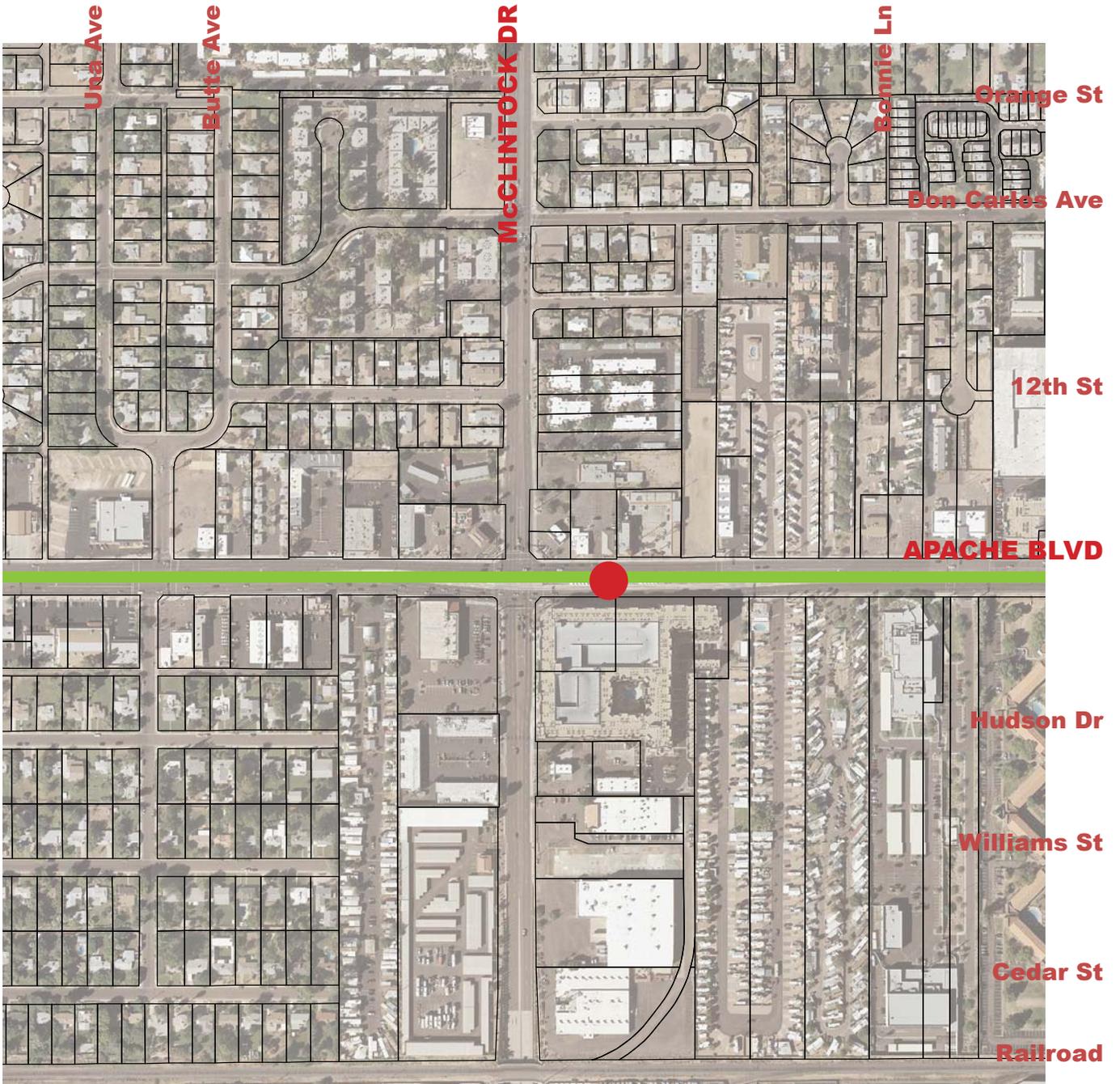


Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



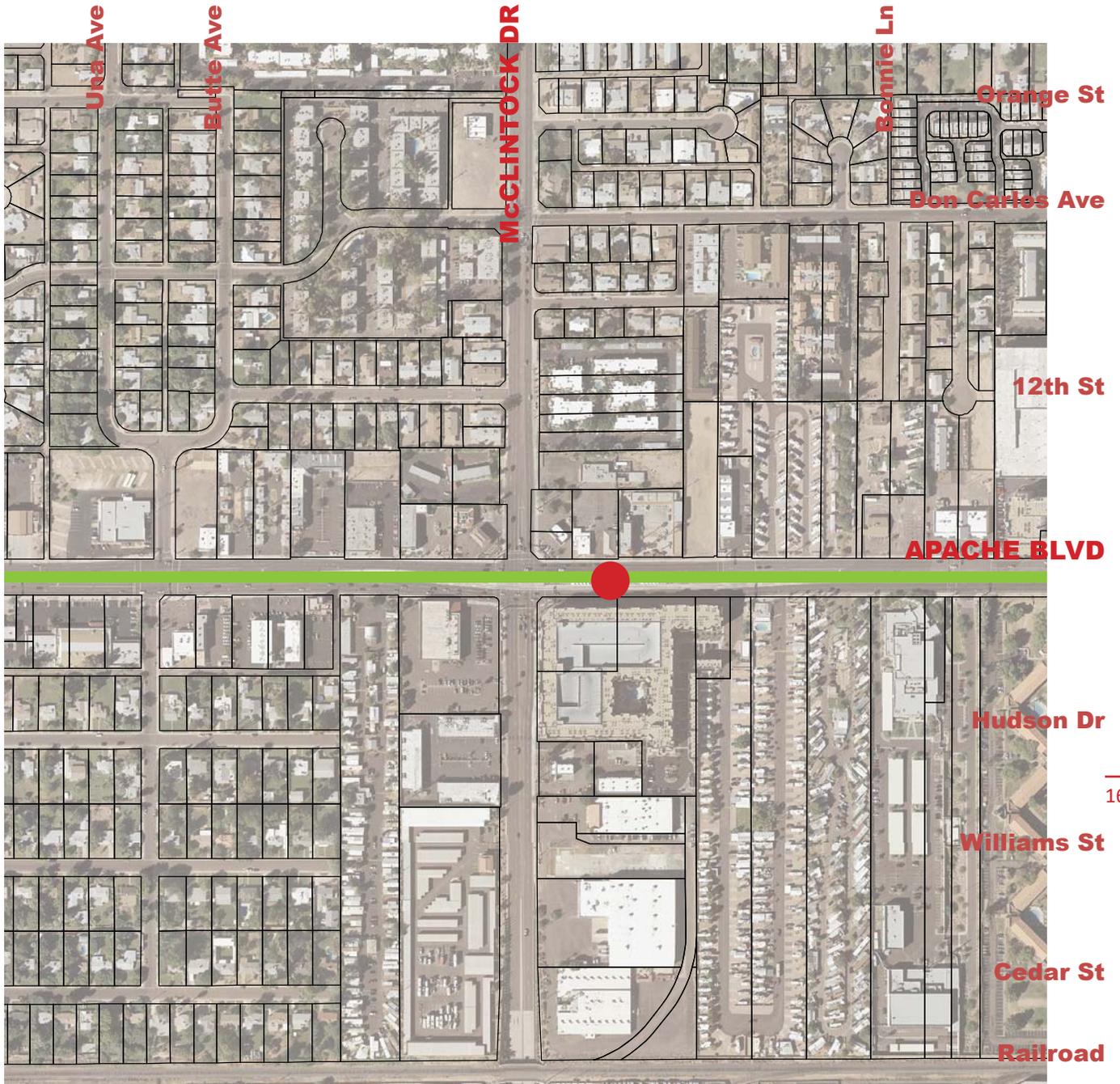
Apache and McClintock  
Vacant Land and Parking



light rail stop ●  
 light rail ■

Information not available.

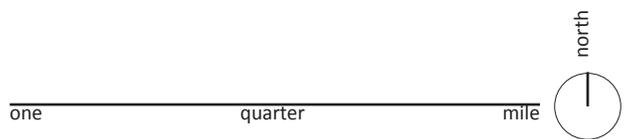




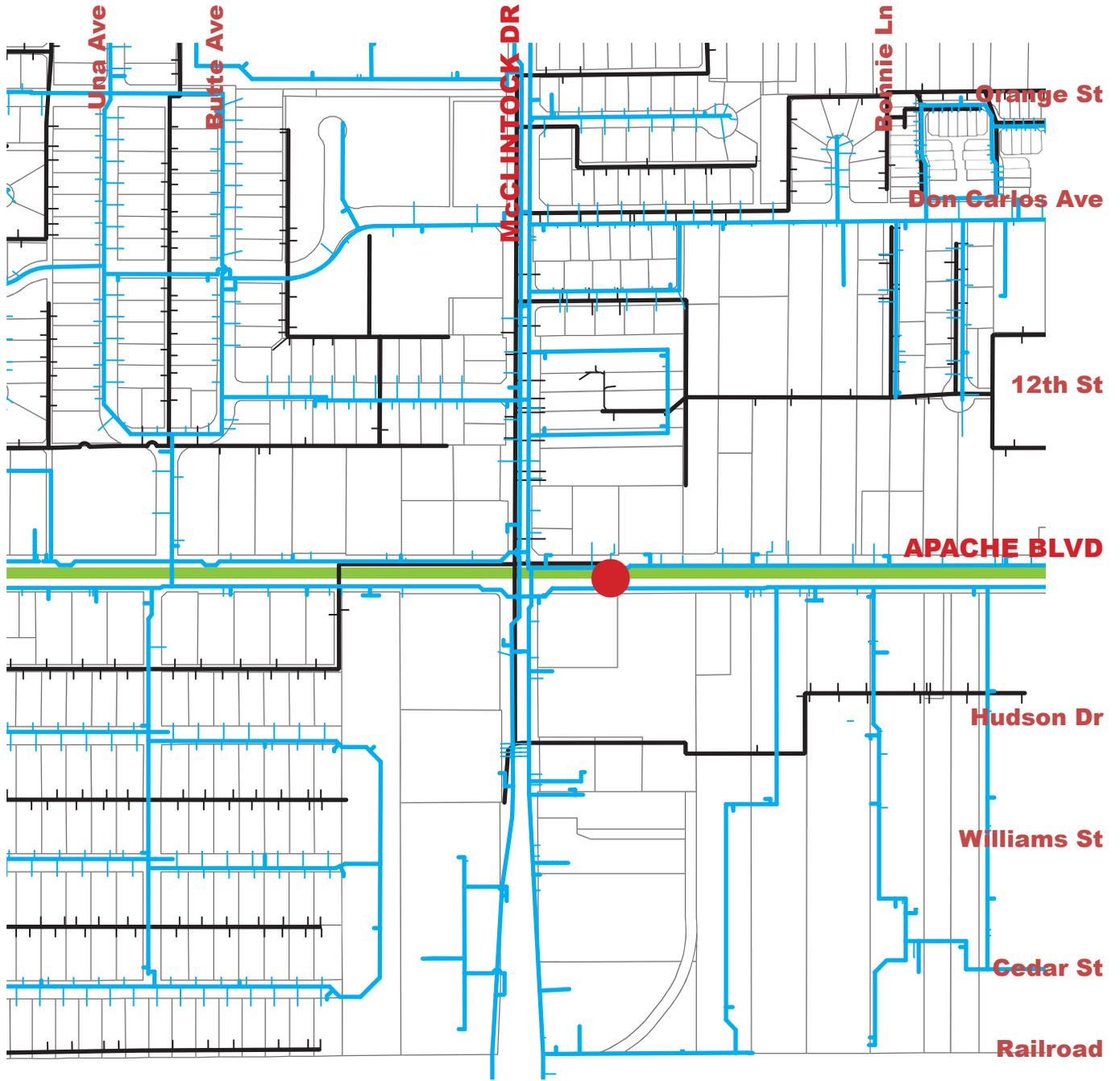
Information obtained through internet searches and conversations with City of Tempe staff.

- light rail stop
- light rail

There are no known temporary installations or events in this area.



## Apache and McClintock Events and Temporary Installations



Source: City of Tempe Engineering Department in Public Works. August 2011.

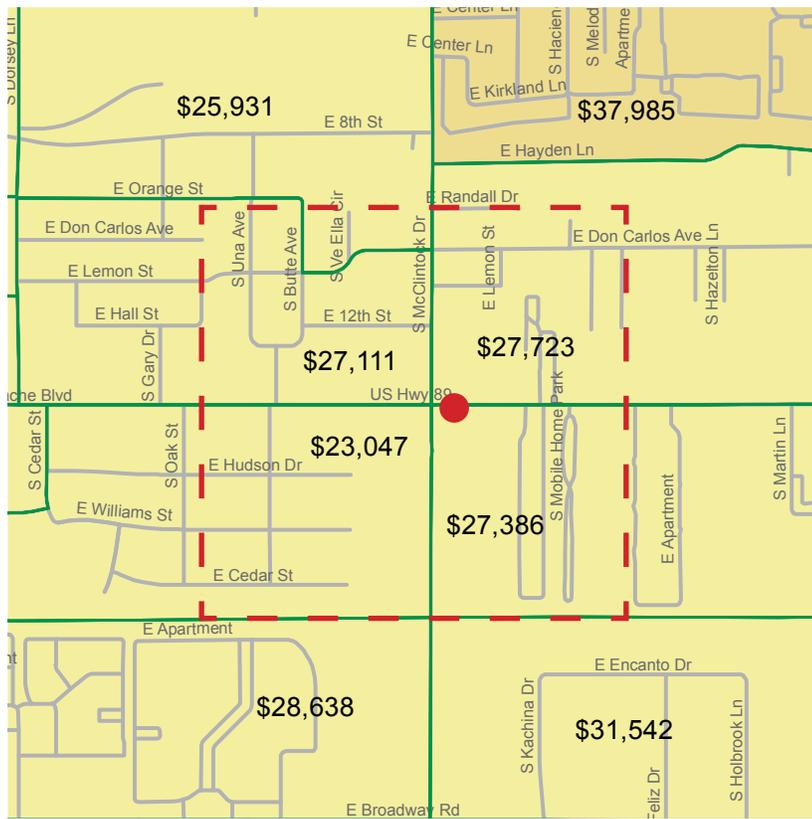
This map includes:

water and wastewater utility lines

- light rail stop ●
- light rail ■
- water —
- wastewater —



Apache and McClintock  
 Utilities and Planned Public Improvements



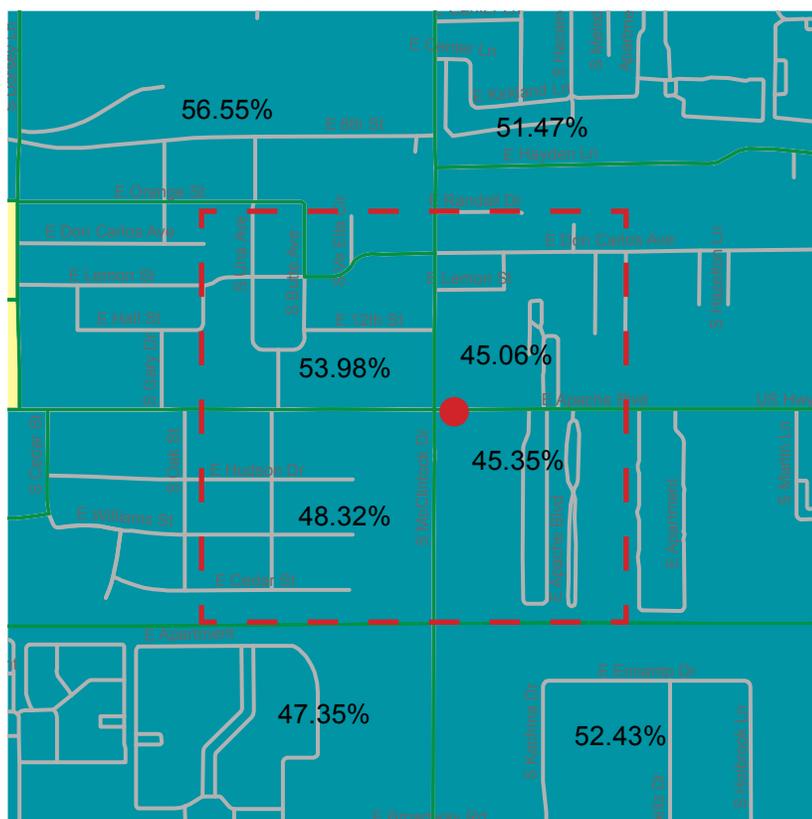
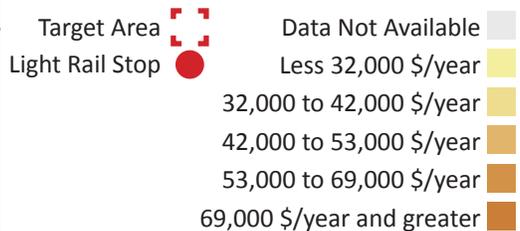
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	25,960
Tempe	55,749
Maricopa County	61,016



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	49.1
Tempe	59.1
Maricopa County	66.2



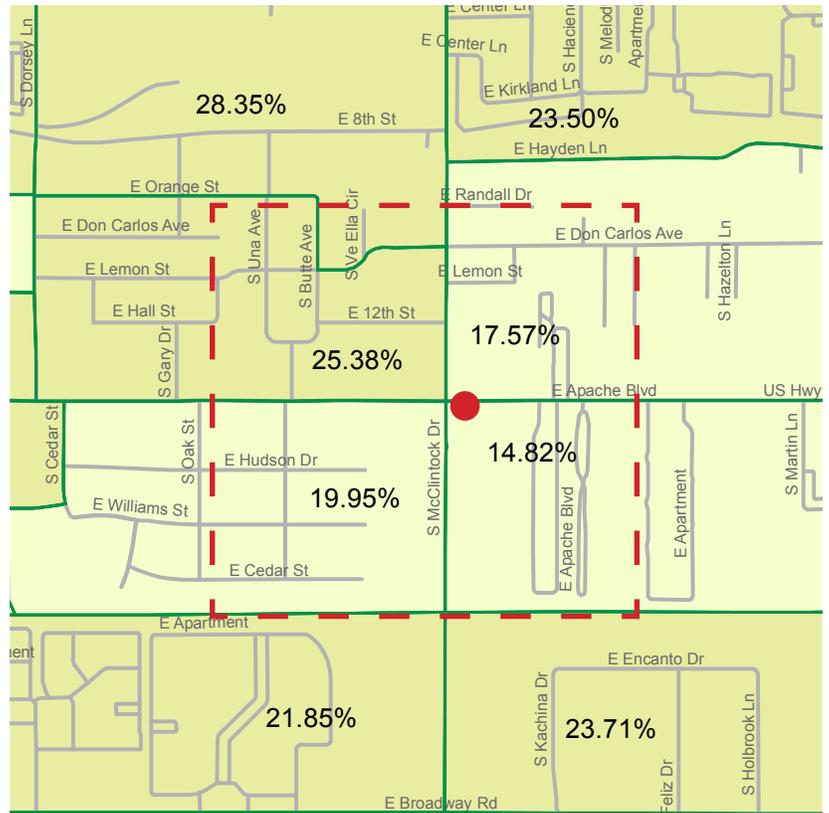
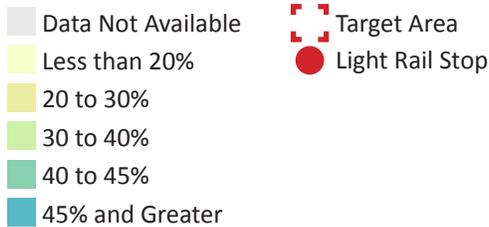
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	20.9
Tempe	29.8
Maricopa County	34.1



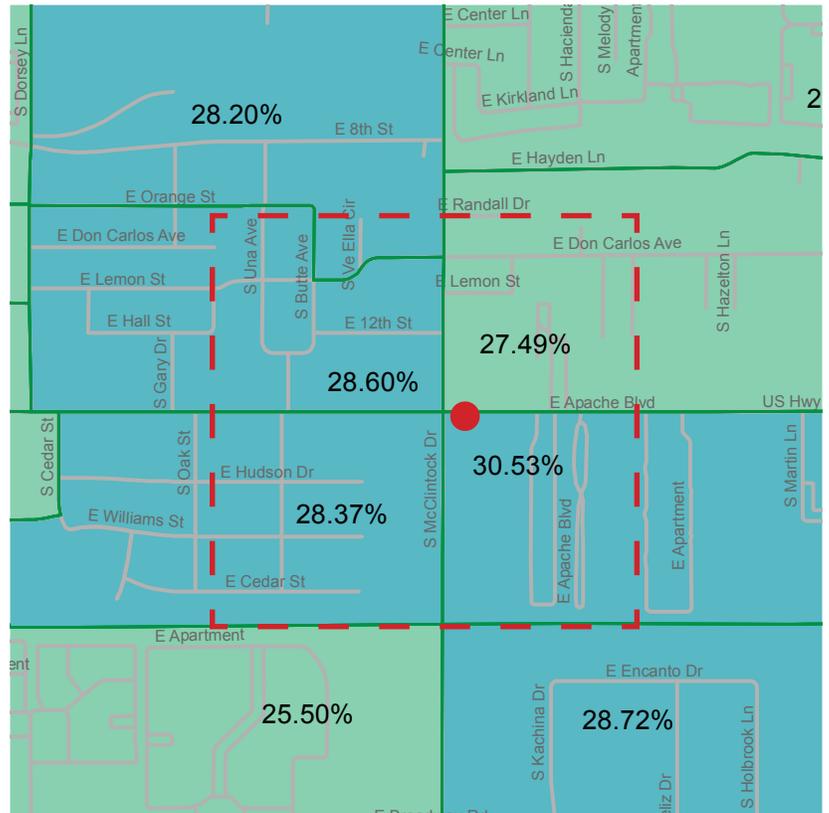
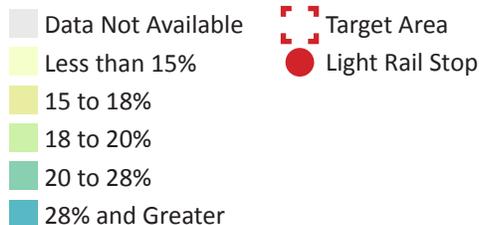
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

## Transportation Cost as a Percentage of Income

Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

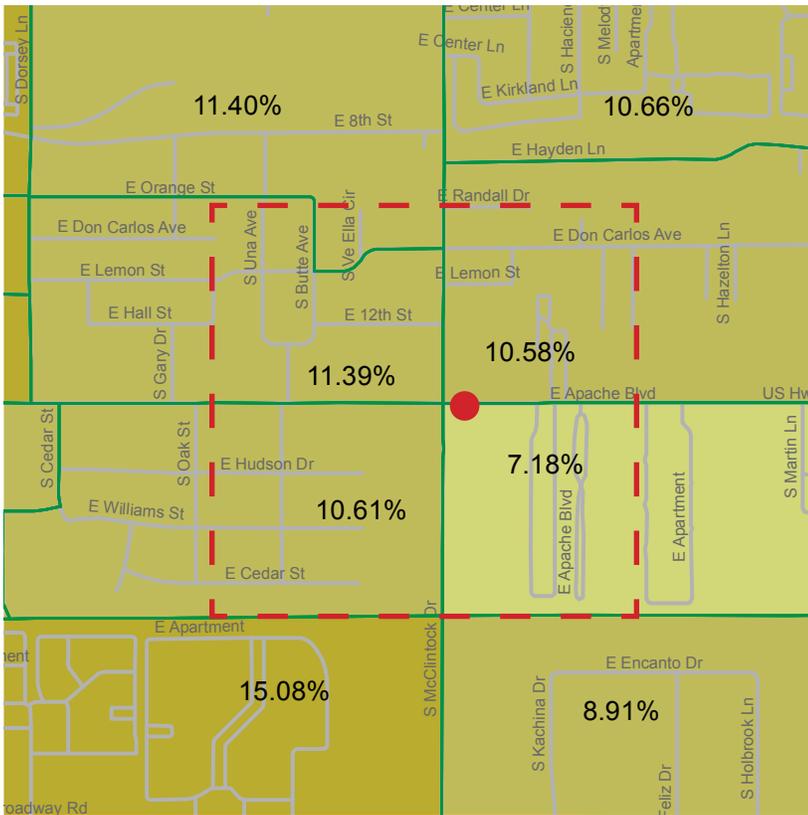
www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	26.4
Tempe	29.3
Maricopa County	32.1



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.



