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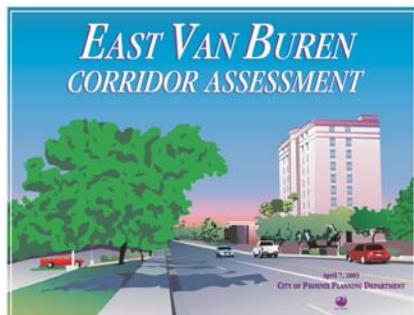
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EXECUTIVE SUMMARY

Purpose

The East Van Buren corridor is a 3.4 square mile area located within the Central City Village of the city of Phoenix. East Van Buren Street is a major arterial connecting Downtown Phoenix to the Camelback East Gateway village core at 44th Street. Further to the east is the city of Tempe. Van Buren Street was once a state highway carrying regional traffic to and through this thriving area. Much of the street and the surrounding older neighborhoods have experienced decline. Some opportunities for the area are apparent but there are also persistent problems.

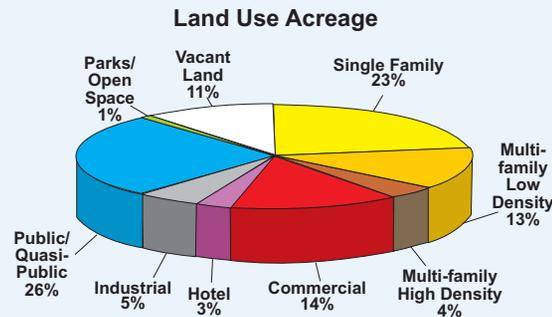
In order to better understand the current status of the area and the opportunities for change, this report reviews and evaluates the physical and socio-economic conditions that exist within the East Van Buren corridor. It provides background information and analysis that may be used for public and private efforts to redevelop and revitalize the area.

Regional Setting

The study area is centrally located and has excellent freeway access to the metropolitan area. Major employment and business centers, government offices and civic, sports, cultural and entertainment venues are located close by. To the south, the Sky Harbor International Airport is a significant hub of economic activity. Land acquired south of Washington Street, between 24th Street and 40th Street, will eventually redevelop for airport related activities. The Downtown and 44th Street Gateway cores, which anchor the western and eastern ends to the EVBC, have begun to influence change in the area. The Garfield Redevelopment Area and Neighborhood Initiative Area is located in the western portion from 7th to 16th streets.

Land Use and Zoning Characteristics

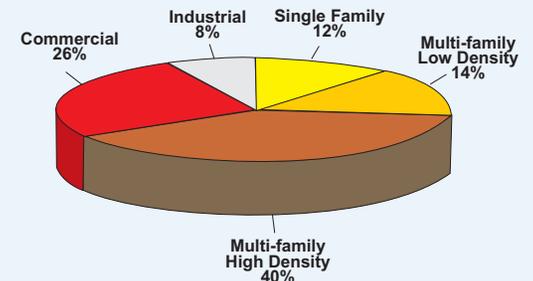
The study area consists of 2,178 acres. Single-family residences occupy 23 percent of the total area, although only 12 percent of the area is limited to for single-family zoning. Over one-half of the single-family residential development occurs on land zoned for multiple family use. Property owners could redevelop their properties at much greater densities than are developed.



Citywide, 83 percent of all residentially developed land consists of single-family homes, compared to 57 percent in the EVBC.

Commercial land use, including hotels, represents 17 percent of the developed land in the study area, although 26 percent is zoned for such activity. Most of the difference is made up of land along 20th Street that has been incorporated into the I-10 Freeway and school sites located along both Van Buren and Washington Street. Strip commercial zoning and developments exist along the major street frontages. With the exception of the K Mart at 16th Street and Roosevelt, no retail shopping centers are located within the EVBC. Six percent of developed land in the city is used for commercial purposes.

Zoning Acreage



Public (school and churches) and Quasi-Public (hospitals and institutional activities) land uses make up 26 percent of the study area, compared to eight percent citywide. Only one percent of the area is devoted to parks and open space, compared to 28 percent of the developed land citywide.

Industrial development is generally limited to small transportation, warehousing and distribution facilities south of Van Buren, between 28th and 36th streets. All the industrial zoned land in the study area is A-1 and is located along the Washington Street frontage, east of 20th Street. This is an old industrial zoning district that allows warehousing, manufacturing and intensive industrial activity such as junkyards and other outdoor activity.

Approximately 11 percent of the corridor consists of vacant land, although much more is currently used for marginal open storage commercial or industrial purpose and could be assembled and redeveloped.

Water and Sewer Facilities

Existing water and sewer service is adequate to meet the demands of existing development in the area. Excess sewer capacity is available. Water service, however, is below the current standards for fire purposes. Most of the water and sewer lines were laid in 1930's, 40's and 50's and may need replacing. While no water or sewer facility improvements are planned in the city's current Six-Year Capital Improvement Plan, improvements may be required depending on the type and intensity of redevelopment to occur in the area.

Parks

Two neighborhood level parks and Eastlake Park, a community level park with a community center, are located west of the Squaw Peak Freeway. There are no parks in the east portion of the study area or in the immediate vicinity. Although no libraries are located within the study area, the area is well served by the nearby Burton Barr Central Library and Saguaro branch library.

Police Service

The East Van Buren study area is located within the Police Department's Central City Precinct. The Department maintains an active, community-based policing presence and has developed working relationships with neighborhood and civic groups. Particular focus has been placed on reducing prostitution and drug-related crime.

Fire Protection

Fire stations 8, 11 and 29 are located within the study area. Additionally, stations 16 and 19 are located close to the area, and occasionally respond to calls from the area. Fire service is adequate by city standards with average response time in the year 2000 at four minutes and 22 seconds, slightly lower than the citywide average of four minutes and 44 seconds. The average advanced life support response time was four minutes and 25 seconds compared to 6 minutes and 27 seconds citywide.

Streets and Transit

A well-defined network of arterial, collector and local streets exists in the area. There is ready regional access from the adjoining Loop 202, Squaw Peak, and I-10 freeways. There are no apparent deficiencies in the street system patterns or issues with neighborhood cut-through traffic. An extensive public transportation system is available in the area. This includes local bus service and several stations for express buses.

Four light rail transit stations will be located on Washington Street, at 44th Street, 38th Street, 24th Street and 12th Street. The 44th Street station will provide connection to an airport people mover, automobiles, pedestrians and bicycle riders. Transit oriented development zoning overlay districts will be placed around many of the LRT stations. Development standards are anticipated to encourage higher density and intensity of land use and economic development activity.

Schools

Four elementary school districts are located within the study area. High school student west of a general 20th /24th Street alignment attend North High, and those to the east attending Camelback High.

Although several elementary schools are near capacity, each district has sufficient total capacity within their system to accommodate additional students. Phoenix Sky Harbor Airport expansion and relocation programs may further reduce enrollments in the Phoenix Elementary and Wilson School districts.

All the schools significantly exceed the state average for students with limited English proficiency. Stanford Achievement Test scores, a measurement of school and student performance, were below state and national averages in reading, language and mathematics for most grades and most schools in the area.

Who Lives in the Area

Compared to the city as a whole, the population of the study area is younger, consists of more minority population, especially Hispanic, and has a higher percentage of households with children and households headed by single female or male parents. Average household incomes and the educational attainment were significantly below city averages. Based on 1990 data, the study area had four times the city average of persons with less than a 9th grade education. Only 20 percent of the people over the age of 25 had an education above a high school level, compared to 53 percent citywide. Single-family homes are the most common housing type in the area. Housing in small and medium sized

apartment and mobile home/other units exceed city averages. Only one-quarter of the dwelling units are owner-occupied compared to 60 percent for the city.

Crime and Safety

In 2002, crime in the study area exceeded citywide averages for all recorded categories. Violent crime occurred three to four times more than the city average. Drug related crime in the subareas exceeded the city average by four to six times.

Prostitution remains a major problem along Van Buren Street. Low cost rooms that rent by the hour attract prostitutes. Increased policing and other law enforcement initiatives have reduced prostitution along Van Buren. Law enforcement officials believe that removing buildings that encourage prostitution will decrease the trade further.

Revitalization Strengths and Opportunities

There are many positive attributes supporting revitalization measures within the East Van Buren study area. Many are realized in attributes of the area's location and opportunities offered in the availability and cost of land.

1. Proximity and access to Sky Harbor International Airport, regional freeways and future light rail transit.

2. Business and employment opportunities related to continued development in the Downtown Phoenix and 44th Street cores, expansion activities of Sky Harbor International Airport and the development potential of the State Land Department property at 40th Street, Fillmore to McDowell. Existing hospitals campuses (Maricopa County, St. Luke's and Good Samaritan) and Gateway Community College are stable influences and have expansion potential.
3. Potential for transit oriented development around 12th, 24th, 38th and 44th street stations. Station area planning and an overlay zoning district for the 38th Street station should examine potential for mixed use, pedestrian oriented development north to Fillmore Street
4. Large vacant or underutilized parcels provide assemblage opportunities for commercial and residential redevelopment on the eastern end of Van Buren Street.
5. Affordable housing, infill development opportunities exist, particularly within residential enclaves located between Van Buren and Washington Street.

Constraints on Revitalization

Constraints that hamper revitalization within the East Van Buren study area must be addressed in a comprehensive manner with the limited resources available.

1. The study area is large and diverse. Revitalization efforts need to focus on smaller area and show incremental success.

2. Low household incomes are unable to support neighborhood retail activity and market rate housing. Changing population has affected neighborhood stability.
3. Redevelopment is hampered by development patterns with incompatible uses located too close to one another. Shallow lot depths and multiple ownership make it difficult to assemble land for redevelopment.
4. Perception that the area is unsafe with a drug and prostitute problem.

INTRODUCTION

The East Van Buren Corridor Study reviews and evaluates the physical and socio-economic conditions that exist within that area located between Washington Street and the Papago/Red Mountain Freeway, from 7th to 40th streets. (See [Map 1: East Van Buren Corridor study Boundaries](#).) The study reviews adopted plans and other community-based documents prepared for the area, and examines existing conditions, characteristics and trends. The study area has experienced significant changes over the last 40 years. Once vibrant businesses are now abandoned buildings, vacant lots, used car dealerships, weekly and monthly residential rentals and institutional uses. These changes have affected adjacent properties and adjacent residential neighborhoods to the north. This study is intended to provide assistance in identifying opportunities and subsequent measures to support area stabilization and revitalization.

Study Area Boundaries

The East Van Buren Corridor consists of 3.4 square miles located in the Central City Village. The west end, 7th Street, overlaps with the Downtown Core Specific Plan. Over the last 20 years the Downtown has evolved into the regional center for sports, cultural and entertainment activity. The eastern boundary, along the Grand Canal, also overlaps the 44th Street Corridor Specific Plan area. The 44th Street “Gateway” core has emerged over the last 15 years as a major employment center. Washington Street to the south links the Downtown area, Sky Harbor Airport and the City of Tempe. For much of the study area south of Washington Street is within the influence of Sky Harbor Airport and airport related development. The Papago/Red Mountain Freeway establishes the northern boundary and provides ready access to the regional freeway system.

Because of demographic and land use variations along the corridor, the study area has been divided into four subareas, each with its own characteristics (see [Map 2: Subarea Boundaries](#)). Character profiles of the subareas give an indication of neighborhood stability. Development patterns and trends provide various opportunities and constraints that will influence revitalization of the area.

Subarea A, between 7th and 16th streets, is entirely covered by redevelopment area plans approved over the last 25 years. This area has experienced a considerable amount of public and private revitalization activity and is within the Phoenix Elementary School District. This subarea contains the Al Krohn Homes and McCarthy Apartments public housing project

Subarea B, between 16th and 24th Street, includes the St. Luke medical campus and the Sidney P. Osborn public housing project, and is bisected by the I-10 Freeway. The area west of the freeway is within the Phoenix Elementary School District. The area east of the freeway south of Fillmore Street is within the Wilson Elementary School District, with the Creighton Elementary School District north of Fillmore.

Subarea C, between 24th and 32nd Street, contains the Maricopa County Hospital campus and the State Hospital. The area south of Fillmore Street lies within the Wilson Elementary School District, with the Creighton Elementary School District to the north.

Subarea D completes the study area at the Grand Canal/Central City Village boundary. This area is mostly located within the Balsz Elementary School District.



A view of East Van Buren Corridor looking west from 15th Street, Arnold's Pickle Factory

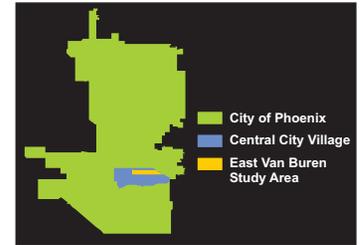
Historic Overview

The boundary of the East Van Buren study area adjoins the “Original Townsite” for the city of Phoenix, established in 1835. As depicted on [Map 3: Annexations](#), the study area was progressively annexed from the west to the east into the city, beginning in 1899 through the mid 1950's. Development generally followed annexation, reflecting the character and standards of development for the time. The older western portion of Van Buren Street once provided neighborhood-oriented retail uses on relatively small lots. Buildings were placed closer to the street. In the newer areas, large parcels with large parking areas between the street and buildings were developed.

EAST VAN BUREN CORRIDOR STUDY

East Van Buren Corridor Study Boundaries

MAP 1

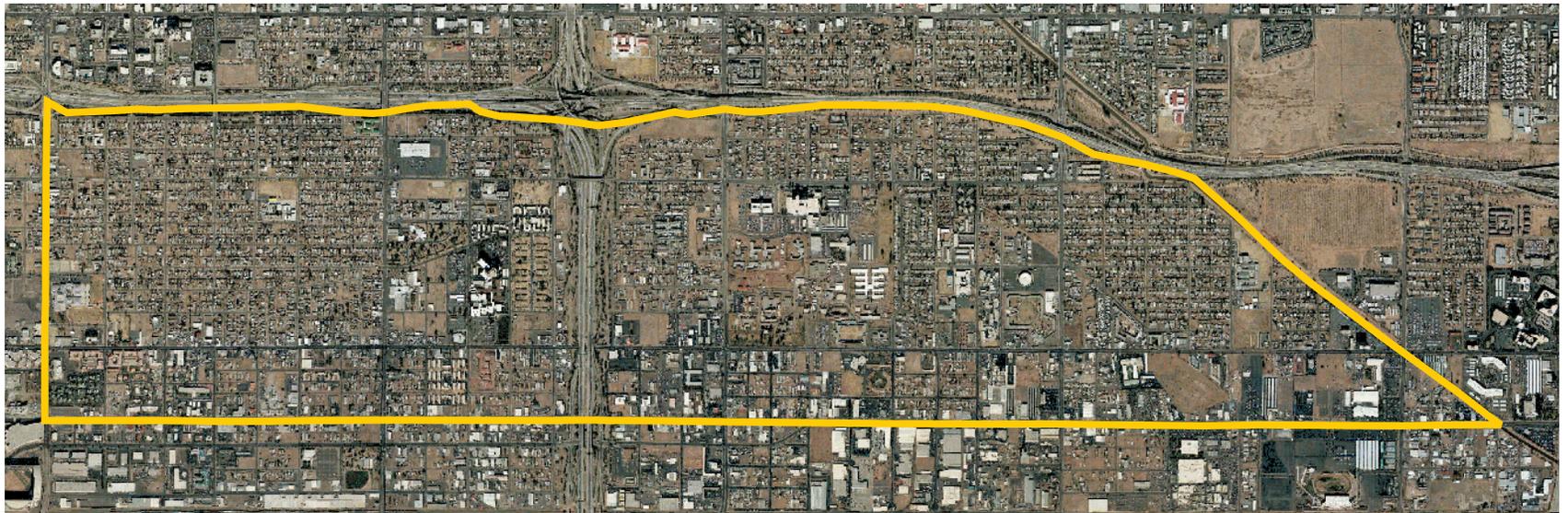


McDOWELL RD.

ROOSEVELT ST.

VAN BUREN ST.

WASHINGTON ST.



7TH ST.

16TH ST.

24TH ST.

32ND ST.

40TH ST.

44TH ST.



LEGEND

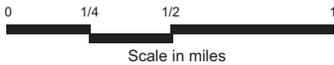
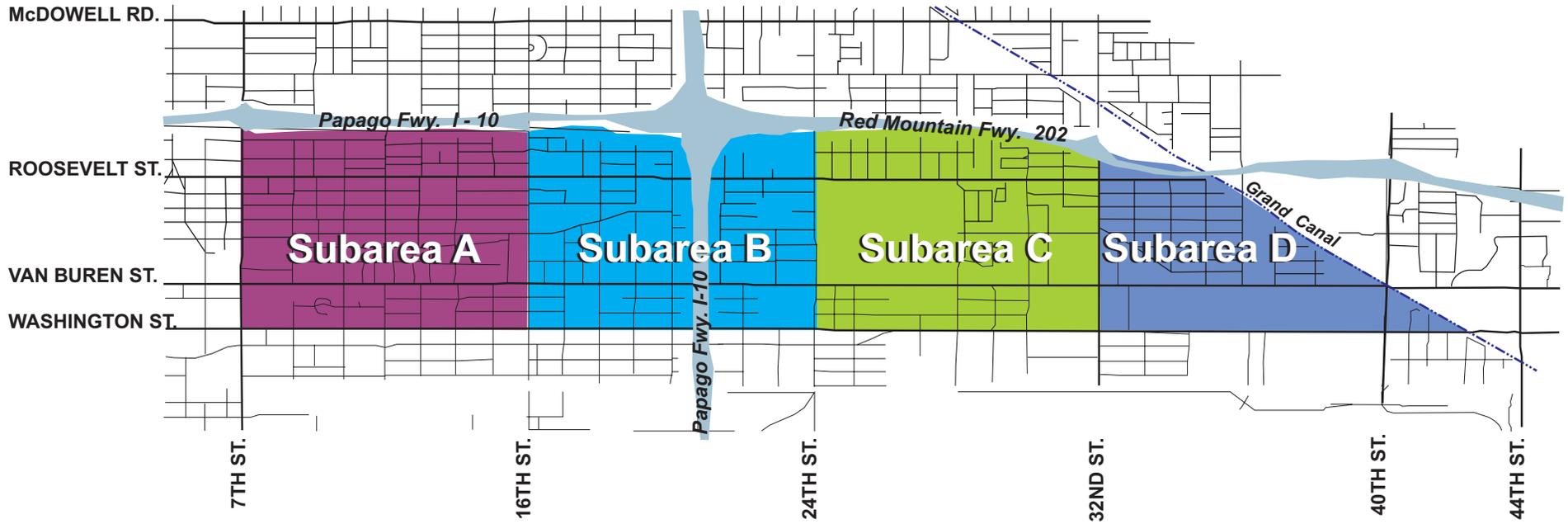
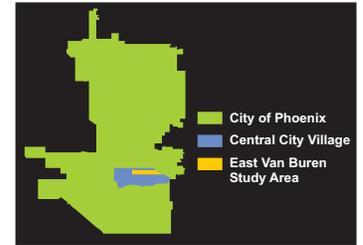
 EVBCS Boundaries

Prepared by the
City of Phoenix Planning Department
January 2003

EAST VAN BUREN CORRIDOR STUDY

Subarea Boundaries

MAP 2

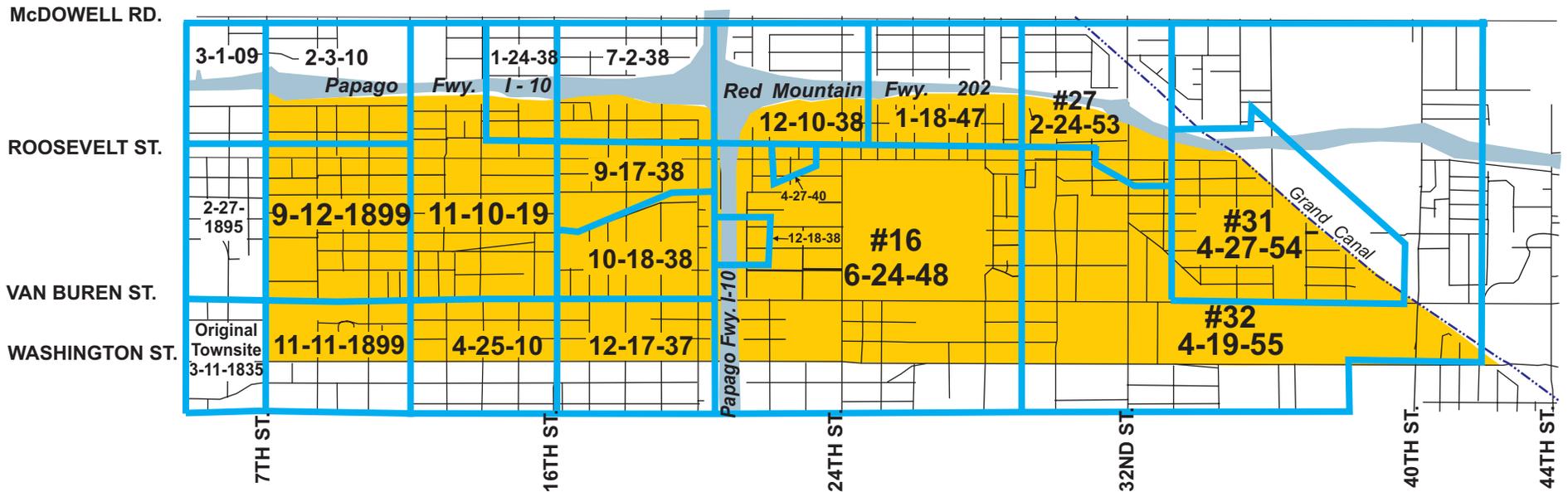
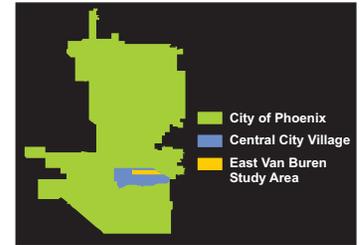


Prepared by the
City of Phoenix Planning Department
January 2003

EAST VAN BUREN CORRIDOR STUDY

Annexations

MAP 3



LEGEND

- EVBCS Area
- Annexation Boundaries



Prepared by the
City of Phoenix Planning Department
January 2003



Vacant land and abandoned Sunvilla Motor Court near 25th Street

East Van Buren Street had the distinction of being part of Arizona State Highways 60, 70, 80 and 89. This convergence encouraged and supported Van Buren's development into Phoenix's hotel, motel and auto-oriented travel/vacation corridor from the 1930's through 1960's. Until completion of the I-17 Freeway diverted tourists and regional traffic away, Van Buren Street provided the main east-west entry into and through the city. Van Buren Street was the location for the city's auto-oriented motel, hotel and tourist related industry. Construction of the I-17 Freeway, along with advances in other modes and affordability of travel significantly influenced auto-oriented travel. Consequently, the hotels, motels and travel related businesses along Van Buren became less desirable.

While a few of the larger chain motels still serve tourist and business travelers, many of the smaller motels have been abandoned or now provide lodging for lower income households on a weekly or monthly basis. As Van Buren Street continued to lose its desirability, land uses became more marginal. This allowed the clustering of institutional users such as the women's prison, Salvation Army and social service type activities. Used car lots, second hand stores, older motels and heavier commercial uses became the second generation occupants of many Van Buren properties, beginning in the early 1960's. Completion of the I-10 Freeway, which does not provide direct Van Buren Street access, and of the Papago/Red Mountain Freeway (Loop 202) in 1990 further reduced the need for regional travelers to use Van Buren Street.

Regional Influences

Regional forces and trends influence revitalization opportunities within the East Van Buren Corridor. The adjoining Loop 202 and I-10 Freeways provide convenient access to the metropolitan region. Likewise, Van Buren and Washington Streets provide direct connection between downtown Phoenix, the 44th Street employment core and downtown Tempe. The downtown Phoenix core is the employment, business, governmental, civic, sports, and entertainment center for the region. It anchors the western end of the study area and has influenced the recent development of the Park

Place Apartments and the Springfield Suites hotel. The "Gateway" core, located at 44th Street and Van Buren anchors the eastern boundary of the study area. This area has developed into an employment center with hotels, office buildings and the Chinese Cultural Center. To the south, Sky Harbor International Airport provides air access to national and international markets. The airport has acquired properties south of Washington Street to eliminate noise-sensitive land uses and allow for airport related businesses.

Educational and cultural institutions are important factors that may influence development in the area. The Van Buren corridor connects Arizona State University, Gateway Community College and the ASU Downtown Campus. Papago Park, the Desert Botanical Garden, Pueblo Grande Museum and the Phoenix Zoo are in immediate proximity to the eastern end of the study area. Located to the west, in Downtown Phoenix, are the Heritage and Science Park, Symphony Hall and Herberger Theater. All these institutions are regional points of pride, and are assets that enhance the quality of life in the community.

ADOPTED PLANS AND PRIOR PLANNING DOCUMENTS

Within the East Van Buren study area, a number of planning efforts have been undertaken over the last 30 years. The area boundary for each of those plans is depicted on [Map 4: Adopted Plans and Area Planning](#). The area between 7th and 16th streets is completely covered by five separate redevelopment area plans.

Redevelopment plans are a tool used in the prevention or elimination of deterioration and blight. Established under provisions set forth by state statute, a redevelopment plan allows the city to acquire property by condemnation in order to achieve objectives of the adopted plan. This power is usually used with other programs and activities to achieve revitalization objectives for the area. Much of the remainder of the study area has been included in other planning efforts by neighborhood and business groups.

