

Central City South

Union Pacific Railroad

Area Plan



I-17

Central Avenue

I-17

The City of Phoenix Planning Department



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Produced by the City of Phoenix Planning Department

Adopted by the City Council on June 2, 2004



RESOLUTION NO. 20101

A RESOLUTION ADOPTING THE CENTRAL CITY SOUTH
AREA PLAN.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as

follows:


SECTION 1. The Central City South Area Plan is hereby adopted, a copy
of which accompanies and is annexed to this resolution and declared a part hereof.

PASSED by the Council of the City of Phoenix this 2nd day of June, 2004.



MAYOR

ATTEST:




City Clerk

APPROVED AS TO FORM:



ACTING
City Attorney

REVIEWED BY:



City Manager



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INTRODUCTION

Central City South is located within the city's Central City Village. It encompasses approximately two square miles, bounded by Central Avenue and the I-17 Freeway to the west and the Union Pacific Railroad and I-17 Freeway to the south (see Figure 1, Central City South Planning Area). Central City South is an older community with a rich and diverse ethnic and cultural history. It contains some of the oldest homes and neighborhoods in Phoenix, as well as considerable industrial and heavy commercial activity. Once considered vibrant, the area's physical, economic and social conditions have declined over the last 40 years. Now, many neighborhoods contain vacant residential lots and properties in poor structural condition. The area's population is considerably less educated, under employed and poorer than the city averages. The rates of all categories of crime exceed city averages.

A number of community initiated studies have highlighted the problems, strengths and opportunities in the area and the need for revitalization, (see Appendix A). The Central City South Area Plan builds upon an understanding of the community derived from these efforts, as well as from input received through the process of preparing this Plan. The Plan presents the community's vision for itself. It also establishes goals, objectives and recommendations that will guide public actions for improving the area and removing impediments that have discouraged private reinvestment.

The Central City South Area Plan is a long-range plan. It builds upon community strengths and private investment (including financial and the time and effort commitments of residents and business owners), to take advantage of limited public resources as they become available.

Historic Overview

The northeastern portion of Central City South lies to the south of the Original Townsite for the city of Phoenix, established in 1870. As shown on Figure 2, annexation of the area into the city began in the late 1890's and continued through 1959. All of the area was platted and developed before being annexed into the city.

Some of the city's oldest housing is found in the Grant Park neighborhood, located between Central and 7th avenues, south of Grant Street. Flooding of the Salt River in the early 1890's caused many residents to leave this neighborhood for higher ground found in the newer residential areas to the north. Racial restrictions established in these newer residential areas forced the minority groups to settle south of Van Buren Street. Over time, the Grant Park neighborhood and areas west of 7th Avenue became home to a mix of Mexican, Chinese, and (later) African Americans.

In the early 1940's, Central City South acquired the first public housing projects to be constructed in the city. Marco de Niza Housing, at 4th Avenue and Pima Street, contains 374 units built for Mexican Americans. Matthew Henson Housing, at 7th Avenue and Buckeye Road, contains 372 units and was built for African-Americans. Today both are racially integrated. Following World War II, military housing was constructed on the west side of 19th Avenue at Pima and later converted to 300 units of public housing (Coffelt Housing) owned and operated by the Maricopa County Housing Authority.

As Phoenix continued to grow, commercial and warehouse development expanded along the Union Pacific Railroad tracks. Although jobs were provided for area residents, the railroad corridor became a physical and psychological barrier that separated Central City South from the rapidly expanding city to the north. In the early 1960's, the Black Canyon/Maricopa Freeway was constructed forming the area's west and south boundary. Elevated 30 feet above ground level, the freeway's