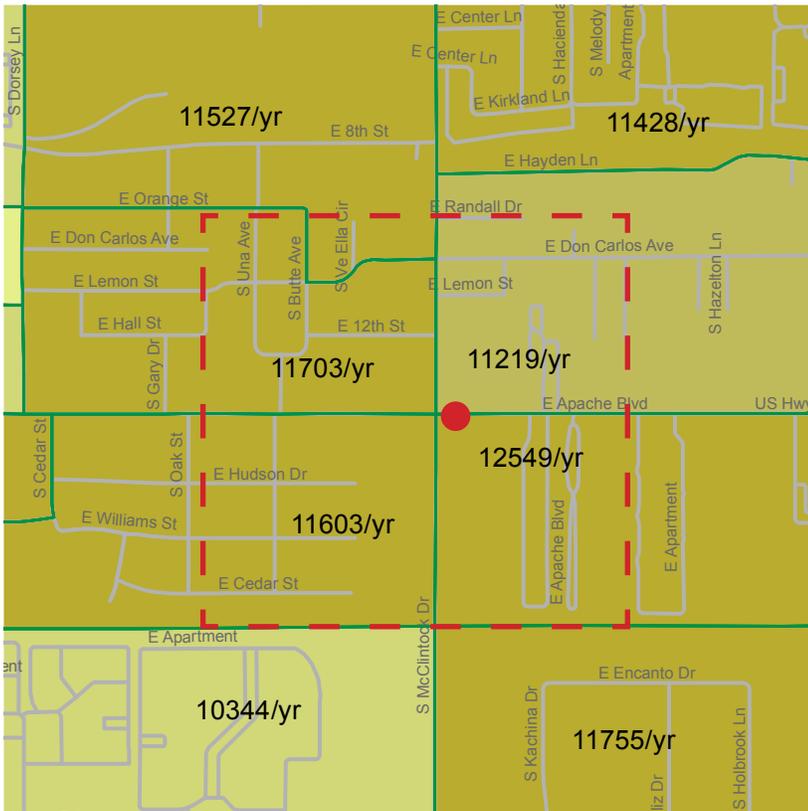
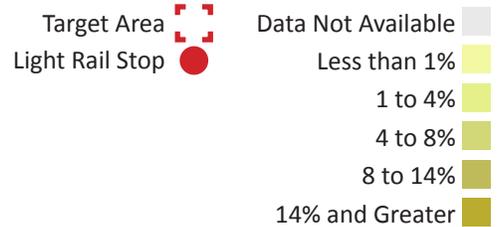
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Transit Ridership as a Percentage of Workers

Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	10.9
Tempe	9.1
Maricopa County	4.1



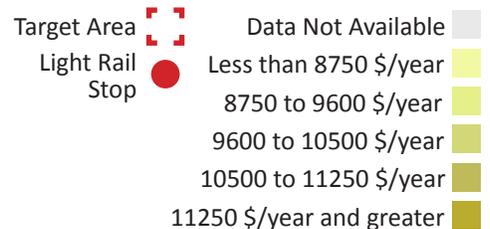
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Household Annual Transportation Cost

Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	11,756
Tempe	12,025
Maricopa County	13,217



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

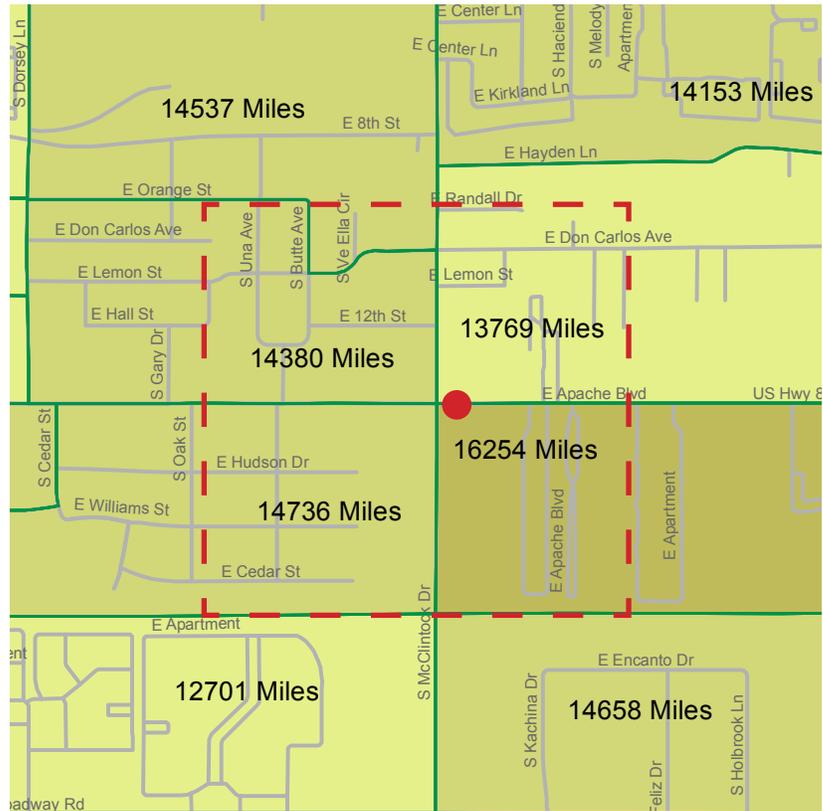
## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

Vehicle Miles Traveled/Household	Annual Miles
Target Area, Average	14,295
Tempe	15,227
Maricopa County	17,937

- Data Not Available
  - Less than 12,000 annual miles
  - 12,000 to 14,000 annual miles
  - 14,000 to 16,000 annual miles
  - 16,000 to 18,000 annual miles
  - 18,000 annual miles and greater
- Target Area  
● Light Rail Stop



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

Travel Time to Work	Minutes
Target Area, Average	20.6
Tempe	20.5
Maricopa County	26.0

- Data Not Available
  - Less than 22 minutes
  - 22 to 25 minutes
  - 25 to 29 minutes
  - 29 to 33 minutes
  - 33 minutes and greater
- Target Area  
● Light Rail Stop



Map and Data from Center for Neighborhood Technology www.cnt.org January 2012

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

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## Apache and Price

### Description and Impressions

The half-mile area surrounding the Apache and Price light rail stop is two miles from Arizona State University and therefore less impacted by market forces related to the university. With freeway access and a park and ride lot, this intersection has a significant multi-modal transportation influence on the environment. The area is bounded by the canal to the east, the dividing line between Tempe and Mesa. The area is subdivided by the freeway in the middle, limiting east west pedestrian movement from the neighborhoods on either side of the freeway, and forcing pedestrian and bike traffic out onto the Boulevard.

The land use patterns are more regular in this area compared to McClintock, with shallow commercial frontage on the north side, backing up to single family residences of cultural significance. The south side has commercial properties that back up to both multi-family and industrial properties; the south side has greater density and lot sizes. The area includes a variety of housing options, lower-density suburban single-family lots and duplexes, to higher density apartments. There are fewer student housing or condominium properties in this area. There are height restrictions on surrounding parcels, and a special district has been developed for this area. A new multi-family affordable housing option has been built for deaf senior citizens; the second phase of this project is planned for owner-occupied units. Retail services include automobile repair, restaurants, flower shop, small grocery and convenience stores, liquor stores, and bars, and a Park'N Ride lot. The area is not pedestrian friendly, but a multi-use path exists beside the canal, providing a north-south path for non-vehicular travel.



*Apache and Price Station, looking southwest*



*Residential area*



*Apache and 101 Freeway, looking north*



*Vacant land, McArthur Drive*



*Apartment Homes*



*Apache and Lebanon, looking south*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with city of Tempe staff.

### City Council

City of Mesa Council District 3

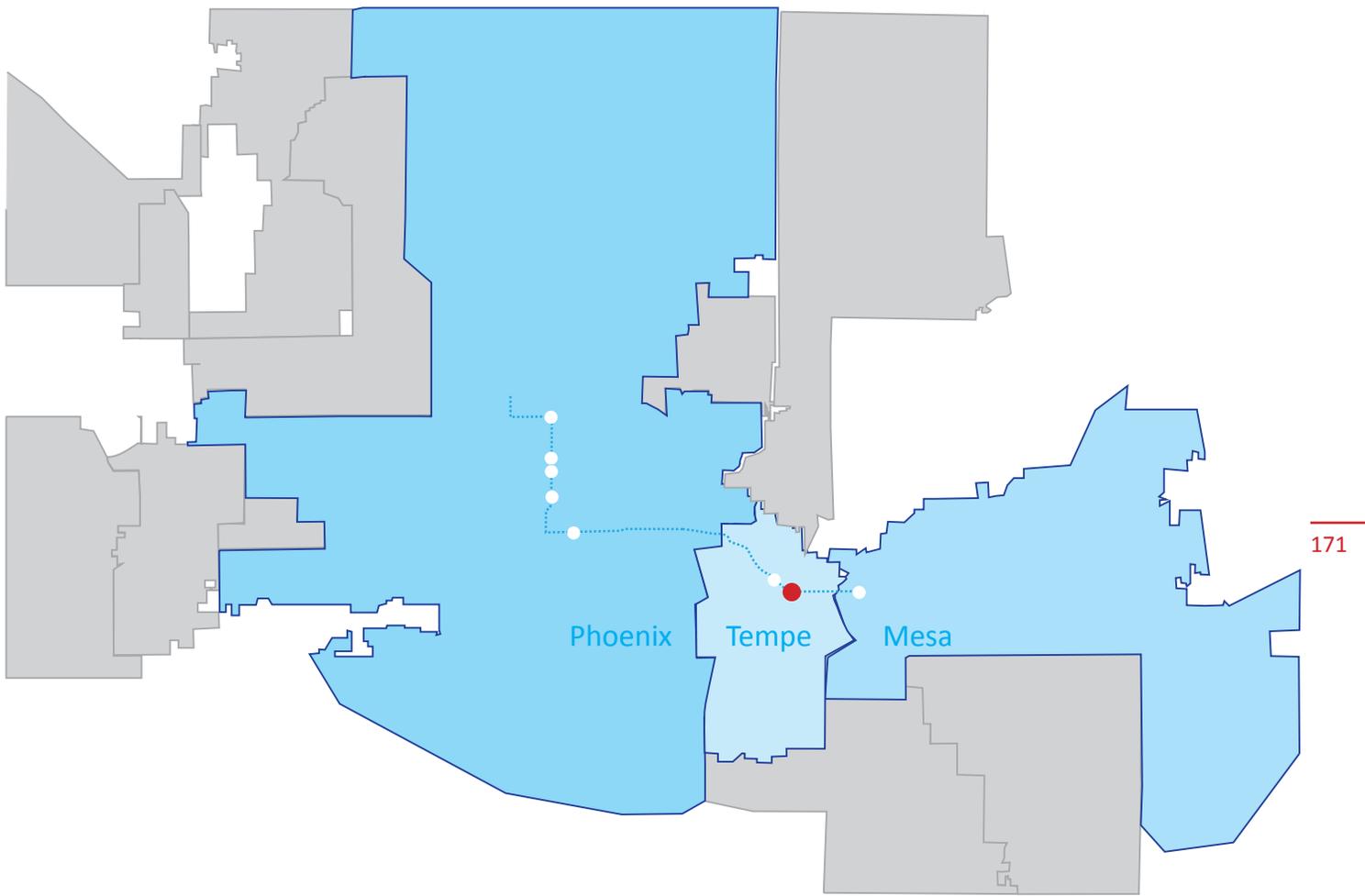
City of Tempe Council

### Neighborhood Associations

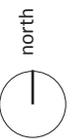
Escalante Neighborhood Association

### Churches

St. Margaret's Church

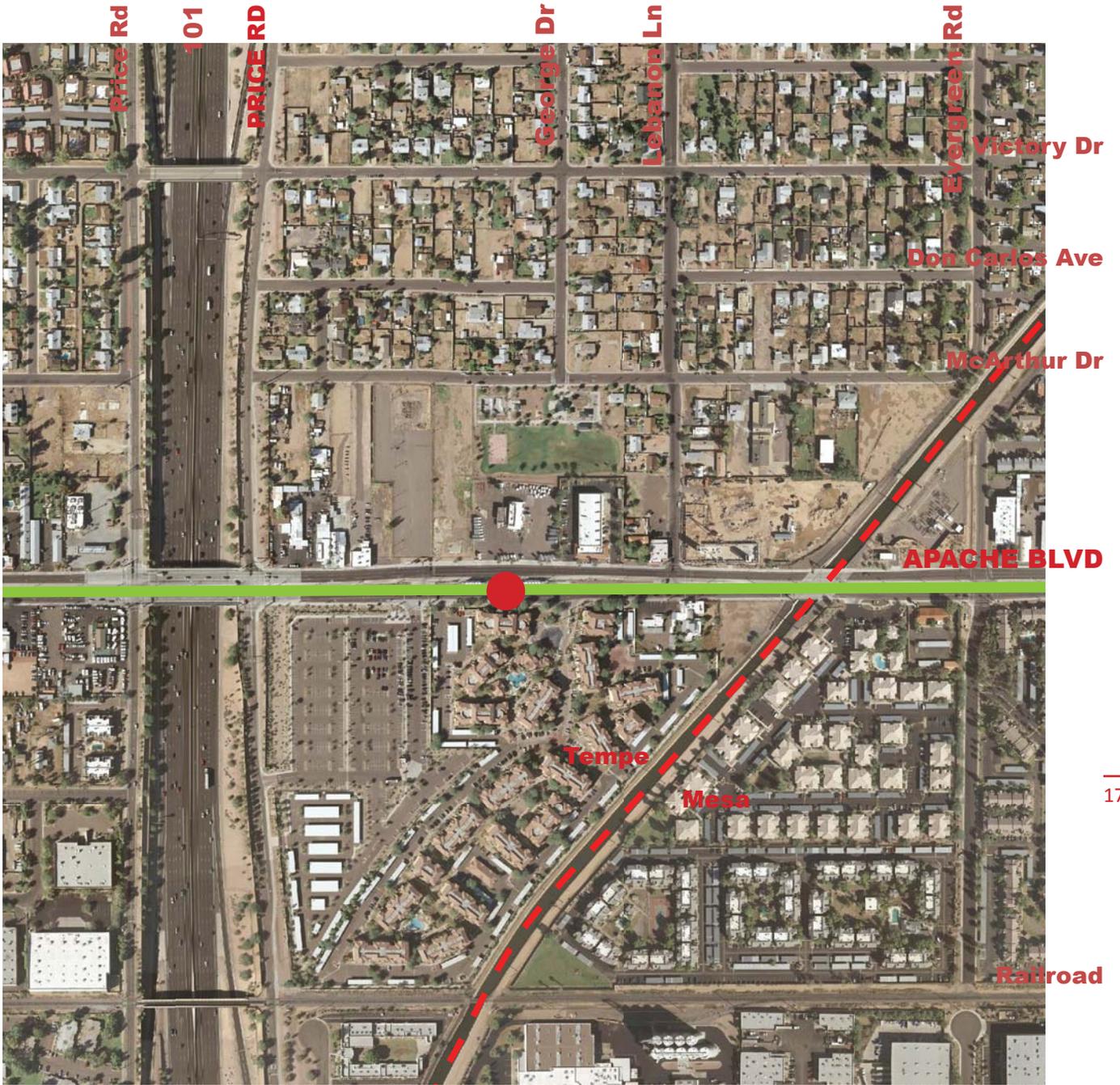


● light rail stop

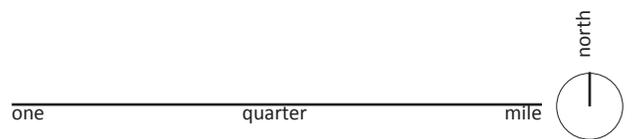


Apache and Price  
Location Map





- light rail stop
- light rail
- - Mesa/Tempe boundary



Apache and Price  
Aerial



light rail stop ●

light rail ■

Mesa/Tempe boundary - -

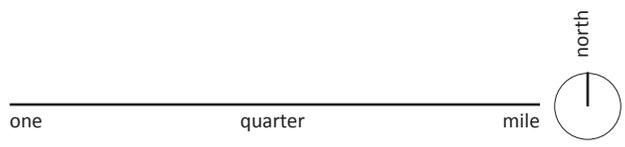


Apache and Price  
Parcel Map



175

- light rail stop
- light rail
- Mesa/Tempe boundary
- structures



Apache and Price  
Building Footprint



Source: City of Tempe Planning Division. September 2011.

● light rail stop

■ light rail

- - - Mesa/Tempe boundary

TEMPE	TEMPE (cont.)	MESA
commercial	residential	residential
R-O	R1-6	R-3
CSS	R-2	R-4
industrial	R-3	commercial
GID	R-3R	C-3
mixed use	R-4	industrial
MU-4		M-1



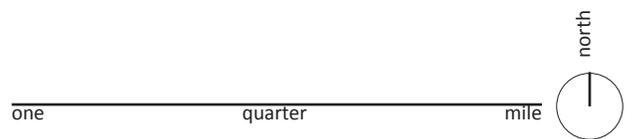
Apache and Price  
Zoning



Information obtained through internet searches and conversations with City of Tempe staff.

- light rail stop
- light rail
- - Mesa/Tempe boundary

There is no proposed rezoning for this area according to current data.



Apache and Price  
Proposed and Future Zoning



Drachman Institute. June 2011.

surface parking

structured parking

vacant

civic/cultural

plaza/park/open space

warehouse

light rail stop

light rail

Mesa/Tempe boundary

residential - single family housing

residential - multifamily housing

office

retail

medical

educational

religious

north



one

quarter

mile

Apache and Price

Land Use

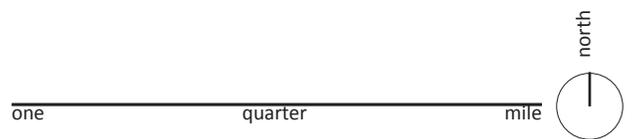


Information obtained through internet searches and conversations with City of Tempe staff.

- light rail stop
- light rail
- - Mesa/Tempe boundary
- - - Carlson Park - potentially eligible

Modifications to structures located within Local Historic Districts require review by City of Tempe planning staff.

Modifications to structures located within National Historic Districts may or may not require review by the State Historic Preservation Office.



Apache and Price  
Historic Districts and Properties



Information obtained through internet searches and conversations with City of Tempe staff.