The following summarizes each of the planning documents undertaken within the study area.

Redevelopment Plans

A. Booker T. Washington Neighborhood Development Program Redevelopment Area, City Council Adopted, 1973

The Neighborhood Development Program was the city's first redevelopment program. The plan provided for five types of land use in the project area:

- 1) residential,
- 2) general commercial,
- 3) cultural visitor-oriented commercial,
- 4) public/quasi-public, and
- 5) industrial park.

Activities focused on eliminating substandard housing and commercial properties east of Downtown by assembling land, providing relocation assistance and providing incentives to developers. Results over the years have provided new housing, assisted local businesses, and encouraged investment within the area.

Accomplishments to date include:

- ◆ New senior citizen apartments (city owned)
- ◆ New single-family subdivision privately developed and additional homes added
- ◆ New residential condominiums
- ◆ New and expanded stores
- ◆ Refurbished and expanded churches (privately funded)
- ◆ New garden office buildings: one to four stories
- ◆ Commerce park and low scale industrial buildings
- ◆ Rehabilitation of many nonresidential uses
- ◆ Historic structures restored
- ◆ Fire Department headquarters and training facility

B. Special Redevelopment Area, City Council Adopted, 1981

The Special Redevelopment Area is located along the eastern boundary of the Booker T.

Washington NDP and Downtown. The primary objectives in the Special Redevelopment Area are to remove the most incompatible land uses and the most seriously deteriorated buildings to create a secure environment of private reinvestments. The City has acquired strategically located buildings and is working to create developable parcels.

Accomplishments to date include:

- ◆ Development of three new homes
- ◆ Acquisition of 2 properties for future infill development
- ◆ Housing rehabilitation assistance
- ◆ Replat parcels on 1200 block of East Monroe
- ◆ Booker T. Washington Head Start program assistance
- ◆ Arizona Bridge to Independent Living Home Accessibility assistance

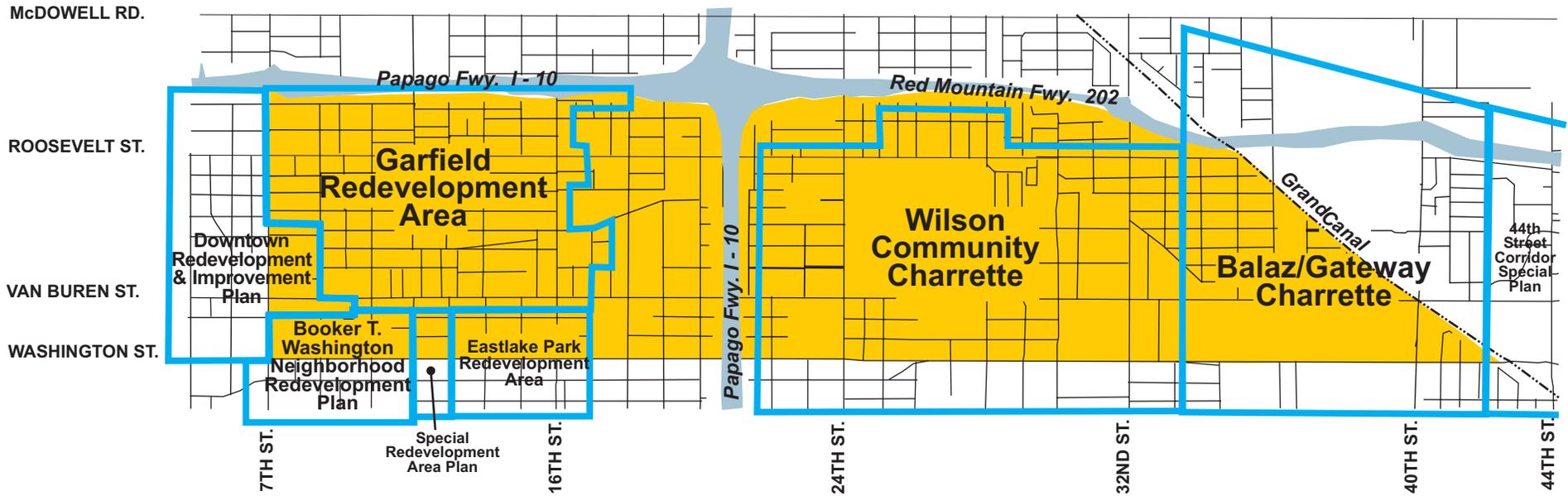
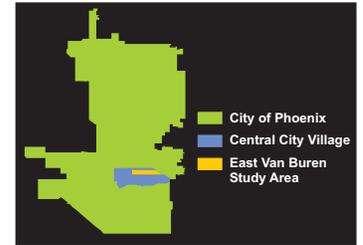
C. Eastlake Park Redevelopment Area, City Council Adopted, 1990

The Eastlake Park Redevelopment Area is bound by the Special Redevelopment and Booker T. Washington Redevelopment areas. It continued the elimination of deteriorated development and seeks to expand reinvestment opportunities along the Washington and Jefferson Street corridor and adjacent residential areas

EAST VAN BUREN CORRIDOR STUDY

Adopted Plans and Area Planning

MAP 4



LEGEND

- EVBCS Area
- Boundaries of Adopted Plans and Area Plans



Prepared by the
City of Phoenix Planning Department
January 2003

Accomplishments to date include:

- ◆ Lead Hazard Testing and Abatement of approximately five properties
- ◆ Development of three new homes
- ◆ Housing rehabilitation assistance
- ◆ Business development assistance
- ◆ Commercial rehabilitation and expansions
- ◆ Eastlake Park improvements and placement of Civil Rights Memorial
- ◆ Landscape retrofit along Jefferson and Washington

D. Garfield Redevelopment Area, City Council Adopted, 1999

The Garfield Neighborhood is one of five Neighborhood Initiative Areas (NIA's) selected by the city. The NIA Program provides a concentrated and comprehensive focus of resources to address social, economic and physical needs and revitalize targeted neighborhoods. As part of the overall revitalization strategy, the area has an adopted redevelopment area plan to assist in the removal of blight and encourage development in the area. Overall objectives of the Garfield Revitalization Committee are to encourage infill residential development, reduce crime, improve the infrastructure and enhance commercial development.

Accomplishments to date include:

- ◆ Continued Weed and Seed activities
- ◆ Intensive blight elimination activities
- ◆ Testing over 100 properties for lead hazards
- ◆ Rehabilitation of 52 homes and development of 20 new homes
- ◆ Business development and facility funding
- ◆ Non-profit assistance for homebuyer education programs

44th Street Corridor Specific Plan, City Council Adopted, 1991

The 44th Street Corridor Specific Plan covers the area along 44th Street extending from McDonald Drive on the north to the Sky Harbor International Airport. The intersection of 44th Street and Van Buren is designated as a village core. The 44th Street Corridor Specific Plan, a detailed extension of the city's General Plan, is a non-regulatory policy document. It provides guidance and advice to decision-makers and investors in planning capital improvement and development in the area.

The Specific Plan identifies a number of transportation system improvements for the corridor and lays out implementation recommendations. Beyond establishing development guidelines and intensities, no further actions or studies have been undertaken within the core area. The western boundary of the core area is 40th Street. North of Washington Street mixed use development of medium density residential, office and hotel is encouraged.

Revitalization of the East Van Buren Parkway Design Guidelines, August 1989

The Revitalization of the East Van Buren Parkway Design Guidelines was prepared for and funded by the Van Buren Parkway Business Association. The mission statement contained in the document is that the "... Group is dedicated to working towards refurbishment and/or removal of substandard residential and commercial buildings, and encouraging the establishment of appropriate replacement housing and revitalization of the area with supporting retail and service facilities."

Redevelopment at both ends of the corridor was occurring under design guidelines prepared for the Downtown Core and the 44th Street Gateway Core. The East Van Buren Parkway design guidelines were intended to assist property owners, in their individual improvement efforts. The objective was to achieve a cohesive street image that "visually improves and revitalizes the business community of East Van Buren" between 7th Street and 40th Street. The guidelines were "not intended to be binding but rather a set of recommendations which will create a cohesive image that will lead to a sense of identity and community pride". They include recommendations for streetscape, signage landscape improvements, screening and building façade treatment to enhance the street.

A survey of property owners fronting Van Buren Street was conducted (33 respondents), with the following results:

- ◆ The majority of respondents were interested in seeing improvements made.

- ◆ The most beneficial improvements identified were building and façade treatment followed by landscaping and signage.
- ◆ About 40 percent of the respondents were willing to participate in improvements to their property.
- ◆ That beautification programs funded in the past had unsatisfactory results.
- ◆ That revitalization was intended to drive out certain types of businesses.
- ◆ That nothing should be done until the functionally obsolete buildings are removed.

Gateway Redevelopment Strategy, January 1998

The Gateway Redevelopment Strategy as prepared by the Redevelopment Committee of the Van Buren Civic Association. This document sets forth a suggested vision for the redevelopment of the “Gateway Area”, bounded by 7th Street on the west, the Papago and Red Mountain freeways on the north, 52nd Street on the east and Washington Street on the south. It also suggests a framework by which community stakeholders may participate in the redevelopment process.

The Van Buren Civic Association Redevelopment Committee invited neighborhood interests and architectural design professionals and market, development, finance experts to form a redevelopment team. That group met for a two-day charrette to identify the area's opportunities

and constraints for attracting development. This effort leads to a redevelopment vision and a recommended community participation process.

Redevelopment Vision: To re-establish a sustainable economic, social and environmental viability for the area by building on past strengths and new opportunities.

Objectives of the redevelopment strategy include the following:

- ◆ Constructively engage the existing stakeholders in the redevelopment process.
- ◆ Create and establish a safe and secure environment.
- ◆ Create socially viable neighborhoods with supportive neighborhood based businesses.
- ◆ Expand housing opportunities for current residents, new residents, and visitors having all income levels.
- ◆ Expand employment opportunities through the creation of jobs and related education and job training for residents.
- ◆ Increase property and sales tax revenues by strengthening the economic viability of existing businesses and enhancing the desirability for new businesses and tourism.
- ◆ Provide a healthy context for new business investment.
- ◆ Optimize the superb location and transportation access advantages of the area.

- ◆ Reduce auto dependency via a walkable, transit served development pattern.
- ◆ Provide a vibrant and scenic mixed use urban environment.

Balsz/Gateway Charrette, November 1999

The Herberger Center of Design Excellence and ASU College of Architectural and Environmental Design conducted Balsz/Gateway Charrette. The charrette covered the Balsz/Gateway area, which is generally east of the 24th Street to the Hohokam Expressway, between the Salt River and McDowell Road. It reviews the history of the community, analyzes challenges and opportunities for the economic development of the area, analyzes the physical characteristics of the main corridors and presents a vision for development within the area.

Major challenges identified for the area include a lack of community and meeting spaces, street patterns that have too many access points, crime in the neighborhoods, air and ground pollution, lack of neighborhood identity, and limited economic opportunities.

The Charrette identified one possible revitalization scheme for Van Buren Street as a “visually complex pedestrian-friendly environment stretching from the corporate and hospitality core at the gateway center to an urban neighborhood at 32nd street.” In particular the recommendations offered by the Charrette include:

- ◆ Narrow down Van Buren Street to two lanes

- ◆ Intensify and unify streetscape with more trees, lighting, signage, and theme orientation
- ◆ Small retail on narrow frontages oriented to the street with residential over parking in the rear from the side street
- ◆ Widen sidewalks to 18 feet to allow outdoor merchandizing and dining
- ◆ Encourage businesses to install unique, extravagant signage and storefronts with canopies and wide windows
- ◆ Preserve and rehabilitate older, structurally sound buildings, but demolish dilapidated worn-out structures
- ◆ Encourage new and rehabilitate grade B motels accompanying coffee shops and restaurants to serve the airport as alternatives to the grade A hospitality centers at the Gateway core
- ◆ Create the Educational Loop Trail linking ASU Downtown, Gateway Community College, ASU Tempe and the University of Phoenix

Wilson Charrette, 2000

The Herberger Center of Design Excellence and ASU College of Architectural and Environmental Design conducted the Wilson Charrette. This Charrette covered the Wilson Neighborhood, that area between 16th and 32nd Street, Roosevelt Street on the north and to include the Sky Harbor International Airport to the south. The Charrette defined the neighborhood as congruent with the Wilson School district.

Charrette recommendations focused on five areas.

A. Van Buren and 32nd Street Plaza Concept

Take advantage of the vacated women's prison at the northwest corner and create a focal point for the Wilson community by developing a plaza that reflects its Hispanic heritage. The plaza would provide a gathering place and pedestrian environment around which would locate a community center, retail businesses, with mixed residential uses. The Charrette also envisioned multifamily housing. A pedestrian environment would take advantage of the site's location near future light rail transit along Washington Street.

B. Housing in the Neighborhood

Housing opportunities should be available to allow those relocated as a result of airport expansion to remain within a familiar, existing social network. A range of housing types needed include single room occupancy (SRO), work force, transitional and other affordable housing including single family housing. Alternative construction system and design types for housing are recommended, including component (constructed in phases) and prefabricated housing. Infill housing of different types should accommodate multi-generation, extended families.

C. Light Rail Transit (LRT) Multimodal Transfer Station at 24th Street and Washington Street

The Charrette identified a site between 24th and 26th Street for a multimodal transfer

station that would allow passenger transfer between LRT, freeway commuter bus, and the future airport people mover. The transfer station is envisioned to include a hotel complex and a gateway entrance to downtown Phoenix.

D. Van Buren Corridor

Pedestrian scale and design reinforces Van Buren Street as a pedestrian friendly corridor. The street has not been widened like many other arterial streets. The opportunity exists to strengthen its pedestrian orientation through various open space, landscape and streetscape guidelines, mixed use development and connections through and within the neighborhood. Suggestions included adding amenities such as shade, street furniture, newsstands, kiosks and retail frontages. Many people participating in the Charrette wanted to see Van Buren Street rescued from the present blight and revitalized in the same way as Mill Avenue in nearby Tempe.

E. County and State Hospital complex

The Charrette suggested that the existing county and state hospital complex environment be improved by incorporating better landscaping, placing landscaping buffers along 24th and Roosevelt streets, including bike paths, reconstitution of the cemetery and completion of pocket parks on road fragments. The Charrette recognized that the complex is inaccessible from the neighborhoods and it should be better connected to the community that surrounds it.

ENVIRONMENTAL CONDITIONS

Airport Noise

The Sky Harbor International Airport Part 150 Noise Compatibility Study was approved by the Federal Aviation Administration (FAA) in September 2000. The FAA uses the Part 150 guidelines as the basis for defining areas within which noise abatement projects may be eligible for federal funding through the funds of the Airport Improvement Program. In general, noise compatibility projects must be within the 65 DNL noise contours to be eligible for federal funding. As shown on [Map 5: Sky Harbor International Airport Noise Contours](#), a portion of the study area south of Van Buren Street, between 18th and 32nd streets is located within the 65 DNL contours. Although the Airport has bought properties south of Washington Street between 24th and 40th streets, to redevelop for airport related uses east of 24th Street, no properties have been acquired within the study area. Following the events of September 11, 2001, the program has not acquired any new properties. It is anticipated that the Airport will eventually acquire all the land south of Washington Street, as renewed airport revenues become available.

Soil Contamination

Environmentally contaminated properties are located throughout the study area. Soil contamination could result from the leakage of service station gas tanks, deposit of toxic emissions from industries, and emissions and solid waste from commercial operations such as dry cleaning, photo developers, printers, and chemical works. These factors may also be the source of water contamination, along with seepage from septic tanks and storm water drainage. The Arizona Department of Environmental Quality (ADEQ) works with businesses to clean up these conditions.

Contaminated properties that are abandoned industrial or commercial sites are referred to as brownfields. Expansion or redevelopment of these properties is often expensive and complicated by required remediation measures. The city of Phoenix has a brownfields land-recycling program to stimulate investment in contaminated inner city lands and to encourage private sector development of such lands. Limited financial assistance is available for public infrastructure improvements (such as gutters, curbs, sidewalks, utilities, and landscape) and to cover development fees.

Other potential environmental issues in the area include asbestos removal, presence of lead based paint in buildings and noise impacts from the Sky Harbor airport.

Flood Hazards

The East Van Buren Corridor does not lie in the 100-year flood plain and, according to the Street Transportation Department, there are no known bottlenecks or major problems related to storm water drainage. Storm water is collected at several points and flows generally southwest towards the Rio-Salado basin. No comprehensive data exists for the hydrology of the area.

Archaeological Resources

The city of Phoenix Archaeologist is located at the nearby Pueblo Grande Museum. This section of the Parks, Recreation and Library Department is dedicated to recording and preserving, when appropriate, the city's archaeological resources. The city archaeologist coordinates archaeological

projects for all city departments and serves as a liaison with other cultural resource agencies.

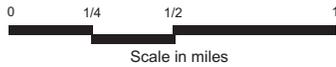
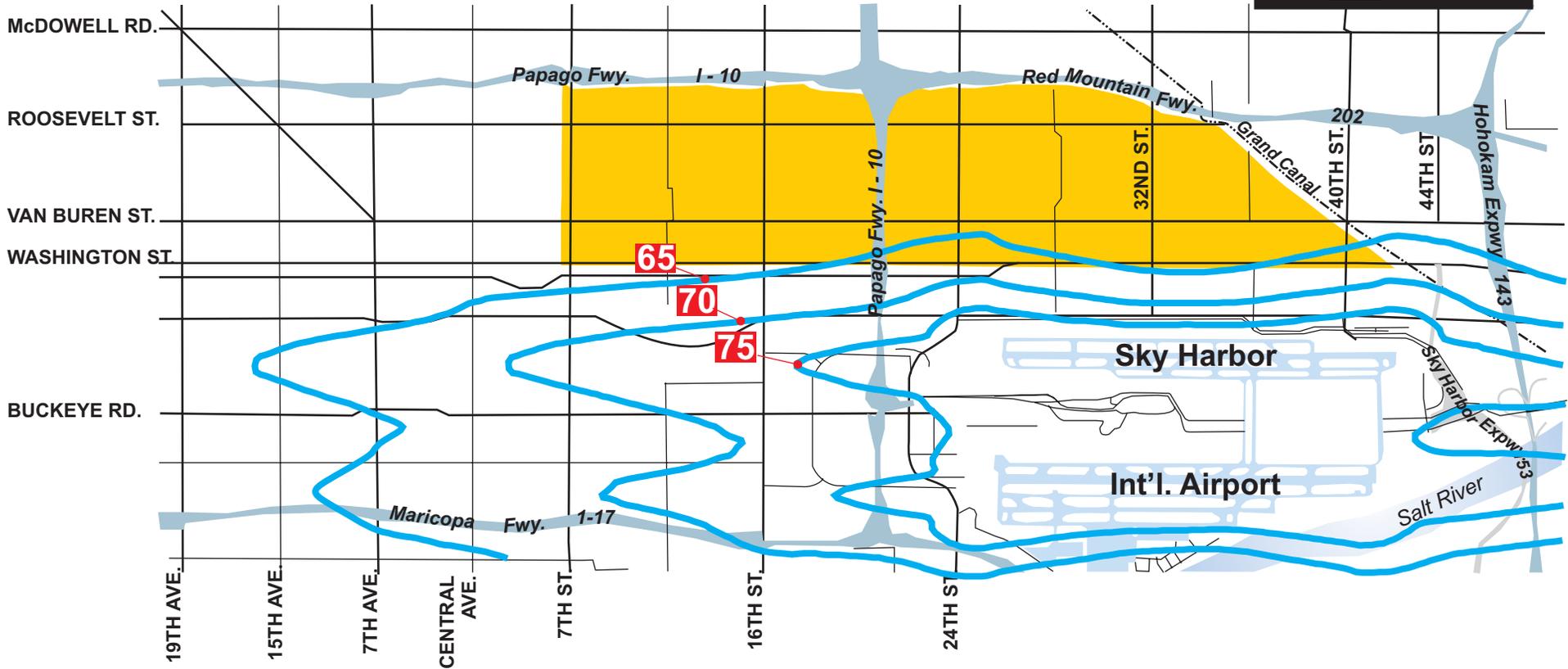
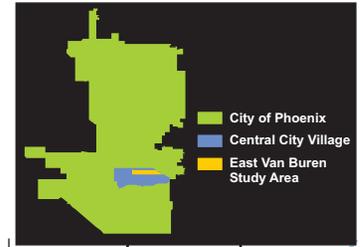
It is the policy of the city's Archaeology Section that all projects on city property and certain private development that receive city permits are reviewed for possible archaeological remains. These include rezoning cases, utility permits for right-of-way access within city streets, and other projects that undergo city review. Those that involve construction activities that will disturb the ground surface should have their project reviewed for any presence of archaeological resources. Archaeological investigations are required for development projects in the State of Arizona whenever it includes state or federal funding, permitting, or licensing. In addition, state law (A.R.S. 41-844 and 865) strictly regulates the removal and deposition of human remains and their associated grave goods, both on private and public property in the City.

Significant archaeological sites have been identified within the East Van Buren study area. To date more than 700 archaeological sites have been recorded. As development occurs within the area it will be important to address these resources. See [Appendix A](#) for more information.

EAST VAN BUREN CORRIDOR STUDY

Sky Harbor International Airport
Noise Contours

MAP 5



LEGEND

- EVBCS Area
- 1999 dNL Noise Contours

Prepared by the
City of Phoenix Planning Department
January 2003

PUBLIC SERVICES AND FACILITIES

Public infrastructure systems provide the foundation for community development. Without adequate water delivery and wastewater removal, community life cannot be sustained. Reasonable vehicular and pedestrian access through the street and trails systems is necessary. Good parks and schools provide a competitive edge that helps attract residential, commercial and employment activity to locate and remain in the area. With these factors in place planning and design for individual sites and the community as a whole can proceed.

Water

The city has a 50-year water facilities master plan that is updated approximately every five years. The plan responds to changing planning assumptions, new available technology and new water and environmental standards. Older areas of the city are re-evaluated based on development trends in those areas. For example, in the 44th Street Gateway Core area, north of the Grand Canal, there has been a major transition over the last 15 years from predominantly residential use to higher intensity office, residential and retail activity. A pressure zone study has been funded to determine the full extent of water system improvements required to bring the area up to current standards. The city's Water Main Replacement Program may be used to address identified deficiencies. Citywide, this program is used in prioritized areas to address deficiencies and replace existing lines according to city policy. This program does not increase water line size to accommodate additional development intensity. [Map 6: Water Lines](#) shows the location and size of existing water lines. Distribution lines, those 12-inches in diameter or less, provide direct water service to adjoining properties. Transmission lines 16-inches or larger in diameter move water to and through

the area. Most of the water lines in the study area were laid in 1930's, 40's and 50's. The Water Department considers water lines more than 50 years old potential candidates for replacement. Cost estimates to bring existing water line service up to current standards are estimated at \$9 million per residential square mile. This cost would be much greater (\$16 to 20 million per square mile), if rezoning or redevelopment was to occur in the area that led to a more intensive water use than the existing system could accommodate. The cost for increasing water delivery capacity is paid by individual projects as redevelopment occurs.

Although the East Van Buren study area is not included in the current Water Main Replacement Program, not all of the area meets current city water design standards with regard to many city design standards, including:

- ◆ Looping of the existing water system is not complete for the area
- ◆ Undersized distribution lines exist
- ◆ Some distribution lines are located in alleys and within easements
- ◆ Some fire service is provided on less than eight-inch lines or accommodates fire flows less than standard, i.e. 3,000 gallons per minute for commercial areas

Existing water service meets the needs of the area as presently developed. However, vacant lots, abandoned buildings and marginally used properties provide redevelopment potential. The Water Services Department believes area redevelopment will require extensive distribution line improvements. New distribution lines may be needed in larger diameters to accommodate increased water demands for higher density

residential developments, office, and retail developments, or to accommodate higher fire flows. Existing transmission lines are more than adequate for the area. The Water Services Department strongly recommends that the location and size of water lines on a property be identified early in the redevelopment process, as the placement of buildings may be affected.