Figure 1 **CENTRAL CITY SOUTH AREA PLAN**
BOUNDARY

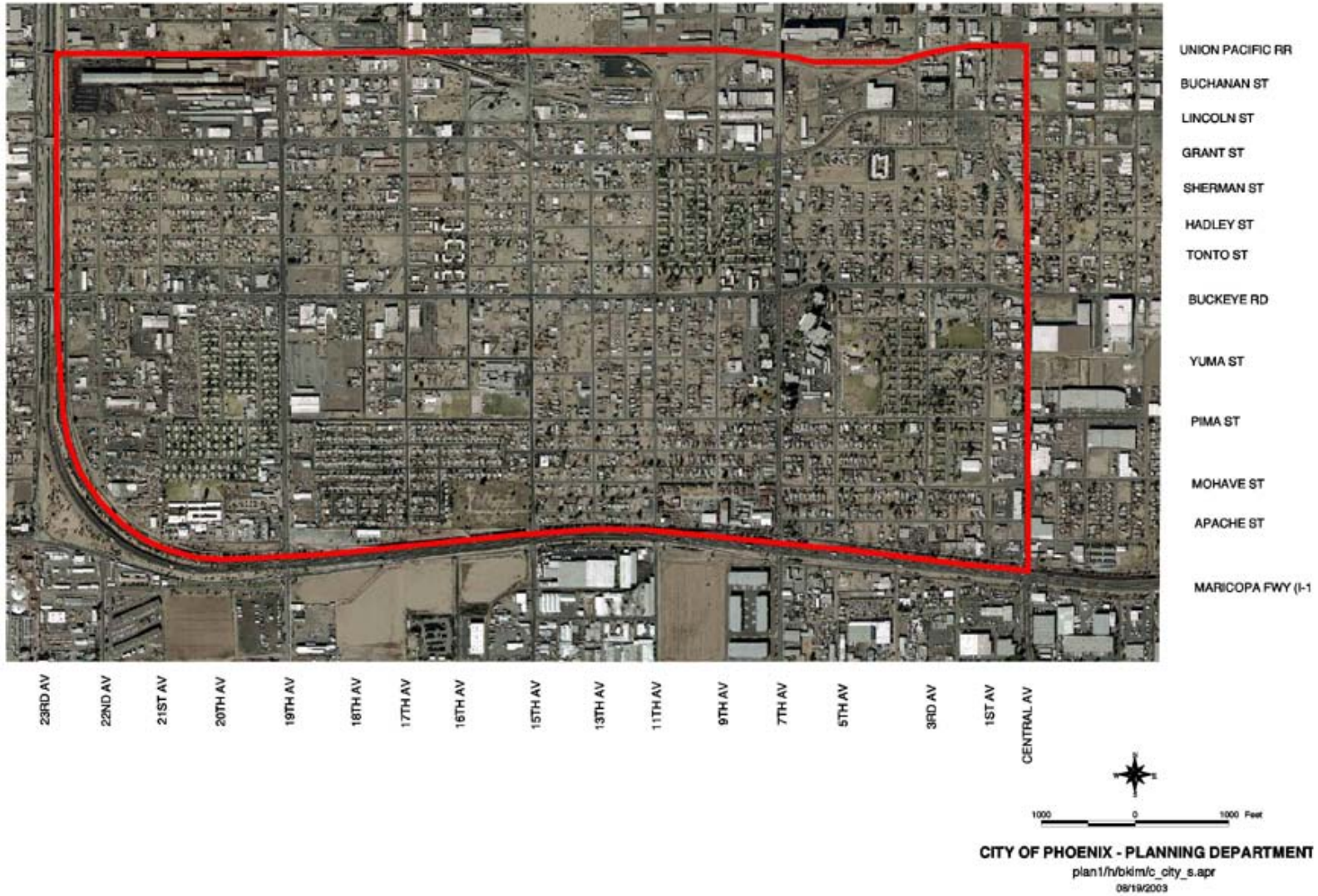
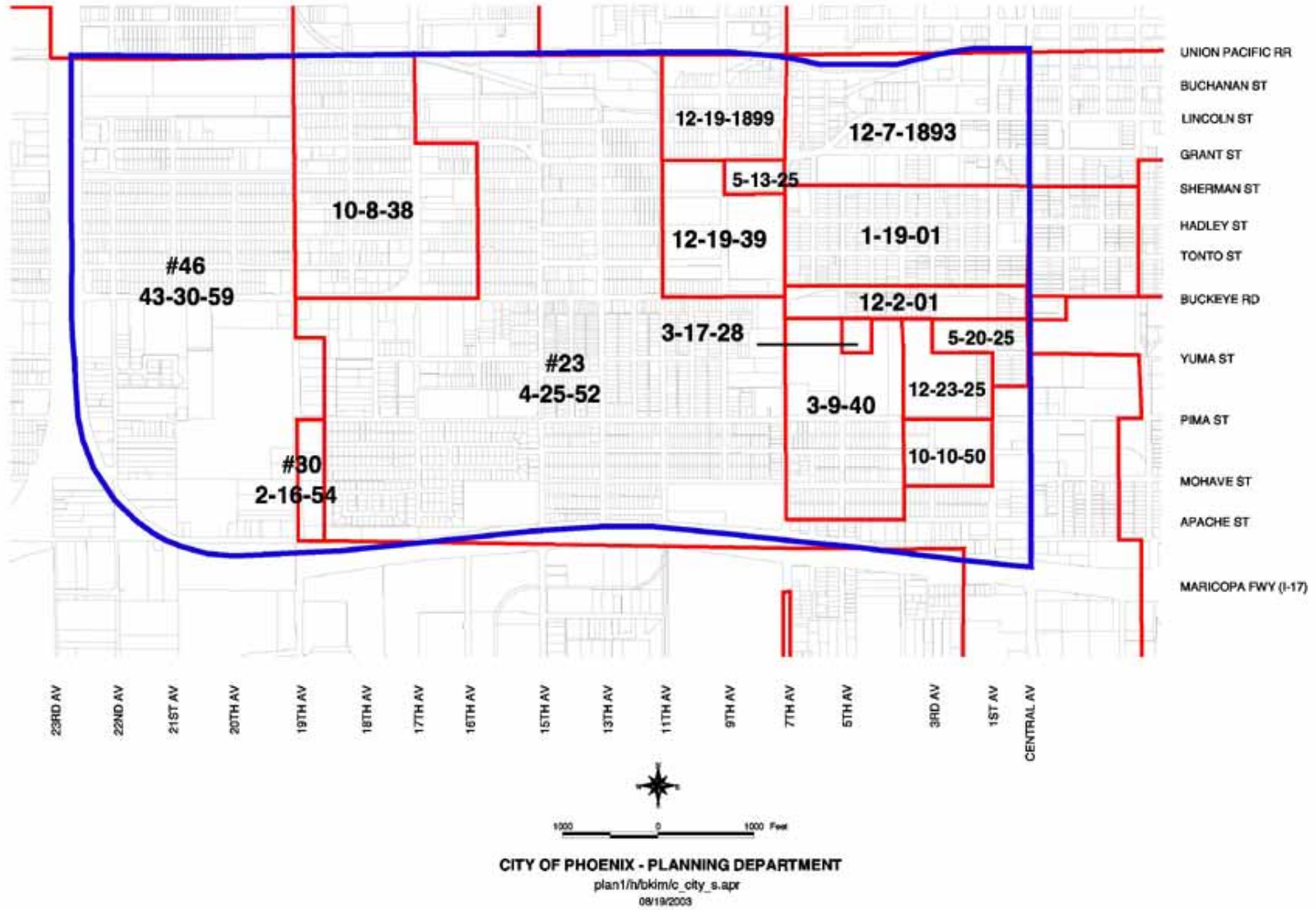