Entire half mile area includes:

Maricopa County District 1

light rail stop ●

light rail —

Tempe - Mesa Boundary - -

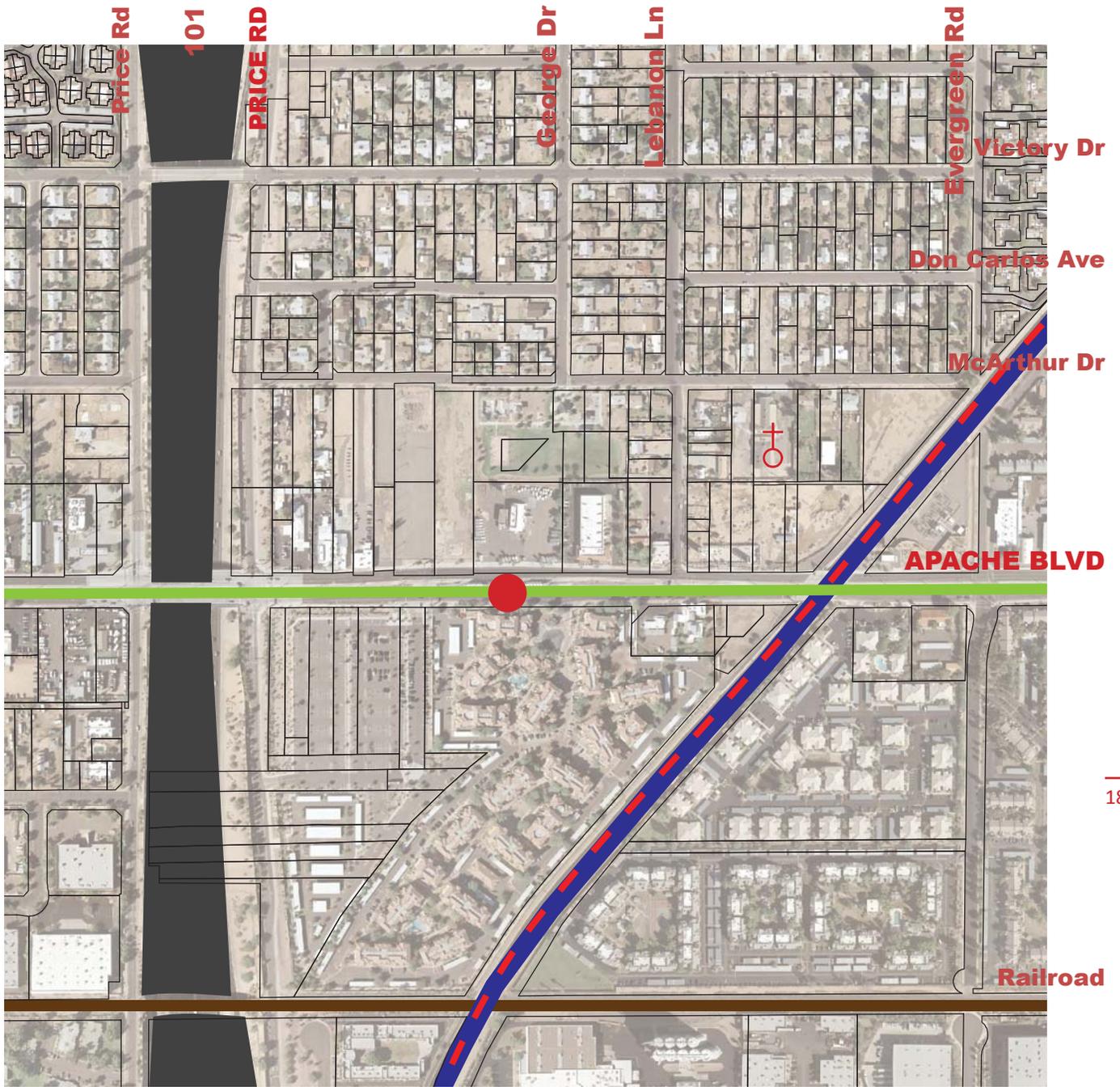
City of Tempe Council District ■

City of Mesa Council District 3 ■

Escalante Neighborhood Association ▨



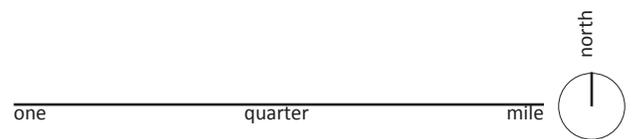
Apache and Price  
Political and Neighborhood Boundaries



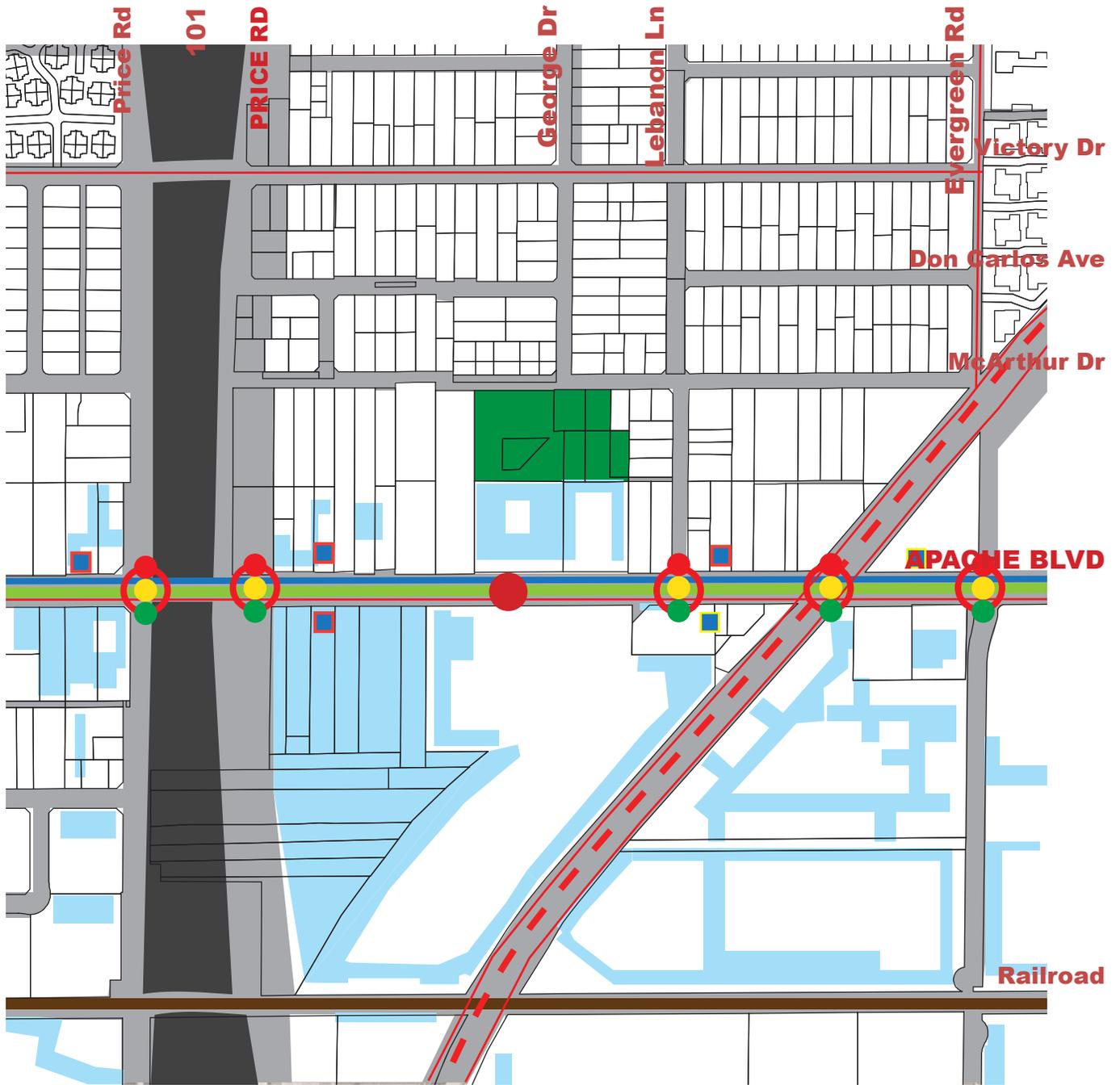
181

- light rail stop
- light rail
- - Mesa/Tempe boundary
- freeway
- railroad
- canal
- ⊕ religious/church

Additional landmarks may be added through various activities to be held in the area.



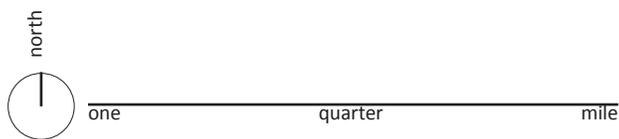
Apache and Price  
Landmarks and Natural / Man-made Features



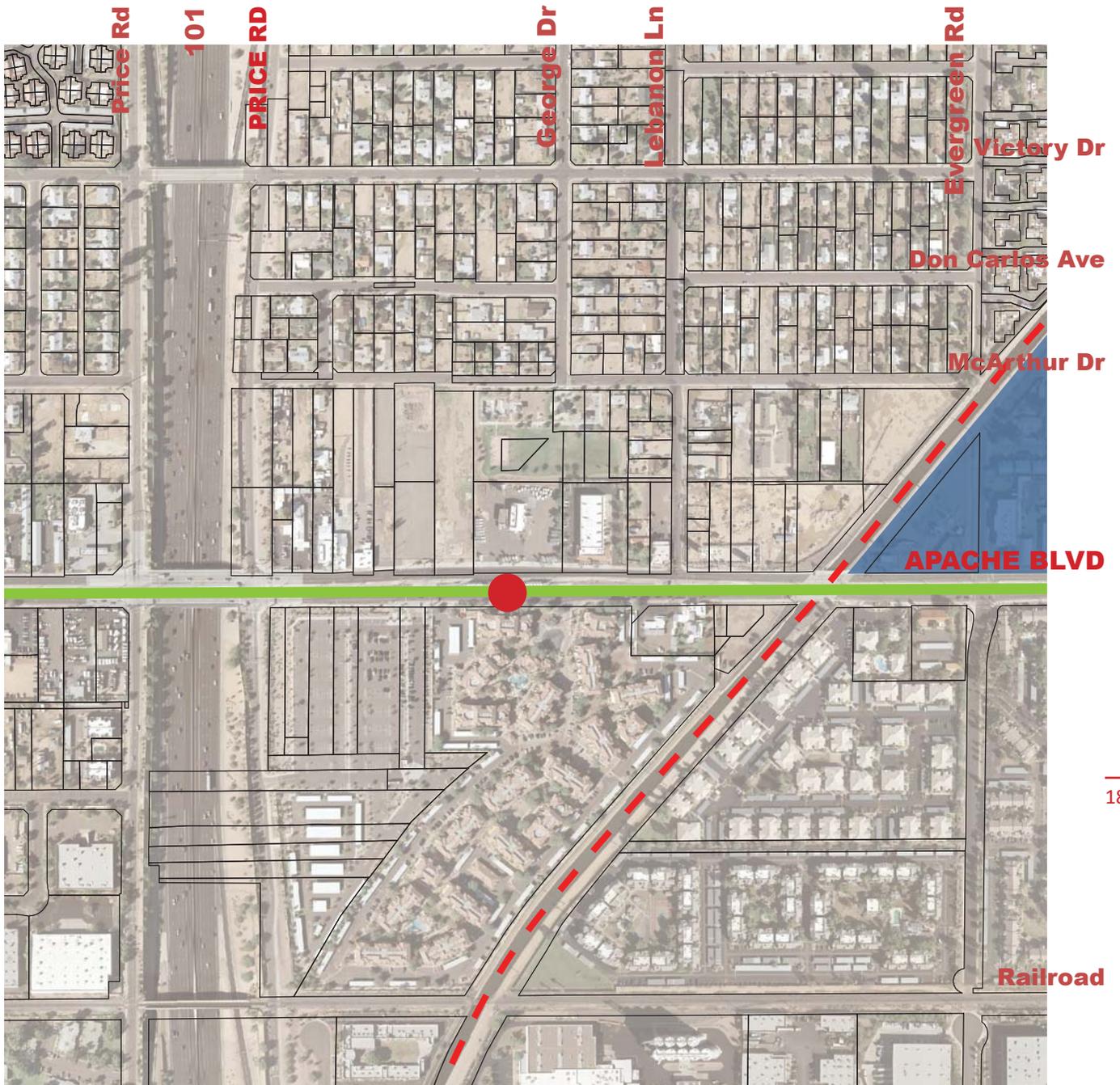
Drachman Institute. June 2011.

-  traffic signal
-  plazas/parks/open space
-  surface parking
-  structured parking

-  light rail stop
-  light rail
-  Tempe - Mesa Boundary
-  striped pedestrian crossing
-  bus route
-  bicycle
-  streets
-  freeway
-  railroad
-  sheltered bus stop
-  unsheltered bus stop



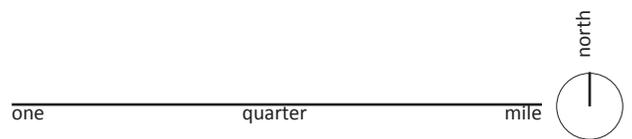
Apache and Price  
Transportation and Circulation



Information obtained through internet searches and conversations with City of Tempe staff.

- light rail stop
- light rail
- - Mesa/Tempe boundary
- floodplain 10 year
- floodplain 100 year
- superfund site
- landfill
- recycling center
- waste center

There are no known environmental sites other than what is indicated.



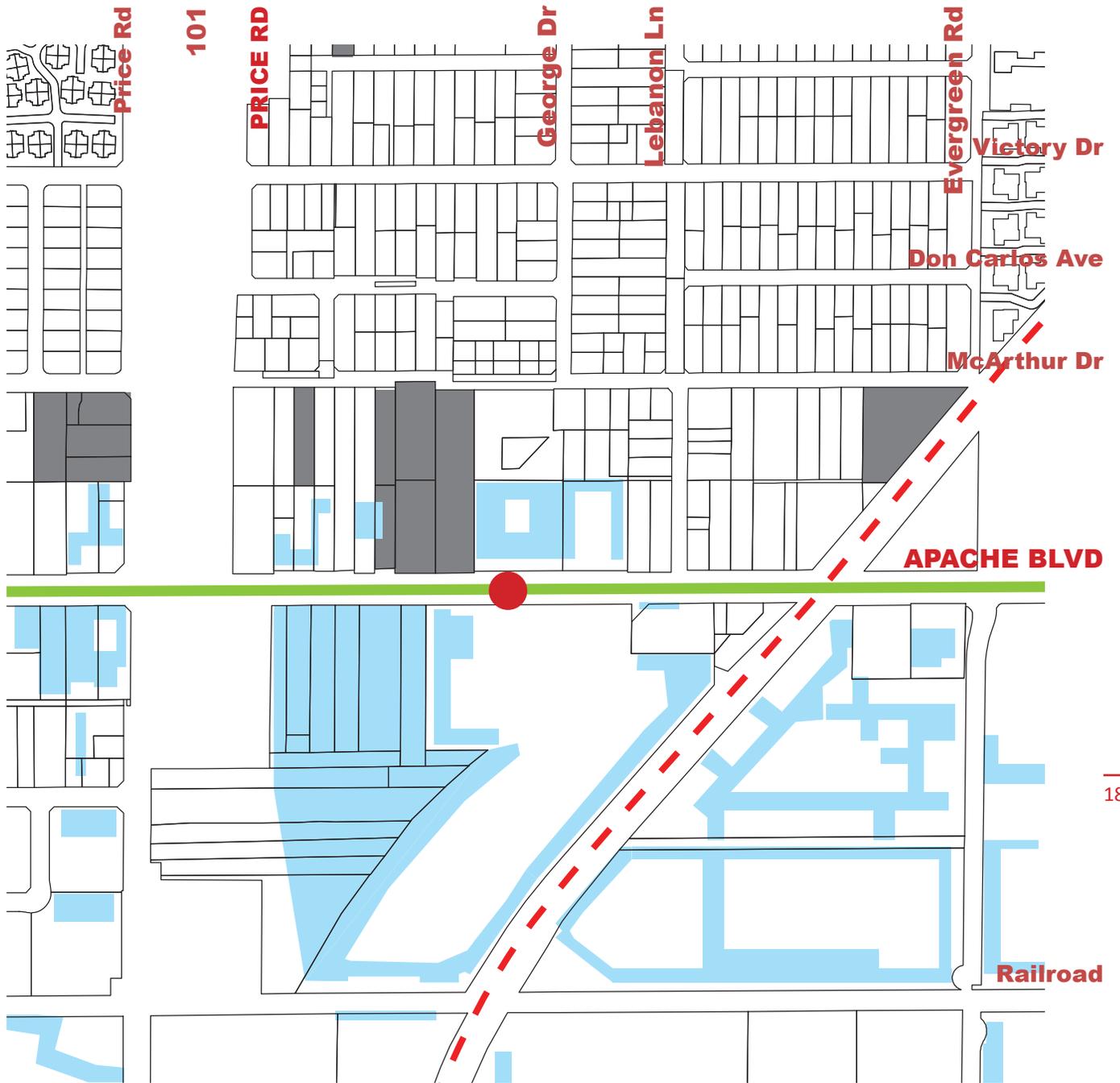
Apache and Price  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.

-  contiguously owned properties
-  light rail stop
-  light rail
-  Mesa/Tempe boundary
-  private individual
-  private LLC - multiple owners
-  Private LLC - individual owner
-  City of Tempe
-  private multiple holdings
-  religious

Apache and Price  
Ownership

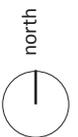


185

Drachman Institute. June 2011.

- light rail stop
- light rail
- - Mesa/Tempe boundary
- vacant land
- surface parking
- structured parking

one quarter mile



Apache and Price  
Vacant Land and Parking



- light rail stop ●
- light rail —
- Mesa/Tempe boundary - -

Information not available.

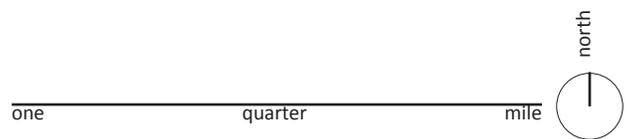




Information obtained through internet searches and conversations with City of Tempe staff.

- light rail stop
- light rail
- - Mesa/Tempe boundary

There are no known temporary installations or events in this area.



Apache and Price  
Events and Temporary Installations



Source: City of Tempe Engineering Department in Public Works. August 2011.

This map includes:

water and wastewater utility lines

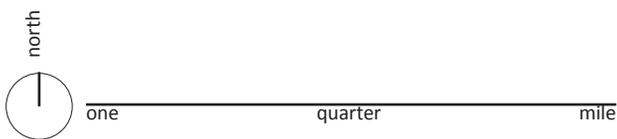
light rail stop ●

light rail ■

Mesa/Tempe boundary - -

water —

waste water —



Apache and Price  
Utilities and Planned Public Improvements



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

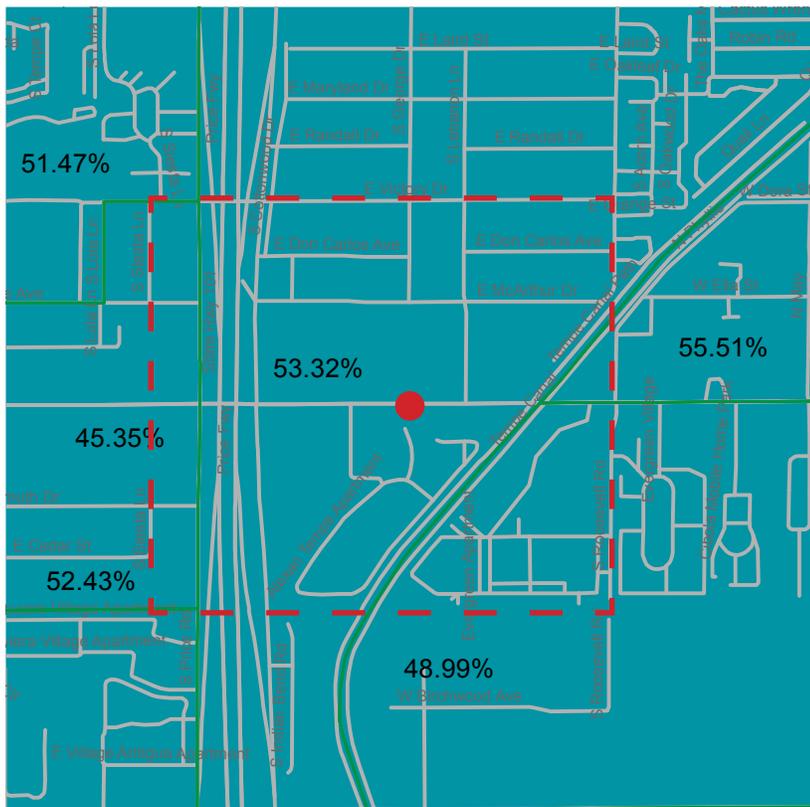
### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	28,631
Tempe	55,749
Mesa	52,117
Maricopa County	61,016

Target Area	Data Not Available
Light Rail Stop	Less 32,000 \$/year
	32,000 to 42,000 \$/year
	42,000 to 53,000 \$/year
	53,000 to 69,000 \$/year
	69,000 \$/year and greater



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	51.2
Tempe	59.1
Mesa	60.0
Maricopa County	66.2

Target Area	Data Not Available
Light Rail Stop	Less than 45%
	45% and Greater

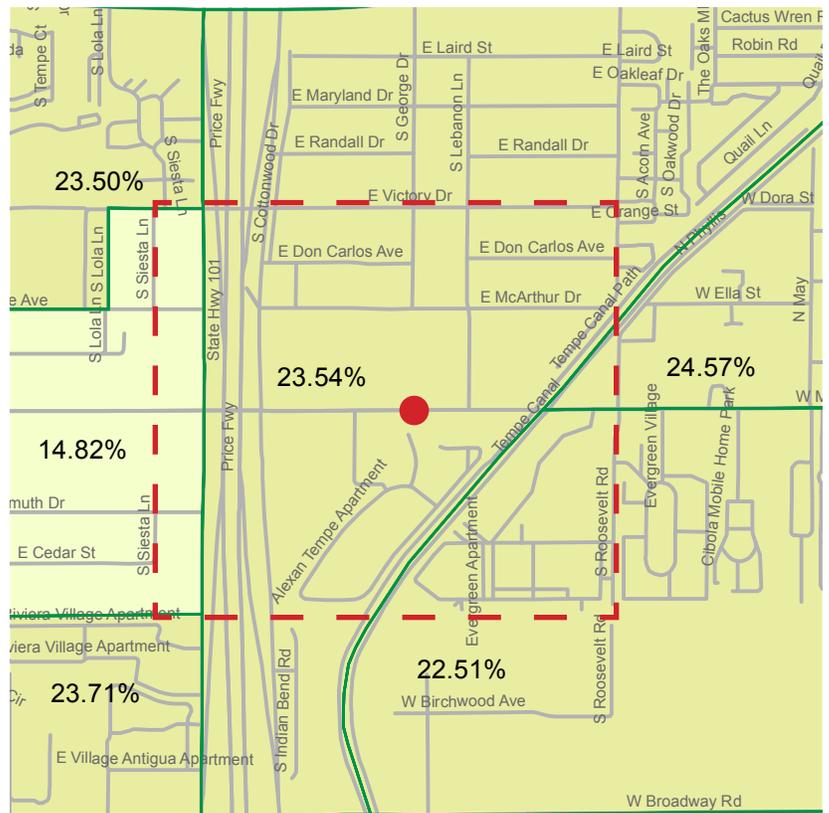
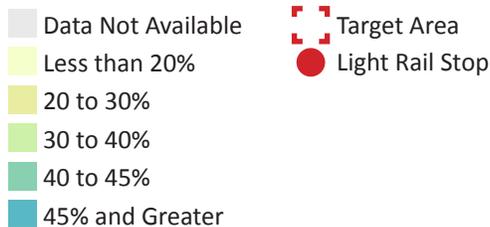
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	23.0
Tempe	29.8
Mesa	28.2
Maricopa County	34.1