Sanitary Sewer

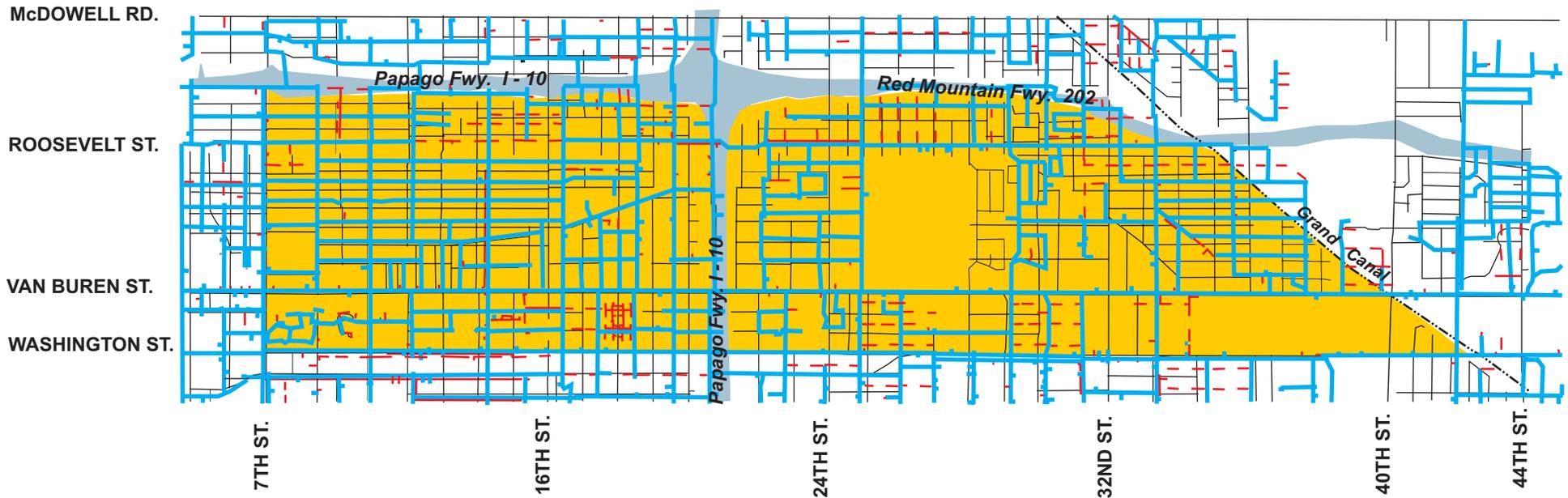
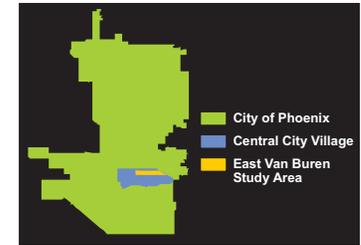
The city has a 50-year wastewater facilities master plan that is updated approximately every five years. The plan responds to changing planning assumptions, new technology and environmental standards. For example, increased development potential in the Downtown area and near the 44th Street and Van Buren Gateway called for a sewer master plan. That plan, completed for the area bounded by I-10 to the north, Harrison Street to the south, between 7th Avenue and 44th Street, resulted in a 30-inch relief sewer line constructed along Jackson Street from 4th Street to 15th Avenue to increase sewer capacity for the Downtown. A new 15-inch trunk line was also placed along 37th Street between McDowell and Van Buren and then west to 30th Street to support development of the State Land Department property at 40th Street and McDowell Road.

The Water Services Department regularly undertakes routine assessment, maintenance and improvements of sewer lines. Cameras are used to inspect the inside of pipes and are capable of detecting hairline cracks. As needed, individual segments of the sanitary sewer system are rehabilitated or replaced. The city does not systematically replace sewer lines within an entire geographic area.

EAST VAN BUREN CORRIDOR STUDY

Water Lines

MAP 6



LEGEND

- EVBCS Area
- 2-4 Inch Distribution Lines
- 6-8, 12, 13-60 Inch Transmission Lines



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City of Phoenix Planning Department
January 2003

Existing sanitary sewer lines in the East Van Buren study area are depicted on [Map 7: Sewer Lines](#). Effluent from the East Van Buren area flows by gravity to the treatment plant located at Durango Street and 23rd Avenue. The majority of local, residential street lines are 8-inch diameter pipes. Larger trunk lines are used on collector streets (10 to 12-inch diameter pipes) and arterial streets (15 to 30-inch diameter pipes). Over the years, different materials have been used in the construction of sewer pipes. The typical 50-year design of pipes has been extended considerably as pipes that are more recent have been lined.

The existing sewer capacity and service is adequate to serve the current residential, commercial, industrial and other uses. Construction of the Red Mountain Loop 202 Freeway freed up capacity throughout the study area, as effluent north of the freeway was redirected to other north/south trunk lines. The Water Services Department estimates that the East Van Buren study area has half again as much sewer capacity as is currently served. Nevertheless, enhancements may be required to accommodate development, depending on the type of development to occur. (More intense water uses will require higher sewerage capacity.) Site specific improvements, such as upgrading an eight to a 10-inch line, would be paid by the developer. Increasing system capacity, usually by constructing a relief sewer, is paid for by the city.

The storm drainage is laid separate from the sewerage system. To avoid possible water contamination, the sewer pipes and water supply pipes are spaced out at least six feet apart. In areas where they cross or come closer, they are encased in concrete to provide extra protection for the water supply.

Streetlights

The city of Phoenix streetlight policy provides lighting at intersections, on new major streets and when existing streets are modernized. Streetlights are installed on wood or steel poles and on traffic signal poles. Power is supplied by overhead or underground wires and is on separate circuits than other lights in the vicinity. This means that when one light stops functioning, not all the lights stop working. Residents can spot a light that is nearing the end of its normal life expectancy by witnessing lower light levels, or a light that seems to turn on and off at random.

The Street Transportation Department administers a mid-block lighting program. Residents may petition for additional streetlights where a great distance exists between the lights or where special considerations exist. Criteria used locates streetlights no closer than 250 feet apart. In areas of crime, security or traffic concerns, the Street Transportation Director may determine that streetlights may be spaced at less than 250-feet. Residents and neighborhood organizations can work with the city to identify areas where improved lighting is needed. Each request received is investigated and lighting installed if the Street Transportation Department criteria are met. Where lighting requires maintenance or replacement residents can report the street light number, located about 10-feet up from the pole base. Repair requests may be reported by calling 602-495-5125.

SRP and APS offer a Dusk-to-Dawn Lighting program for private property and alleyways. Used as a crime deterrent, this lighting can be installed in parking lots, parks, playgrounds, and industrial areas, as well as alleys and on private streets. The program provides a light fixture and pole. Residents pay a fixed monthly fee for the

cost of the electrical service and maintenance, or residents can own and maintain their own equipment. Individuals, groups of residents, or businesses sign a contract with the utility company for a minimum of three years with APS, and with SRP, a 4-year or 20-year contract.

Parks

The East Van Buren Corridor is within the City's Central Parks District. [Map 8: Parks and Libraries](#) shows the location of these facilities within and surrounding the study area. The following table identifies the type of facilities at some of those parks. All the parks in the study area are located west of the I-10 Freeway. These include two neighborhood level parks, Verde and Edison, which provide passive and active recreational opportunities. Mini parks, such as Sohu and Kana, typically do not have active recreational facilities.

**Table 1
Park Facilities in the
East Van Buren Corridor**

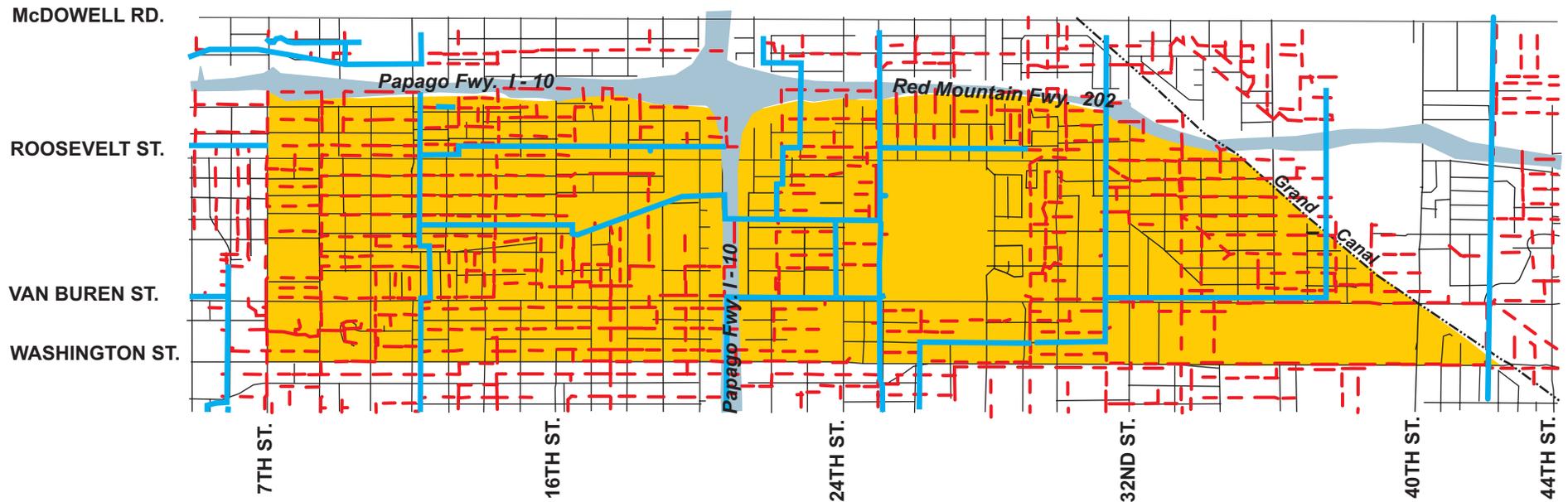
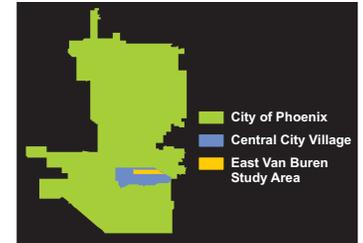
Park	Softball fields w/o lights	Multi-purpose fields w/ lights	Sand volleyball courts w/ lights	Basketball courts w/ lights	Play grounds	Rest rooms	Ramadas	Remarks
Verde (NP)		X	X	X	X	X	X	Community Center
Edison (NP)	X	X		X	X		X	Recreation Center
Margaret T. Hance (CP)			X		X	X	X	
Eastlake (NP)		X			X	X	X	Pool Community Center
Townsend Perry (CP)		X		X	1	1	X	Pool, Tennis
Pierce (CP)		X		X	X	X	X	Pool, Tennis

NP Neighborhood Park
CP Community Park

EAST VAN BUREN CORRIDOR STUDY

Sewer Lines

MAP 7



LEGEND

- EVBCS Area
- 8-12 Inch Small Sewer Lines
- 15+ Inch Trunk Lines

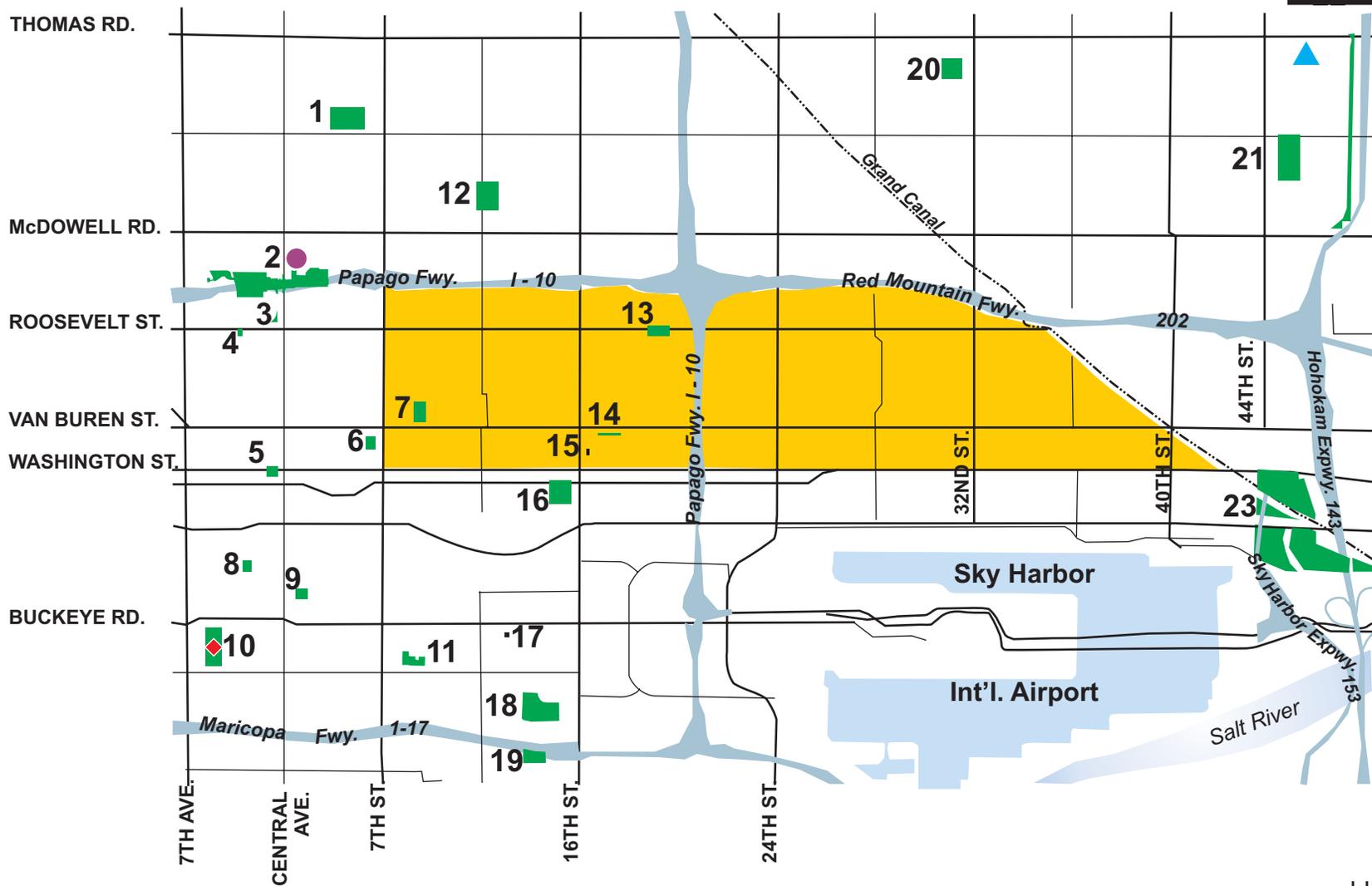
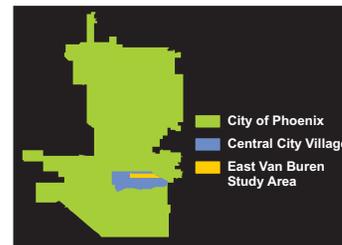


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EAST VAN BUREN CORRIDOR STUDY

Parks and Libraries

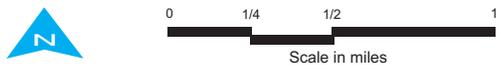
MAP 8



- 1 Monterey Park
- 2 Margaret T. Hance Park
- 3 Sweet Acacia Mini Park
- 4 Roosevelt Park
- 5 Patriot's Square Park
- 6 Heritage Square Park and Science Center
- 7 Verde Park
- 8 Grant Park
- 9 Central Park
- 10 Harmon Park
- 11 Nuestro Park
- 12 Coronado Park
- 13 Edison Park
- 14 Sohu Mini Park
- 15 Kana Mini Park
- 16 Eastlake Park
- 17 Lewis Park
- 18 Barrios Unidos Park
- 19 Green Valley Park
- 20 Perry Park
- 21 Pierce Park
- 22 Old Cross Cut Canal
- 23 Pueblo Grande Park

LEGEND
 EVBCS Area

LIBRARIES
 Central Library
 Harmon Branch Library
 Saguaro Branch Library



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 January 2003

While other parks are located in the general area, the east half of the study area does not have ready access to park facilities. Appendix B: Types of Parks and Park Standards, describes the types of parks and their size, type of equipment, and amount of population served.

Libraries

Branch libraries provide services oriented to each community and often provide meeting rooms for community groups and local businesses. They are normally located in high traffic areas, often in conjunction with regional shopping centers. A current citywide average for branch libraries is one per 95,570 persons.

While no branch libraries are located within the East Van Buren study area, the area is adequately served by Burton Barr Central (Central Avenue south of McDowell Road); Harmon (4th Avenue and Buckeye Road); and Saguaro (46th Street and Thomas Road) libraries. See [Map 8: Parks and Libraries](#).

Trails

Recreational trails throughout the city offer users the opportunity to walk, ride bikes or horses for enjoyment. The goal of the Phoenix General Plan is to develop a functional network of urban trails that is multi-purpose, easily accessible and convenient, and connects parks, major open spaces and village cores.

Multiple use recreational trails are intended to serve a variety of users including equestrians, pedestrians and bicyclists. Multiple use recreational trails plans are often constructed within easements dedicated within adjoining development.



Canal trail near 36th Street

While there are no General Plan designated recreational trails established within the Central City or Camelback East villages, the Grand Canal is used for recreational purposes.

Bicycle Paths

Many different types of bicycle facilities exist throughout the city:

- ◆ Bicycle paths are separated from the street and may be either paved or unpaved, dirt or gravel;
- ◆ Multi-use trails serve pedestrians, equestrians and bicyclists;
- ◆ Bike lanes are signed bike routes on city streets; and
- ◆ End-of-trip facilities such as bicycle lockers and racks.

Existing bicycle routes and bikable lanes are shown on [Map 9: Bike Routes](#). The bicycle system is intended to connect neighborhoods with park areas, canals, Downtown and other

employment centers. Bike paths, such as those located on the Grand Canal (which links Papago Park to the New River) are used by recreational as well as commuter cyclists.

Community Centers

Community centers provide a whole range of recreation facilities and social services for all ages. Facilities may include a gymnasium, exercise room, class and craft rooms, lounge with game tables, conference room, multi-purpose room and a full service kitchen. Eastlake Park, located at 16th Street and Jefferson is the closest community center to the East Van Buren study area.

Police

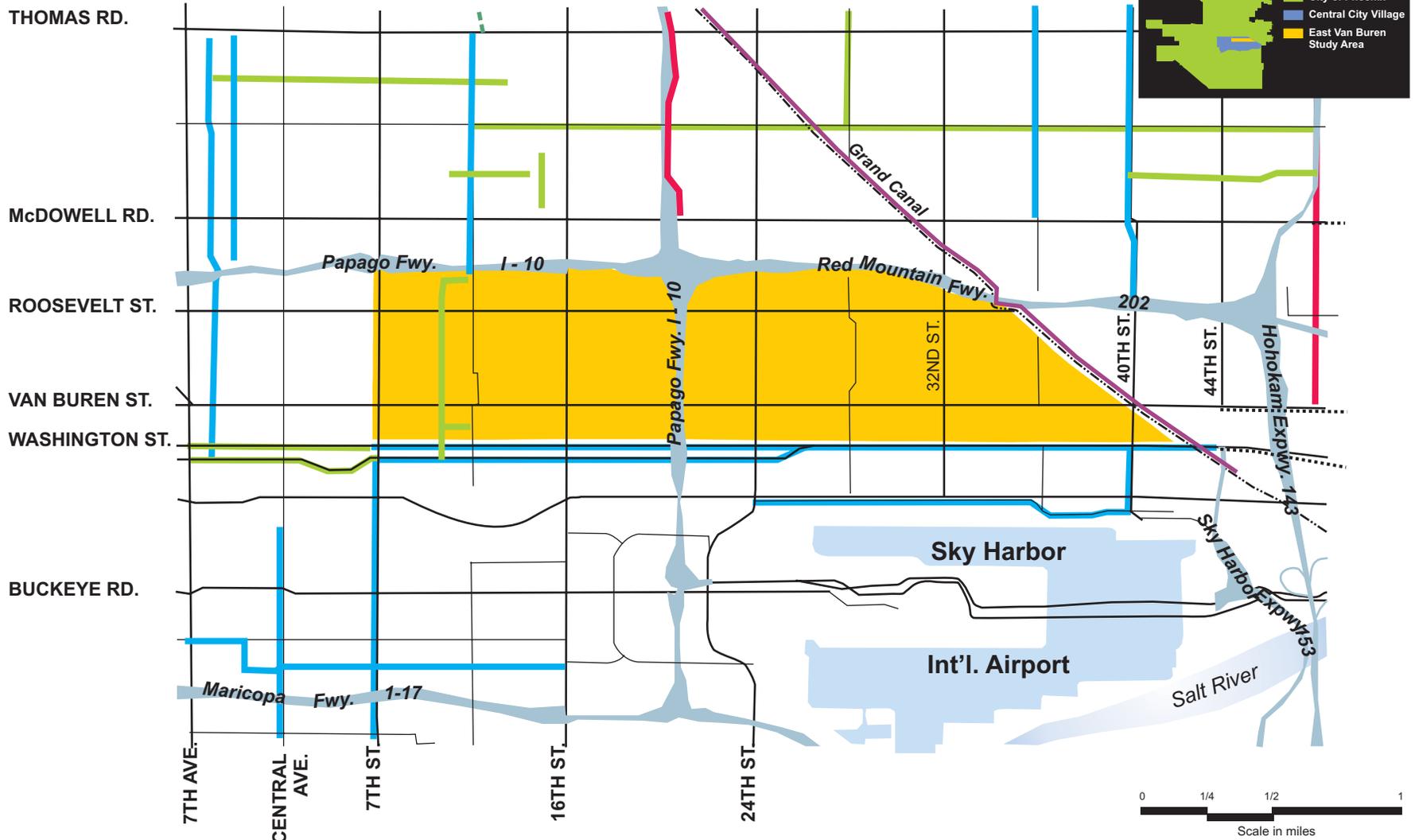
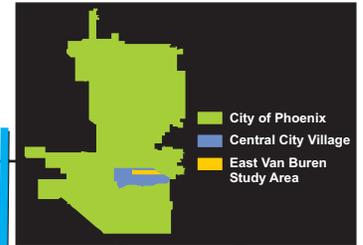
The East Van Buren Study Area is wholly located within the Central City Police Precinct. Precinct offices are located at 1902 S. 16th Street. In recent years the Police Department has focused on community-based policing and has developed good working relationships with area businesses and residents. According to the Police Department, the number of crimes in the study area has decreased in the past three years by more than 10 percent. This compares to a citywide decrease for the same period of 9 percent. The reduction, in part, may be attributed to law enforcement initiatives taken in the area, including enhanced prostitution control and drug enforcement. The area still has a considerably higher crime rate than the city as a whole. ([See Appendix C, Crime Rates.](#)) This condition has not helped the image of the area and has discouraged revitalization efforts.

According the Police Department, prostitution remains a major problem along the East Van Buren Corridor. This problem has created a

EAST VAN BUREN CORRIDOR STUDY

Bike Routes

MAP 9



LEGEND

- EVBAP Area
- Bike Path - Paved
- Bikeable Street
- Bike Lane
- Bike Path - Unpaved (Canal)



Prepared by the
City of Phoenix Planning Department
January 2003

negative image that has been a major hurdle for redevelopment efforts. The presence of low cost motels, many of which rent rooms by the hour, supports the prostitution trade. The area also has many housing units in which migrant male workers live in overcrowded conditions, providing a market for the prostitution trade. Because of increased policing and other law enforcement initiatives, the prostitution trade seems to be declining along the corridor. Law enforcement officials believe that if some facilities which encourage prostitution are removed, the trade will decrease even further. Establishment of new and clean businesses in the area will also discourage prostitution.

A drug enforcement program has also been effective in reducing drug-related crimes. Law enforcement officers believe that provision of community facilities that focus on youth activities (such as a gymnasium, community centers, sports facilities and parks) will also help decrease drug related crimes. Various neighborhood groups and civic associations are active within the study area. Several have established crime prevention subcommittees that meet quarterly with law enforcement representatives. Others have Block Watch programs. Such organizations provide a stabilizing influence and may provide valuable resources and potential partners in revitalization efforts. These groups include:

- ◆ **Bumbalow Heights Neighborhood Association:** 21st to 24th Street, Roosevelt to Van Buren Street;
- ◆ **Eastlake Park/Special Neighborhood Association:** 7th to 16th Street, Madison to Van Buren Street;
- ◆ **Elsinore Neighborhood Association:** 24th to 32nd Street, McDowell to Van Buren Street;

- ◆ **Garfield Organization Neighborhood Alliance:** 7th to 16th Street, Papago Freeway to Van Buren Street;
- ◆ **Hummingbird Neighborhood Association:** 22nd to 24th Street, along Portland Street;
- ◆ **Ozanam Manor/ St. DePaul Neighborhood Association:** 17th to 18th, Van Buren to Washington Street;
- ◆ **Renaissance Park Homeowner's Association:** 7th to 9th Street, Van Buren to Washington Street;
- ◆ **Sky Harbor Neighborhood Association:** 24th to 32nd Street, Van Buren to Washington Street;
- ◆ **Sunbeam Neighborhood:** 32nd to 36th Street, Red Mountain Freeway to Van Buren Street;
- ◆ **Wilson Coalition:** 16th to 40th Street, Fillmore Street to University Drive;
- ◆ **Van Buren Civic Association:** represents the business community along the Van Buren Corridor.

Current contacts for each of these groups may be obtained from the **Neighborhood Notification Office of the Neighborhood Services Department, (602) 534-4444.**

Fire

As depicted on **Map 10: Fire Districts and Station Locations**, the study area is covered by the Central and East Fire Districts. Three fire stations are located within the study area: station numbers 8, 11 and 29. Fire station numbers 5, 16 and 19 are in close proximity to the study area and occasionally respond to the calls from the area.