Figure 2
CENTRAL CITY SOUTH AREA PLAN
ANNEXATIONS



imposing presence further isolated the community. Along the freeway edge many homes were demolished and some were replaced by heavy commercial and industrial activity. Expansion of Phoenix Sky Harbor International Airport to the east has also exposed the community to increased air traffic noise.

Figures 4 and 5 depict the character of Central City South in the late 1940's and today respectively. While some of the buildings, institutions and physical infrastructure are still recognizable, there have been many significant changes over the last 55 years. These include the following:

- ✦ Buckeye Road realigned to be continuous east of 7th Avenue.
- ✦ Grant Street realigned to be continuous through area.
- ✦ Grant Park School demolished, charter school recently built on site.
- ✦ Hamilton Elementary School constructed.
- ✦ Bethune Elementary School expanded.
- ✦ Lowell Elementary School expanded.
- ✦ Phoenix Memorial Hospital expanded.
- ✦ Residential areas north of Grant Street transitioned to industrial activity.
- ✦ Interstate 17 Freeway constructed in early 1960's.
- ✦ New Homes Subdivision developed (remains the only single-family subdivision in area).
- ✦ Agricultural area in southwest portion of community converted to industrial use.
- ✦ Residential properties, particularly in area between 7th and 15th avenues, many without plumbing, building foundations or adequate electrical service, demolished and left as vacant lots.
- ✦ Matthew Henson and Marcos de Niza Public Housing projects expanded in early 1950's.
- ✦ Coffelt Public Housing constructed.
- ✦ Motor courts along Buckeye Road and 17th Avenue demolished or converted to residential use.
- ✦ Alkaire, Coffelt and Nino's parks and Harmon Library added.
- ✦ Several city and county agencies located in the area.

- ✦ Several church buildings added to the community
- ✦ 230 Kv powerline placed along Sherman Street and 3rd Avenue alignments



Figure 3 - Marcos de Niza Public Housing

Community Setting

The Union Pacific Railroad, with its heavy industrial corridor, separates Central City South from the Phoenix Downtown core and the Arizona State Capitol Mall areas. The latter are major employment centers containing regional business, governmental, civic, sports, and entertainment activity. To the east, Buckeye Road passes through Sky Harbor Center and enters Phoenix Sky Harbor International Airport at 24th Street. The airport is a major employment center, providing passenger and cargo services to national and international markets.

In 2003, within a ten minute commute from Central City South, there were 1,167 employers with a combined current workforce of 62,530 employees. As a result, there are excellent employment opportunities available for local residents, as well as prospects for new businesses to support existing employment centers. The I-17 Freeway, with interchange access at 7th and 19th Avenues, provides convenient access to



Figure 4 Central City South
Historic Character Map (circa 1949)