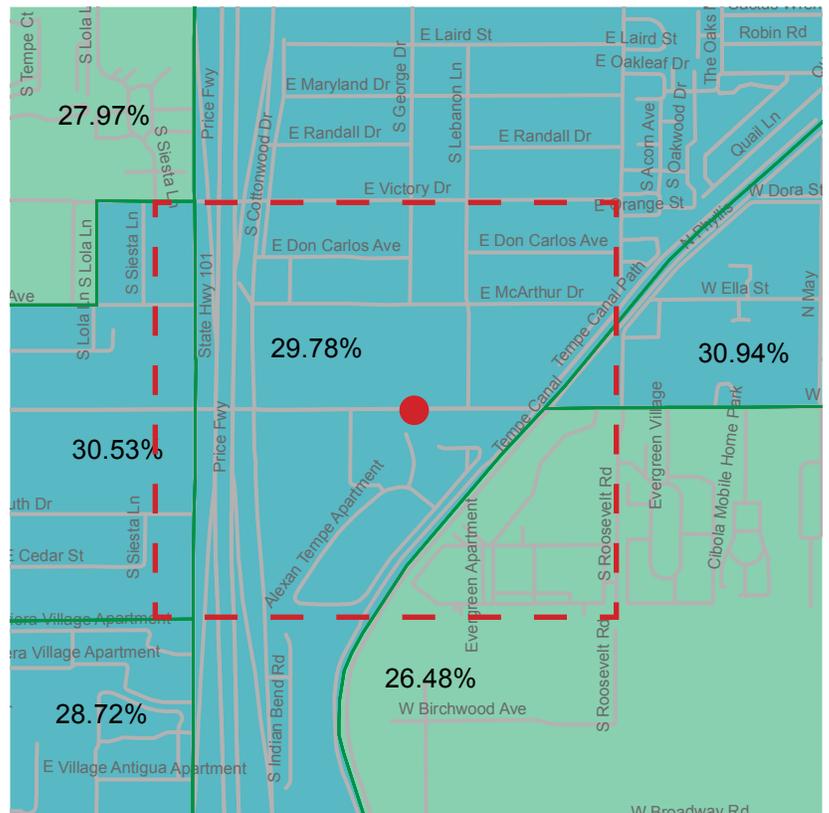
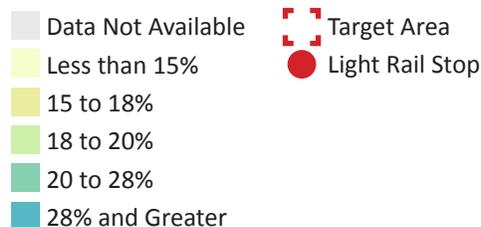
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

## Transportation Cost as a Percentage of Income

Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

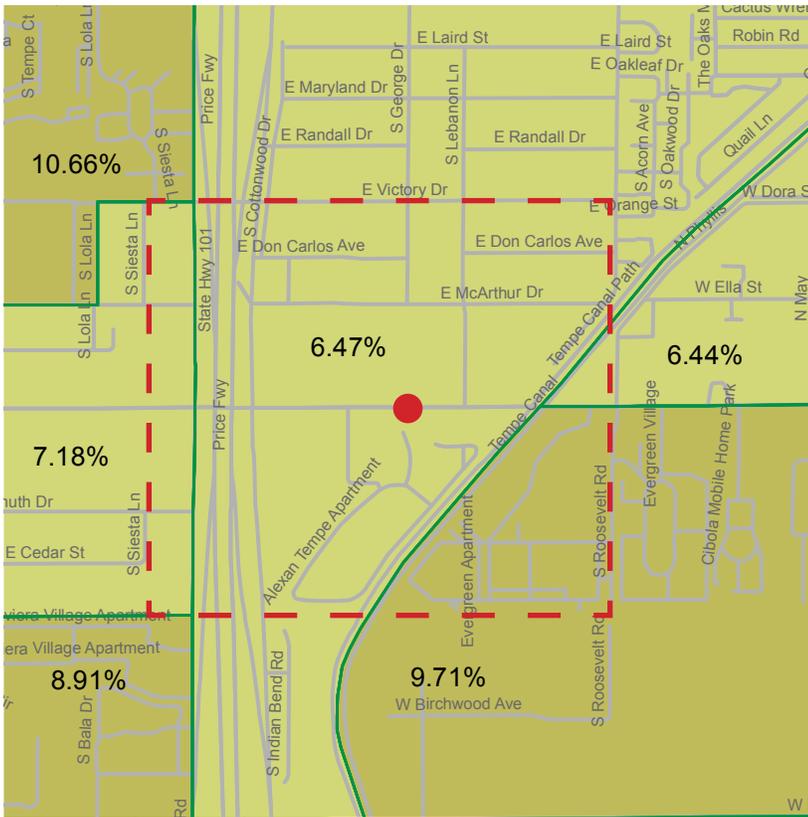
www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	28.1
Tempe	29.3
Mesa	31.9
Maricopa County	32.1



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.



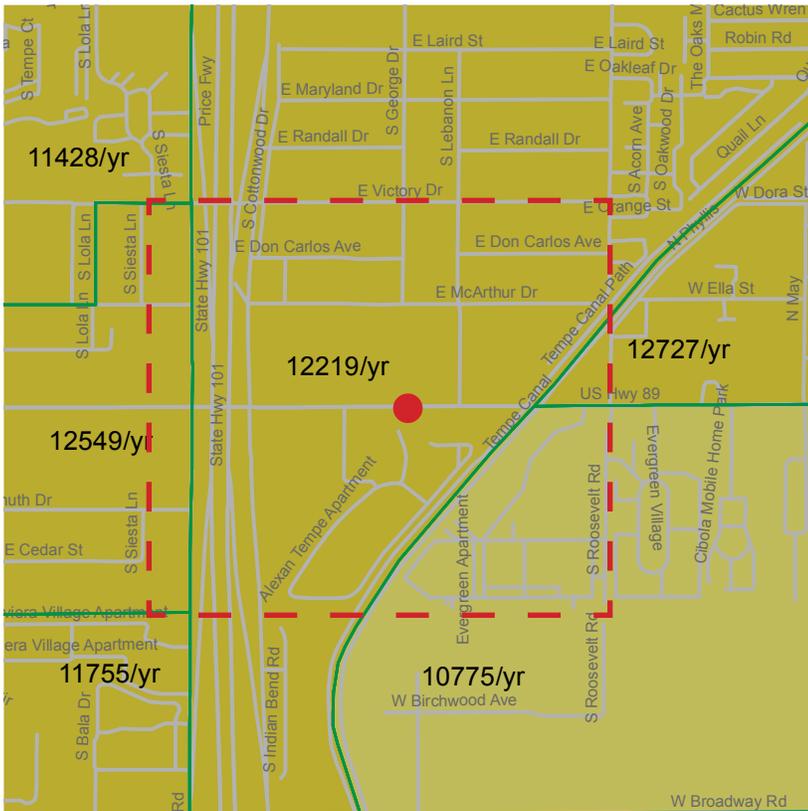
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Transit Ridership as a Percentage of Workers

Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	8.1
Tempe	9.1
Mesa	3.5
Maricopa County	4.1



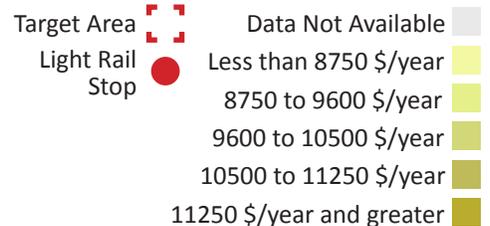
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Household Annual Transportation Cost

Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	11,497
Tempe	12,025
Mesa	13,145
Maricopa County	13,217



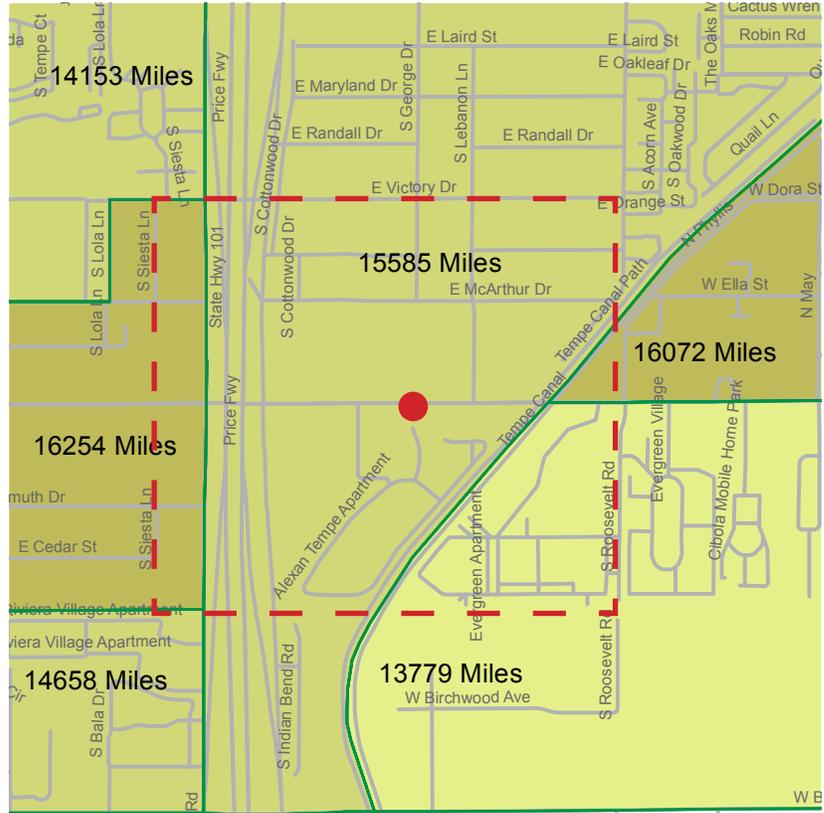
Maps and data from the Center for Neighborhood Technology (CNT) using Regional Moderate data as this target area has a median income which is less than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

Vehicle Miles Traveled/Household	Annual Miles
Target Area, Average	17,182
Tempe	15,227
Mesa	17,755
Maricopa County	17,937



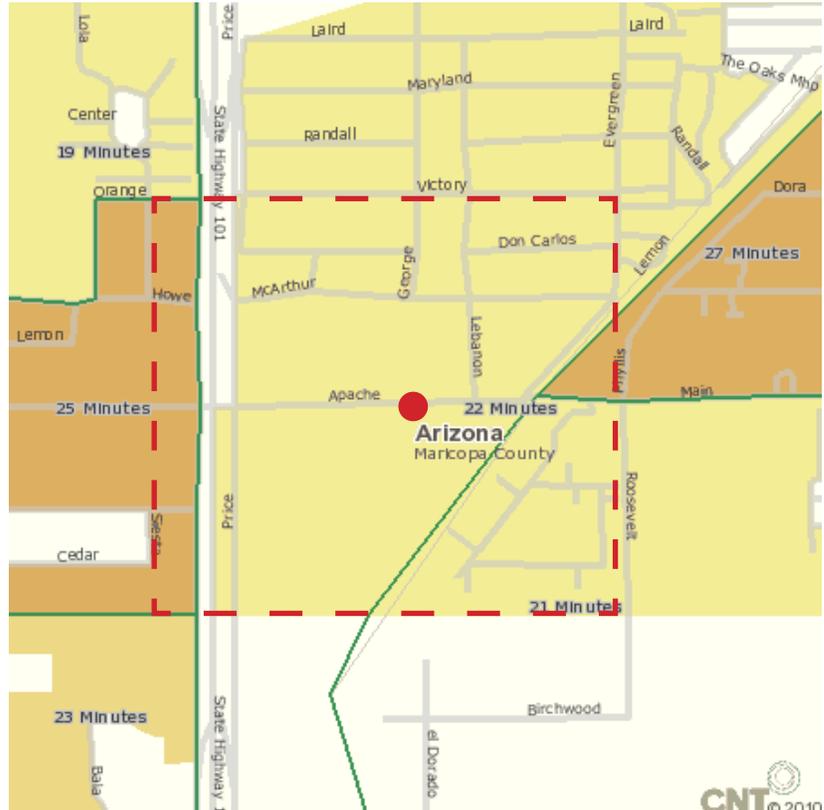
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

Travel Time to Work	Minutes
Target Area, Average	23.7
Tempe	20.3
Mesa	26.0
Maricopa County	26.0



Map and Data from Center for Neighborhood Technology www.cnt.org January 2012

# MAIN & SYCAMORE

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## Main and Sycamore

### Description and Impressions

The half-mile area surrounding the Sycamore and Main light rail stop is typical low-scale/impact suburban development with a variety of uses - it includes three large shopping centers, smaller strip centers, office parks, warehouses, apartments, technical trade schools, an elementary school, a bus transfer station and single family residential areas.

Although the area offers a variety of retail services and uses and hosts a light rail transit station and a bus transfer station, it is not pedestrian friendly. The sidewalks are located at the edge of the street that offer little buffer between the pedestrian and fast moving traffic.

The area has no multi-family housing units, but single family detached housing located on small lots.

Much planning work on the area was done through the West Main Street Area Plan and any work at this site should build off that process.



*Sycamore and Main, looking west*



*Sycamore and Main, looking southeast*



*Parking lot, Tri-City Mall, northeast corner Dobson and Main*



*Webster Elementary, Sycamore and Argon, looking west*



*Bus*



*Residential area*

## Stakeholders

The following is a list of individuals or groups to contact to participate in planning or other events for the half mile area surrounding the light rail stop. The list was created through searches on the internet and conversations with city of Mesa staff.

### City Offices

City Council District 3

City of Mesa Parks and Recreation

### Business Groups and Individuals

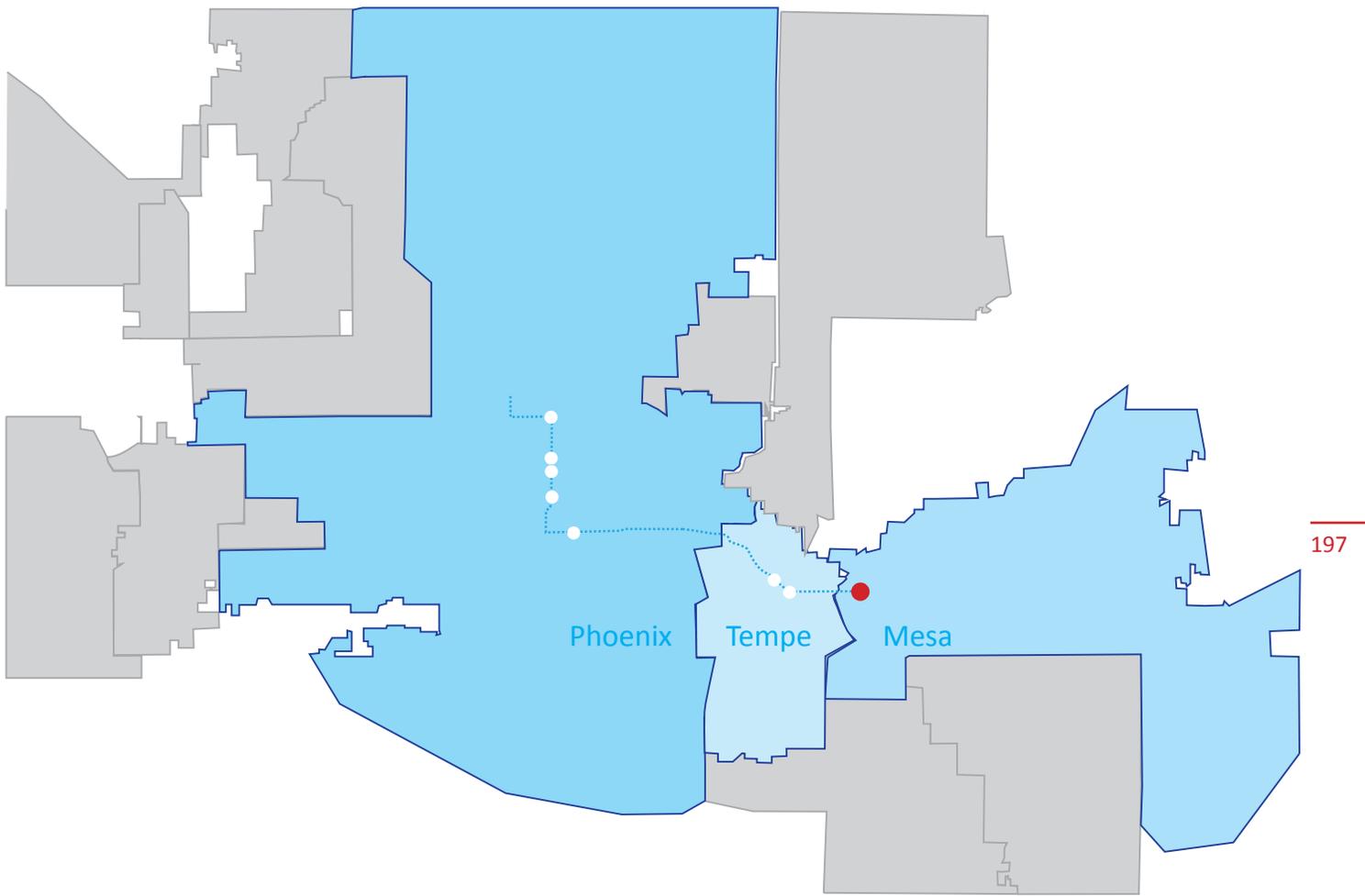
West Mesa CDC

Greg Greenstein

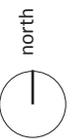
### Schools

The Sycamore School

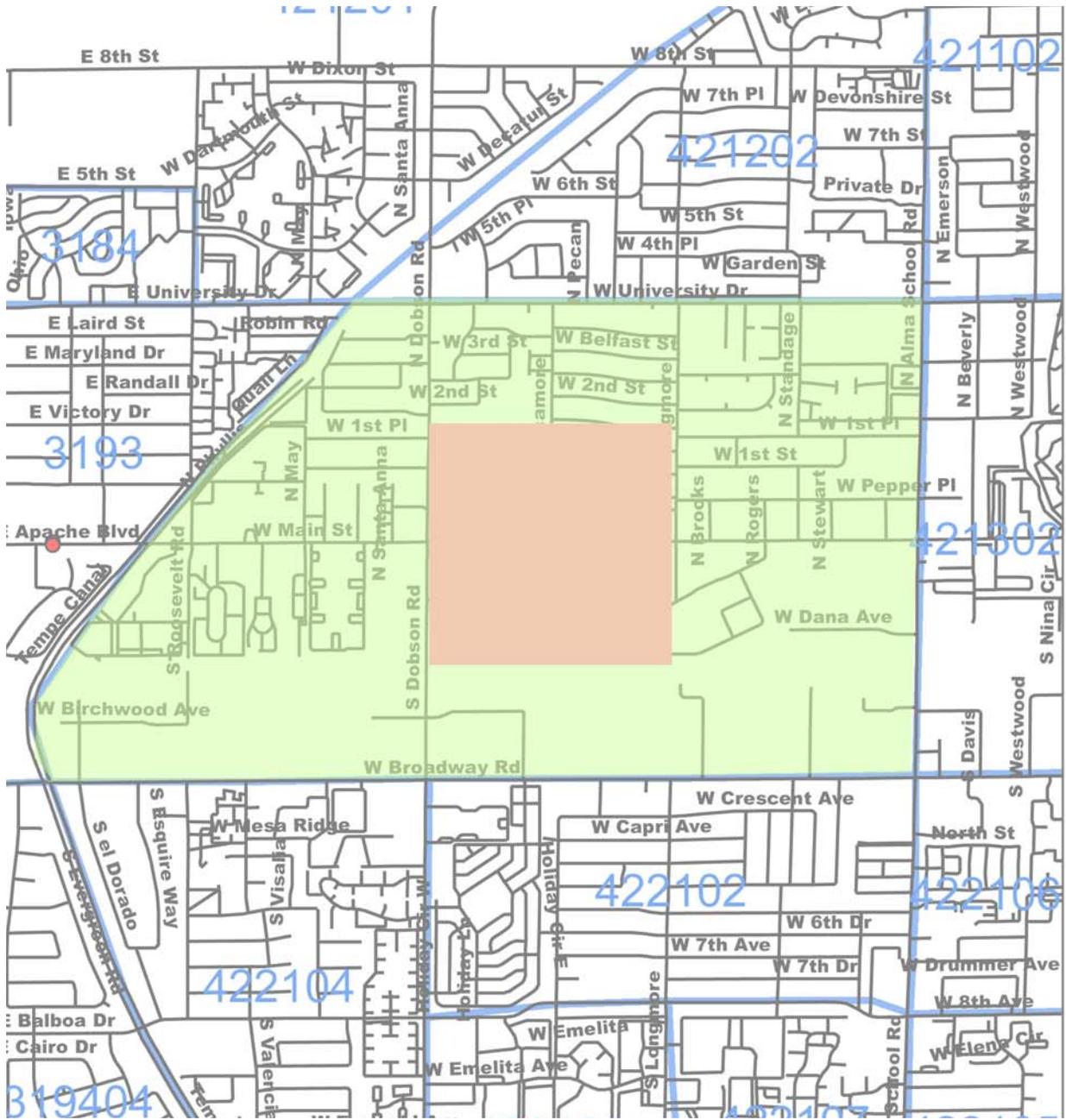
The East Valley Institute of Technology



● light rail stop



Main and Sycamore  
Location Map



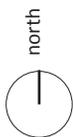
City of Mesa

Census Tract 4213.01

Population	459,742	8,025
Median Household Income	\$49,446	\$34,464
Homeowner Occupied	66.6%	35.4%
Renter Occupied	33.4%	64.6%
Public Transportation Use	1.4%	5.5%
Personal Vehicle Use	77%	64.6%
Travel Time	24.4	27.0