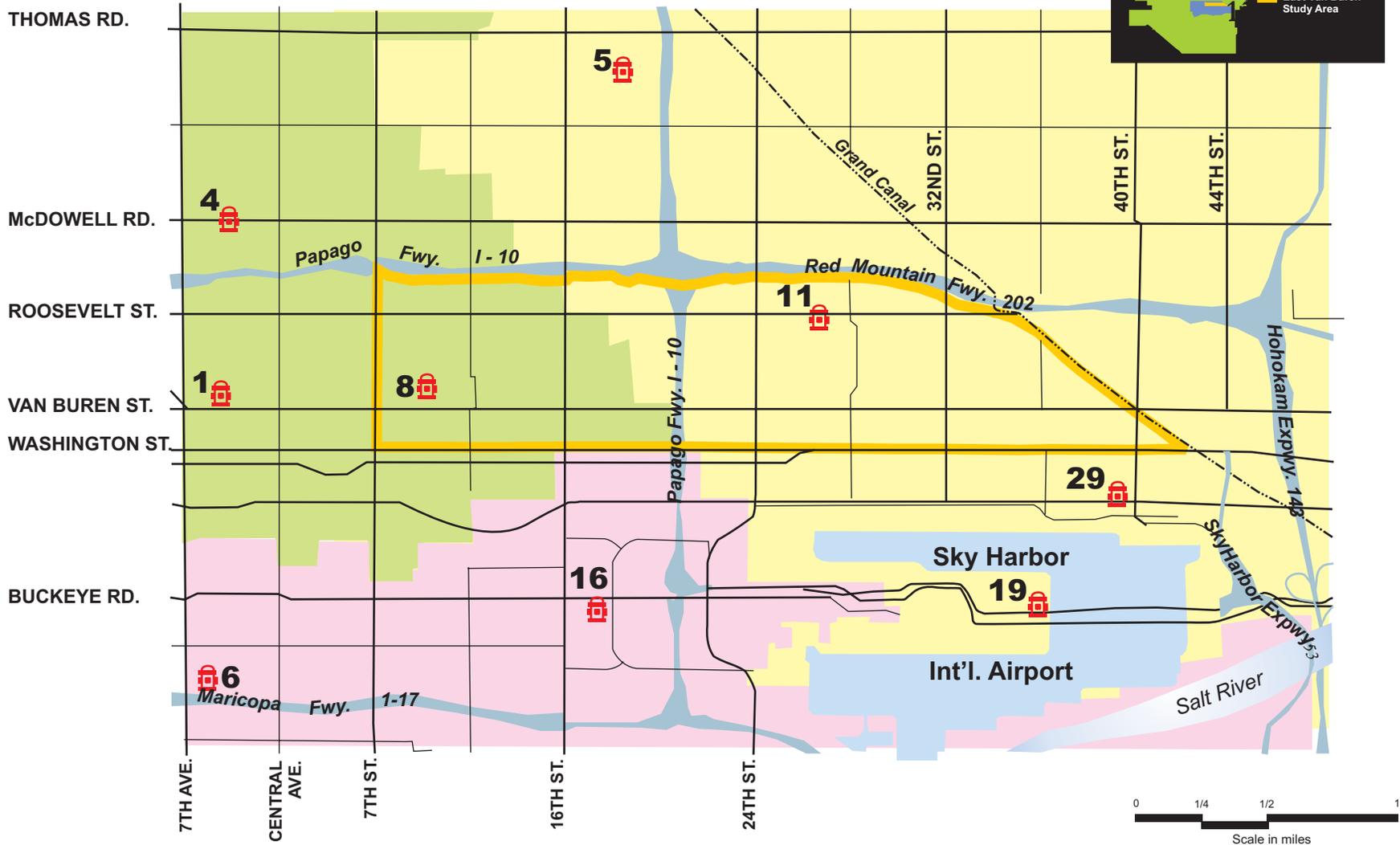
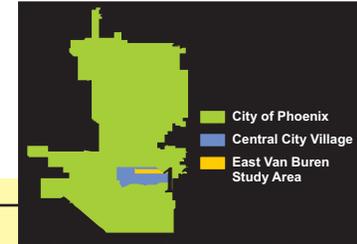
- ◆ **Fire station 8** is located at 1025 East Polk Street. The station is staffed with six firefighters that operate a paramedic engine company and a Basic Life Support (BLS) ambulance. The station also contains a heavy rescue support truck that is staffed by members of the engine company when needed. The station is currently functioning at 84% of capacity.
- ◆ **Fire Station 11** is located at 2727 East Roosevelt Street. The station is staffed by ten firefighters operating a paramedic engine company, a ladder company, and a Basic Life Support (BLS) ambulance. The station is currently functioning at 98% of capacity.
- ◆ **Fire Station 29**, located at 4056 East Washington Street, is being relocated to 3949 East Air Lane Road. The new station is expected to be opened during the summer of 2002. In addition to its current equipment, it will also house some airport related fire apparatus. The existing fire station will become a tactical training center. The relocation of the fire station is not expected to affect current response times.

Fire service in the area is adequate by city standards. During the year 2000, first unit Fire Department response time averaged 4 minutes and 22 seconds. This was slightly lower than the citywide average of 4 minutes and 44 seconds. The average Advanced Life Support (ALS) response time for the area in the year 2000 was approximately 4 minutes, while the citywide average for the same period was about 5 minutes. The average ambulance response time for the area in 2000 was 4 minutes 25 seconds, compared to the citywide average of 6 minutes 27 seconds.

EAST VAN BUREN CORRIDOR STUDY

Fire Districts and Station Locations

MAP 10



LEGEND

- EVBCS Boundaries
- Fire Station with Number

- Central District
- East District

- South District

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January 2003

CIRCULATION

Street Overview

Accessibility, the ability to get from one place to another easily and quickly, helps determine the development potential of land. Households often chose a residential location for its easy access to employment, shopping and recreational opportunities. Both manufacturing and retail oriented businesses often prefer locations adjacent to high volume streets and at major street intersections. Access to other commercial or industrial activities is also often desirable. As population grows and the level of traffic increases conflicts occur. The resulting traffic problems consist of: accidents, congestion, noise, trash, dust and air pollution. A certain amount of conflict is expected within a balanced community of residences, businesses, recreational and other supporting activities. The challenge is to minimize those conflicts by providing a mix of land use and densities with a circulation system that best serves the community.

The study area has a well-defined surface transportation network based on major streets built on the city's mile-grid pattern. The Loop 202 and I-10 freeways provide efficient access to the surrounding region.

Street Function

All roadways fall within one of four general street classifications depending upon their design and the function they serve. (See [Map 11: Street Classification](#).) Local streets provide direct access to adjoining properties. Collector streets, usually at one-half mile intervals, gather vehicles from local streets and direct them for reasonably

short distances to arterial streets. Arterial streets make up the city's mile grid street pattern and accommodate long distance traffic through the city. Freeways provide for long-distance movement through the region. The higher the street classification the more capacity that is built into the roadway and the greater the traffic volumes accommodated.

The East Van Buren corridor adjoins the Loop 202, Papago/Red Mountain Freeway and the I-10 Freeway, both of which connect to other interstate freeways in the region. Van Buren Street, Washington and Jefferson Streets are east/west arterial roads constructed to their full standard. North/south arterial roads through the area are 7th, 16th and 24th Streets. Although 32nd and 40th Streets are arterial roads, they do not extend much further south than Washington Street.

Collector streets include Roosevelt, 11th, 20th, 28th, and 36th Streets. All other streets in the area are local streets.

Traffic Volumes

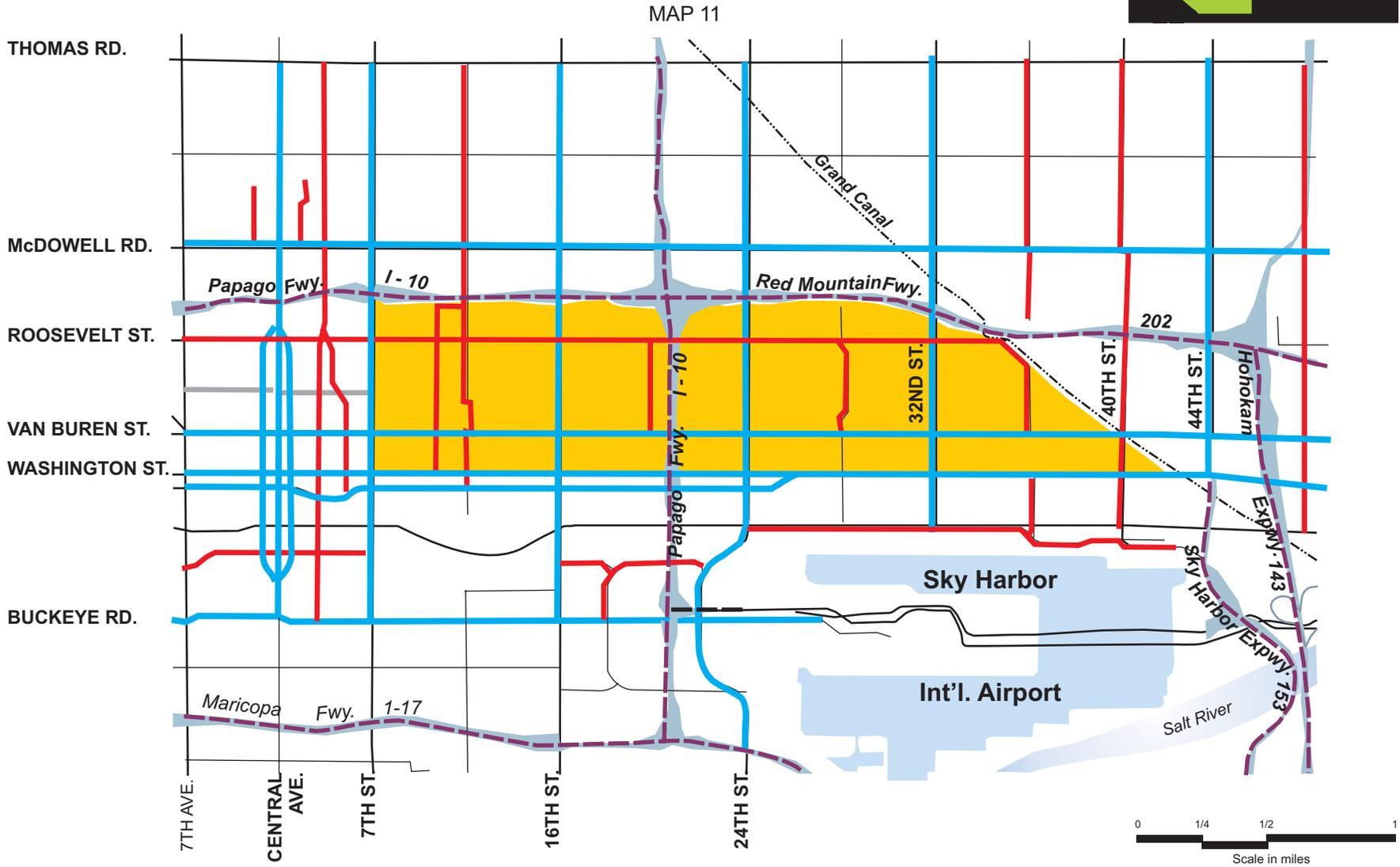
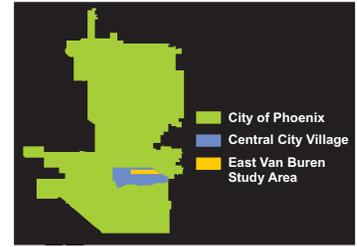
Traffic volumes are presented as Average Daily Trips (ADT). These are estimates of the two-way traffic that would pass over a particular section of roadway during a typical 24-hour period. These estimates, presented on [Map 12: Traffic Volumes](#), have inherent shortcoming in that they obscure seasonal and weekly fluctuations in traffic. This information is nevertheless useful as an indication of traffic patterns and total traffic volume on the road. For example, volumes along the north/south arterial streets diminish along the southern segments as traffic uses east/west streets.

It is city policy to conduct a neighborhood traffic study and consider traffic mitigation measures when local, residential streets experience more than 1,000 vehicles per day or 100 vehicles in a given hour. Studies for collector streets may be considered when trips exceed 8,000 per day or 800 vehicles in a given hour. Residents along local and collector streets experiencing "unwanted" traffic may ask the city's Neighborhood Traffic Mitigation Team, Street Transportation Department to conduct a traffic count, and then, if the street qualifies, to help in preparing a traffic study and recommend a traffic mitigation plan. Neighborhood involvement is encouraged and petitions indicating a neighborhood consensus are required in order to implement certain mitigation measures. Mitigation measures that would close or abandon a street take into account many access issues including potential increases in police and fire service response times. Traffic devices that allow emergency vehicles to cross into cul-de-sac streets or overcome traffic diverters may be considered. However, no device is foolproof: traffic devices that allow emergency access are subject to unauthorized use by other vehicles.

Table 2 depicts historical traffic counts along segments of East Van Buren. As noted, traffic counts in most segments declined as construction of Interstate 17 was completed around the inner city area. Over the years traffic volumes have increased and today's counts far exceed those of the early 1960's. This is due to overall increases in traffic as the region's population has grown, rather than an increase of trip origin and destinations along Van Buren Street.

EAST VAN BUREN CORRIDOR STUDY

Street Classification



- LEGEND
- EVBCS Area
 - Arterial Street
 - Collector Street
 - Freeway

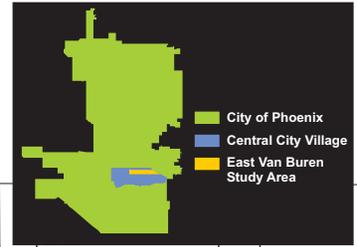
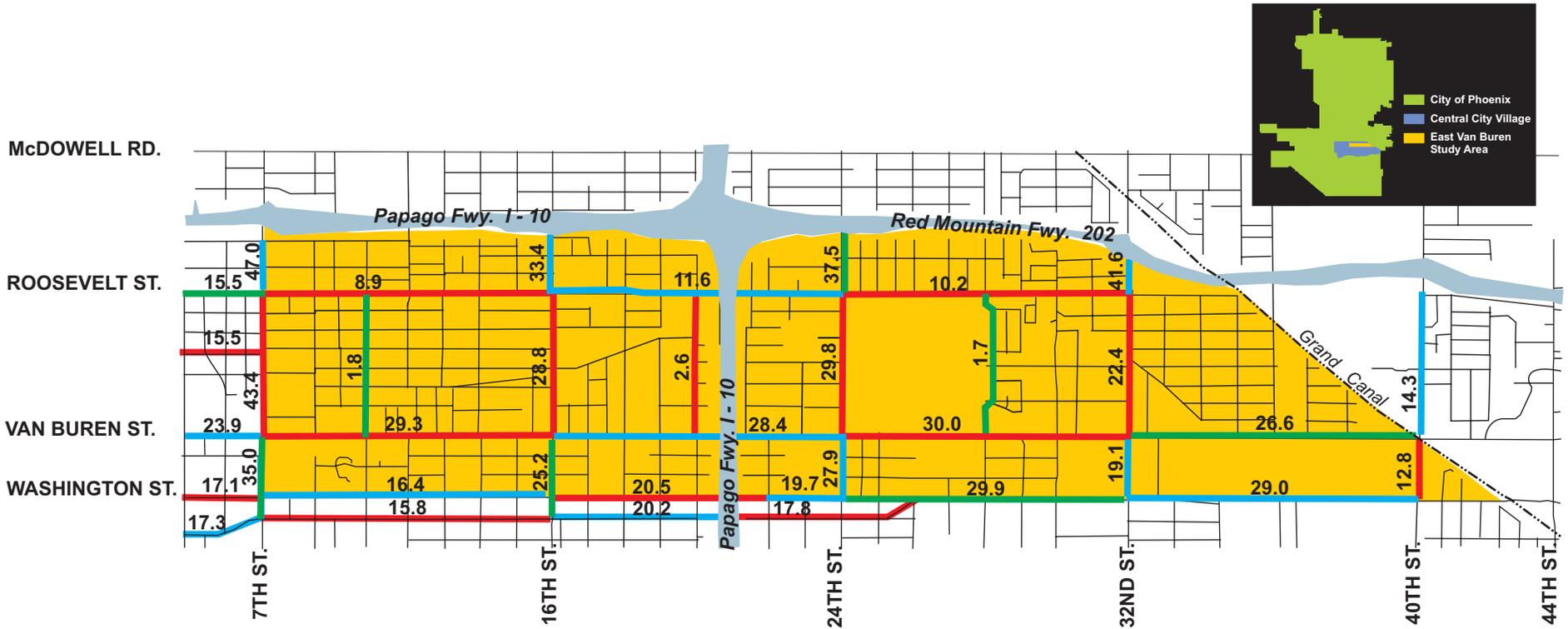
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January 2003



EAST VAN BUREN CORRIDOR STUDY

Street Traffic Volumes

MAP 12



LEGEND

EVBCS Area

1999 Average Daily Trips (in 1000's)
Note: Cyan, Red, and Green Lines Denote Separate Traffic Count Segments



Prepared by the
City of Phoenix Planning Department
January 2003

Table 2
Annual Average Daily Trips (1000's)
Van Buren Street

	7 th to 11 th St.	11 th to 16 th St.	16 th to 20 th St.	20 th to 24 th St.	24 th to 28 th St.	28 th to 32 nd St.	32 nd to 40 th St.
1999	29.3		28.4		30.0		26.6
1969 Maricopa Freeway Completed	19.6	19.3	20.0	20.4	21.6	20.6	20.6
1966 Freeway Completed to 40th St.	19.4	20.3	21.2	20.8	20.2	21.4	20.8
1964 Freeway Completed to 16th St.	21.2	21.9	20.4	20.1	20.8	18.6	19.2
1962 No Freeway	24.1	21.2	23.6	22.0	27.7	19.1	19.9
1960	20.3		19.8		17.4		

Source: City of Phoenix Major Traffic Flow maps.

Sidewalks, Curbs and Gutters

The East Van Buren corridor is generally well served by sidewalks, and in the vast majority of the street lengths, adequate curb and gutter also exist. However, in some short sections curb and gutter are lacking (see [Maps 13: Infrastructure Curb and Gutter Improvements Needed](#) and [Map 14: Infrastructure Sidewalk Improvements Needed](#)). These sectors include the 13th Street north of Van Buren, short sections of 21st and 22nd streets north of Roosevelt up to Portland, and along Monroe between 28th and 30th Streets. Additionally, the section of Adams between 28th and 29th streets and on the 29th Street between Washington and Van Buren also lack curb and gutter.

Sidewalk improvements are needed in some areas of the corridor. These areas include short section of 15th Street between Adams and Van

Buren, 18th Street between Diamond and Mooreland, Diamond between 18th and 19th Street and on 19th Street between Washington and Van Buren. Additionally, sidewalk improvements are needed on 20th and 22nd streets between Adams and Van Buren, short sections on 22nd and 23rd streets between Roosevelt and Diamond and on Monroe between 24th and 26th streets. Similarly, sidewalks improvements are needed on Adams between 25th and 30th streets, on 28th, 29th, 30th and 33rd Streets between Washington and Van Buren, on 31st Street between Van Buren and Fillmore and on 30th between Fillmore and Portland. Further, sidewalk improvements are needed in the area of streets bounded by 28th, 29th, Polk and Roosevelt, on 36th, 37th and 38th streets between Van Buren and the Grand Canal, on 36th Street between Van Buren and Grand Canal and along Roosevelt between Canal and 33rd Street.

The approximate cost of improving sidewalks, gutters and curbs for the above sections is estimated to be 3.2 million in 2003 prices. Construction of sidewalks is estimated at \$57 per lineal foot, while curb and gutter is estimated at \$24 per lineal foot.

The City of Phoenix funds a sidewalk installation program, managed by the Street Transportation Department. Funding is dependant upon several considerations including street classification, available right-of-way, developed land use, existing obstructions, neighborhood revitalization, access to schools parks, bus route and other traffic generating activities such as, churches and shopping malls. For example, sidewalks on collector and local streets receive priority; if in addition, there is available right-of-way, minimal obstructions, and neighborhood

support. Interested property owners or neighborhood groups can apply to the City Street Transportation Department to request funding for sidewalk improvements.



Lack of sidewalks near 36th Street and Polk Street

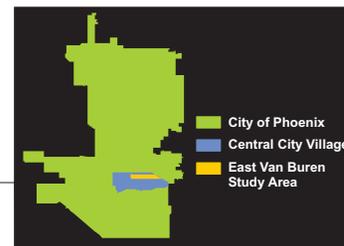
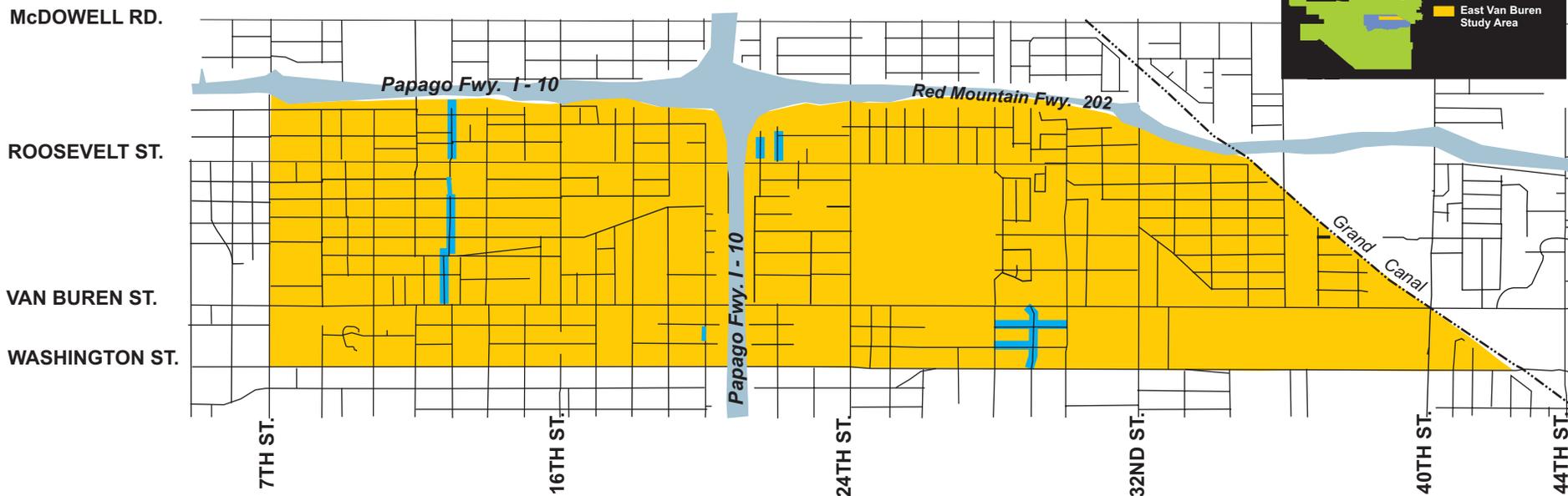
Public Transportation

As shown on [Map 15: Bus Routes](#), the study area is serviced by local busses, with connections provided to all points in the city and region. Bus stop amenities, which generally include a sign, a bench and a shelter, are located every one-quarter mile within the bus service area. The type of amenity is dependent on the location and transit passenger boarding activity. Adjacent to commercial, industrial or multifamily residential zoning, such facilities are provided as a requirement of zoning or development review approval.