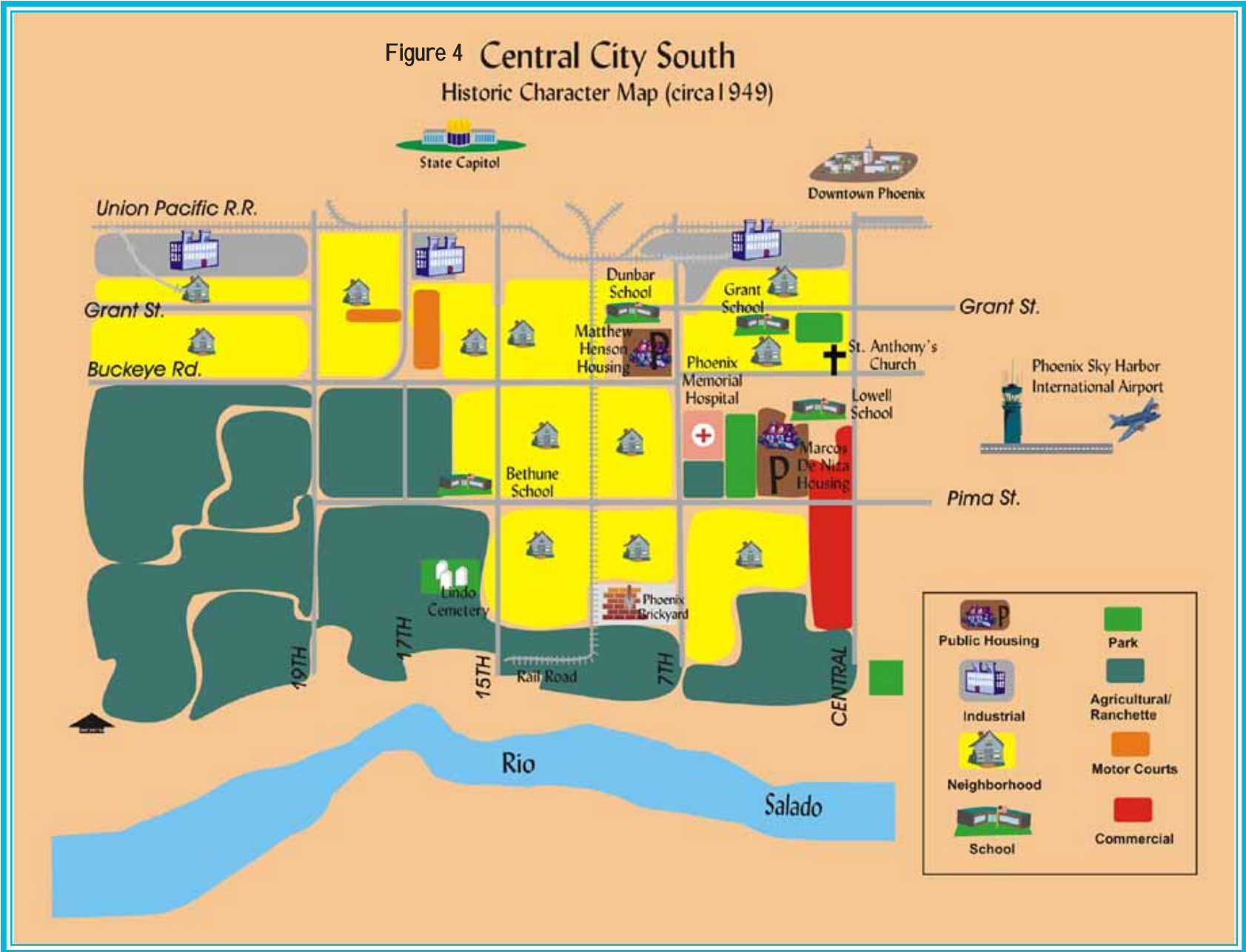
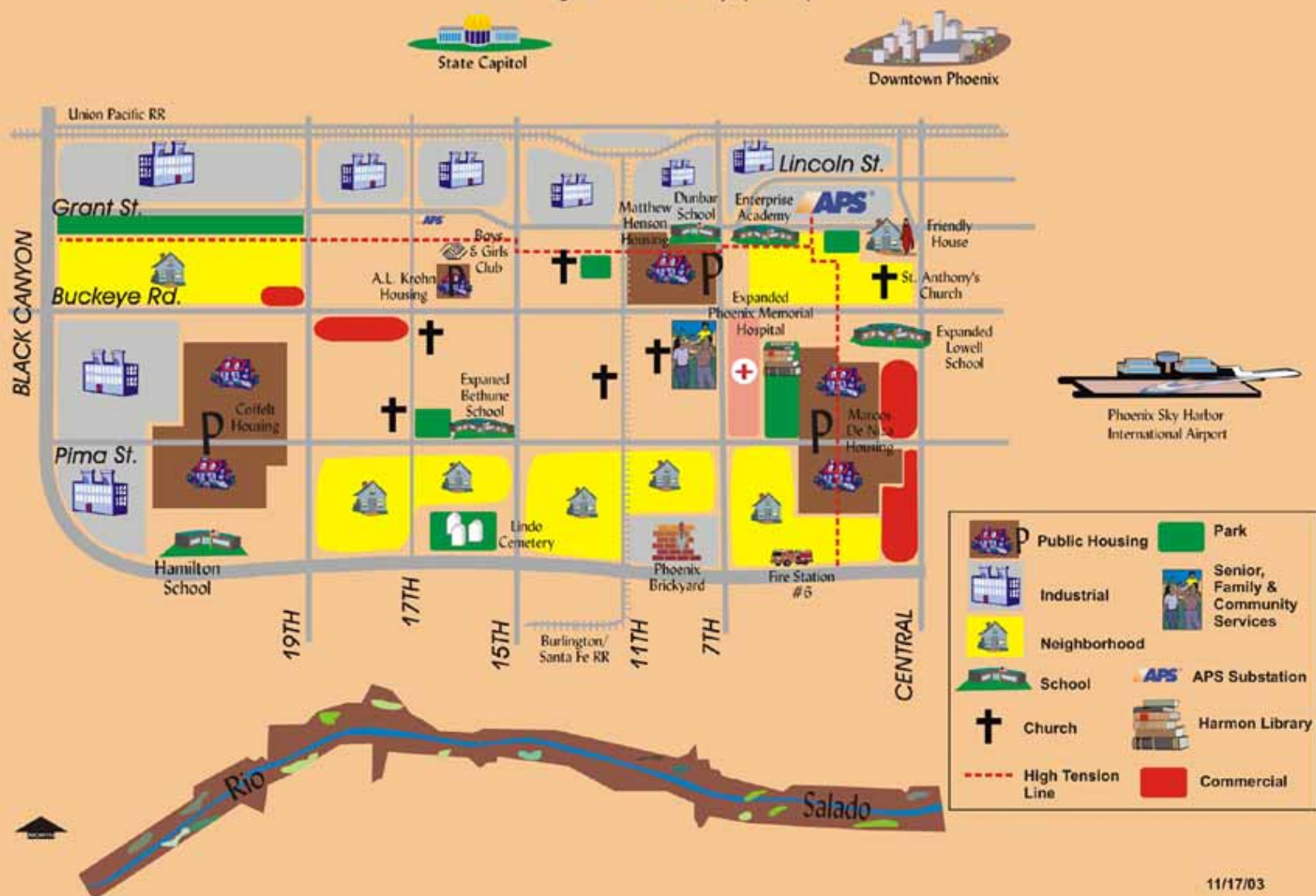