1/2 mile area

4213.01

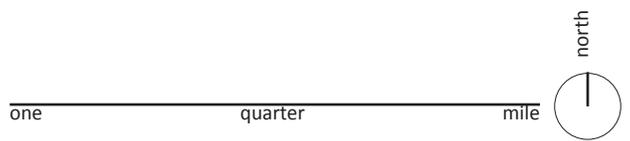


2009 American Community Survey

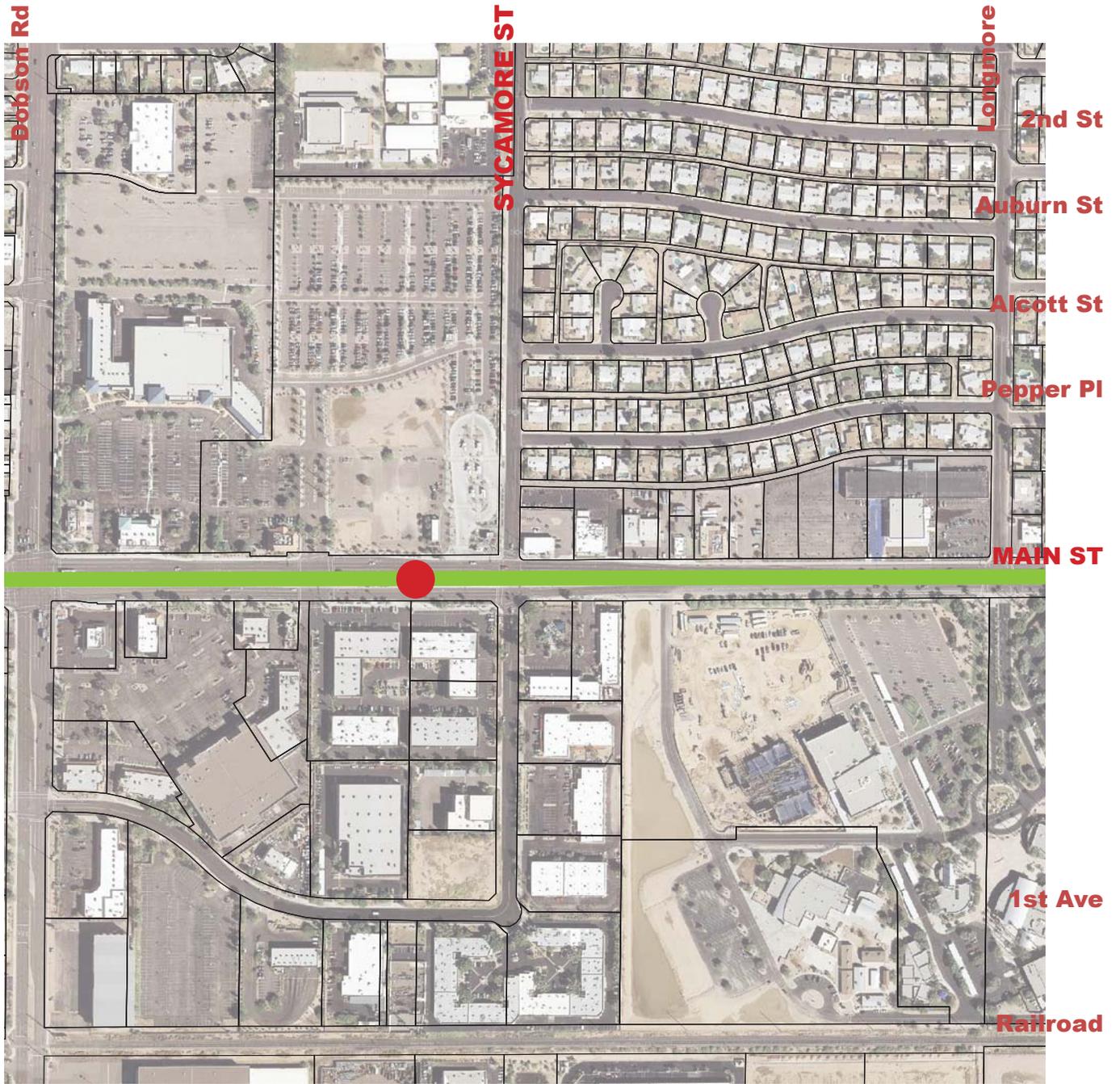
2005-2009 American Community Survey 5-year Estimates



- light rail stop
- light rail

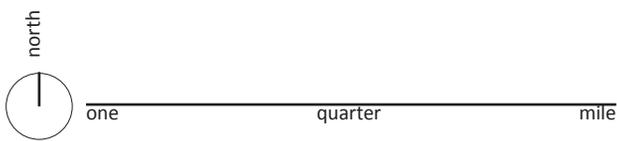


Main and Sycamore  
Aerial

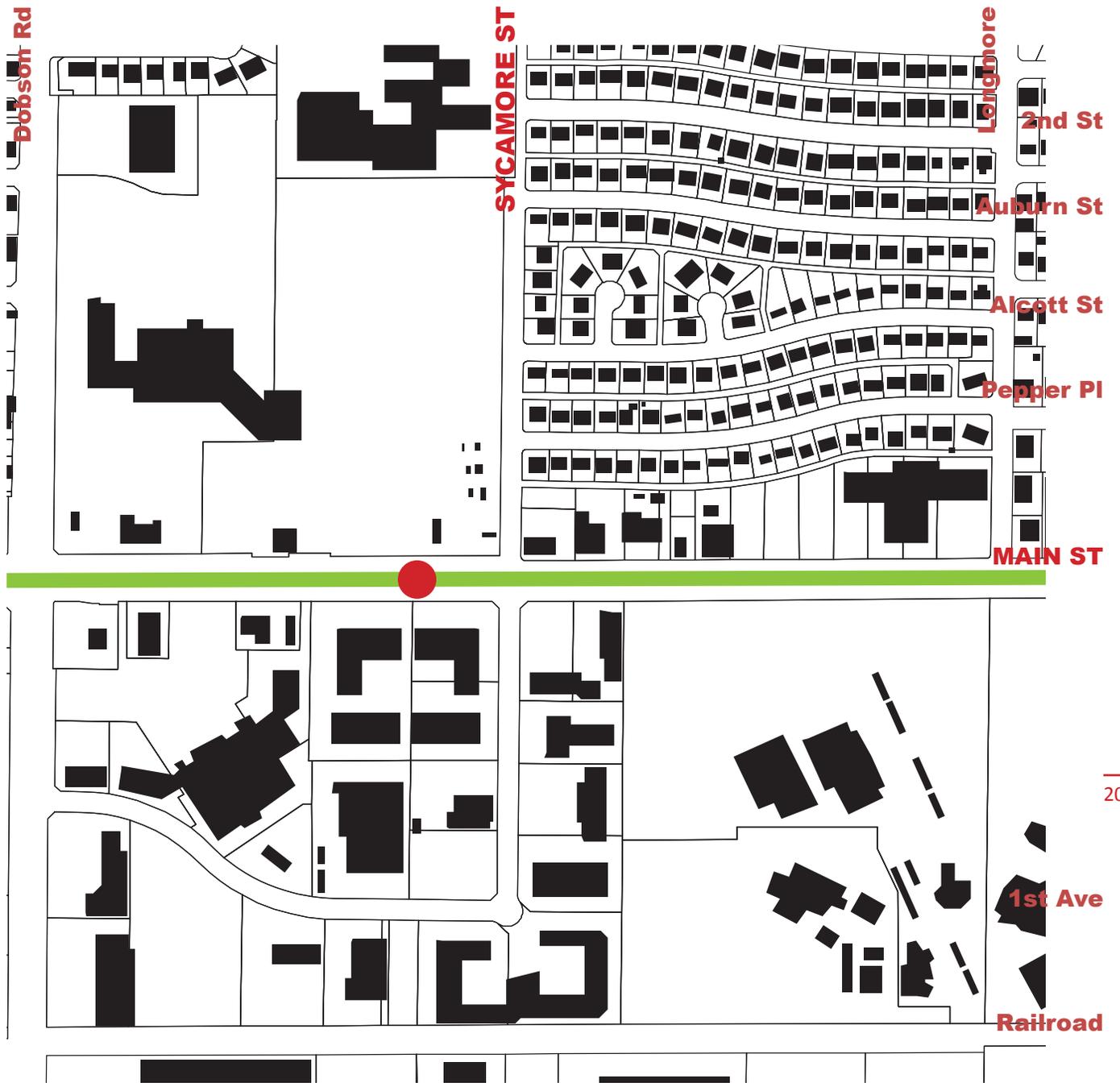


200

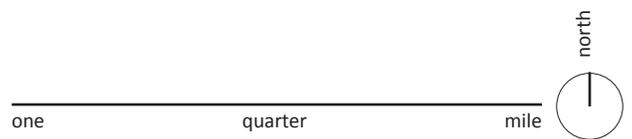
light rail stop ●  
light rail ■



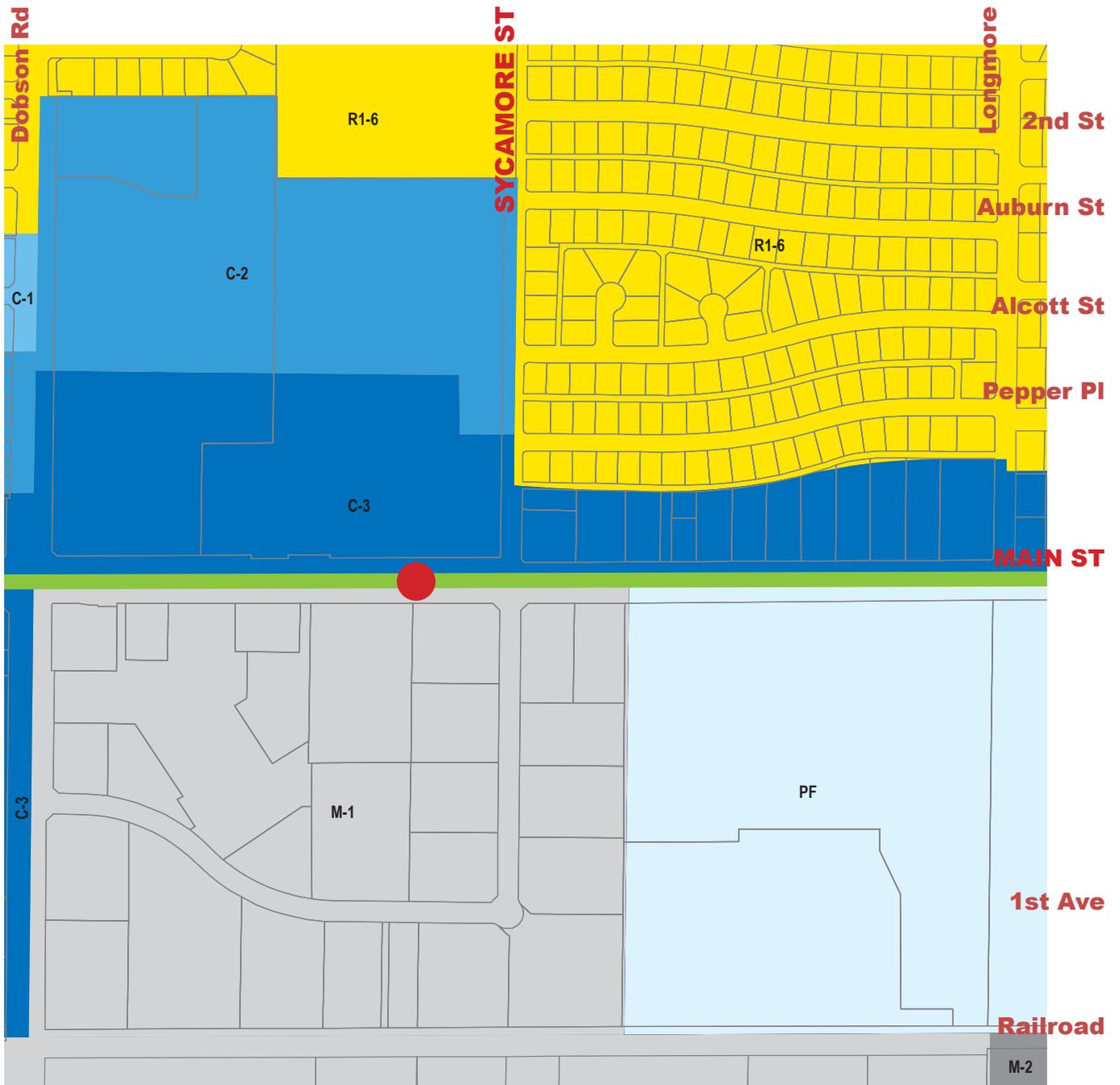
Main and Sycamore  
Parcel Map



- light rail stop
- light rail
- structures



Main and Sycamore  
Building Footprint



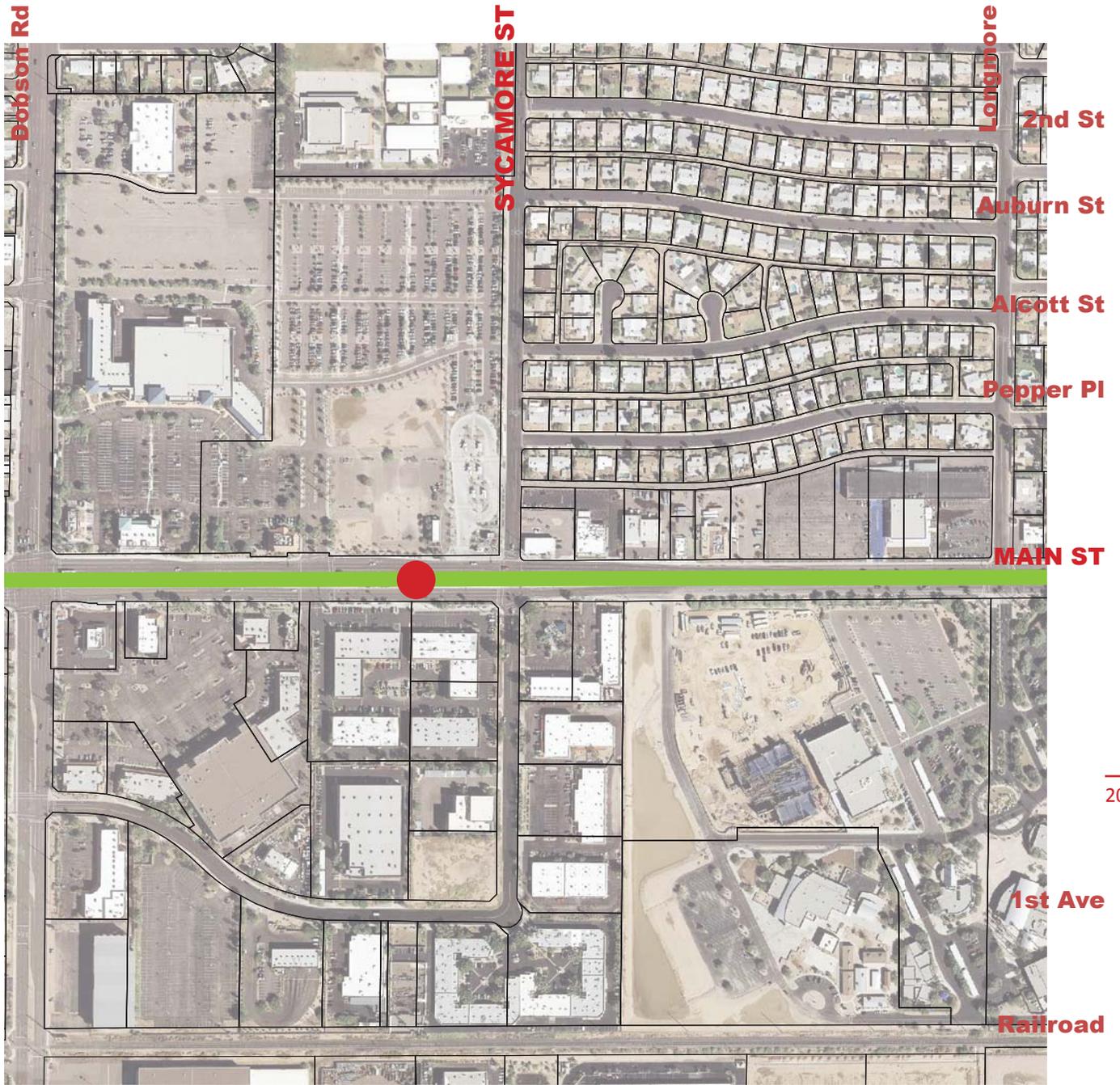
Source: City of Mesa Planning and Zoning Department. September 2011.

- light rail stop
- light rail

- |                   |  |                          |  |
|-------------------|--|--------------------------|--|
| <b>commercial</b> |  | <b>residential</b>       |  |
| C-1               | <span style="color: lightblue;">■</span> | R1-6                     | <span style="color: yellow;">■</span>    |
| C-2               | <span style="color: blue;">■</span>      | <b>industrial</b>        |  |
| C-3               | <span style="color: darkblue;">■</span>  | M-1                      | <span style="color: lightgrey;">■</span> |
|                   |  | M-2                      | <span style="color: darkgrey;">■</span>  |
|                   |  | <b>public facilities</b> |  |
|                   |  | PF                       | <span style="color: lightblue;">■</span> |



Main and Sycamore  
Zoning

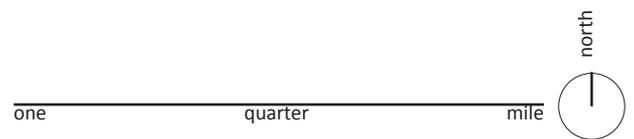


203

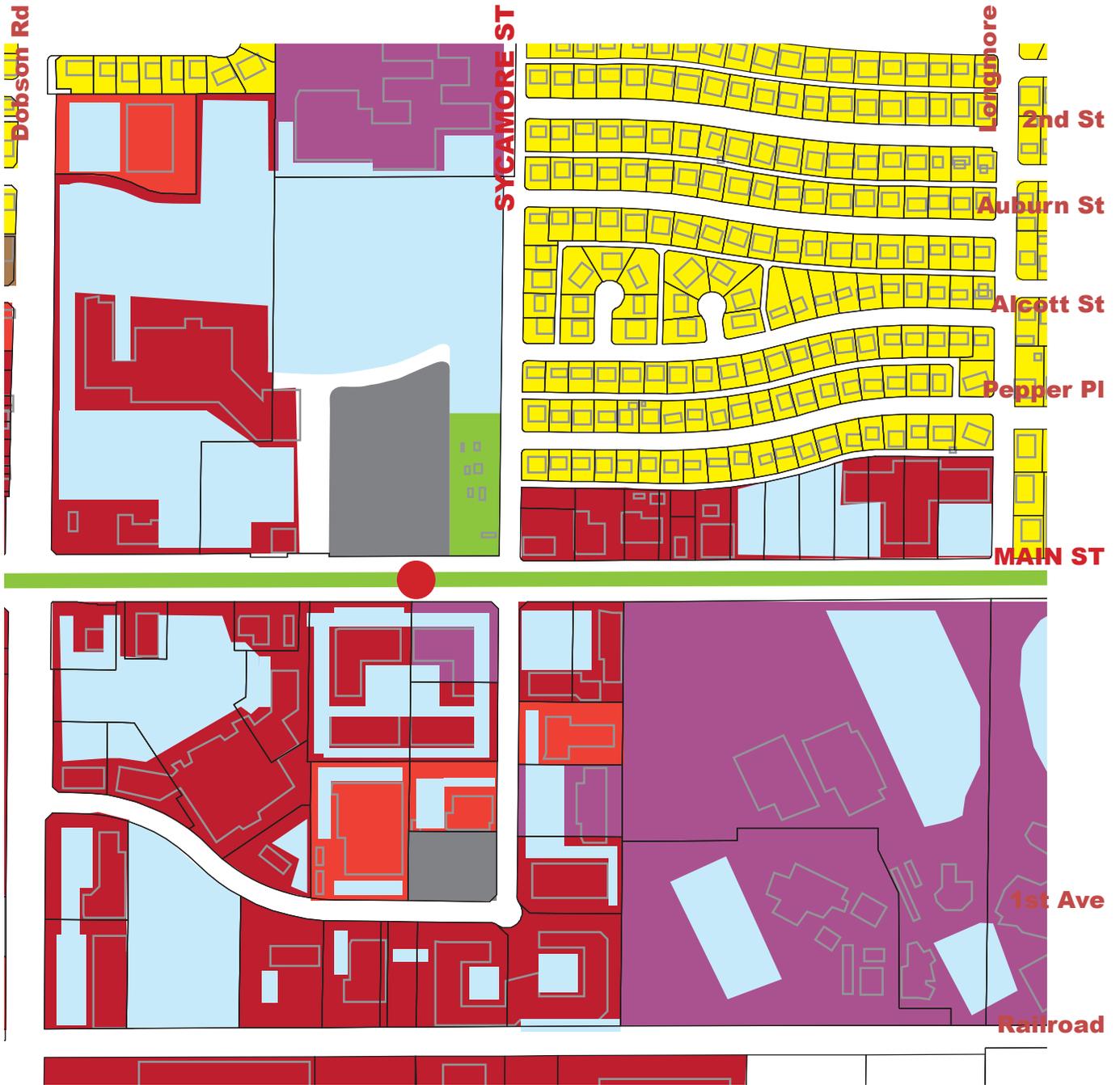
Information obtained through internet searches and conversations with City of Mesa staff.

- light rail stop
- light rail

There is no proposed rezoning for this area according to current data



Main and Sycamore  
Proposed / Zoning

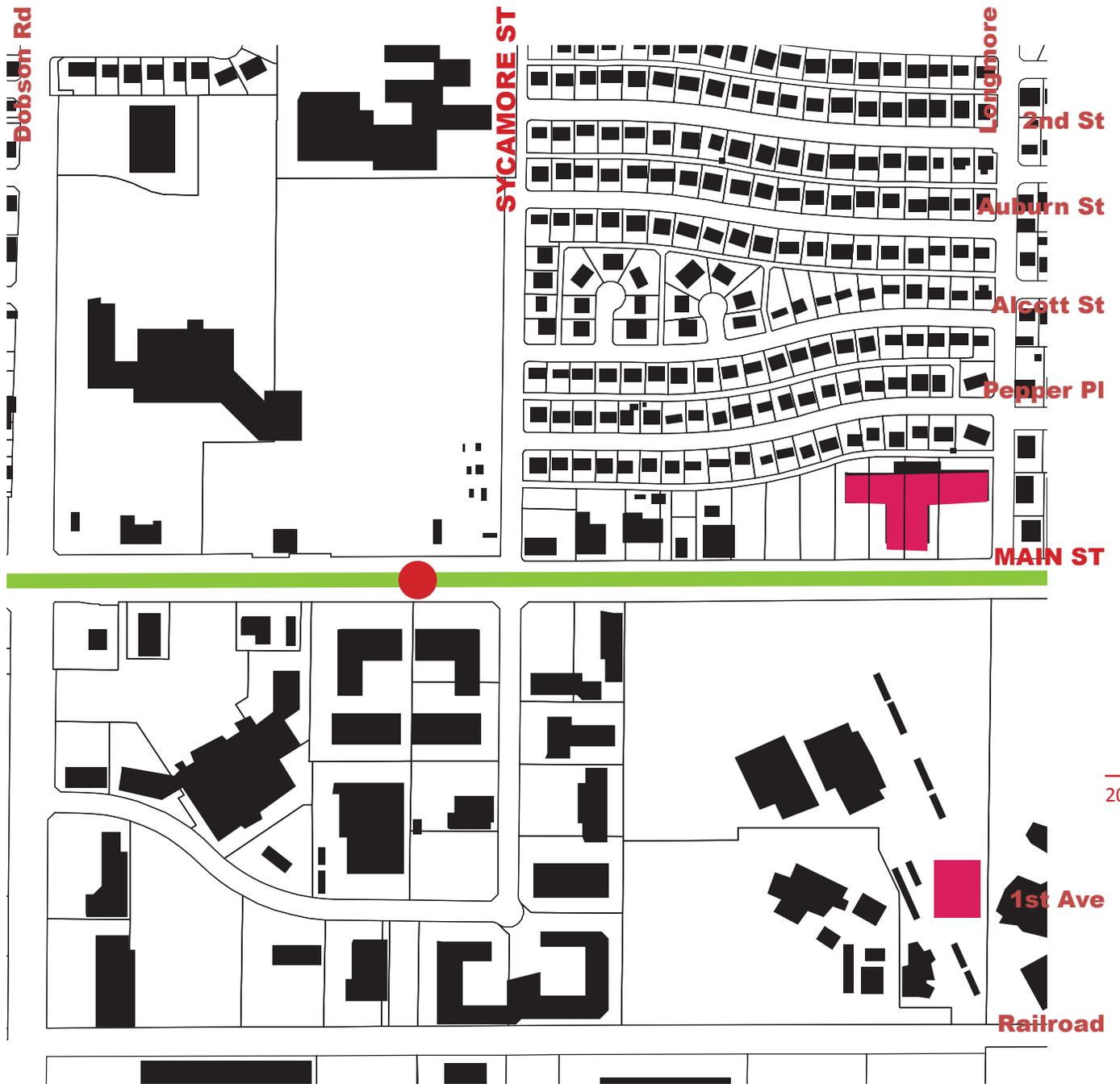


Drachman Institute. June 2011.