EAST VAN BUREN CORRIDOR STUDY

Infrastructure - Curb and Gutter Improvements Needed

MAP 13



LEGEND

-  EVBCS Area
-  No Curb and Gutter

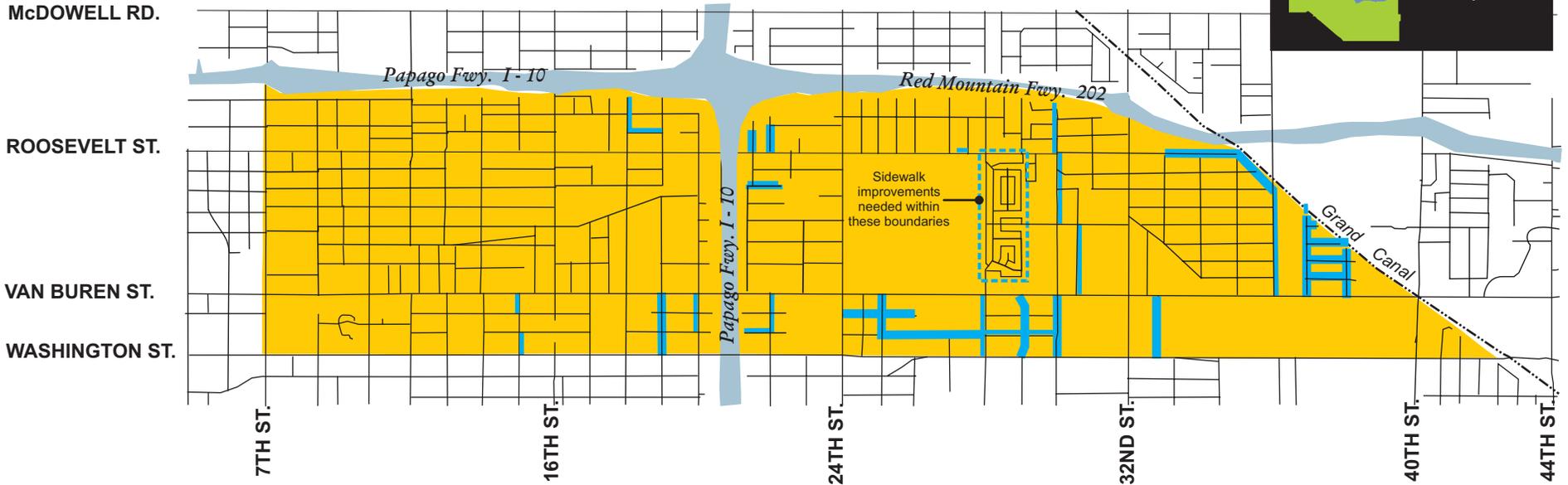


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EAST VAN BUREN CORRIDOR STUDY

Infrastructure - Sidewalk Improvements Needed

MAP 14



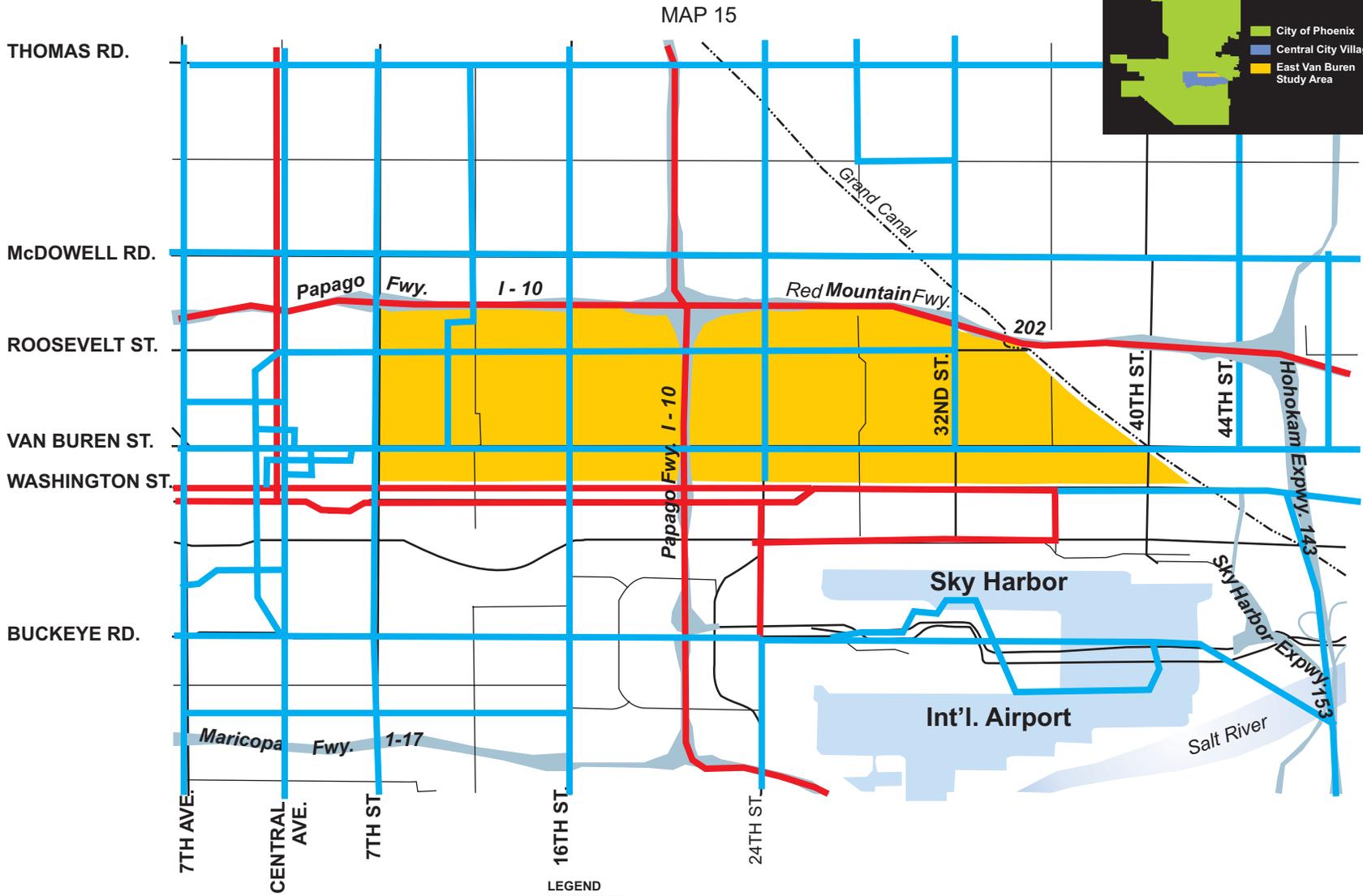
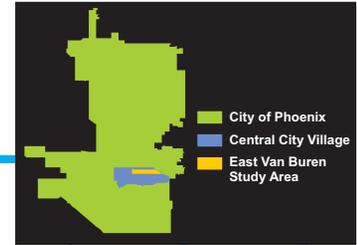
LEGEND

-  EVBCS Area
-  No Sidewalk

Prepared by the
City of Phoenix Planning Department
January 2003

EAST VAN BUREN CORRIDOR STUDY

Bus Routes



LEGEND

- EVBCS Area
- Express Bus Route
- Local Bus Route



Prepared by the
 City of Phoenix Planning Department
 January 2003

Light Rail Transit

Construction of the **Central Phoenix/East Valley Light Rail Transit Project** is expected to start in mid-2003 and be completed by late 2006. The initial 20.3 mile light rail segment will link the Spectrum Mall, Central Avenue south of Camelback Road, and the Washington/Jefferson Street corridor to the cities of Tempe and Mesa. As shown on **Map 16: Light Rail Transit and Station Locations**, the east/west alignment along Washington Street is split so that eastbound between Downtown and 26th Street runs along Jefferson Street. Four stations will be initially located within the study area.

44th Street Station: is within walking distance of Gateway Community College. It will also serve as the connection with Sky Harbor International Airport and the business establishments and cultural facilities surrounding the station.

38th Street Station: will primarily serve the surrounding community and also be close to the bus connections. This station will also include a park and ride facility.

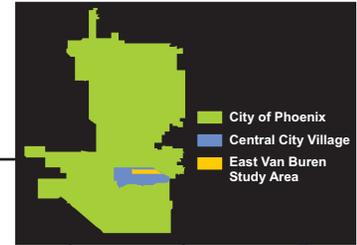
24th Street Station: will make efficient connection with bus service. It also provides better linkages to the neighborhoods north of Washington Street and also to the South Mountain Village.

12th Street Station: serves a number of community institutions and offices in the vicinity.

The city has initiated the development of a land use plan to support transit oriented development along the light rail corridor. The proposed interim "**Transit-oriented Development Interim Overlay Zoning District**" would prohibit uses that do not support transit ridership and would establish development standards that encourage pedestrian connections between development and transit stations. Boundaries around each station will be approximately ¼ mile radius from the station, a comfortable five to ten minute walk. After an extensive public participation process and adoption of station area plans by the City Council, it is expected that replacement zoning districts would be crafted for many of the station areas.

EAST VAN BUREN CORRIDOR STUDY

Light Rail Transit and Station Locations



LEGEND

- EVBCS Area
- Light Rail Station
- Light Rail Transit



Prepared by the
City of Phoenix Planning Department
June 2003

SCHOOL DISTRICTS

The location of elementary schools and the quality of education provided are important considerations for families looking to move into an area. This is especially true of those that have the financial resources to locate in a wide range of neighborhoods. [Map 17: Elementary School Districts and School Location](#), shows the four elementary school district boundaries and the location of elementary schools within the study area. The Phoenix Union High School District covers the entire study area. High school students attend either North High School or Camelback High School.

Enrollment

Table 3: School Characteristics provides the grade levels for each school that services the study area. Also provided are enrollment figures for three years since 1995 and the schools

current estimated capacity. Enrollment in the Phoenix Elementary District schools, the western half of the study area, has declined over the last several years. Schools in the eastern half of the study area, on the other hand, have steadily increased. Overall, enrollment at Camelback and North High Schools has fluctuated in the past five years.

Although several schools are at or near capacity, all the districts report that sufficient capacity exists or is under construction within the district to accommodate the existing and projected population. Several districts have opened new schools within the past several years. Although not widely used, several individual schools are using portable classrooms. Of all the schools within the study area, only Crockett Elementary had a year 2001 enrollment that exceeded its school capacity.

While charter schools may affect school enrollments, all of the districts are projecting small but steady increases over the next five-year period. The primary reason for this projected growth is a continuation of infill housing on vacant or redeveloping parcels. The development of large multifamily housing east of the study area is the cause for a new school being built in the Balsz District. It should be noted that some school enrollments in the Phoenix Elementary and Wilson School Districts could be reduced by Phoenix Sky Harbor Airport expansion plans and residential relocations that might result. No attempt was made to gather information from or about private, parochial, or charter schools that may be located within the study area.

School Data

Table 4: Students at Risk Indicators 2001 provides a comparison of indicators that may be used to determine stability of the area and its student population. Statewide absentee rates are 5.6 percent. Within the study area this rate is exceeded for Camelback and North High Schools, Phoenix Prep Academy and Crockett Elementary School. School mobility rates show student movement into and out of the school over the school year. Higher student turnover is an indicator of less stable schools and neighborhoods.

Students who are assessed as “Limited English Proficient” may participate in programs to improve their English proficiency. Statewide, approximately 19 percent of all students qualify for such programs. The schools serving the study area exceed that average.

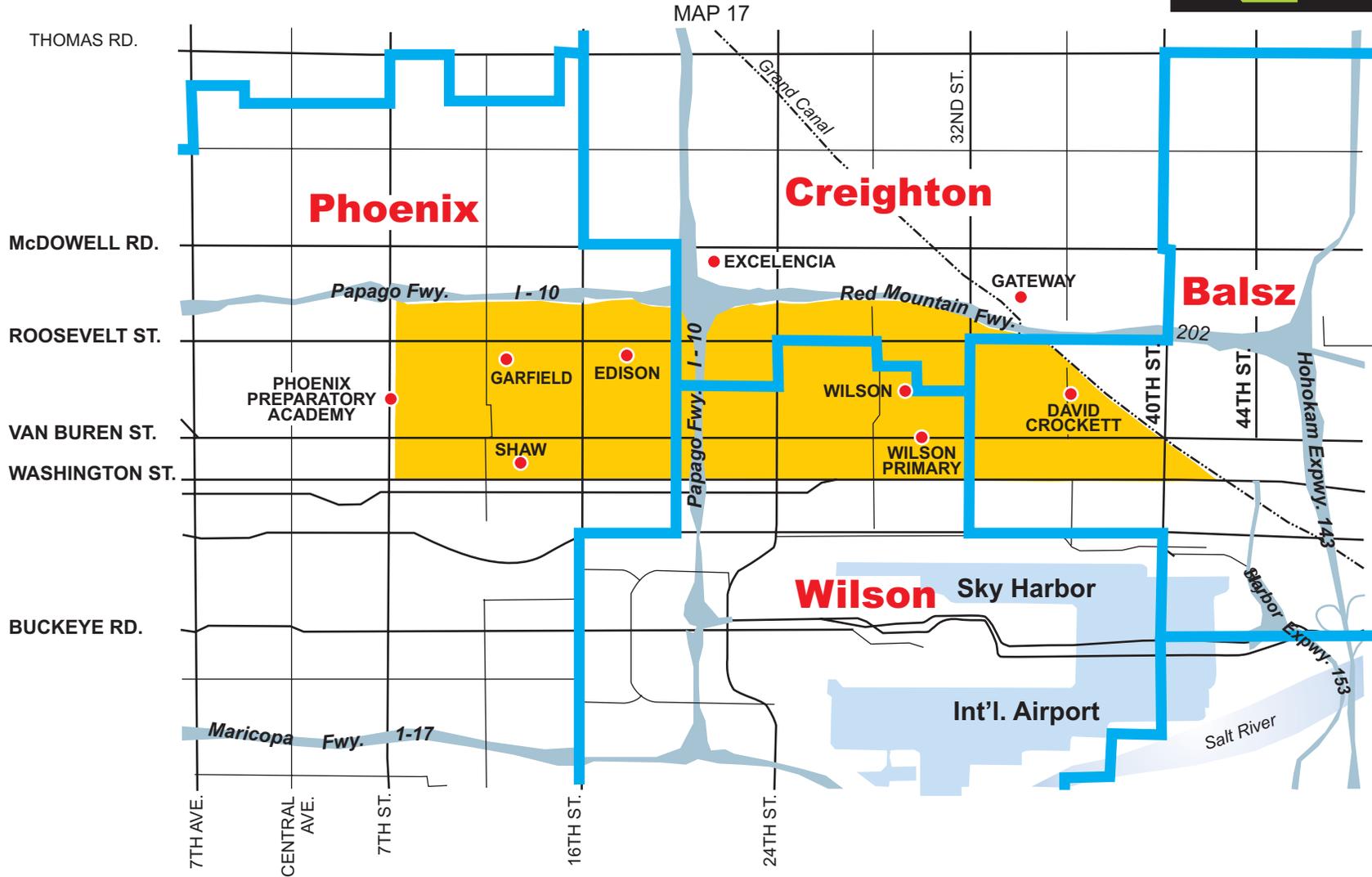
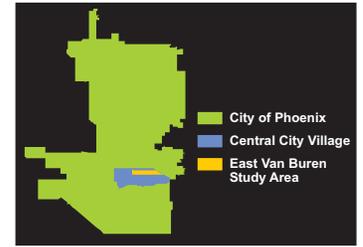
Table 3
School Characteristics

School District	School Name	Grades	Students Enrolled 1995	Students Enrolled 1998	Students Enrolled 2001	Estimated School Capacity
Phoenix Elem.	Garfield	K-6	759	818	630	650
	Shaw	K-6	684	592	594	650
	Edison	K-6	583	522	509	660
	Phoenix Prep	7-8	1252	1185	1081	1200
Creighton Elem.	Excelencia Gateway	K-7*	N/A	N/A	815	1200
		K-8	N/A	N/A	890	1200
Wilson Elem.	Wilson Primary Wilson Elem.	K-3 800	573	623	677	700
Wilson Charter H. S.		9-10			213	
Balsz Elem.	Crockett Elem.	K-8	615	671	780	720
Phoenix Union H.S.	Camelback H.S.	9-12	2526	2551	2466	2900
	North H.S.	9-12	2344	2604	2515	2780

* Excelencia Elementary School will be K-8 beginning 2002-03 school year.

EAST VAN BUREN CORRIDOR STUDY

Elementary School Districts and School Locations



LEGEND

- EVBCS Area
- District Boundary
- School



Prepared by the
City of Phoenix Planning Department
January 2003

Table 4
Student at Risk Indicators, 2001

School District	School Name	Absentee Rate	Mobility Rate	Limited English Proficiency	Eligible for Free Lunch
State Wide		5.6		19%	47%
Phoenix Elem.	Garfield	4%	7%	76%	98%
	Shaw	4%	7%	64%	97%
	Edison	3%	10%	60%	97%
	Phoenix Prep	8%	9%	35%	69%
Creighton Elem.	Excelencia Gateway	n/a	n/a	n/a	89%
		5%	0%	56%	96%
Wilson Elem.	Wilson Prim. Wilson Elem.	4%	17%	84%	96%
		4%	13%	50%	99%
Wilson Charter H. S.			63%		
Balsz Elem.	Crockett Elem.	6%	13%	48%	96%
Phoenix Union H.S.	Camelback H.S.	7%	4%	25%	n/a
	North H.S.	7%	1%	24%	n/a

Source: Arizona School Report Card 2000-2001

The Arizona Department of Education Child Nutrition Program provides assistance to serve nutritionally adequate meals to children in schools. Free or reduced cost meals are based on federal poverty guidelines. The higher the percentage of students eligible for the free or reduced lunch subsidized program, the more economically troubled is the area. Statewide, approximately 47 percent of the children qualify for the program. All the elementary schools within the study exceed that average.

School Test Scores

The quality of schools is an important consideration for families deciding whether to locate or remain in the community. One measure of a school's performance is the Stanford Achievement Test, Ninth Edition (Stanford 9). This is a standardized test wherein each student in a grade nationwide is administered the same test in exactly the same way. This allows comparisons between schools at the local and national level. The tests do not account for unique circumstances that face a school and its students, such as students with English as a second language or various cultural biases. In 1999 and 2000, students in grades 2 through 11 were tested in reading, language and mathematics using this standardized, nationally norm-referenced test. **Table 5** presents school percentile rank scores for each of the schools within the study area. A school score of 54 means that the average student in that school's grade scored better than 54 percent of the students tested nationally. For additional comparison, the average state score is provided. The national average for all subjects in all grades is the 50th percentile.

Wilson Primary, the fourth grade of Wilson Elementary and the second grades of Garfield, Shaw and Edison, and the sixth grade of Shaw Elementary all performed above the state and national averages. Other schools in the study area generally performed well below the Arizona and national averages.

Table 5
Stanford 9 Achievement Scores
1999-2000

	Phoenix Elementary				Phoenix Union		Wilson		Wilson Charter H.S.	Creighton Elem.		Balsz Elem.	Arizona
	Garfield	Shaw	Edison	Phoenix Prep.	Camelback H.S.	North H.S.	Wilson Primary	Wilson Elem.		Excelencia	Gateway	Crockett	
Grade 2													
Reading	61	73	62				52			n/a	31	38	52
Language	54	77	44				42				21	19	43
Mathematics	83	80	54				56				38	38	55
Grade 3													
Reading	9	26	31				49			n/a	23	33	48
Language	15	42	41				71				32	44	54
Mathematics	17	30	34				67			n/a	16	60	52
Grade 4													
Reading	22	28	36					46		n/a	28	32	54
Language	27	29	33					55			27	33	48
Mathematics	29	29	43					70			33	41	55
Grade 5													
Reading	14	28	17					28		n/a	16	20	51
Language	15	32	16					32			19	20	45
Mathematics	21	35	22					43			33	30	55
Grade 6													
Reading	23	53	26					29		n/a	17	25	53
Language	21	54	26					24			11	21	44
Mathematics	32	79	35					44			20	36	60
Grade 7													
Reading				23				33			13	31	52
Language				24				45			16	28	54
Mathematics				27				46			18	33	56
Grade 8													
Reading				28				43			-	35	53
Language				23				43			-	33	49
Mathematics				29				50			-	42	56
Grade 9													
Reading				31	33				22				43
Language				26	32				26				40
Mathematics				47	48				41				59
Grade 10													
Reading				28	36				13				42
Language				28	37				15				44
Mathematics				37	44				33				50
Grade 11													
Reading				33	37								45
Language				31	35								44
Mathematics				40	42								55

Source: Arizona School Report Card 2000-2001

DEMOGRAPHIC INDICATORS

Population and housing characteristics of a community provide important indicators of their well being and the socio-economic conditions of the area. Such information may be used to assist in the allocation of future land uses, to identify the real needs of the community and to assess the provision of public services and facilities supporting the area. It is useful to help identify the type, intensity and distribution of housing, and provide important information on the development potential of a community.

The analysis provided below is based on 1980, 1990 and currently available 2000 Census data. US Census Bureau Census 2000 Summary File data is available on the Internet by searching the Web for American Fact Finder.

The geographic boundaries of census tracts and blocks overlap that of the East Van Buren study area. In addition, census block boundaries have changed from census to census, accounting for some of the change in total population, particularly between 1980 and the 1990 census. Percentage comparisons, as provided in the following analysis, even out such discrepancies, allowing comparisons over time and between different geographic areas.

Population Characteristics

Population and Household Trends

As noted on [Table 6](#), population growth within the study area has fluctuated over the last 20 years. Persons per household, however, have steadily increased, compared to the citywide average, which has remained at 2.8 persons per household. The study area rates provide an indication of significant overcrowded housing conditions, particularly in Subarea C.

Table 6
Population/Persons per Household

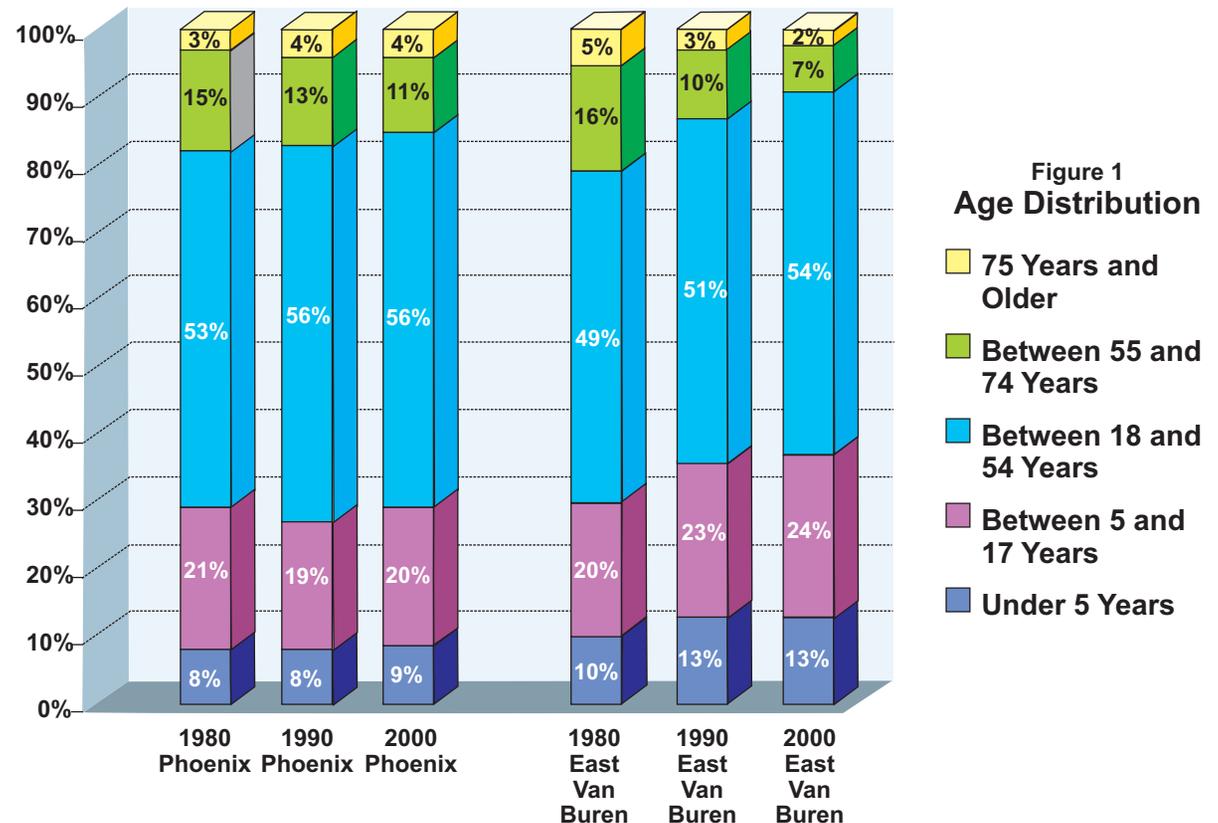
	1980	1990	2000
Study Area	28,681/2.8	25,195/3.5	29,015/4.0
Subarea A	9,733/2.9	9,973/3.4	10,332/3.8
Subarea B	7,439/2.8	5,784/3.2	6,681/3.6
Subarea C	6,645/2.9	6,535/4.4	8,279/5.0

Age Composition

Comparing the age of the population provides important insights into the characteristics and

dynamics of the community. Ages have been placed in groups that represent significant stages in a person's life. Larger or smaller number within any age group can affect neighborhood stability and affect the need for commercial, public and social services (such as day care facilities). There are also implications regarding the transportation and recreation needs for different age segments of the population.

Figure 1: Age Distribution compares the age distribution for the city of Phoenix and the study area in 1980, 1990 and 2000. Over time a



significant change has occurred in the age groups under 17 years. These combined age groups within the study area increased from 30 to 37 percent between 1980 and 1990. City wide, this figure remained relatively stable at 29 percent. A corresponding decrease in population occurred within the study area in the

two over 55 age categories. This part of the population exceeded the citywide figure in 1980, but has rapidly decreased over the last 20 years. The study area became younger at a faster rate than the city as a whole.

Figure 2: Age Distribution 2000 provides an age comparison by subareas. While each subarea exceeded the city's proportion of population under the age of 17, the greatest increases in young people occurred in subareas A and B. This change has implications for schools, parks and recreational services. For many families there is also the need to provide for day care service.

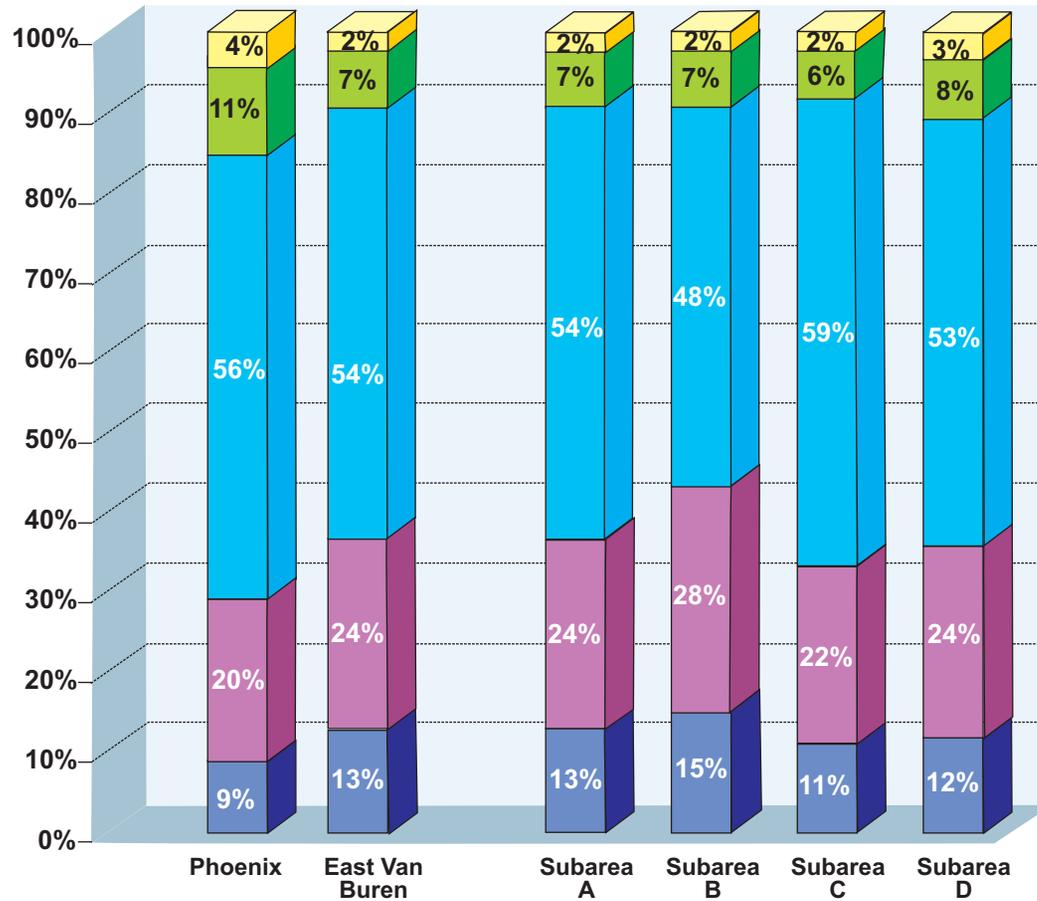


Figure 2
Age Distribution by Subarea, 2000

- 75 Years and Older
- Between 55 and 74 Years
- Between 18 and 54 Years
- Between 5 and 17 Years
- Under 5 Years

Racial/Ethnic Composition

Significant changes in the racial/ethnic composition of an area may indicate instability. As indicated in **Figure 3: Ethnic Distribution**, the study area has a high proportion of minority population compared to the city. This difference

has increased significantly over the last 20 years. During that time the city's white population declined from 78 to 56 percent, compared to a decline of 42 to 12 percent in the study area. While the city's black population remained constant at 5 percent, a decline from 12 to 5 percent occurred within the study area.