Figure 5 Central City South
Existing Character Map (2003)





all points within the metropolitan region. Less than one-mile to the south is the Rio Salado. Ongoing restoration is turning the river into a major habitat and recreational amenity for the entire city.

Matthew Henson, Hope VI Revitalization Program

Matthew Henson, Hope VI Revitalization Program is the city's initial focus for revitalization within Central City South. This five year program, funded in part by a \$35 million federal grant, will redevelop the Matthew Henson Public Housing project, located at 7th Avenue and Buckeye Road. New housing, a community resource center and a youth center will be constructed on that site over the next five years. The program will also develop new housing, including owner-occupied units, within the Hope VI Special Redevelopment Area.

The Matthew Henson, Hope VI Revitalization Program is designed to encourage reinvestment in the area. In addition to federal monies awarded, the city has committed considerable funds and resources to the program. In February 2003, the City Council adopted the Hope VI Special Redevelopment Area Plan for the area bounded by 7th and 15th avenues and Grant and Pima streets. This designation provides the tools to assist in the removal of blight and allows the public acquisition of property for redevelopment purposes to complete the revitalization program. The Matthew Henson, Hope VI Revitalization Program is the cornerstone of the city's commitment to revitalization of Central City South. Its success is essential to improving the area's image and encouraging quality residential development throughout the community.

Central City South Interim Overlay District

In August 2002, the city adopted the Central City South Interim Overlay District (CCSIOD) for the boundary area of the Central City South Area Plan, (see Appendix B). Although the overlay district did not change the underlying zoning of properties in the area, it did place limitations on certain industrial and commercial uses and required residential design

review on new single-family and duplex residential development. An amendment to the overlay approved in April 2003 added specific residential design standards for new single-family and duplex housing developed on individual lots. These standards respond to community concerns raised over the poor quality of some of the new residential development occurring in the area. Provisions address dust-proofing of driveways and parking areas, shading for parking spaces, variations in building elevations and notice of lot status.

BACKGROUND CONSIDERATIONS

Existing Land Use and Zoning

A balanced community provides a reasonable mix of housing types and densities, retail services, schools, parks and other services to meet population needs. Reasonable access should also be provided to a variety of employment opportunities. Characteristics found in existing land use and zoning patterns will influence the direction and character of new development.

As noted on Figure 6 and illustrated on Figures 7 and 9, there are significant differences between the area's existing land use pattern and the underlying zoning classifications.

In Central City South, 35 percent of all developed land is residential. Single-family is the predominant dwelling type, representing 21 percent of the total land use and 61 percent of all land used for residential purposes. However, only six percent of the area is zoned single-family (R1-6), whereas 43 percent is zoned for either low (R-3) or high (R-4) density multifamily residential purposes. Much of the higher density residential zoning contains a mix of single-family and low density multifamily residences. As a result, there is uncertainty in many residential areas over the character of residential redevelopment that might occur.



Figure 6

Central City South Land Use and Zoning by Category, September, 2002

Use Category	Existing Land Use*		Existing Zoning	
	Acres	% of Total	Acres	% of Total
Single-Family	223	24%	70	6%
Multifamily Low Density	78	26%	323	8%
Multifamily High Density	49	5%	211	17%
Commercial	31	3%	252	20%
Industrial	304	34%	373	31%
Public/Quasi Public	101	11%	-	
Transportation	24	3%	-	
Parks/Open Space	13	1%	-	
Vacant Land	101	11%		
Total	924		1,229	

* Existing Land Use categories do not include the 305 acres of street right-of-way.

lot size and configurations also limit opportunities for a typical present-day shopping center design. Very little of the commercial land use provides direct retail and service activity to residents in the community. There are no major grocery stores in Central City South. Local grocery service is provided by small, independent and sometimes family-operated stores located throughout the community.