- surface parking
- structured parking
- vacant
- civic/cultural
- plaza/park/open space
- residential - single family housing
- residential - multifamily housing
- office
- retail
- medical
- educational
- religious
- light rail stop
- light rail

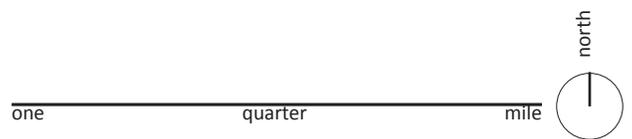


Main and Sycamore  
Land Use

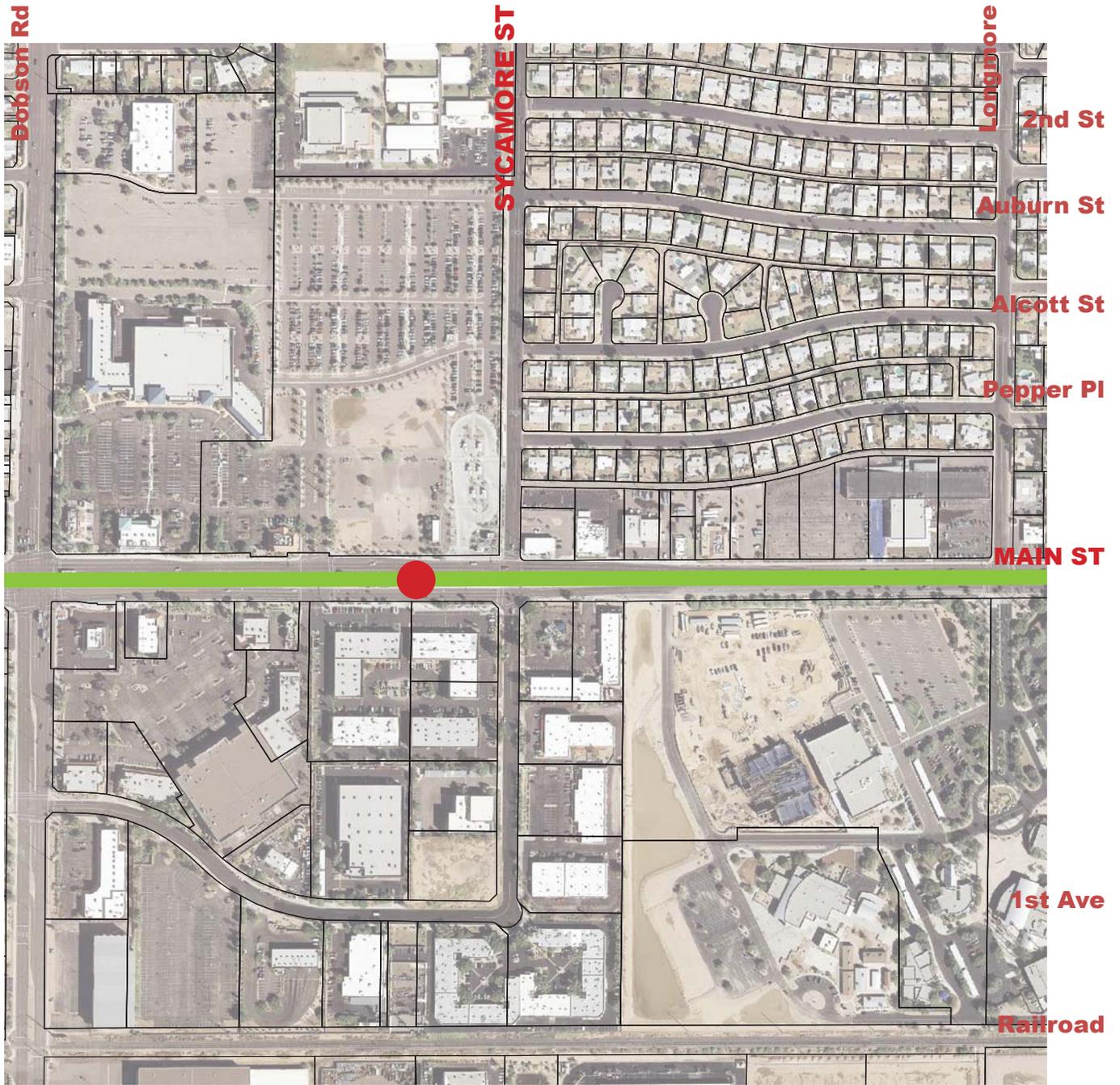


Information obtained through internet searches and conversations with City of Mesa staff.

- light rail stop
- light rail
- historic properties as identified in the West Main study, City of Mesa



Main and Sycamore  
Historic Districts and Properties



Information obtained through internet searches and conversations with City of Mesa staff.

Entire half mile area includes:

City of Mesa Council District 3

Maricopa County District 2

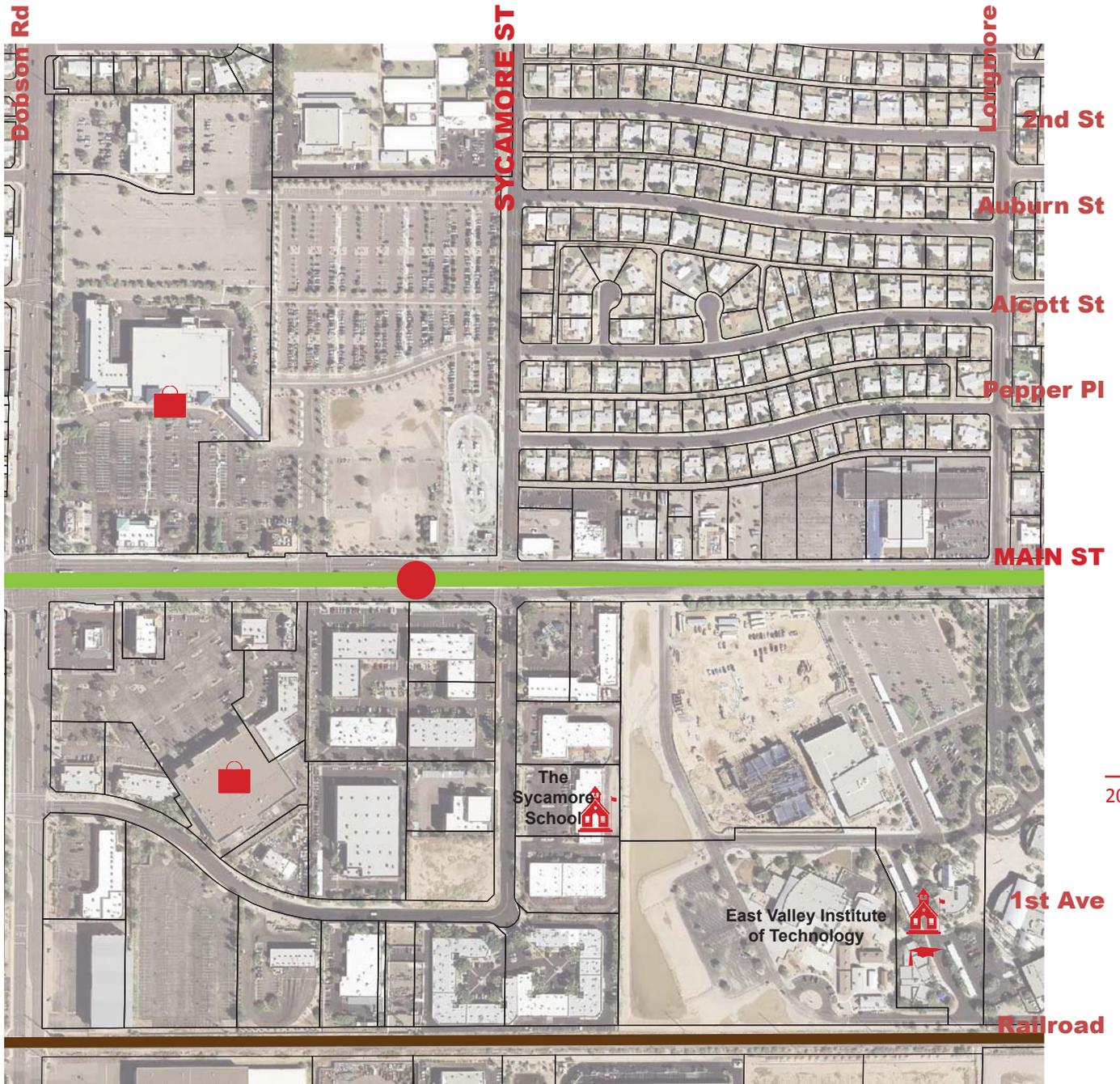
There are no neighborhood associations in the immediate area.

light rail stop ●

light rail ■



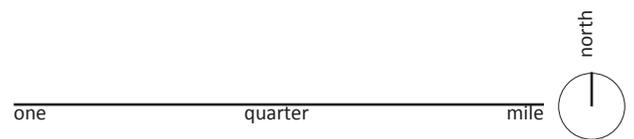
Main and Sycamore  
Political and Neighborhood Boundaries



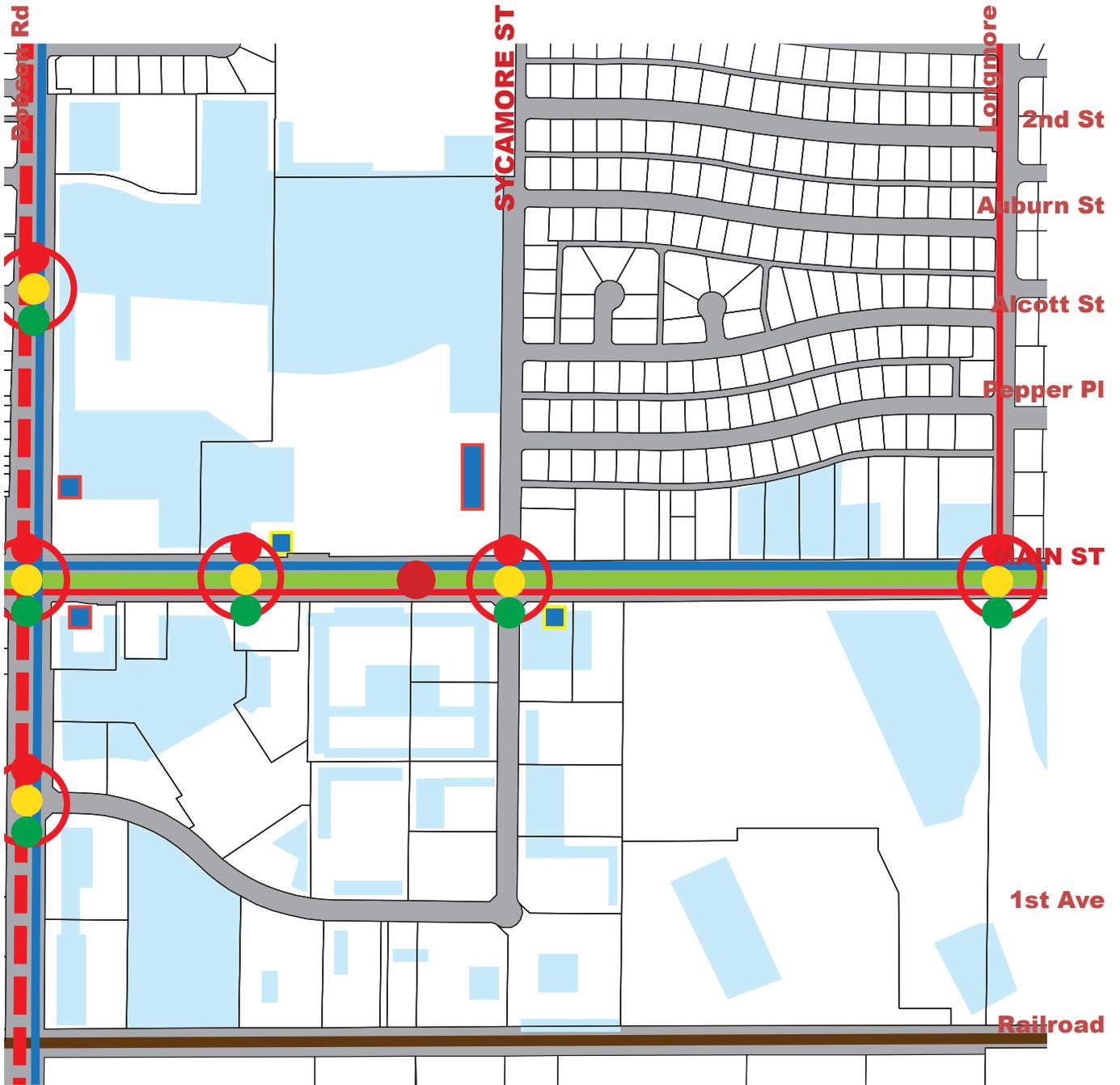
207

-  light rail stop
-  light rail
-  railroad
-  school
-  higher education
-  shopping center

Additional landmarks may be added through various activities to be held in the area.



Main and Sycamore  
Landmarks and Natural / Man-made Features

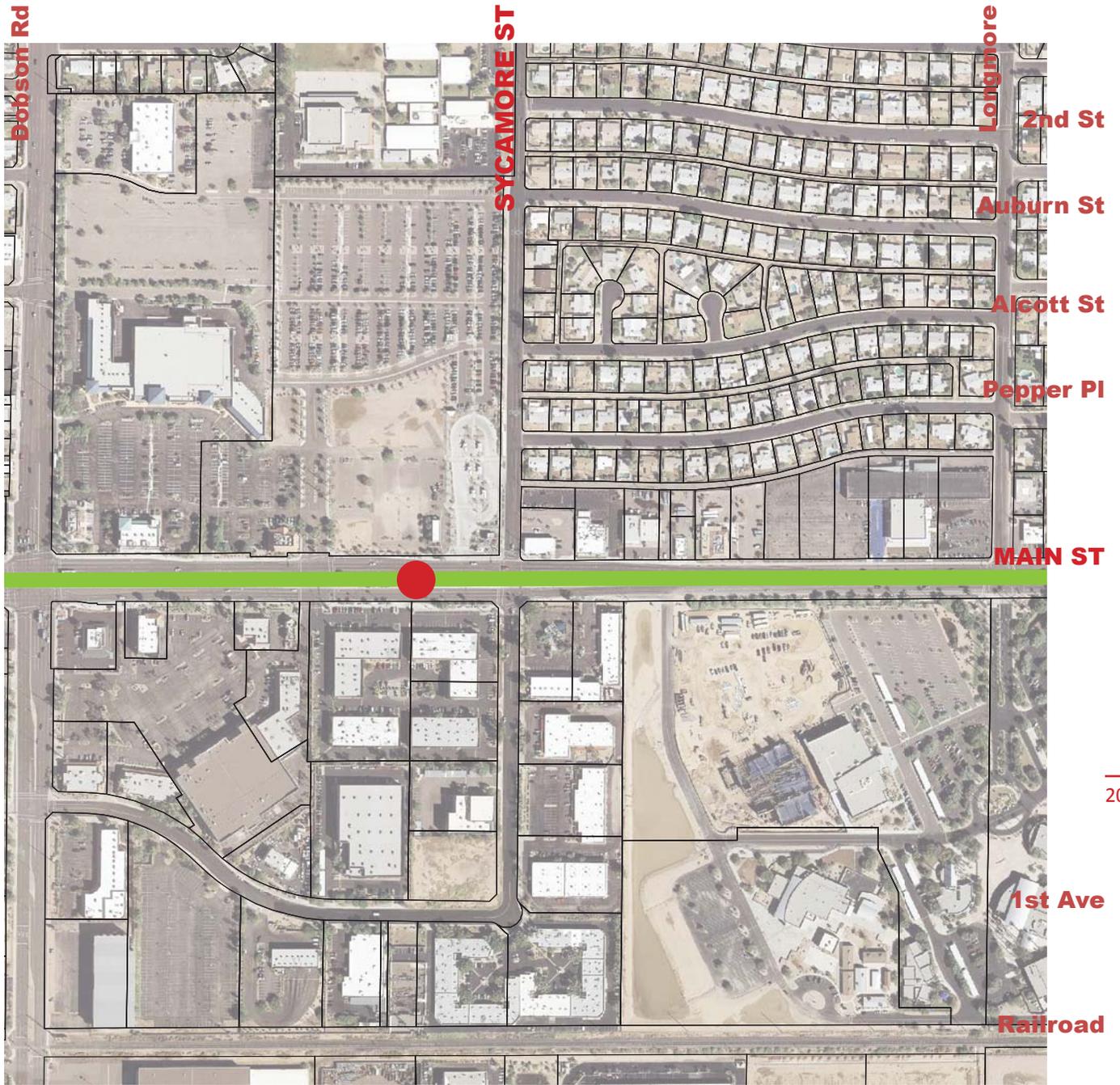


Drachman Institute. June 2011.

- |  |                         |  |                             |
|--|-------------------------|--|-----------------------------|
|  | traffic signal          |  | light rail stop             |
|  | plazas/parks/open space |  | light rail                  |
|  | surface parking         |  | striped pedestrian crossing |
|  | structured parking      |  | bus route                   |
|  |                         |  | bicycle                     |
|  |                         |  | future bike/pedestrian way  |
|  |                         |  | railroad                    |
|  |                         |  | streets                     |
|  |                         |  | sheltered bus stop          |
|  |                         |  | unsheltered bus stop        |



Main and Sycamore  
 Transportation and Circulation



209

Information obtained through internet searches and conversations with City of Mesa staff.

 light rail stop

 light rail

floodplain 10 year

floodplain 100 year

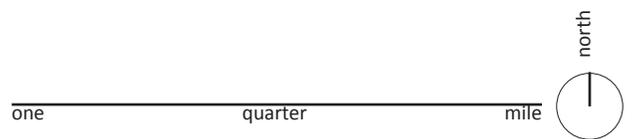
superfund site

landfill

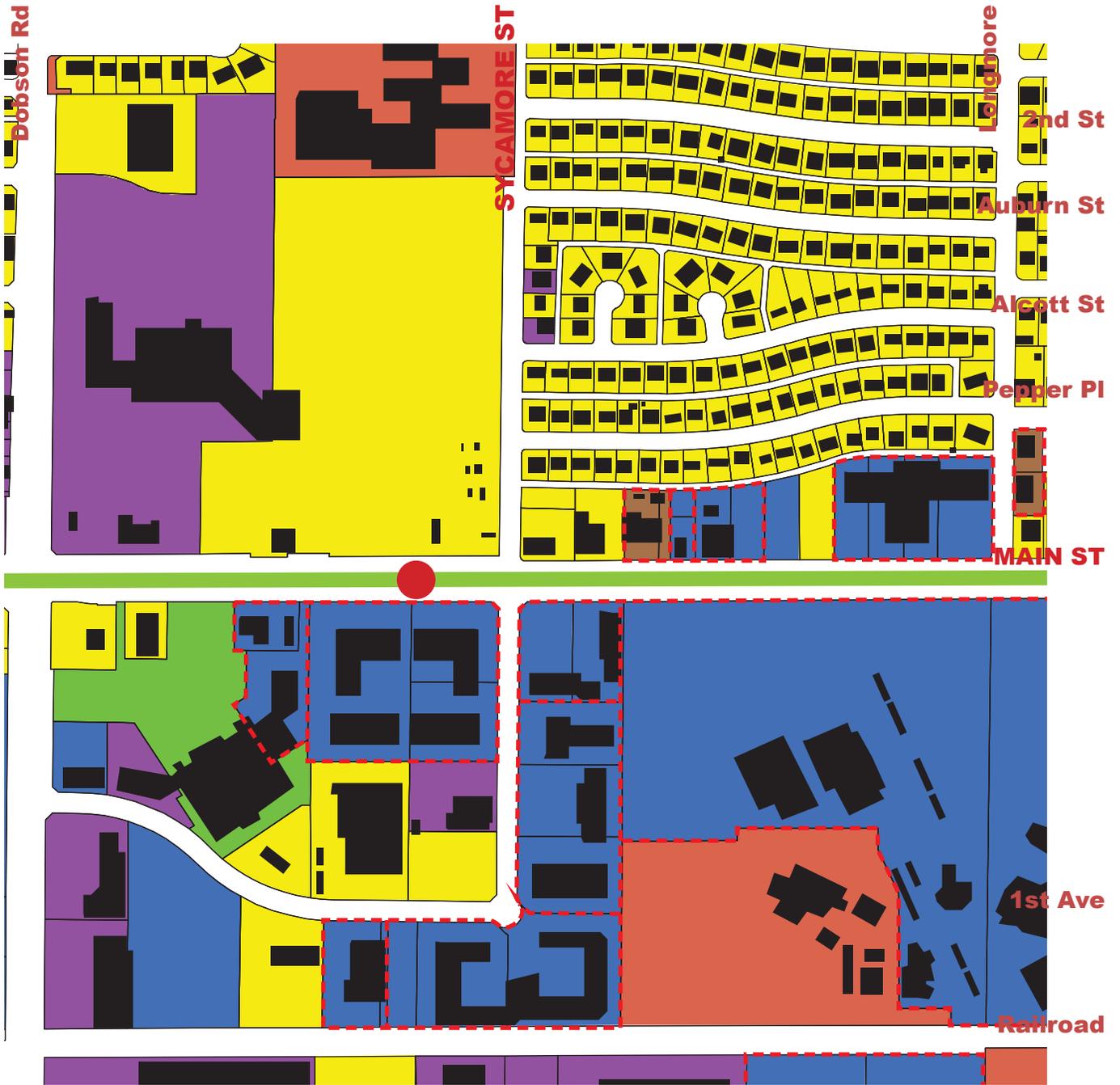
recycling center

waste center

There are no known floodplains or environmental sites.