As noted, Hispanics as a percentage of both the city and the study area population doubled over the 20-year period. Hispanics now make up 34 percent of the city's population and 80 percent of the study area population.

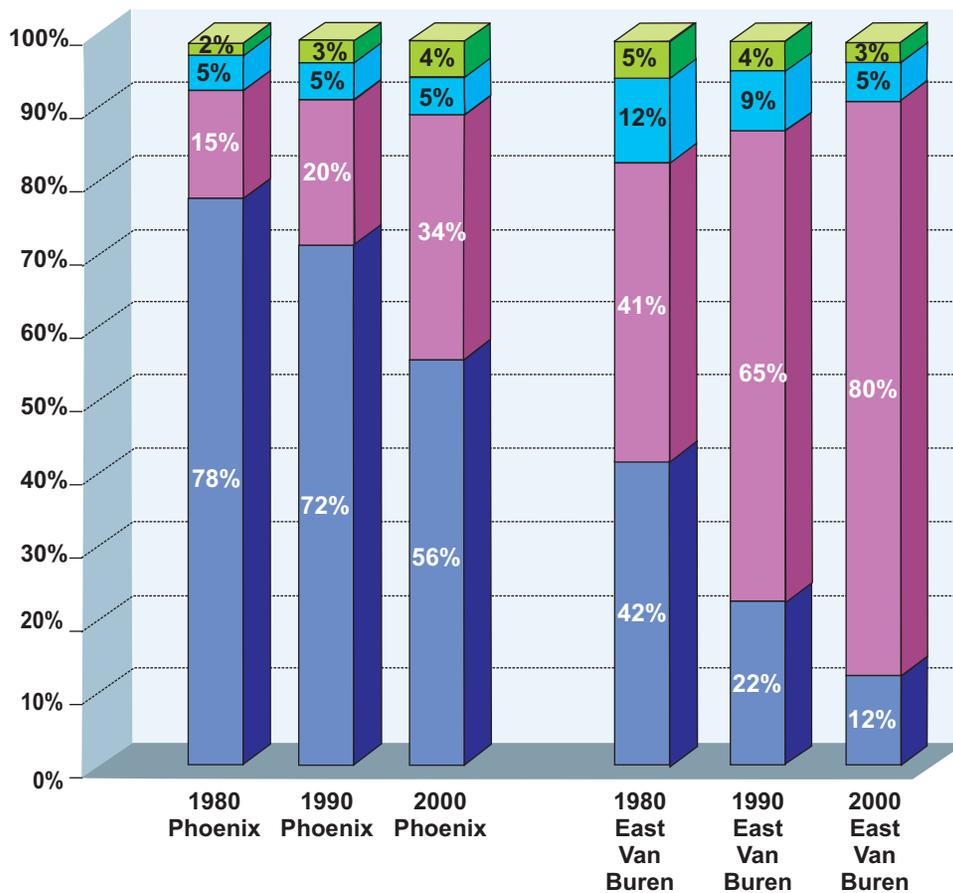


Figure 3
Ethnic Distribution

- Other
- Black
- Hispanic
- White

As depicted on **Figure 4: Ethnic Distribution by Subarea, 2000**, each subarea significantly exceeds citywide average for Hispanic population. This is relatively evenly distributed throughout (75 to 83 percent). The highest percentage of minority population is found in subareas A and B, each at 90 percent.

Educational Attainment

The educational attainment of residents directly affects their income and the types of housing they can afford and jobs they obtain. Other correlations have been made between education and conditions in an area. These include home ownership, property values, property maintenance conditions and the need for social services.

As shown on **Figure 5: Educational Attainment in 2000**, compared to the city average, almost four times as many persons in the study area had less than 9th grade education for persons 25 years or older. This characteristic was most prevalent in Subareas A and B with 41 and 47 percent respectively having less than 9th grade education. At that time, 63 percent of the study area population 25 years of age and older had less than a high school education (compared to 23 percent citywide).

Figure 4
Ethnic Distribution by Subarea, 2000

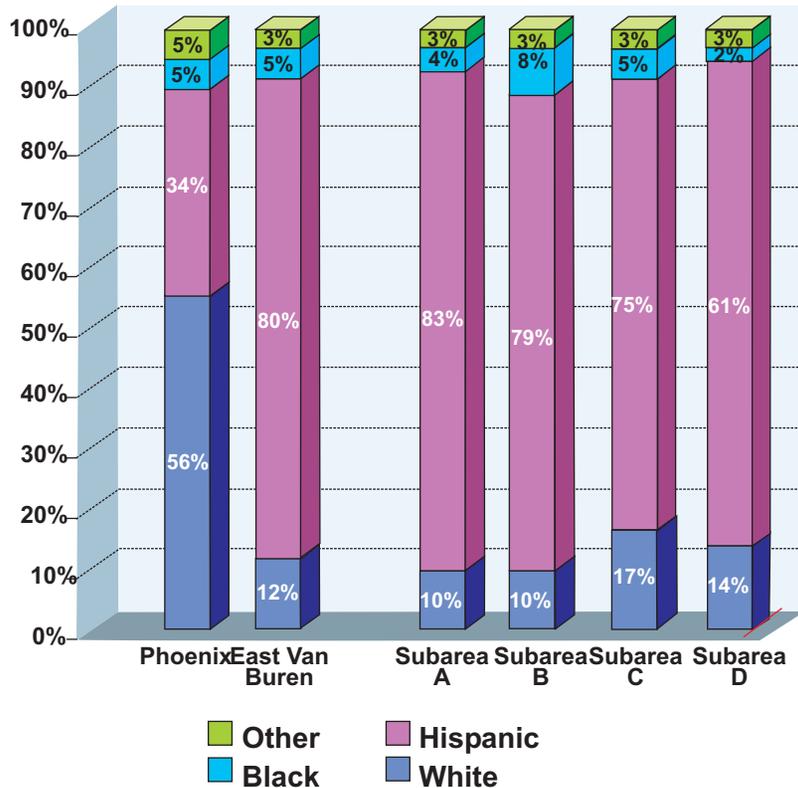
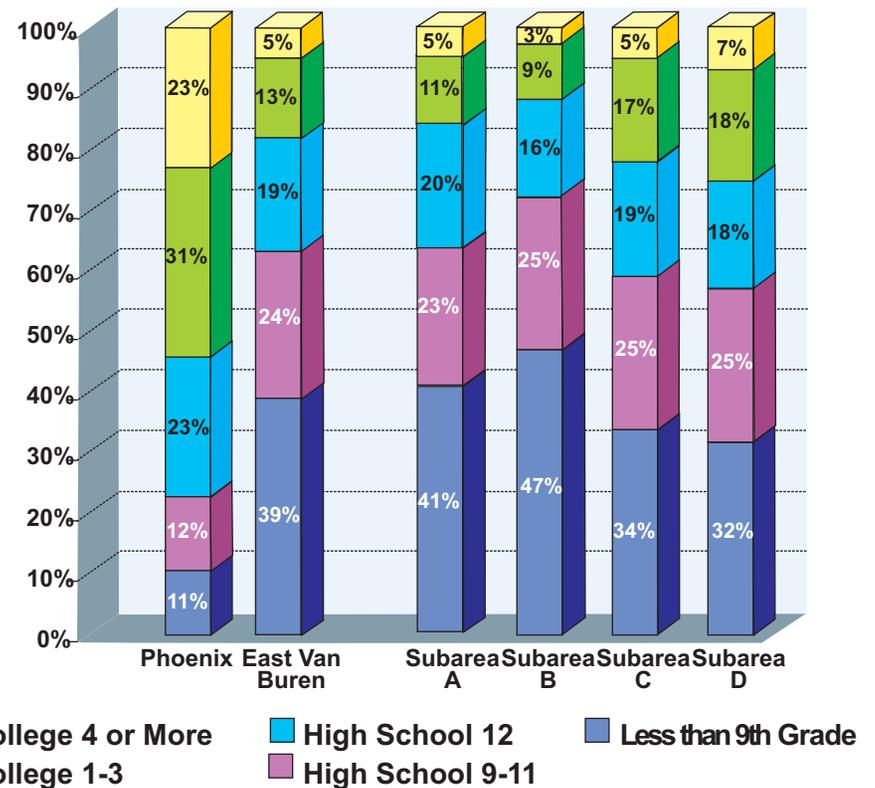


Figure 5
Educational Attainment by Subarea, 2000
Persons 25 Years and Older



Although the 1990 educational attainments are not shown in the figure, a significant change occurred over the ten years period between the census in Subareas C and D. The number of persons 25 years or older with less than 9th grade education doubled in each of those areas. Subarea C population with less than a high school education increased from 39 to 59 percent.

Family Households

Single parent families, particularly female-headed, are likely to have disproportionately lower incomes and are unable to afford housing or daycare. A larger than average percentage in an area indicates the need for increased social services, and subsidized daycare and housing.

Figure 6: Family Households, 2000 shows that the number of single parent households in the study area is 42 percent, significantly exceeding citywide averages of 29 percent. Female-headed households represented 28 percent of all study area families. Each of the subareas exceeded the city average of female-headed families, with Subarea B having the highest rate at 44 percent.

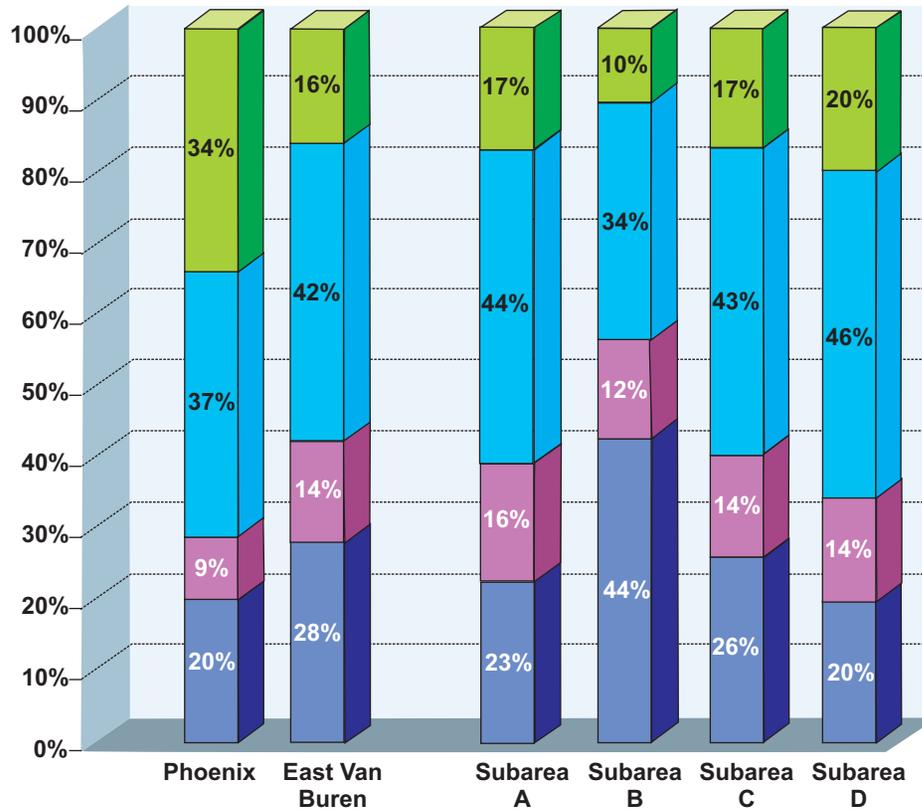


Figure 6
Family Households by Subarea, 2000

- Married without Children
- Married with Children
- Male Headed
- Female Headed

Income

Areas with populations that have higher percentages of low-income persons generally have more serious economic problems and have larger concentrations of persons needing increased social services. Income level is also an indication of a household's ability to maintain properties and obtain decent, affordable housing.

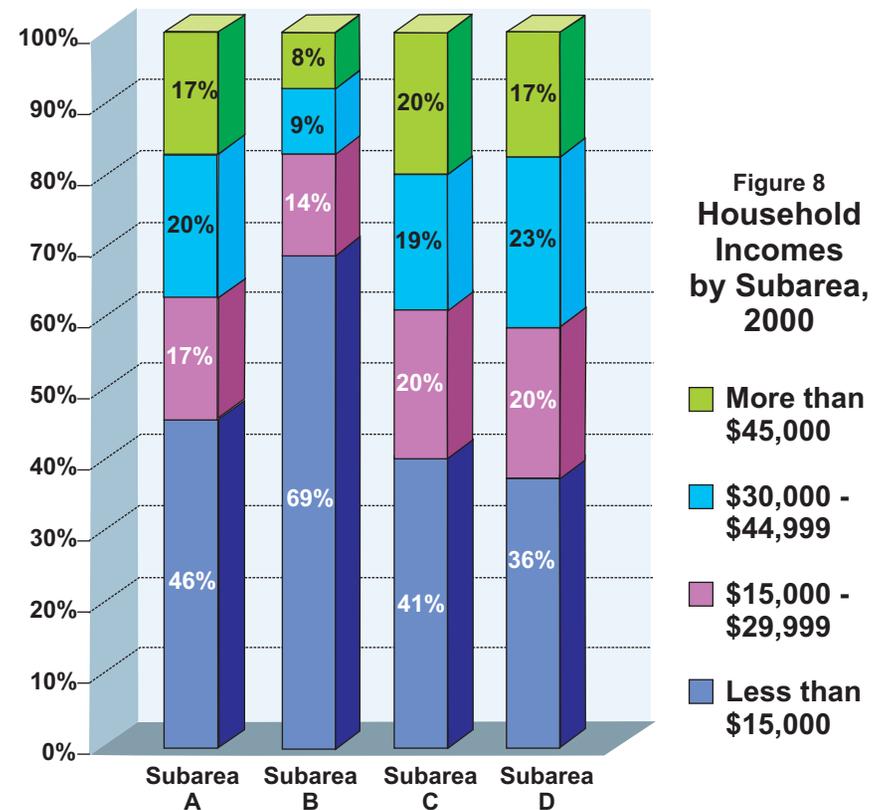
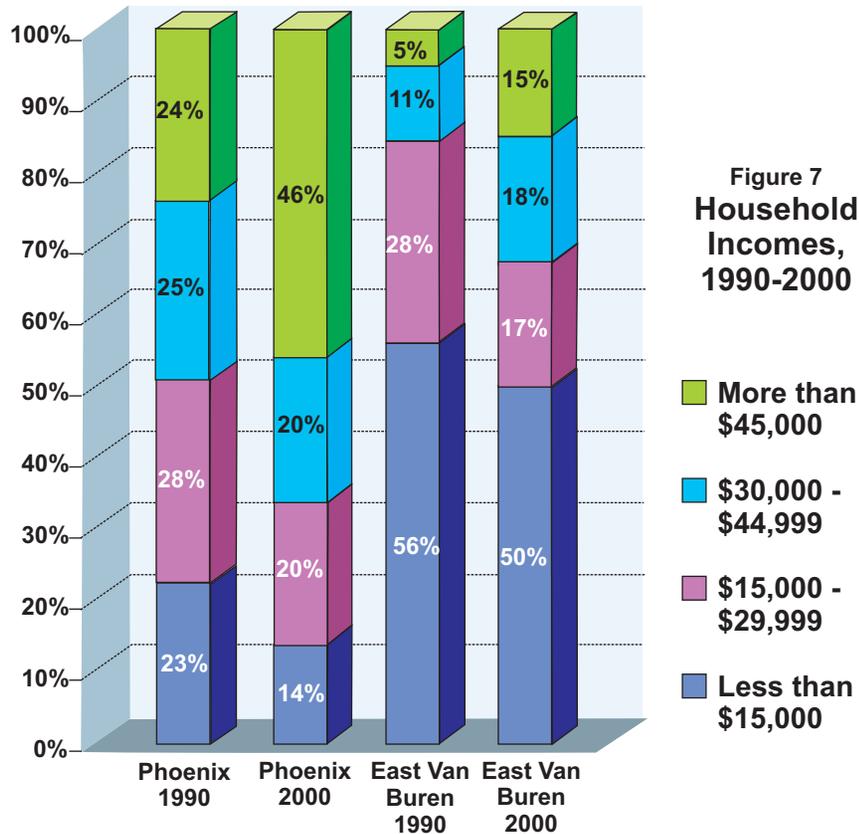
Figure 7: Household Income 1990-2000

shows that in the year 2000, 85 percent of households in the study area earned less than \$45,000, the median County income, compared to almost half that percentage city wide. In that year 50 percent of the households in the study area earned less than \$15,000 compared to 14 percent of the households in the city.

In 1990, the County median income was approximately \$30,000 per year, and 84 percent of the households in the study area had incomes

at or below \$30,000 per year, compared to 51 percent citywide.

As shown in **Figure 8: Household Income by Subarea**, in 2000 household incomes were least in sub-area B, with 92 percent of all households having annual income less than \$45,000. In sub-area A 83 percent of the households had annual incomes less than \$45,000. The study area is not keeping up with citywide trends of increase in household income.

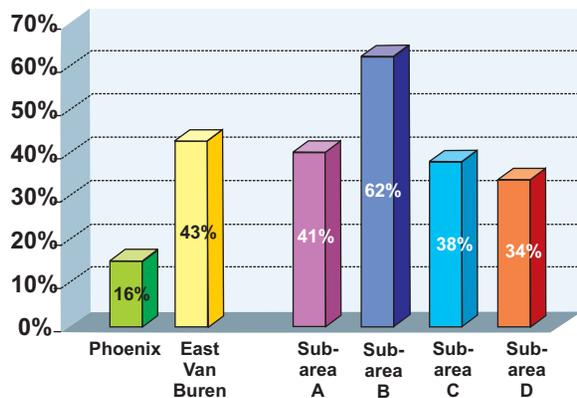


Poverty

Areas containing high number of persons below poverty level have more serious economic problems and need increased social services. Further, as the development of commercial centers and retail activities depends on population size and income level of an area, these services may not be available in such areas.

Figure 9: Persons below Poverty Level, 2000 provides an indication of the relative wealth within the study area by comparing the personal incomes to the federally designated poverty levels. The 2000 Census shows that 43 percent of people in the study area were below the poverty level. This is almost three times the city average of 16 percent. In each of the subareas, the number of people below poverty level significantly exceeded the citywide average; with Subarea B (62 percent) having four times the city average.

**Figure 9
Persons below
Poverty Level, 2000**



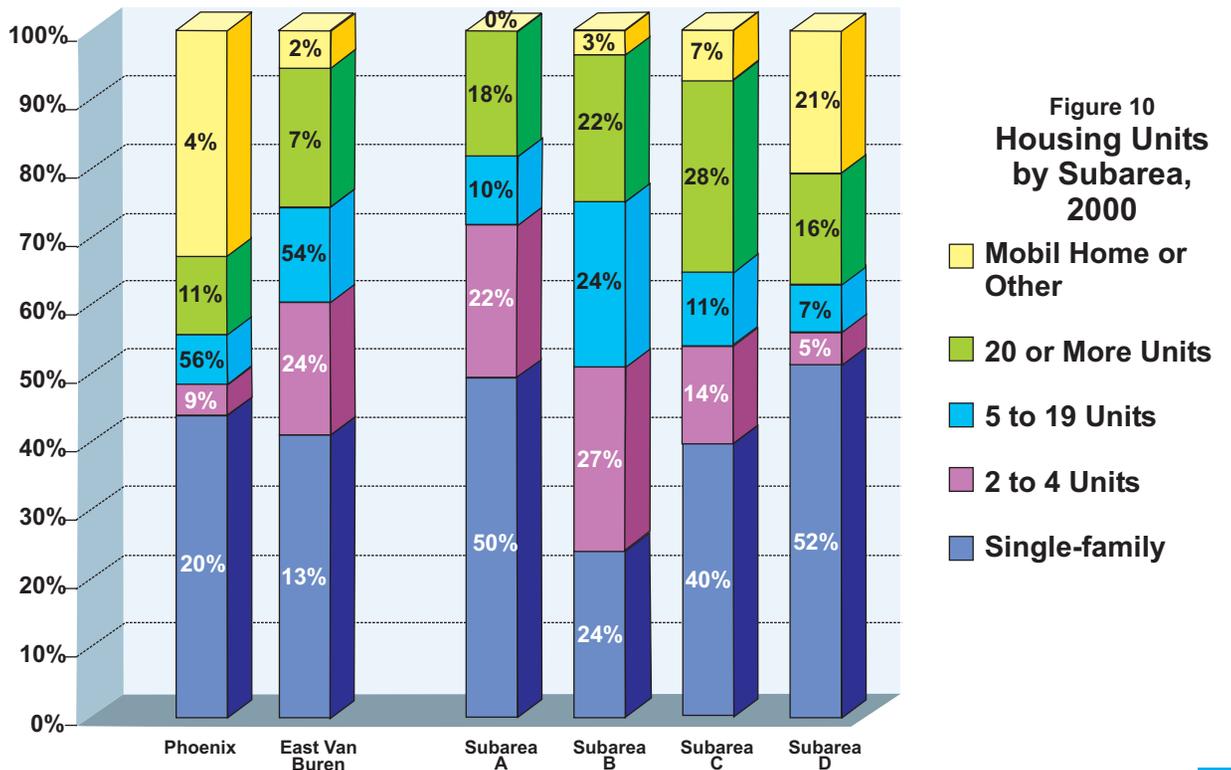
Housing Characteristics

Housing Type

This describes the type of structure in which a unit is located (single-family, multifamily, mobile home). The type of housing is not necessarily an indicator of neighborhood stability. However, the predominant type of housing helps to understand the character of the area.

Figure 10: Housing Units, 2000 compares housing types for the study area and the city as a whole. Although considerably lower than the city average (63%), single-family homes were

the predominant housing in the study area (42%). While each of the subareas was below the citywide rate, at least one half of the residences in Subarea A and D were single family. With the exception of Subarea D, small apartment developments in the low density (2 to 4 units per acre) and moderate density (5 to 19 units per acre) ranges provide significant amounts of housing in Subarea A (32%) and Subarea B (51%). These developments typically do not have the parking, landscaping and open space/recreational amenities typical of larger or newer developments. Subarea D has a large percentage of mobile homes or other types of housing (21%).



**Figure 10
Housing Units
by Subarea,
2000**

- Mobil Home or Other
- 20 or More Units
- 5 to 19 Units
- 2 to 4 Units
- Single-family

Owner/Renter Occupied

Ownership of housing is an important indicator of neighborhood stability. Owners who occupy their properties tend to have a stronger commitment to the neighborhood than renters. Owners have a greater financial investment in the area, maintain their property and enhance its value, move less frequently, and have greater control over their own environment and housing

expenses (fixed mortgage). Renters have less control over rents, property maintenance and security. While many renters may be committed to the betterment of the neighborhood, there is less of an economic incentive for them to improve the neighborhood. Residential turnover is frequent in areas with high concentrations of rental units. Stability and continuity is therefore more difficult to establish.

As depicted on **Figure 11: Housing Occupancy 2000**, 27 percent of the housing in the study area was owner-occupied in 2000, almost half of the city average of 57 percent. Although subarea D had some mobile homes and trailer housing, it had the highest percentage of ownership (46%) in 2000.