Approximately one-third of the planning area is zoned and used for industrial and heavy commercial activity. Much of this consists of open storage and outdoor uses. The most intense A-2 zoned activity is found north of Grant Street along the Union Pacific Railroad line. Other industrial uses are found along the freeway frontage road and in the southwest corner of the planning area. Certain industrial activities are considered incompatible with residential revitalization of the area. The Central City South Interim Overlay District, adopted in August 2002, prohibited or placed restrictions on those uses and requires new development to comply with development standards of the Commerce Park district.

Commercial land uses occupy three percent of the community, although 20 percent of the area is zoned for such activity. Some of the commercially zoned land is used for residential purposes or public/quasi-public activity such as Dunbar School and Phoenix Memorial Hospital. Much of the land is used for outdoor storage or activities that appear more industrial in character.

Most of the commercial land use and zoning are found in freestanding, shallow lot, strip developments along major and collector streets. This type of development does not accommodate the landscape and building setback development required under current zoning standards. Existing



Figure 7 **CENTRAL CITY SOUTH AREA PLAN**
EXISTING LAND USE (2003)

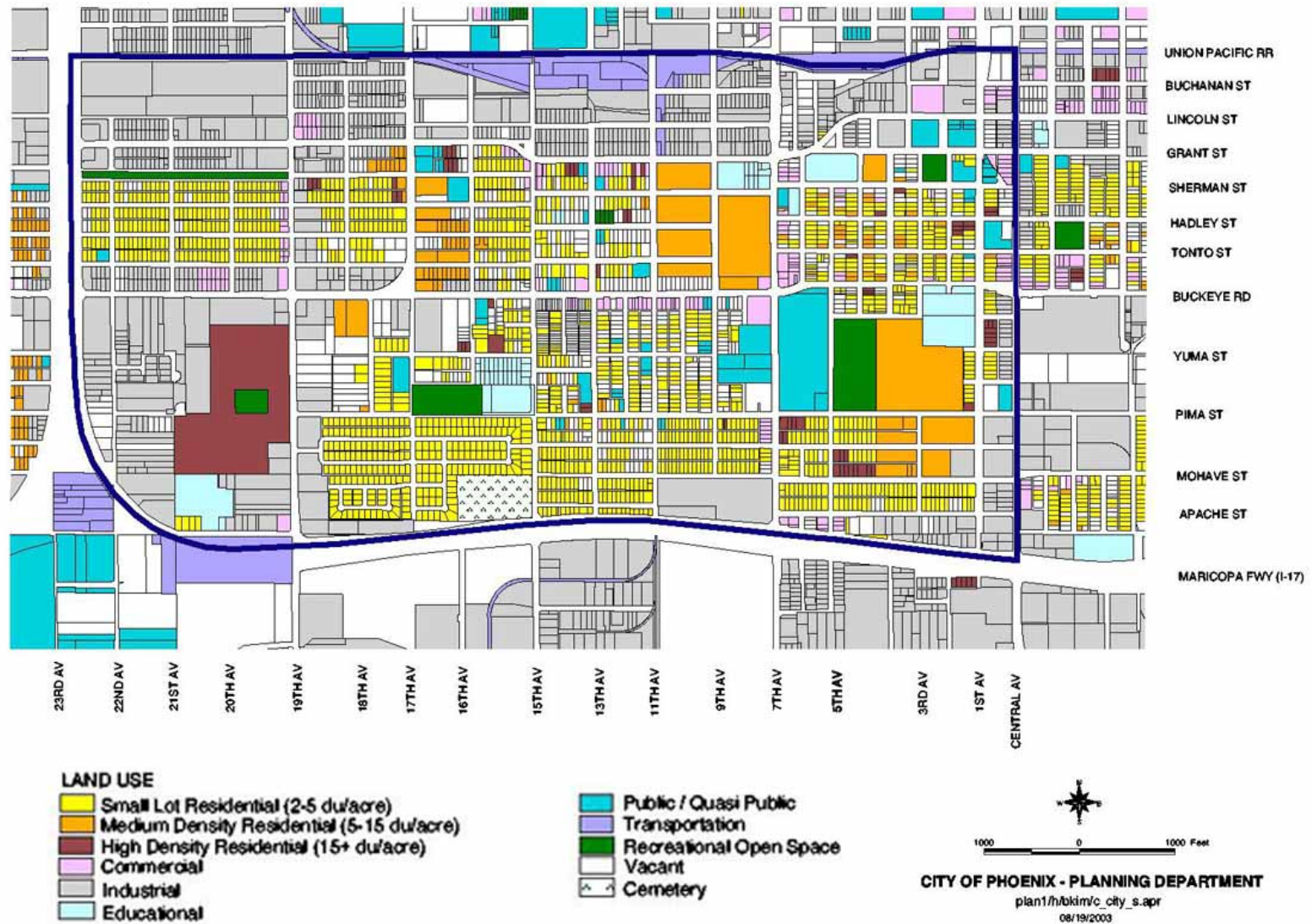




Figure 8

CENTRAL CITY SOUTH AREA PLAN VACANT LAND, 2002

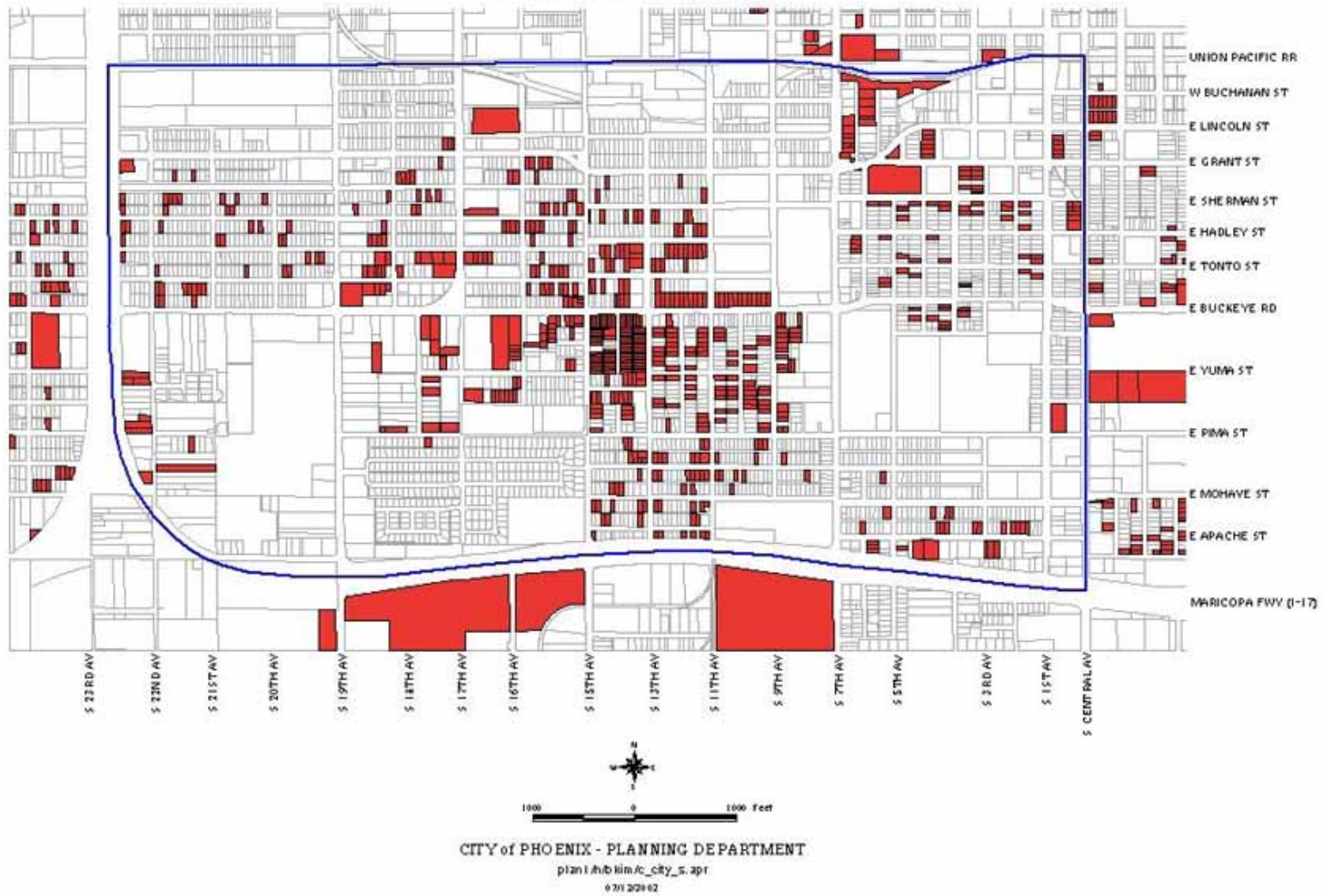
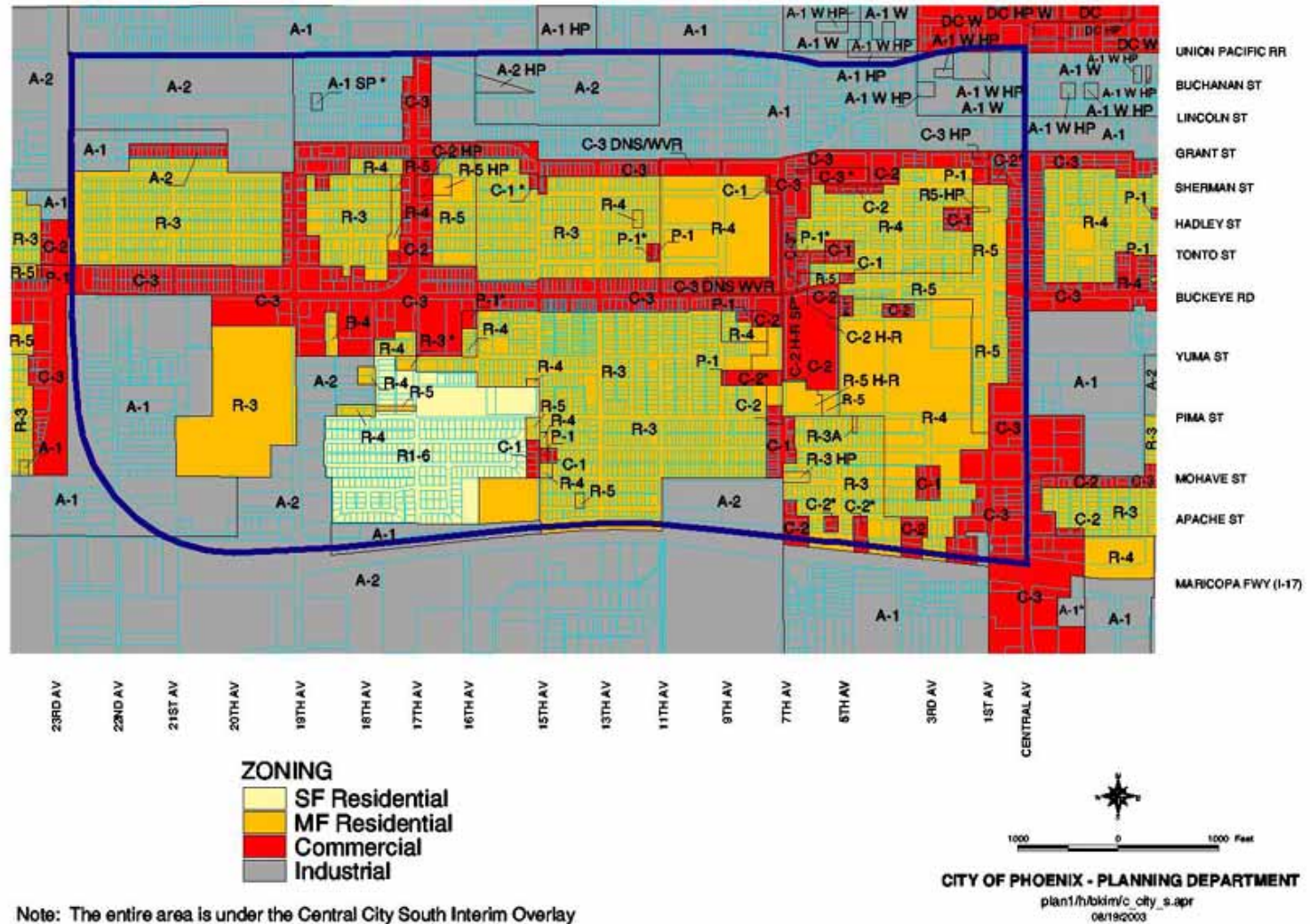