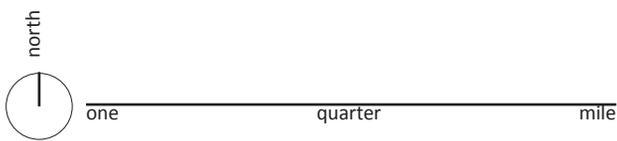


Main and Sycamore  
Floodplain and Environmental



Source: Maricopa County Assessor's Office. July 2011.

- light rail stop ●
- light rail —
- private individual ■
- private LLC - multiple owners ■
- Private LLC - individual owner ■
- City of Mesa ■
- private multiple holdings ■
- religious ■
- contiguously owned properties ■

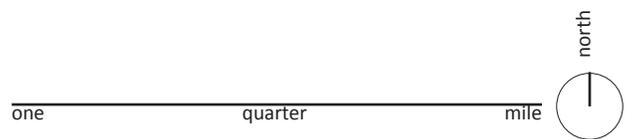


Main and Sycamore  
Ownership

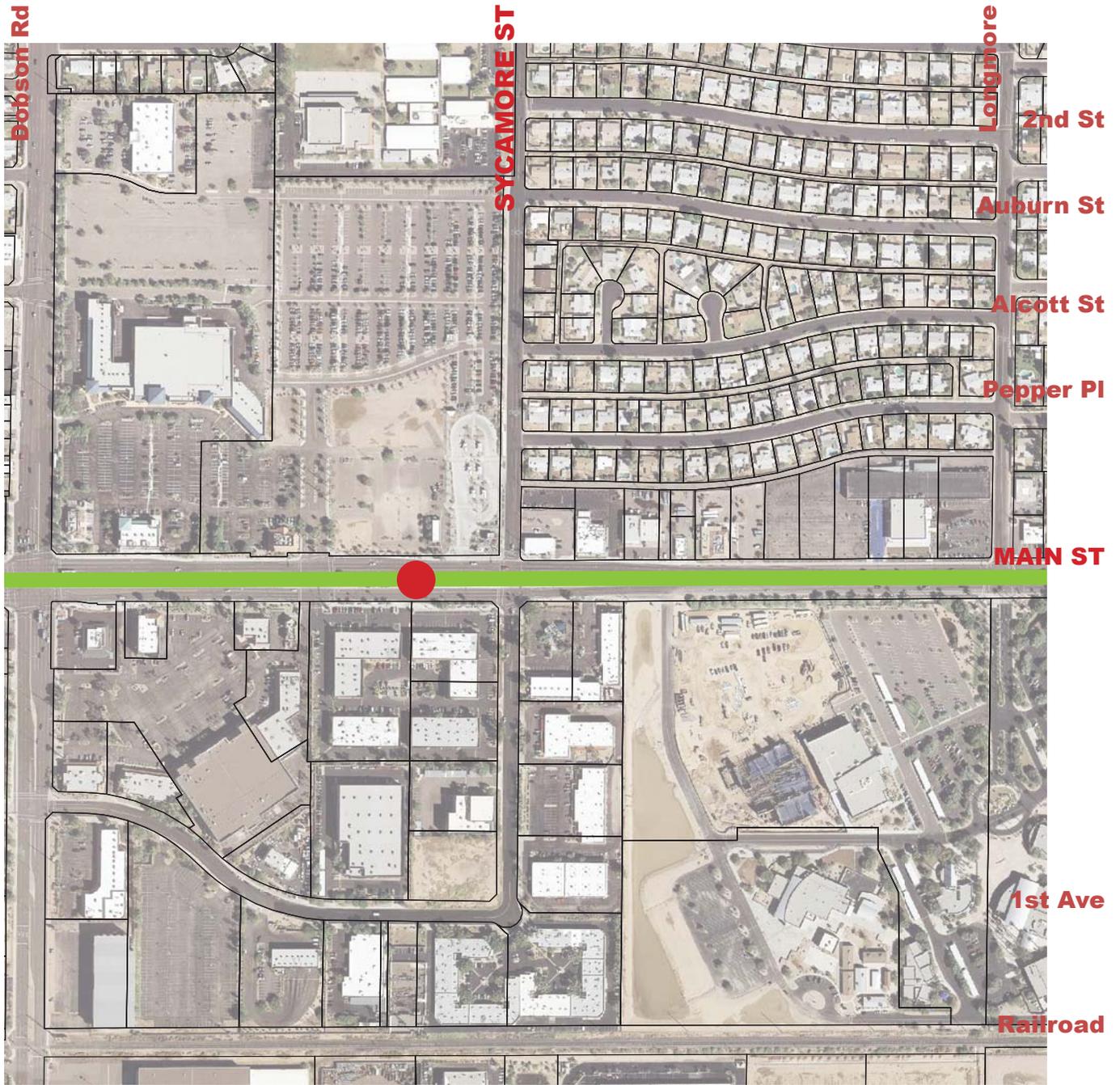


Drachman Institute. June 2011.

- light rail stop
- light rail
- vacant land
- surface parking
- structured parking



**Main and Sycamore  
Vacant Land and Parking**



Information obtained through internet searches and conversations with City of Mesa staff.

Entire half mile area includes:

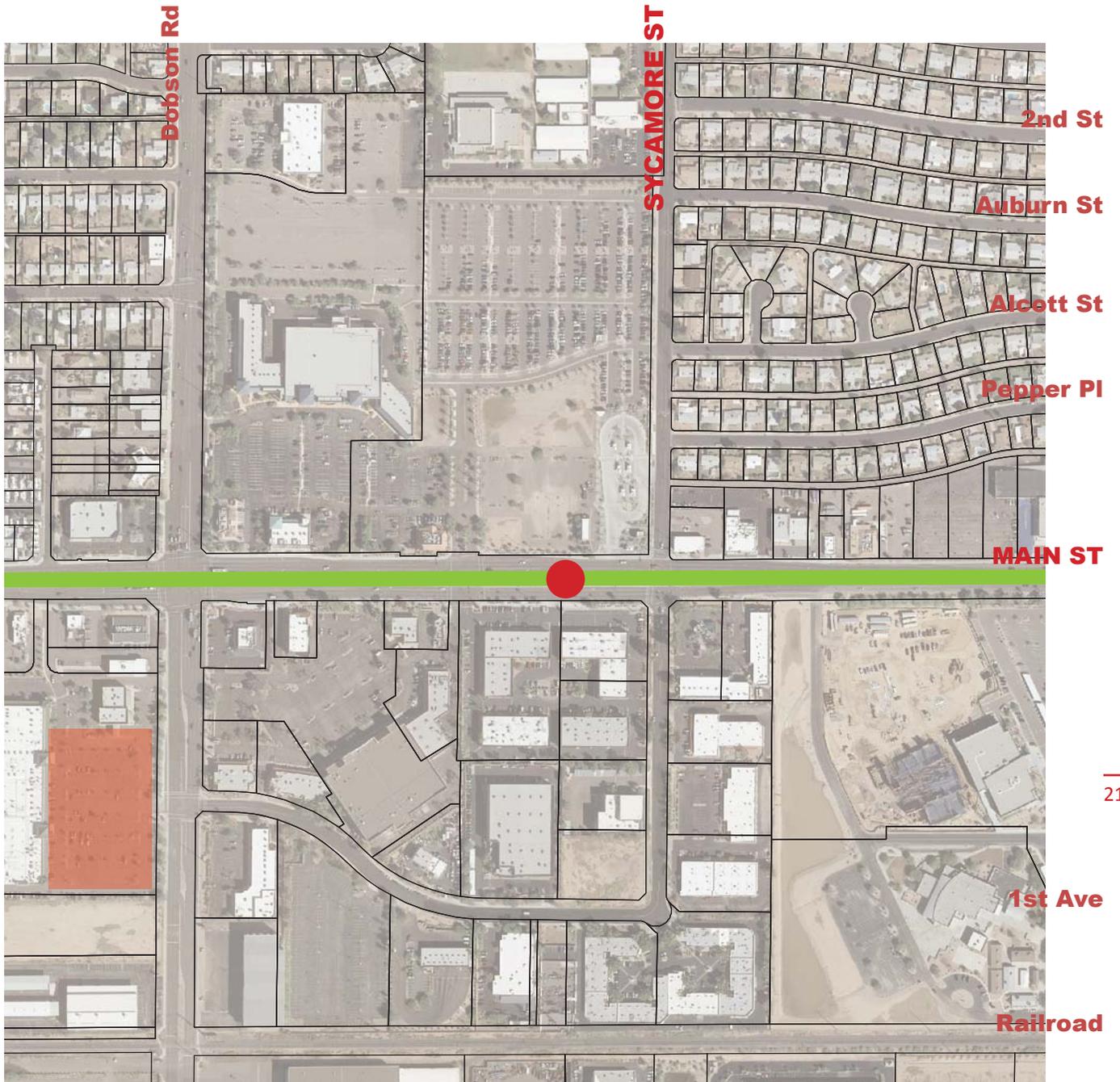
West Mesa CDC

light rail stop ●

light rail ■

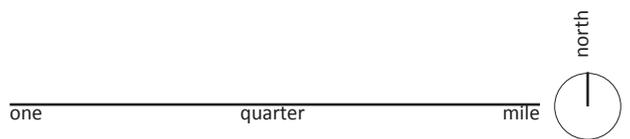


Main and Sycamore  
Business Districts and Development Organizations

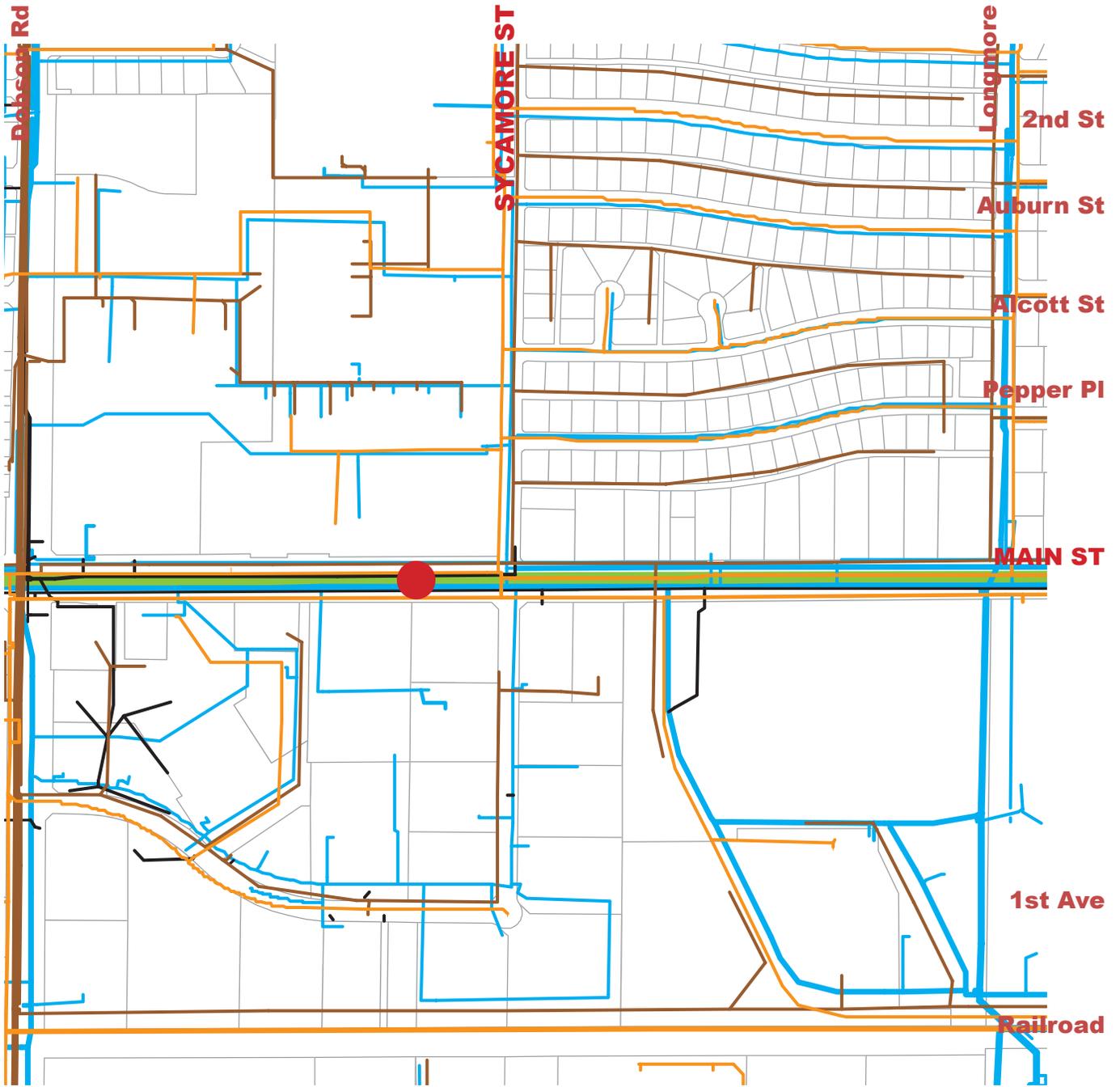


Information obtained through internet searches and conversations with City of Mesa staff.

- light rail stop
- light rail
- special events occur at the parking lot of the shopping center located on the southwest corner of Main and Dobson



Main and Sycamore  
Events and Temporary Installations



Source: City of Tempe Planning Department. July 2011.

**This map includes:**

water, wastewater, storm water, and gas utility lines. The only known improvement at this time is a sewer upgrade along Main between Dobson and Sycamore. Refer to the West Main Street Area Plan.

- light rail stop ●
- light rail ■
- water —
- waste water —
- storm water —
- gas —



**Main and Sycamore  
Utilities and Planned Public Improvements**



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

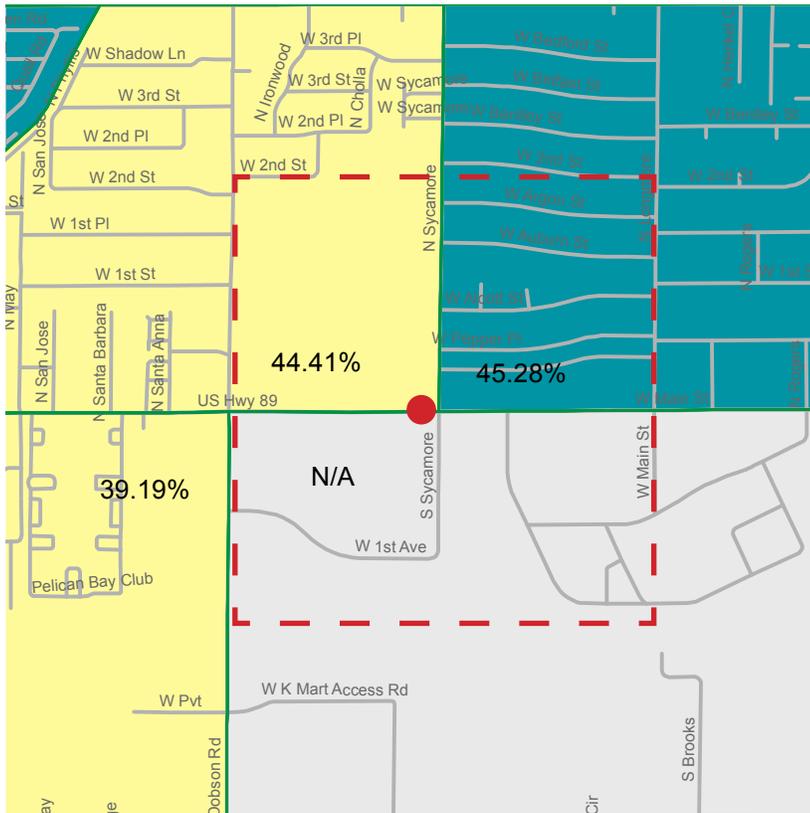
### Median Household Income

Median household income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. This value represents the median income within a block group.

www.cnt.org

Median Household Income	Income, \$
Target Area, Average	39,110
Mesa	52,117
Maricopa County	61,016

Target Area	Data Not Available
Light Rail Stop	Less 32,000 \$/year
	32,000 to 42,000 \$/year
	42,000 to 53,000 \$/year
	53,000 to 69,000 \$/year
	69,000 \$/year and greater



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Housing and Transportation Cost as a Percentage of Income

H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. It takes into account both the cost of housing as well as the cost of transportation associated with the location of the home. CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

www.cnt.org

H+T Costs, % Income	% Income
Target Area, Average	44.8
Mesa	48.0
Maricopa County	52.9

Target Area	Data Not Available
Light Rail Stop	Less than 45%
	45% and Greater

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

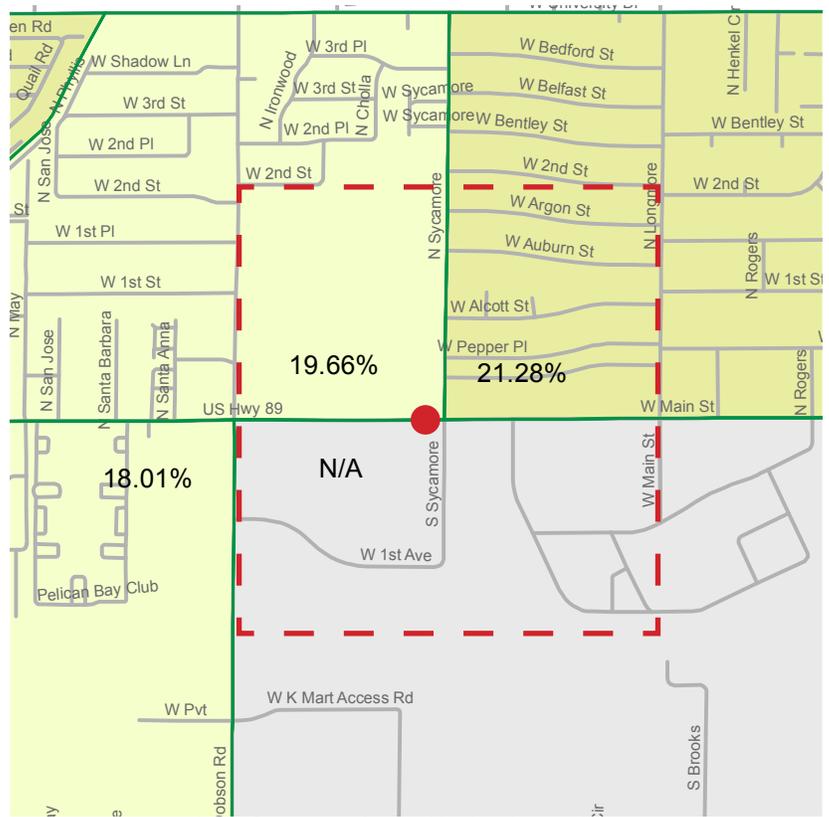
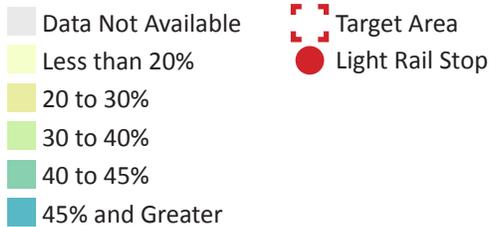
Main and Sycamore  
Housing and Transportation Affordability

## Housing Cost as a Percentage of Income

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

www.cnt.org

Housing Costs, % Income	% Income
Target Area, Average	20.5
Mesa	22.5
Maricopa County	27.3



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

## Transportation Cost as a Percentage of Income

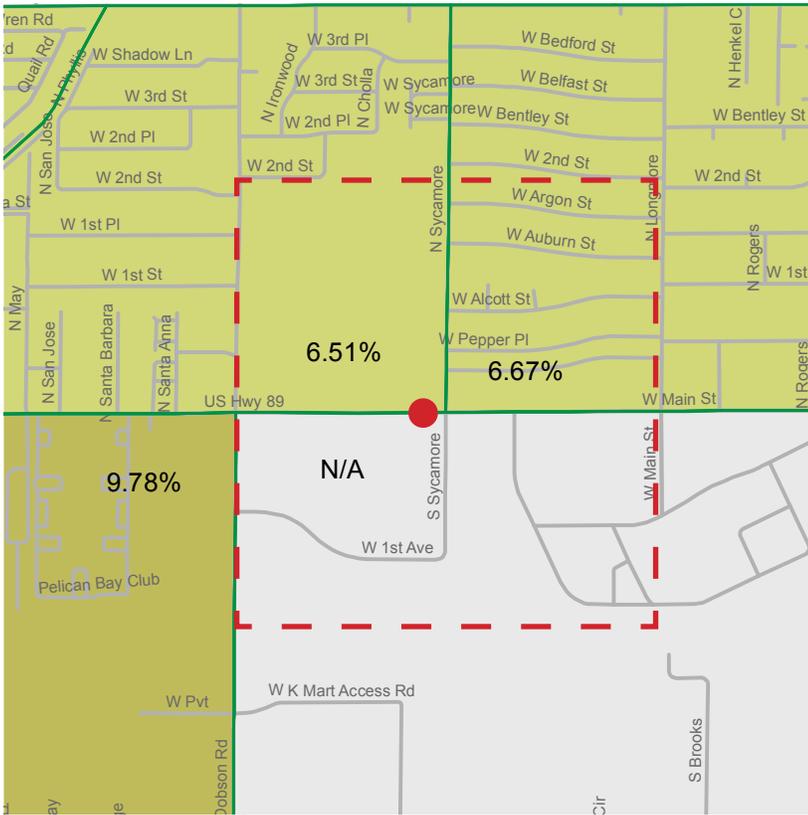
Household Transportation Costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Dividing these costs by representative regional incomes illustrates the cost burden placed on a typical household by transportation costs.

www.cnt.org

Transportation Costs, % Income	% Income
Target Area, Average	24.4
Mesa	25.5
Maricopa County	25.7