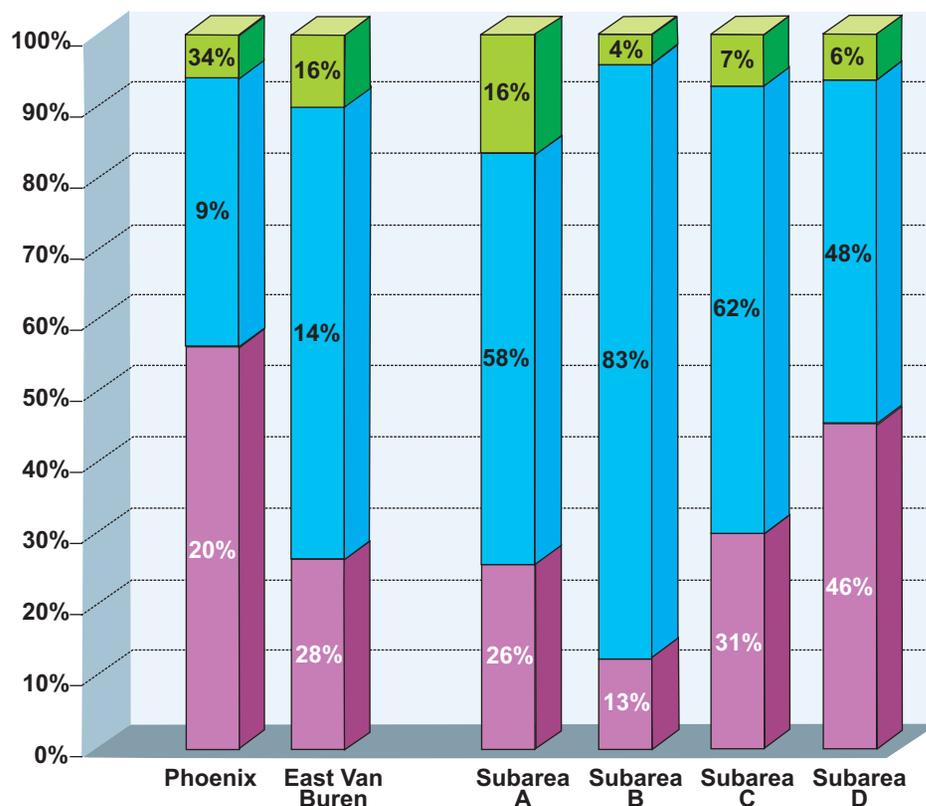


Figure 11
Housing Occupancy
by Subarea, 2000

- Vacant
- Renter
- Owner

Vacancy Rate

This is an important indicator of neighborhood stability. Vacancy rates tend to be higher in rental versus owner occupied units (owners need to sell before moving) and higher in multifamily areas (rental). A high percentage of rental properties in the area indicate that it is less desirable than areas with lower vacancy rates. With the exception of Subarea A, the

vacancy rate throughout the study area was generally consistent with the city average in 2000. Subarea A had the highest rate (16%), almost triple the citywide average (6%).

Overcrowded Housing

According to the U.S. Census definition, housing units containing more than one person per room are overcrowded. Overcrowded housing is an

indicator of neighborhood instability. Where overcrowding rates are high the population trends to have lower income and is more transient. As noted in [Figure 12: Persons per Room, 2000](#), the study area's 42 percent significantly exceeded city averages of 13 percent in overcrowded housing. Extreme overcrowded conditions (1.51 persons per room or more) were found in each of the East Van Buren subareas.

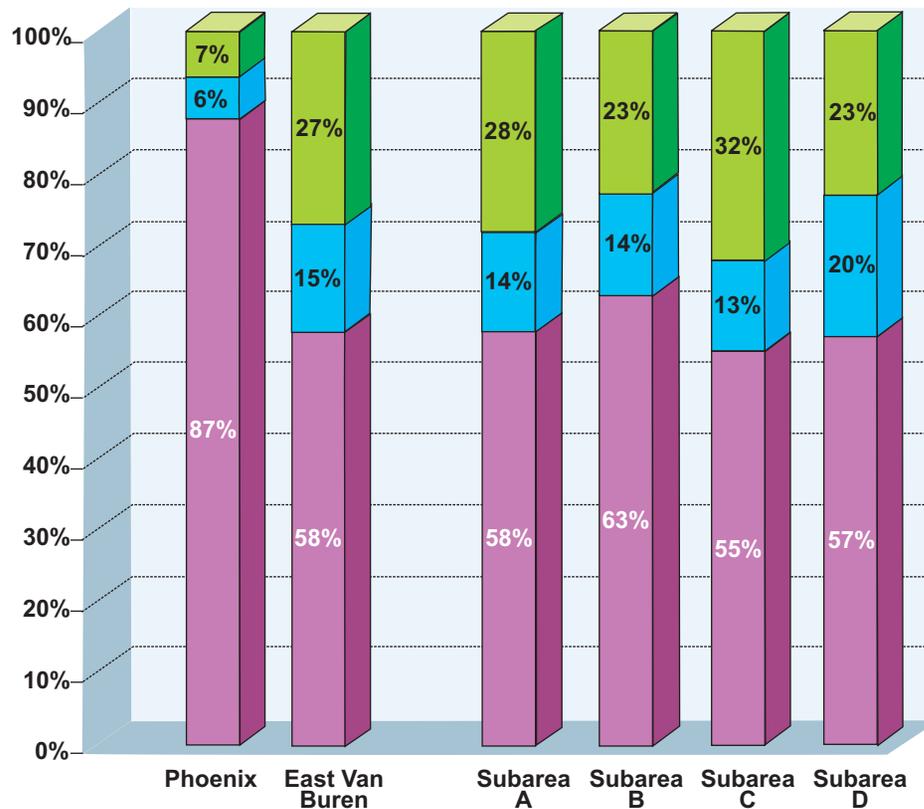


Figure 12
Persons per Room
by Subarea, 2000

- 1.51 or more
- 1.01 - 1.50
- Less than 1.00

Crime Statistics and Trends

For reporting purposes the city is divided into 2,200 grids, each approximately one-quarter square mile in size, for which crime information is collected. The East Van Buren study area consists of 24 such grids. Crimes are divided into two general categories of violent (crimes against people) and property. Violent crime consists of homicide, sexual assault, aggravated assault, and robbery. Property crimes consist of burglary, theft, auto theft and arson. Crimes committed are also identified (if they can be) as being drug, gang and/or domestic violence related. Crime rates as the number of crimes per 1,000 persons are presented in [Table 7](#). Information presented in this manner allows for comparisons to citywide averages and changes in crime situation over time.

In the year 2002, the number of crimes in the study area and each of its four subareas exceeded citywide averages for all categories of crime. Violent crimes occurred three, four times or more than the city average, with some of the greatest differences found in Subarea D. Subarea D also had the highest rate in the study area for property crimes and domestic violence. Drug related crimes throughout the study area exceeded the city average (6.2 per 1,000) by three to six times, with Subarea D having the highest rate at 35.4 per 1,000 persons. Gang related crimes also exceeded the city average with Subarea D having the highest rate at 2.7 per 1,000 persons. Subareas A, B and C had drug related crime rates significantly over the city average.

Prostitution remains a major problem along Van Buren Street. Low cost rooms that rent by the hour encourage this activity. Increased policing and other law enforcement initiatives have helped to reduce prostitution along Van Buren Street. Law enforcement officials believe that removing buildings that encourage prostitution and establishing new businesses will further decrease the trade.

The Police Department's drug enforcement program has also been effective in reducing related crimes. Law enforcement officers believe that provision of additional alternative facilities such as gymnasiums, community centers, sports facilities and parks will help decrease drug related crimes.

Table 7
Crime Rates per 1,000 Persons, 2002

	City Wide	Study Area	Subarea A	Subarea B	Subarea C	Subarea D
Violent Crimes						
Homicide	0.2	0.8	0.7	1.0	0.6	0.8
Sexual Assault	0.5	1.7	1.7	1.6	1.7	2.2
Aggravated Assault	4.1	12.6	8.7	16.3	13.3	16.0
Robbery	2.8	8.4	4.9	11.5	7.2	15.5
Property Crimes						
Burglary	31.1	37.1	32.9	40.0	26.8	66.5
Theft	23.5	33.3	27.6	43.3	26.1	47.3
Auto Theft	24.4	47.3	29.7	50.4	36.4	118.6
Other Crime						
Drug	6.2	25.1	15.8	34.2	25.1	35.4
Gang Related	0.7	1.4	1.1	1.6	1.1	2.7
Domestic Violence	10.7	17.3	14.1	19.4	17.4	22.8

DEVELOPMENT TRENDS

Overview

A balanced community provides a reasonable mix of housing at varying densities, commercial service and retail activity, parks and schools to serve the population and employment opportunities. Analysis of existing land uses and the community's pattern of development help to identify opportunities and constraints for community conservation, rehabilitation and redevelopment.

Since the 1960's, Van Buren Street has been lined with numerous motels of different sizes, styles and quality, and other highway-oriented businesses such as used auto sales, auto repair and gas stations. Over the last four decades, however, the character of development has changed. Gone are the few neighborhood retail and service uses, including the Safeway located at the southwest corner of 24th Street and Van Buren and several smaller, family-owned grocery stores that supported the Van Buren corridor and nearby residential neighborhoods. Many of the trailer parks that once served winter visitors are now vacant properties. Others, like many of the motels, cater to a transient and poorer community. The changing character of development also includes vacant lots, abandoned buildings and institutional activities such as the Salvation Army complex at 27th Street, the women's prison at 32nd Street (now vacated) and transitional housing for persons and families in need. Many of the residential enclaves located between Van Buren and Washington Street have deteriorated with heavy commercial and industrial activity encroachment.



Casa Nueva Apartments, 18th Street

While some development (such as the Casa Nueva Apartments at 18th Street and Van Buren) has occurred, only the extreme east and west ends of the study area have seen significant redevelopment activity. East of 7th Street major land assemblage allowed construction of the Renaissance Condominiums and Park Place apartments. Along Washington Street, between 7th and 16th Street, redevelopment activity has resulted in several new and refurbished garden office buildings, as well as many single-family



Gateway Community College, 40th Street



Camden at Copper Square, 9th Street

homes. East of the study area, at the "Gateway core", a major employment center has developed at 44th Street. At 40th Street, between Van Buren and Washington, the Gateway Community College campus provides a new anchor to encourage redevelopment activity.

North of Van Buren Street, many residential neighborhoods contain a mix of both single-family and multifamily housing. While some neighborhoods or residential blocks within neighborhoods have well-maintained properties, others contain substandard housing, trailer parks, vacant lots and poor property maintenance.

Characteristics found in the General Plan for the area and in existing land use and zoning patterns will influence the direction and nature of development within the study area. [Table 8](#)

presents a comparison by land use for each of these categories. [Maps 18, 19 and 20](#) present the area's [existing land use](#), [zoning](#) and the [General Plan](#) respectively.

Table 8
East Van Buren Study Area
Land Use by Category

Use Category	Existing Land Use		Existing Zoning		Proposed General Plan	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Single Family	384	23%	255	12%	702	32%
Multi-family Low Density	219	13%	312	14%	375	17%
Multi-family High Density	71	4%	884	40%	49	2%
Commercial	235	14%	562	26%	604	29%
Hotel	48	3%	-	0%	-	0%
Industrial	88	5%	165	8%	1	0%
Public / Quasi Public	451	26%	-	0%	442	20%
Parks / Open Space	15	1%	-	0%	5	0%
Vacant Land	183	11%	-	0%	-	0%
Total	1,694			2,178		2,178

The Existing Land Use categories in developed areas of the city do not include street right-of-way.

There are significant differences in the area among the existing land use, the zoning and the land uses proposed by the General Plan. Single-family represents 23 percent of the total existing land use in the study area, but only 12 percent of the zoning. Over one-half of the single-family residential development occurs on land zoned for multiple family uses. Most of this is spread throughout the Garfield neighborhood, between 7th and 16th streets, and the single-family residential pockets between 20th and 24th streets, the area north of Maricopa County Hospital and the residential enclaves located between Washington and Van Buren Street. Property owners in these areas could redevelop their properties at much greater densities than currently developed. Over time, this could significantly change the character for many of these neighborhoods.

Commercial land use, including hotels, represents 17 percent of the study area, although 26 percent is zoned for such activity. Most of the difference is made up of vacant land, land along 20th Street that has been incorporated into the I-10 Freeway and school sites located along both Van Buren and Washington Street. Public (school and churches) and Quasi-Public (hospitals and institutional activities) land uses make up 26 percent of the study area. The city's General Plan land use designations generally reflect the land use pattern of the area.

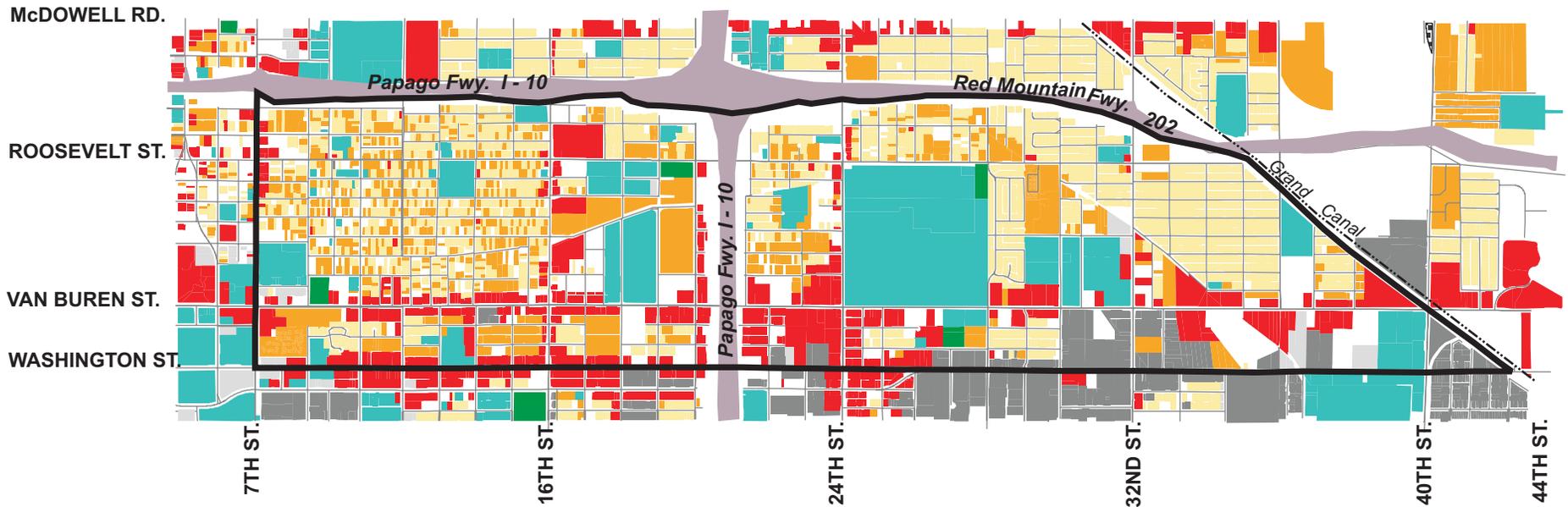
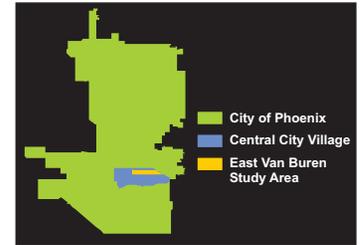
Existing Land Use Development

A comparison of the existing land use of all developed land citywide to the study area provides an insight into to the character of the area. Approximately 49 percent of all developed land citywide is used for residential purposes, compared to 40 percent in the study area. Of

EAST VAN BUREN CORRIDOR STUDY

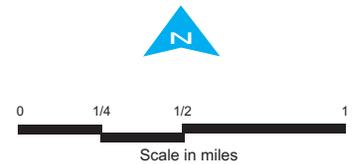
Generalized Existing Land Use, 2001

MAP 18



LEGEND

- | | |
|---------------------------|-------------------------|
| EVBCS Boundaries | Public/Quasi Public |
| Single-Family Residential | Parking |
| Multi-Family Residential | Recreational Open Space |
| Commercial | Vacant |
| Industrial | |

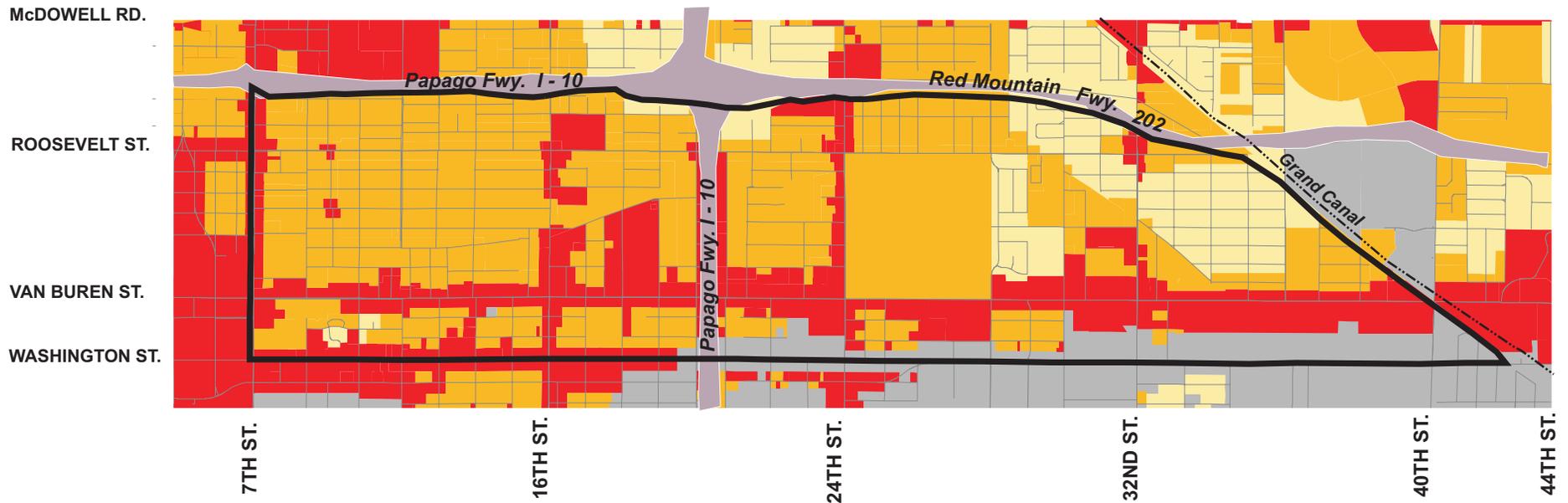
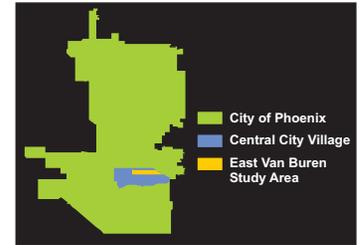


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Generalized Zoning, 2001

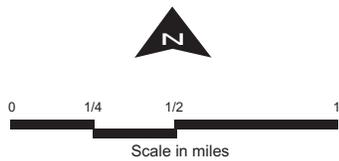
MAP 19



LEGEND

-  EVBCS Boundaries
-  Single-Family Residential
-  Multi-Family Residential
-  Commercial
-  Industrial

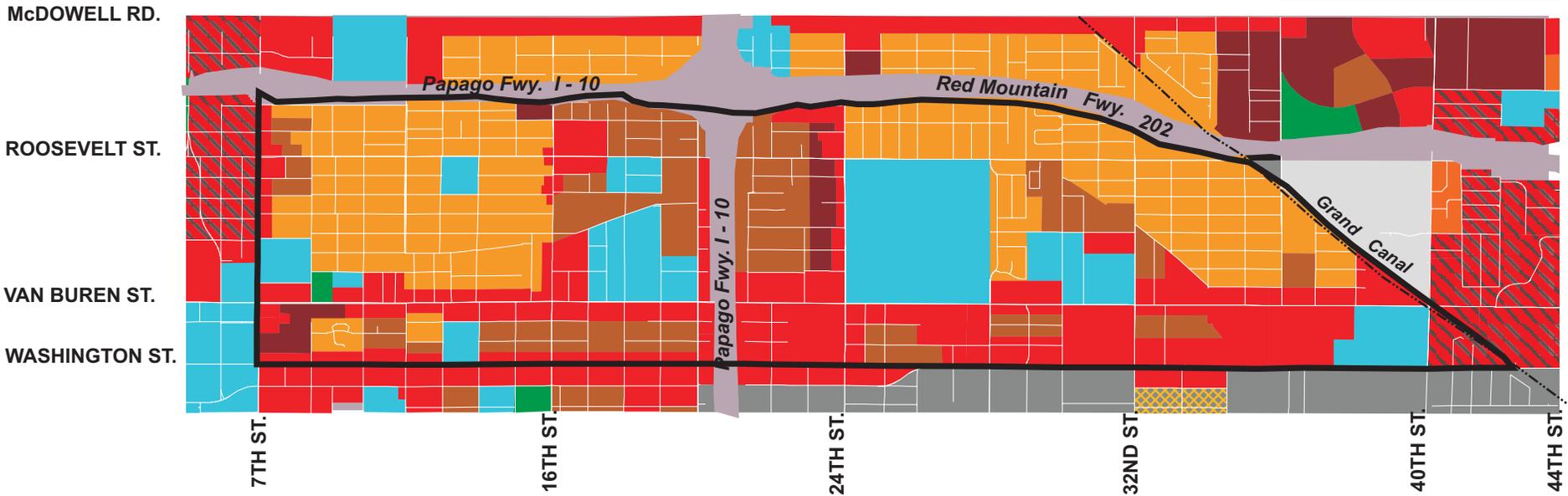
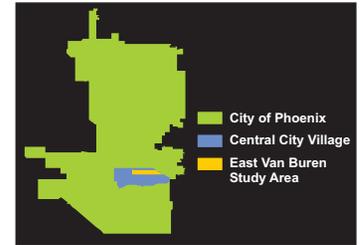
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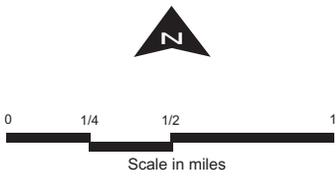
General Plan

MAP 20



LEGEND

- EVBCS Boundaries
- 3.5-5 Du/Acre - Small Lot
- 5-10 Du/Acre - Small Lot
- 10-15 Du/Acre - Higher Density - Attached Townhouses, Condos or Apartments
- 15+ Du/Acre - Higher Density - Attached Townhouses, Condos or Apartments
- Commercial
- Industrial
- Commerce/Business Park
- Public/Quasi Public
- Transportation
- Parks/Open Space - Publically Owned
- Mixed Use
- Mixed Use Transition



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January 2003

the residentially developed land citywide, 83 percent is used for single-family residences compared to 57 percent within the study area. Land devoted to low density multifamily (5 to 15 dwelling units per acre) development is almost triple the citywide rate. The largest concentration of existing single-family homes is between 24th and 36th street. East of 36th Street there is a high concentration of older mobile home parks. Many of the residential areas south of Van Buren are experiencing development pressures from non-residential uses. The residential enclaves south of Van Buren Street also have illegal land uses and property maintenance problems.

Citywide commercial activities occupy approximately six percent of the developed land, compared to 14 percent in the study area. Currently there are no retail shopping centers or major grocery stores within the study area. Commercial activity generally consists of strip commercial development along the major streets. Although the general highway-oriented character of commercial activity has not significantly changed over the years, today there are fewer neighborhood-oriented retail uses.

Industrial activity in the study area (five percent of the land) is less than the citywide rate (nine percent). This development is generally limited to small transportation, warehousing and distribution facilities south of Van Buren, between 28th and 36th streets.

The greatest differences in existing developed land are found in the public/quasi-public and the parks/open space categories. Citywide public/quasi public uses make up eight percent of developed land, compared to 26 percent in the study area. These land uses include St.

Luke's Hospital located on the north side of Van Buren, between 17th and 19th streets, and the Maricopa County Hospital and State Mental Hospital facilities located northeast of 24th Street and Van Buren. Also included are the school sites and churches found throughout the study area.



St. Luke's Hospital, 19th Street

Approximately 11 percent of the corridor consists of vacant land. The majority of the large parcel vacant lands are located along the major streets, particularly Van Buren Street. For redevelopment purposes, land is available from property currently used as open storage commercial or industrial activity. Scattered vacant lots are found throughout many of the residential areas, particularly the Garfield neighborhood.

Although no review of building or property conditions has been undertaken, there is evidence of zoning and property maintenance violations throughout the East Van Buren



Vacant land, 36th Street

corridor. Neighborhood appearance and individual property maintenance influence decisions to invest in the area. Poor maintenance indicates lack of neighborhood pride, a lack of income to maintain property or an inability to take care of the property. Lack of property maintenance will affect neighborhood stability if no corrective action is taken. Neighbors who can afford to will move, causing a further spiral of decline as property is sold to households with less of an ability to maintain their property or who have lower expectations for the neighborhood.

Existing Zoning

Zoning is a legal mechanism that divides the city into districts and establishes development standards, such as density, height, setback, landscape and parking requirements. Zoning regulations are intended to protect existing land uses and assure that uses are compatible with each other and with available public facilities and services. However, zoning districts and

patterns of development may not always coincide and development may be less intense than the underlying zoning district would otherwise allow. For instance, single family residences have been constructed in multifamily districts and residential and commercial uses remain in areas rezoned for industrial purposes.

The city's "R1" and "R" districts allow for a range of single-family and multi-family density development. The R1-6 found in the study area allows one single residence to locate on each individual lot. Lower density areas, such as R-3 zoning, typically allow a duplex on a standard 6,000 square foot lot and four to eight-plexes on larger properties. These moderate density residential developments typically do not have open space or other amenities for their residents. Larger complexes, found under higher density projects (R-4 and R-5 zoned properties), are better designed with controlled parking areas, landscaping and recreational amenities. They are more likely to be professionally managed and have on-site maintenance staff.