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012



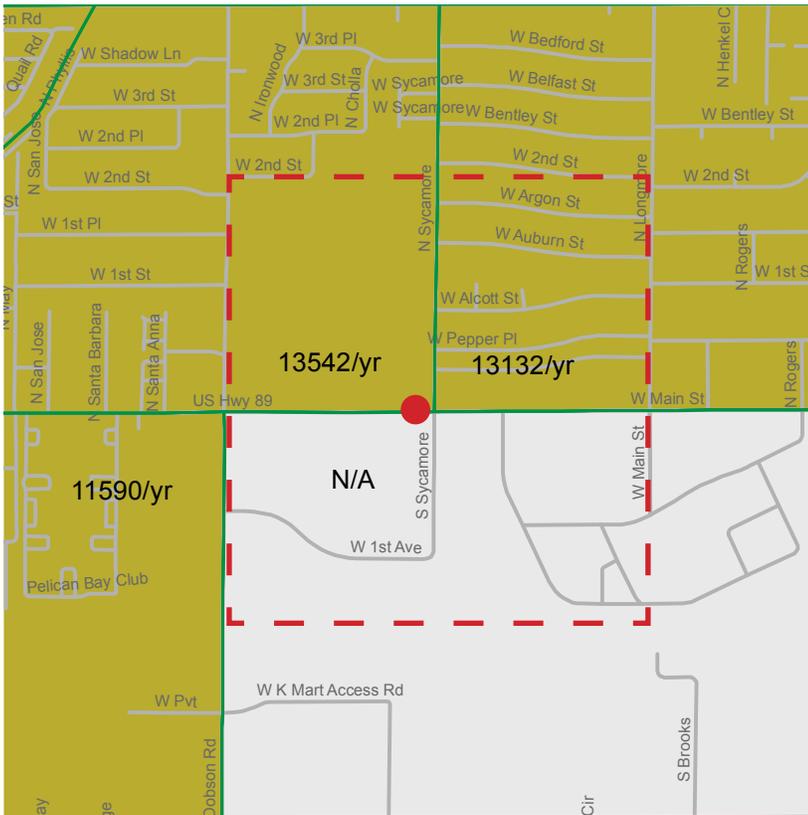
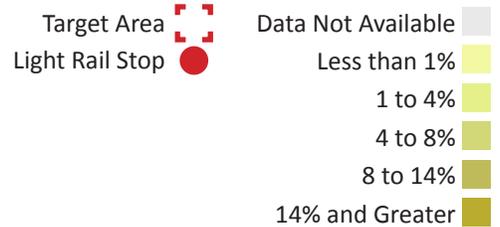
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Transit Ridership as a Percentage of Workers

Transit Ridership represents the percentage of workers in a Block Group who utilize Public Transportation (Transit) as their primary mode of transportation to work.

www.cnt.org

Transit Ridership, % of Workers	% of Workers
Target Area, Average	6.6
Mesa	3.6
Maricopa County	4.2



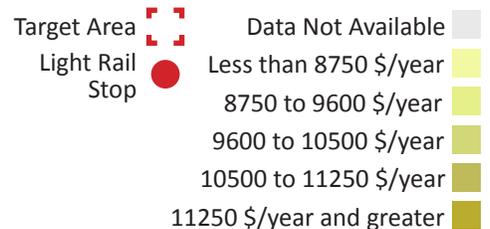
Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

### Household Annual Transportation Cost

Household Annual Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs and Public Transit Costs. On average, Transportation Costs are the second largest household expenditure.

www.cnt.org

Annual Transportation Costs	\$
Target Area, Average	13,337
Mesa	13,960
Maricopa County	14,033



Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

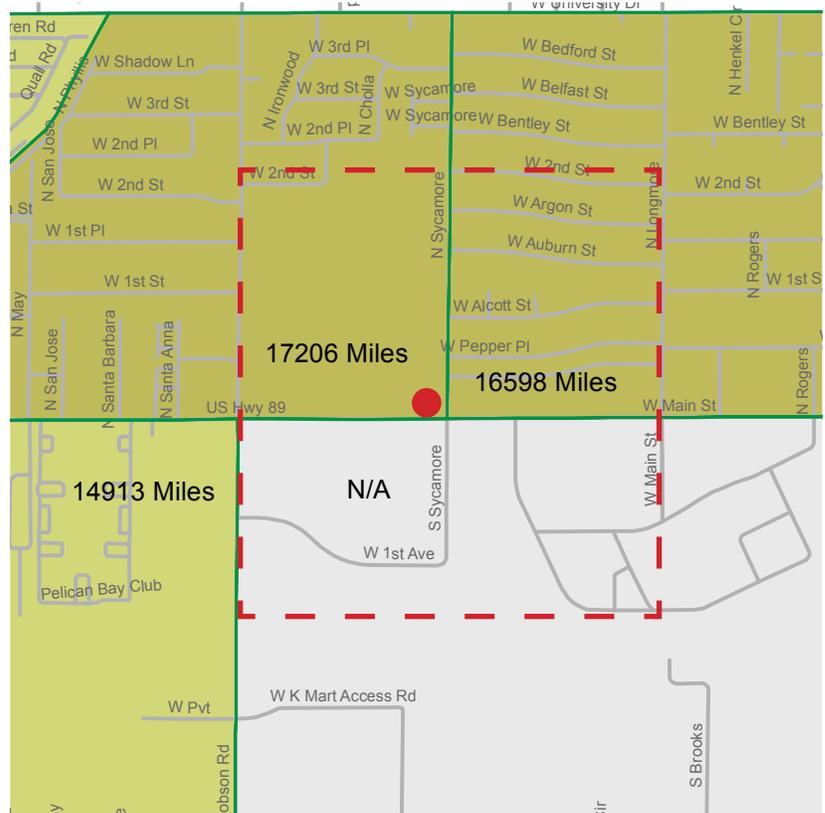
## Vehicle Miles Traveled per Household

Vehicle miles traveled per household models the average annual auto travel by households in a block group. This includes commute travel, but also all other daily auto trips made by all members of the household.

www.cnt.org

Vehicle Miles Traveled/Household	Annual Miles
Target Area, Average	16,903
Mesa	18,888
Maricopa County	19,071

- Data Not Available
  - Less than 12,000 annual miles
  - 12,000 to 14,000 annual miles
  - 14,000 to 16,000 annual miles
  - 16,000 to 18,000 annual miles
  - 18,000 annual miles and greater
- Target Area
  - Light Rail Stop



Map and Data from Center for Neighborhood Technology www.cnt.org May 2012

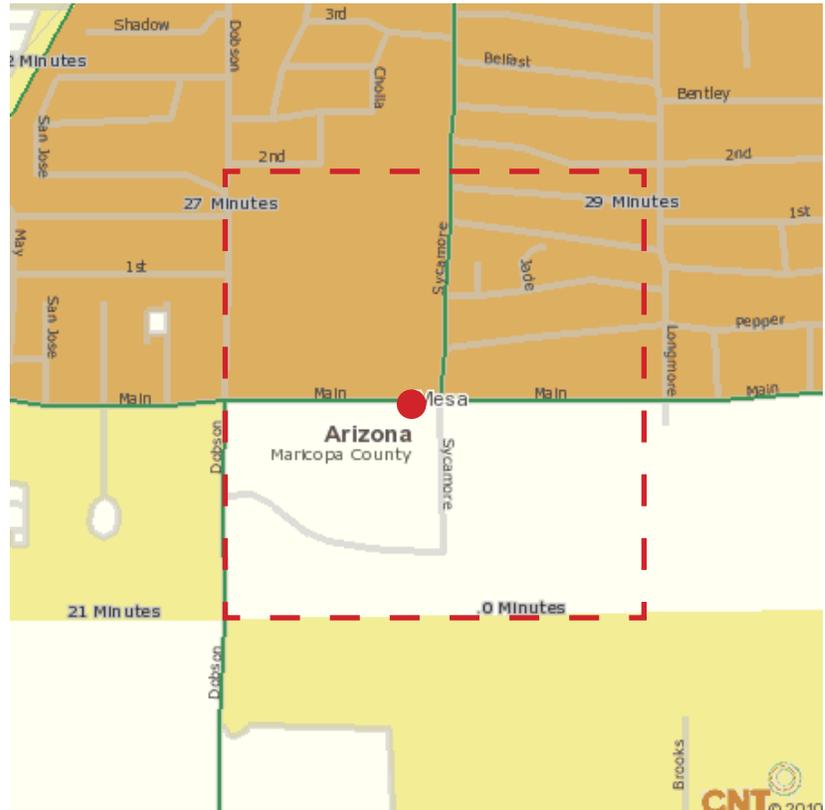
## Travel Time to Work

Travel time to work is measured in minutes and represents an average of the total time it takes commuters in a block group to get to work by their primary mode used. Includes auto, biking, walking, and public transit.

www.cnt.org

Travel Time to Work	Minutes
Target Area, Average	25.5
Mesa	26.0
Maricopa County	26.0

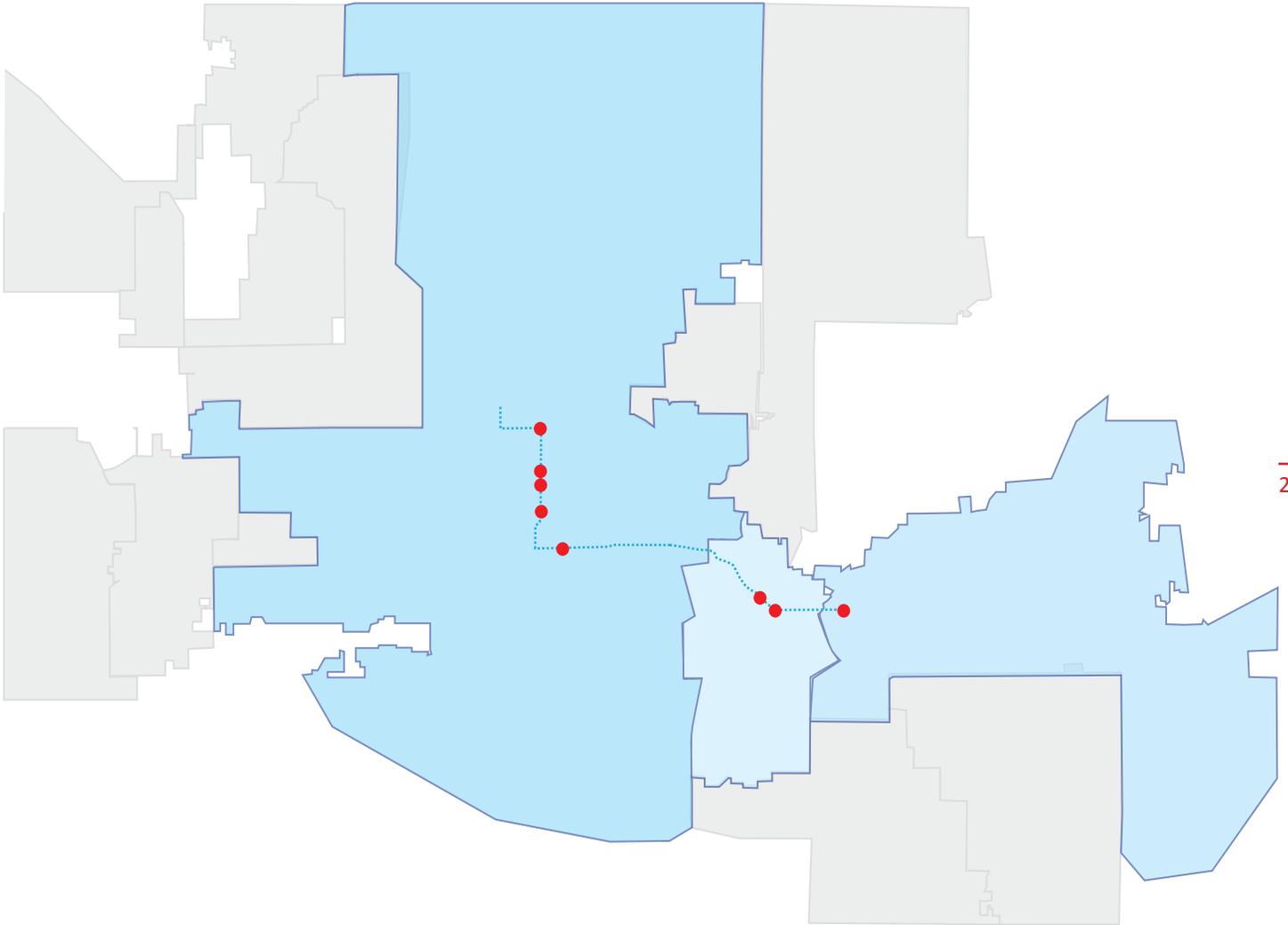
- Data Not Available
  - Less than 22 minutes
  - 22 to 25 minutes
  - 25 to 29 minutes
  - 29 to 33 minutes
  - 33 minutes and greater
- Target Area
  - Light Rail Stop



Map and Data from Center for Neighborhood Technology www.cnt.org January 2012

Maps and data from the Center for Neighborhood Technology (CNT) using Regional Typical data as this target area has a median income which is greater than 80% of the regional median. For an explanation of their methods and data as well as links to their website, see pgs 225-226.

# RESOURCES



## RESOURCES

### LOCAL RESOURCES:

City of Phoenix Sustainability Program  
<http://phoenix.gov/greenphoenix/sustainability/index.html>

ASU Global Institute of Sustainability  
<http://sustainability.asu.edu/index.php>

Sustainable Cities Network  
<http://sustainablecities.asu.edu>

AZ Stardust Center, Public Education Campaign  
“Growing Sustainable Communities in the Valley of the Sun”  
[http://stardust.asu.edu/research\\_resources/detail.php?id=31](http://stardust.asu.edu/research_resources/detail.php?id=31)

Valley Forward  
<http://www.valleyforward.org>

City of Mesa Sustainability Program  
<http://www.mesaaz.gov/sustainability/>

Maricopa County Green Government Program  
<http://www.maricopa.gov/GreenGovernment/>

Maricopa Association of Governments, Sustainable Transportation and Land Use Integration Study  
<http://www.bqaz.org/sustainOverview.asp?mS=m16>

Local First Arizona  
<http://www.localfirstaz.com/index.php>

Connecting Phoenix  
<http://www.connectingphoenix.com/>

Sustainable Arizona Resource and Education Council  
<http://www.sustainablearizona.org/>

City of Tempe, “A Sustainable Tempe”  
<http://www.tempe.gov/greenprograms/pdfs/SustainabilityBrochure2011.pdf>

Valley Metro, Transit Oriented Development  
[http://www.valleymetro.org/metro\\_projects\\_planning/transit\\_oriented\\_development/](http://www.valleymetro.org/metro_projects_planning/transit_oriented_development/)

## RESOURCES (CONT.)

### LOCAL RESOURCES:

Friends of Transit  
<http://www.friendsoftransit.org/>

Arizona Transit Association  
<http://www.azta.org/>

South West Transit Association  
<http://www.swta.org/Default.aspx>

Discovery Triangle Development Corporation  
<http://www.discoverytriangle.org/>

### NATIONAL RESOURCES:

U.S. Department of Housing and Urban Development, Office of Sustainable Housing and Communities  
[http://portal.hud.gov:80/hudportal/HUD?src=/program\\_offices/sustainable\\_housing\\_communities](http://portal.hud.gov:80/hudportal/HUD?src=/program_offices/sustainable_housing_communities)

Department of Housing and Urban Development, Department of Transportation, and the Environmental Protection Agency, Partnership for Sustainable Communities  
<http://www.epa.gov/dced/partnership/>

The U.S. Partnership for Education for Sustainable Development  
[http://www.uspartnership.org/main/view\\_archive/1](http://www.uspartnership.org/main/view_archive/1)

Environmental Protection Agency, Smart Growth Online  
<http://www.smartgrowth.org/>

US Dept of Agriculture: National Institute of Food And Agriculture, Sustainable Living Education National Network  
[http://www.csrees.usda.gov/nea/nre/in\\_focus/susdev\\_if\\_living.html](http://www.csrees.usda.gov/nea/nre/in_focus/susdev_if_living.html)

Local Initiatives Support Corporation  
<http://www.lisc.org/>

### INTERNATIONAL RESOURCES:

ICLEI-Local Governments For Sustainability (International Council for Local Environmental Initiatives)  
<http://www.iclei.org/>

## SELECTED ZONING AND OVERLAY CLASSIFICATIONS

### CITY OF PHOENIX

#### ZONING

A-1: light industrial

A-2: industrial

C-1: commercial - neighborhood retail

C-2: commercial - intermediate commercial

C-3: commercial - general commercial

C-O: commercial office - restricted commercial

C-O/G-O: commercial office - general office option (minimum 1 gross acre)

DTC: Downtown Core

P-1: passenger automobile parking, limited (surface parking)

P-2: parking (surface parking and parking structures)

R1-10: single family residential with a density range of 3 to 3.5 dwelling units per gross acre

R1-6: single family residential with a density range of 5 to 5.5 dwelling units per gross acre

R-3: multi-family residential with a density range of 14.5 to 15.23 dwelling units per gross acre

R-4: multi-family residential with a density range of 29 to 30.45 dwelling units per gross acre

R-4A: multi-family residential (dependant on lot area and unit type)

R-5: multi-family residential with a density range of 43.5 to 45.68 dwelling units per gross acre

R-O: residential office - restricted commercial

#### OVERLAY

DC: downtown core district (underlying zoning for Fillmore to Harrison and 7th St. to 3rd Ave.)

HP: historic preservation overlay (combined with underlying zoning)

HR: high-rise and high density (combined with underlying zoning)

HRI: high-rise incentive - high-rise and mixed use (combined with underlying zoning)

RI: residential infill (combined with underlying zoning)

SPD: North Central Avenue Special Planning District overlay district

TOD-1: transit oriented development (combined with underlying zoning)

For more information on Phoenix Zoning Classifications, see the City of Phoenix website at: <http://phoenix.gov/PLANNING/zondistr.html> and Zoning Ordinance of the City of Phoenix, chapter 6 at: <http://www.codepublishing.com/az/phoenix/>

## SELECTED ZONING AND OVERLAY CLASSIFICATIONS

### CITY OF TEMPE

#### ZONING

CSS: commercial shopping and service

GID: general industrial district

MU-4: mixed-use, high density (requires a PAD overlay)

R1-6: single family residential with a density of 4 dwelling units per acre

R1-PAD: single family residential Planned Area Development (requires a PAD overlay) with a density of up to 9 dwelling units per acre

R-2: multi-family residential with a density of 10 dwelling units per acre

R-3: multi-family residential limited with a density of 20 dwelling units per acre

R-3R: multi-family residential restricted with a density of 15 dwelling units per acre

R-4: multi-family residential general with a density of 25 dwelling units per acre

R/O: residential/office

TP: trailer park with a density of 14 dwelling units per acre

#### OVERLAY

HP: historic preservation overlay district

PAD: planned area development overlay district

For more information on Tempe Zoning Classifications, see City of Tempe's Zoning and Development Code at: <http://www.tempe.gov/zoning/ZDCode/ADCpart2.pdf>

## SELECTED ZONING AND OVERLAY CLASSIFICATIONS

### CITY OF MESA

#### ZONING

C-1: neighborhood commercial - large-scale offices, small-scale retail

C-2: limited commercial - indoor retail, shopping centers, group commercial developments

C-3: general commercial - variety of outdoor and indoor commercial activity

M-1: limited industrial - limited manufacturing, processing, warehousing

M-2: general industrial - intensive industrial, manufacturing, indoor and outdoor storage

PF: public facilities - large-scale government, public utility, recreational, and educational facilities on a minimum of 10 acre lot

R-3: multi-family residential - medium density, with a maximum of 17 dwelling units per acre

R-4: multi-family residential - high density, with a maximum of 25 dwelling units per acre

#### OVERLAY

HP: historic preservation - historic, visually or architecturally significant area at least fifty years old with a minimum of seven contiguous properties or 300 feet of street frontage

For more information on Mesa Zoning Classifications, see pgs 27-28 of City of Mesa's General Plan at: <http://www.mesaaz.gov/planning/PDF/GeneralPlan/MesaGeneralPlan.pdf>

## **THIRD PARTY ANALYSIS: CENTER FOR NEIGHBORHOOD TECHNOLOGY**

Drachman Institute utilized data analyses by the Center for Neighborhood Technology (CNT). A brief explanation of their methods and data as well as links to their website, are provided below:

### **MEDIAN INCOME**

Median Income refers to Median Household Income in 1999 (P53) obtained at the block group level as well as at the regional level (MSA or PMSA) to define the Area Median Income (AMI). For more information see <http://htaindex.cnt.org/downloads/Methods.3.3.11.pdf>

### **HOUSING COSTS**

Housing Costs were determined using the 2000 US Census Summary File 3 variables Selected Monthly Owner Costs for All Owner-Occupied Housing Units with a Mortgage and Gross Rent for Renters Paying Cash. For more information see <http://htaindex.cnt.org/downloads/Methods.3.3.11.pdf>

### **TRANSPORTATION COSTS**

The transportation model was used to estimate auto ownership (vehicles per household), auto use (annual vehicle miles traveled), and transit use for each block group. To calculate total transportation costs, values for the per unit cost of each component were determined and then aggregated for the specific transportation components in each block group. For more information see <http://htaindex.cnt.org/downloads/Methods.3.3.11.pdf>

### **TRANSIT USE**

Because no direct measure of transit use was available at the block group level, a proxy was utilized for the measured data representing the dependent variable of transit use. From the US Census Summary File 3, Means of Transportation to Work (P30) was used to calculate a percent of commuters utilizing public transit. For more information see <http://htaindex.cnt.org/downloads/Methods.3.3.11.pdf>

## THIRD PARTY ANALYSIS: CENTER FOR NEIGHBORHOOD TECHNOLOGY (CONT.)

### AVERAGE JOURNEY TO WORK TIME

Average Journey to Work Time was calculated using Aggregate Travel Time to Work (in minutes) by Travel Time to Work by Means of Transportation to Work (P30 from 2000 U.S. Census Summary File 3) to define the universe of Worker 16 Years and Over Who Did Not Work at Home. Average journey to work time was calculated at the block group level in minutes. For more information see <http://htaindex.cnt.org/downloads/Methods.3.3.11.pdf>

### VEHICLE MILES TRAVELED

For the dependent variable of auto use, the regression analysis was fit using measured data representing the total amount that households drive their autos, or vehicle miles traveled (VMT) per automobile. In order to determine the amount that households drive their autos, odometer readings are utilized. Data are obtained for one region of the country, the optimum formula is determined using the independent variables in that region, and these formula are then applied to the study area. Odometer readings for the time period of 2005-2007 were obtained from the Massachusetts Department of Transportation for the entire state at a 250 meter grid cell level. A similar data set for the greater Chicago area was analyzed at the zip code level and compared with the Massachusetts data set resulting in similar relationships with the independent variables. Due to the geographic scale of the Massachusetts data set, the regression analysis is fit using these data. For more information see <http://htaindex.cnt.org/downloads/Methods.3.3.11.pdf>