Sixty-six percent of the study area consists of residentially zoned land, compared to 82 percent citywide. Of the residentially zoned land, single-family zoning represents 23 percent of the in the study area, compared to 88 percent citywide. A high percentage of multifamily zoned land in a neighborhood may discourage development of single-family homes. This is due to the uncertainty over the character of redevelopment that may later occur.

The C-1 and C-2 districts provide for a variety of retail services and activities that generally support surrounding neighborhoods. The C-3 commercial district allows for intensive commercial uses, including outdoor storage.

Approximately six percent of the city is zoned for commercial use, compared to 26 percent within the study area. The commercial zoning is found in strip developments along the major street. With the exception of the K-Mart at 16th Street and Roosevelt, there are no commercial retail uses found in the area.

The A-1, A-2, Industrial Park and Commerce Park districts, allow for a wide range of industrial activity, under varying development standards. Citywide, 11 percent of the land is zoned for industrial purposes, compared to eight percent in the study area. All the industrial zoned land in the study area is A-1 and is located along Washington Street frontage, east of 20th Street. This district allows warehousing, manufacturing and intensive industrial activity such as junkyards and other outdoor activity. Unlike the newer Commerce Park districts, the A-1 district offers little in the way of building setbacks and landscape amenities to transition or buffer adjacent land uses.

General Plan

The **General Plan for Phoenix** consists of 16 general plan elements and the **General Plan Land Use Map**. The General Plan provides direction for the growth, conservation and redevelopment of all physical aspects of the city through its goals, policies and recommendations. Important to the study area are the infill and incompatible land use sections of the Land Use element, the neighborhood protection portions of the Circulation element and the Housing, Neighborhood and Conservation, Rehabilitation and Redevelopment elements. These General Plan elements present goals, policies and recommendations that encourage and support revitalization activities.

General Plan land use designations found in the study area are generally consistent with the area's zoning pattern, with the exception that residential areas with a dominant single-family character have been designated for lower density than what the existing zoning otherwise allows.

The General Plan is used to estimate future infrastructure needs for an area. For planning purposes, standard factors are used to project housing units, population and number of school students that may result from changes of land use. These factors, presented in **Table 9** below, are generalized to describe citywide conditions and therefore do not account for unique population and housing characteristics found in the study area.

Table 9
General Plan Land Use Factors

Land Use	Dwelling Units/Acre	Population/Dwelling Unit	Students/Dwelling Unit	
			Elementary	High School
3-5 du/ac.	4.5	2.8	.65	.37
5-10 du/ac.	8.	2.8/1.9*	.33	.14
15+ du/ac.	22.	1.9	.12	.07

* Assumes a single-family/multifamily split of 80/20 percent

ISSUES OF STABILIZATION AND REVITALIZATION

Much of Van Buren Street and the adjacent neighborhoods have seen decline and unstable conditions evolve over the last 30 years. Existing land use, the character of development and the physical conditions of properties vary widely. Land use conflicts, where incompatible uses locate adjacent to each other, are found throughout the study area. Many residential areas, encroached upon by non-residential activities, have deteriorated. Likewise, many strip commercial properties have become marginal in use or abandoned. They have not been able to adjust to changing market conditions due in part to conditions such as parcel size and configuration, not having sufficient parking, and obsolete or poorly placed buildings. Unlike commercial center development, strip commercial development creates conflicts with adjoining neighborhoods. Traffic conflicts also increase due to the number of driveways, each accessing an individual business.



Narrow lot widths, lack of landscape, parking and building setbacks and adult uses, 16th Street

Constraints

The East Van Buren study area (3.4 square miles) is large and diverse in its physical and socio-economic make up. Comprehensive revitalization efforts should focus on smaller areas that enhance existing strengths and show visible success. As with any revitalization area, there are constraints that limit or direct future actions. The following is a partial list of these limitations.

1. There are a large number of one lot deep commercial properties that back up to residential uses. Most new commercial development requires a larger area for building, landscaping and parking. Acquiring adjacent residential lots for expansion or redevelopment involves a difficult, expensive and time consuming process which includes negotiating with multiple adjacent owners, developing plans for new construction and rezoning additional area to commercial.
2. Many older commercial buildings are built to the street property line. Limited access to parking hampers reuse potential.
3. The quality of existing development along Van Buren Street is low, with numerous blighting uses. This affects investment decisions when blight may remain.
4. The dominance of auto dealerships and loss Van Buren's travel oriented businesses has resulted in marginal reuse of many properties, adding further uncertainty to investment decisions.
5. The Van Buren corridor is stigmatized by prostitution and crime.
6. Public and quasi-public uses take up large amounts of land and typically do not support continued redevelopment activity.
7. The number of households and household incomes in the area not adequate to support neighborhood-oriented retail and market rate residential development. Industrial and airport activity to the south and the freeway to the north limits the service area for commercial development.
8. Existing C-3 and A-1 zoning district standards and permitted uses, including open land use and used car sale activities, do not assure future compatibility with redevelopment.
9. Changing population and household characteristics have affected neighborhood stability.



Open auto sales facility typical use along Van Buren Street

Neighborhood improvement strategies will differ for stable neighborhoods and areas considered to be declining or deteriorated. Commercial revitalization strategies vary based on market conditions and the need and ability to assemble land. The type, amount and timing of revitalization activity is influenced by nearby:

1. Resources available (city, other government, nonprofit and private),
2. Amount of participation and degree of commitment of neighborhood residents, and business owners,
3. Existing land uses and the possible land uses allowed by existing zoning and plans for the area (General Plan and redevelopment area plans)
4. Market conditions including the number of people within a given service area and household income.

Redevelopment potential also involves consideration of the condition of existing infrastructure (streets, water lines, sewer lines, etc.) and its capacity to support new activities. Upgrades and improvements may be needed, with substantial costs in time and dollars. Private investment decisions will also consider the attractiveness of the area in terms of its schools, crime rate, access to employees and the availability of both public (parks and recreation) and private (health care, retail) services.

Revitalization Strengths

Given the size and diversity of the study area, revitalization activities need to build upon the strengths and, when practical, address multiple

revitalization objectives. The following strengths and opportunities exist within the East Van Buren study area.

1. Proximity to Sky Harbor International Airport, regional freeways and future light rail transit provides good regional and international access for residents, employees and businesses.
2. Large vacant or underutilized parcels provide assemblage opportunities for commercial and residential redevelopment on the eastern end of Van Buren Street.
3. Businesses south of Washington Street have shown an interest in relocating north of Washington Street. Opportunities exist to accommodate this desire by acquiring and removing blighted properties and assembling them for redevelopment.
4. Airport related redevelopment south of Washington will provide employment opportunities that may encourage retail services and housing for employees.
5. Potential for transit oriented development around 12th, 24th, 38th and 44th streets station locations. Station area planning and an overlay zoning district for all the stations and should examine potential for mixed use, pedestrian-oriented development north.
6. A multi-modal transit station connection to airport is planned at 44th Street. This area has potential for motel development as well as restaurants serving travelers and employees.
7. Hospital campuses (Maricopa County, St. Luke's and Good Samaritan) provide stability within their respective

neighborhoods, offer a wide range of employment opportunities, and have expansion potential.

8. State Land Department property at 40th Street, Fillmore to McDowell consists of 165 acres of vacant land. Existing zoning allows a mix of housing, retail and employment uses that will have a residual benefit to the area. Pedestrian connections may be provided over the Grand Canal.
9. There is redevelopment potential around 32nd Street and Van Buren. The former women's prison site may be assembled with adjacent property. The site is next to a school, the Celebrity Theater and one-quarter mile to the light rail transit station.
10. There is expansion potential at 40th Street. (Gateway Community College with 400 employees, 10,000 students).
11. There is potential for infill housing development within residential enclaves located between Van Buren and Washington Street.
12. There is an opportunity to build on Van Buren's corridor connection between Downtown Phoenix and the Tempe ASU campus. There are also educational and institutional linkages with Gateway Community College, State/County hospital campuses and St. Luke Hospital campus.

Subarea Overview

The following profiles each of the four subareas that make up the East Van Buren study area

Subarea A Profile of Existing Conditions - 7th and 16th Street

1. Adjoins the Downtown core and has excellent access to the regional freeway system.
2. North of Van Buren Street, the Garfield Neighborhood has developed a strong community based organization that has worked with various governmental and non-profit agencies on revitalization measures. The focus has been on residential rehabilitation and infill housing construction.
3. Along Washington Street, land assemblage has removed blight conditions for office and retail redevelopment. This has enhanced the entry into the Downtown core and separates Washington Street traffic from adjacent residential areas.
4. Single-family infill development continues in the residential enclaves between Washington and Van Buren Street.
5. Land assemblage on the western end of Van Buren Street has removed blight conditions and allowed multifamily, commercial and public use redevelopment. This has enhanced the entry into the Downtown core.
6. Commercial properties fronting Van Buren, 7th, and 16th streets have shallow depths, limited parking, obsolete buildings and development standards. Land in these areas is difficult to reuse or assemble for redevelopment.

Subarea A Opportunities

1. Strength of Downtown core development and relatively low land costs support

continuation of the residential infill incentives of the area.

2. Land assemblage and redevelopment along 7th Street should support redevelopment opportunities to the west, with linkage to Central Avenue and Margaret T. Hance Park.
3. Light rail transit station area planning and transit oriented development overlay district will encourage revitalization around 12th Street and Washington

Subarea B Profile of Existing Conditions 16th to 24th Street

1. Area is bisected by I-10 Freeway.
2. North of Van Buren Street, west of freeway is characterized by St. Luke's Hospital and Medical Center and Frank Luke Public Housing. East of the freeway residential neighborhoods have a mix of housing types and vacant lots.
3. Between Van Buren and Washington Street, west of the freeway is characterized by the Sidney P. Osborn Public Housing and the newly constructed Casa Nueva Apartments. Remaining residential streets consist of single and multiple residential units with vacant lots scattered throughout. East of the freeway are commercial and light industrial activities.
4. West of the freeway, commercial properties fronting Van Buren and Washington streets have shallow depths, limited parking, obsolete buildings and development standards. Many properties have vacant buildings, outdoor uses or are vacant land. Van Buren Street is dominated by used car

sales, auto related retail and older motels, and several abandoned buildings.

Subarea B Opportunities

1. Public and institutional investment supports medical expansion adjacent to St Luke's Hospital and residential infill incentives west of the freeway, between Roosevelt and Washington Street.
2. Light rail transit station area planning and transit oriented development overlay district will encourage revitalization around 24th Street and Washington.

Subarea C Profile of Existing 24th to 32nd Street

1. Maricopa County Hospital (currently under expansion) and the Arizona State Hospital complexes occupy 160 acres from 24th to 28th Streets, between Van Buren and Roosevelt. The State complex, surrounded by fencing, is closed to the surrounding community.



Arizona State Hospital, physical barrier to surrounding community

2. North of Roosevelt Street are stable residential neighborhoods. Some vacant lots are located within the western half of this area.
3. Wilson School District campus, located at 30th Street and Fillmore and St. Mark's Catholic Church and school are focal points for the surrounding neighborhood.



Wilson Elementary School on 30th Street

4. Van Buren Street is dominated by hotel developments and the converted hotel sites for the Salvation Army regional headquarters/residential complex and State Women's Prison (recently closed).

Subarea C Opportunities

1. There are opportunities for single-family infill housing on scattered lots north of Roosevelt Street.

2. Properties along Van Buren Street, east of 28th Street, offer good assemblage, commercial redevelopment opportunities (sufficient lot depth and frontage, some vacant lots).
3. There are opportunities to assemble land for multifamily residential and single-family infill housing south of Van Buren between 28th and 30th streets.
4. There are opportunities for mixed-use redevelopment at the northwest corner of 32nd Street and Van Buren (vacated women's prison site).
6. Strategic properties, identified as blighted or havens for illegal activities, should be targeted for acquisition and redevelopment.



St. Mark's Catholic Church on 30th Street

Subarea D Profile of Existing Conditions 32nd to 40th Street

1. A stable single-family neighborhood exists north of Van Buren, between 32nd and 36th Street.
2. David Crocket Elementary School, located on the south side of Grand Canal, is a stable influence on the area.
3. Institutional residential housing facilities (United Methodists Outreach Ministries and New Day Center family transitional housing), and trailer parks are located along Van Buren Street.
4. Gateway Community College anchors the east end of the Van Buren corridor.

Subarea D Opportunities

1. Properties along Van Buren Street offer good assemblage opportunities (sufficient lot depth and frontage, large vacant parcels), to create large sites for redevelopment.
2. There are opportunities to assemble land for multifamily residential and single-family infill housing north of Van Buren, east of 36th Street.
3. The Grand Canal is a recreational amenity and provides an opportunity for linkage to light rail transit station at 38th Street and 44th Street and Washington, close to Gateway Community College and the Gateway core. The canal also connects to other activity centers (Steele Indian School Park, Pueblo Grande). Landscape

improvements and a pedestrian bridge connection to State Land Department property on east side of canal would enhance this feature.



Trail along Grand Canal near 40th Street



Celebrity Theater, 32nd Street and Fillmore

4. Light rail transit station area planning and transit oriented development overlay district will encourage revitalization around 44th Street and Washington. Efforts should include the potential for Gateway Community College expansion and redevelopment potential of large parcels to the west.
5. Strategic properties identified as blighted or havens for illegal activities should be targeted for acquisition and redevelopment.



New commercial development on Van Buren near 38th Street; mid-rise offices and landscaped street

APPENDIX A - ARCHAEOLOGICAL RESOURCES

In the State of Arizona, most archaeological materials 50 years of age or older have the potential to have historic significance. Archaeological resources within the City of Phoenix include prehistoric ruins and rock-art associated with the Hohokam culture, as well as historic archaeological materials left behind by the early pioneers of Phoenix during territorial times and later.

There are five different types of archeological investigations conducted in the city of Phoenix:

- (1) an **assessment**,
- (2) a **survey**,
- (3) **testing**,
- (4) **data recovery, or mitigation** and
- (5) **monitoring**.

Each project begins with an **assessment** to determine if known archaeological resources are present within the project's boundaries, as well as in the immediate surrounding area. The City Archaeologist's Office will perform most assessments, although consultants working for the city may conduct assessments in some cases.

An archaeological **survey** may be requested for those areas within the city which do not have adequate archaeological information to determine if unknown sites may be present. These areas are generally in previously undeveloped terrain, and along desert washes and in the foothills of the Mountain Preserves. A physical examination of the property by an archaeologist walking the property is necessary and generally costs from \$15 to \$35 per acre in the Phoenix area.

Archaeological **testing** is usually required when a project is located within a known archaeological site, but the extent and integrity of the buried archaeological materials are not known. If testing reveals significant materials then additional excavations may be necessary.

Testing generally requires subsurface examination of a property through systematic backhoe trenches. Typically, a 2% sample or a backhoe trench down a centerline of a linear project costs between \$4,000 to \$150,000 depending on the size of the project.

Data recovery represents a more thorough subsurface examination of the buried archaeological materials. It is often the last step in the field work process. This step requires excavation that is more extensive with backhoe machines and can range in costs from \$25,000 to \$1.5 million, but typically does not exceed 1% of the total project cost.

Monitoring by an Archaeologist takes place during construction. If at any time archaeology is found all construction stops. Monitoring can occur instead of testing and data recovery, or in addition.

For additional information, the **City Archaeologist** may be reached at 602-495-0901.

APPENDIX B - STREET FUNCTION

The City's functional street classification reflects the typical trip distance, access controls and other considerations that the street will be designed to handle. The street hierarchy, as established by the Street Classification System adopted by the City Council in 1995, is characterized as follows:

Freeway/Expressway

- ◆ Provides for long-distance traffic movement within Phoenix and through the urban area.
- ◆ Access points are limited, typically to one-mile intervals, and there is no access provided to abutting land.
- ◆ Travel by pedestrians, bicycles and low-powered vehicles is prohibited.
- ◆ Traffic volumes are over 50,000 average daily trips (ADT).

Major Arterial

- ◆ Provides for long distance traffic movement within Phoenix and between Phoenix and adjacent communities.
- ◆ Limited access to abutting properties.
- ◆ Access controlled with frontage roads, raised medians and the spacing and location of driveways and intersections.
- ◆ Opposing traffic flows are physically separated by a raised median.
- ◆ Traffic signals are coordinated for progressive movement.

- ◆ Typical traffic volumes range from 30,000 to 60,000 ADT.
- ◆ Up to four lanes in each direction may be provided when the street serves as an extension of a freeway.
- ◆ Constructed to City standards with the adjoining development or as part of a major streets bond funded project.

Arterial

- ◆ Provides for moderate long distance traffic movement within Phoenix and between Phoenix and adjacent communities.
- ◆ Moderate access to abutting properties.
- ◆ Access controlled with frontage roads, raised medians and the spacing and location of driveways and intersections.
- ◆ A raised median or continuous left-turn lane separates opposing traffic flows.
- ◆ Traffic signals are coordinated for progressive movement.
- ◆ Typical traffic volumes range from 30,000 to 50,000 ADT.
- ◆ Two or three through lanes are provided in each direction.
- ◆ Constructed to City standards with the adjoining development or as part of a major streets bond funded project.

Collector

- ◆ Provides for short-distance (less than 3 miles) traffic movement; primarily functions to collect and distribute traffic between local and high volume arterial streets.
- ◆ Provides direct access to abutting land and some access control through raised medians and the spacing and location of driveways and intersections.
- ◆ Traffic is generally not separated, but may have a continuous left-turn lane or median. Some traffic signals are coordinated.
- ◆ Typical traffic volumes range from 5,000 to 30,000 ADT.
- ◆ One or two lanes in each direction.
- ◆ Constructed to City standards with the adjoining development.

Minor Collector

- ◆ Provides for short-distance (less than 3 miles) traffic movement; primarily functions to collect and distribute traffic between local and arterial streets.
- ◆ Provides direct access to abutting land and has some access control through the spacing and location of driveways and intersections.
- ◆ Traffic is generally not separated, but may have a continuous left-turn lane.
- ◆ Traffic signalization should discourage through traffic from using the collector street.

- ◆ Typical traffic volumes range from 1,000 to 8,000 ADT.
- ◆ One through lane in each direction.
- ◆ Typically built for speeds of 30 miles per hour (mph).
- ◆ Constructed to City standards with the adjoining development.

Local

- ◆ Provides for short-distance traffic movement (less than 2 mile); not intended for through traffic; connects to collector, minor collector and arterial streets.
- ◆ Primarily functions to provide direct access to residential, commercial, industrial and other abutting land and for traffic movements within neighborhoods.
- ◆ Traffic volumes typically less than 1,000 ADT.
- ◆ One through lane in each direction.
- ◆ Built for speeds of 25 mph.
- ◆ Constructed to City standards with the adjoining development.
- ◆ High volumes of traffic flow on major streets are accommodated by traffic signals, access controls and parking limitations. Major streets should be located at one-mile intervals and collector streets at half-mile intervals to permit high speed and direct travel between destinations and, thereby, minimize unwanted traffic on local streets.

When fully developed, street right-of-way widths include paved areas and require curb and gutter, sidewalks and typically a landscaped strip. Accepted City standard has a 50-foot right-of-way for roadways that perform basic local traffic functions. Collector and arterial streets have standards of design that relate to handling appropriate volumes and types of traffic.

APPENDIX C - ZONING DISTRICTS

A wide array of zoning exists within the study area. As described in the **Zoning Ordinance**, the following defines the purpose of each district.

Residential Districts

Residence districts are established in recognition of a need to provide areas of the city devoted primarily to living functions. In order to preserve these areas from the distractions and adverse impacts, which can result from immediate association with non-residential uses, these districts are restricted to residential and appropriate accessory uses. These regulations are designed to promote the creation and maintenance of areas in which individual families may pursue residential activities with reasonable access to open space, and streets or roads, in a setting which is not negatively impacted by adjacent uses.

Single-family districts allow one dwelling unit per lot, which may be owner or renter occupied. Within the East Van Buren study area, only the R1-6 single-family district exists.

The purpose of the multifamily residence districts is to provide for alternative living styles including rental, condominiums and single ownership of land with multiple units thereon or single or attached townhouses. The density ranges offered are intended to allow for a greater interaction of residents with at least the opportunity for less individual maintenance, unit cost, and size as compared with a conventional single-family residence. Design options offered in the multifamily districts are intended to provide flexibility as to unit placement, variable yard requirements, more reasonable and practical use of open spaces, staggered height limits up to three (3) and four (4) stories and more standardized parking and street

improvement requirements. These are intended to increase a project's livability, with amenities that include landscaping, recreational facilities, and project design. Exterior standards are intended to provide a better fit of the project to the neighborhood environs. Criteria relating to setbacks, screening and landscaping are intended to reduce noise, maintain privacy and minimize psychological feelings to a change in development character and avoid any adverse effect on property values.

District	Base Density du/acre
R-2	10.0
R-3	14.5
R-3A	22.0
R-4	29.0
R-4A	43.5

Commercial Districts

CO (Commercial Office District). The CO district is intended to provide office use as an appropriate transition between intense commercial activities and nearby residential uses. Due to the variety, scale and intensity of office development, this district is established with a general office and major office option. Specific performance standards to mitigate the development impacts of office development, including standards for screening of mechanical equipment, parking lot screening, parking lot lighting, vehicular access and landscaping are required.

C-1 (Neighborhood Retail District). The C-1 district allows light neighborhood type retail

and customer service uses designed to be compatible with each other and nearby residential districts. Multifamily residential uses are also permitted under the R-3 district standards (14.5 dwelling units per acre).

PSC (Planned Shopping Center). The PSC district is intended to provide well-designed retail shopping facilities in appropriate location. Changes to the development standards of the "C" commercial districts have made shopping center development under those other standards more attractive for both the developer and adjacent residential neighborhoods.

C-2 (Intermediate District). The C-2 district allows commercial uses of medium intensity designed to be compatible with each other and to provide for a wide range of types commercial activity within the district. Multifamily residential uses are also permitted under the R-3 district standards (14.5 dwelling units per acre).

C-3 (General Commercial District). The C-3 district is designed to provide for the intensive commercial uses necessary to the proper development of the community. The district permits the most intensive commercial uses including outdoor storage. Multifamily residential uses are also permitted under the R-3 district standards (14.5 dwelling units per acre).

Industrial Districts

A-1 (Light Industrial District). The A-1 is a district of industrial uses designed to serve the needs of the community for industrial activity not offensive to nearby commercial and residential uses. The district also allows all permitted commercial activity.

APPENDIX D - SOCIAL SERVICE AGENCIES

Homeless Services

- Maggie's Place**
602-257-4648 / 602-252-2695
1419 E. Garfield Street,
Phoenix, AZ 85006
Services- they serve pregnant single women. Current capacity is seven, but they are currently expanding to 13 with the addition of some rooms next door. The women average 8-month stays at the shelter. Staff person reports no neighborhood issues and believes that they have a positive impact on Garfield neighborhood because they offer martial arts/cooking/arts and crafts classes to the surrounding neighborhood.
- Salvation Army Shelters**
602-267-4130
Family Homeless Shelter / 602-267-4111
Domestic
2707 E. Van Buren Street, Ste. 400,
Phoenix, AZ 85008

Salvation Army Family Services, 5 Site(s)
602-267-4122
2702 E. Washington Street
Services - Emergency family shelter, drug rehab, administration offices and warehouse, worship services, meals for residents.
- United Methodist Outreach Ministries (UMOM), Inc** 2 Site(s)
602-275-7852
Administration
3320 E. Van Buren Street,
Phoenix AZ 85008
Services- Emergency and transitional shelters for families, women and mental/physical disability, meals for residents, administration offices. They serve

approximately 450 persons on the campus and about 500 meals per day for residents only. Staff person reports good relations with neighbors via telephone interview on 11/01.

- Church on the Street** (female)
(602) 253-5738
901 N. 11th Street
Phoenix, AZ 85006
Services- Female emergency shelter currently closed but planned to reopen in the future at an unknown date.
- Ozanam Manor/ St. Vincent de Paul**
(602) 495-3050
1730 E. Monroe Street
Phoenix AZ 85034
Services- Transitional shelter for single adults with mental or physical disabilities. Staff person reports no neighbor issues via telephone interview on 10/30.
- HomeBase Youth Services Inc.**
(602) 263-7773
1244 E. McDowell Road,
Phoenix, AZ 85006.
- Phoenix (City of) HSD Sky Harbor Family Services Center**
(602) 495-5193
1818 S. 16th Street Phoenix,
AZ 85034.
- Tumbleweed**
(602) 271-9904
1419 N. 3rd Street
Ste 102
Phoenix, AZ 85004
- Sojourner Center**
(602) 244-0997
(address is confidential because they serve victims of domestic violence).

Other Social Services

- Luke Krohn Senior Center**
602-262-6835
1940 1/2 E. Villa Street,
Phoenix, AZ 85006
Services-
- Maricopa County Department of Public Health (DPH)** 2 Site(s)
602-506-6900
Administration,
1825 E. Roosevelt Street,
Phoenix, AZ 85006
Services-
- Arizona Center for the Blind and Visually Impaired** 3 Site(s)
602-273-7411
3100 E. Roosevelt Street,
Phoenix, AZ 85008
Services-
- Church on the Street**
(602)254-8302
902 E. McKinley Street,
Phoenix, AZ 85006
Services-
- Chicanos Por La Casa Inc.**
(602) 257-0700
1122 E. Buckeye Road,
Phoenix, AZ 85034
- Good Samaritan Regional Medical Center**
(602) 239-2200
111 E. McDowell Road,
Phoenix, AZ. 85006

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