Figure 9

**CENTRAL CITY SOUTH AREA PLAN
EXISTING ZONING (2003)**





Vacant land is a significant land use characteristic of Central City South, making up approximately 11 percent of the area. In some neighborhoods, vacant lots have become a predominant characteristic, contributing to urban blight and negative perceptions of the area. This often discourages property owners from maintaining or improving their properties, thereby increasing a spiral of neighborhood decline.

General Plan Land Use Designations

The current General Plan Map was approved by the City Council in December, 2001 and ratified by Phoenix voters in March, 2002. Land use designations for Central City South are generally consistent with the area's zoning patterns or otherwise reflect specific land uses such as schools, parks and Phoenix Memorial Hospital. See Figure 14. One exception is that residential areas with a dominant single-family character have been designated by the General Plan for lower density than what the existing zoning otherwise allows.



Figure 10 -
Two residential dwellings on single lot

As noted on Figure 15, only 46 percent of Central City South is designated for residential uses. In contrast, 15 percent is designated for commercial use and 32 percent for industrial activity. Much of the existing land use in both these non-residential designations consists of vacant land or outdoor activity.

Adopted Plans from Surrounding Areas

As shown on Figure 16, Central City South is surrounded by other areas for which area plans have been adopted. Each area plan has land use goals and objectives, and strategies unique to its own character and vision for the future. Each also provides guidance to the city in the review of development proposals and decisions on capital and program expenditures. The plans also assist other public agencies and private interests when they make investment decisions. The Downtown and Capitol Mall plans have Zoning Ordinance provisions regulating land use and have established development standards supporting objectives of their respective plans. The Rio Salado Beyond the Banks Area Plan



Figure 11 - Neighborhood grocery store



Figure 12 - Industrial uses along RR tracks

recommends land use and public improvement strategies for both sides of the Rio Salado to take advantage of the river restoration. The Beyond the Banks and Central City South planning areas are already governed by interim zoning overlay districts that address issues related to industrial and open land uses and single-family/duplex development. A more detailed review of each adopted plan is provided in Appendix C.



Figure 13 - Vacant lot with debris

Existing Conditions

In addition to land use considerations, an understanding of the community's physical, social and economic characteristics provides insight on community needs and opportunities

important to developing revitalization strategies. The following provides a brief overview of topics of importance to Central City South. Additional topics and more detailed information are provided in the Plan's Appendices.

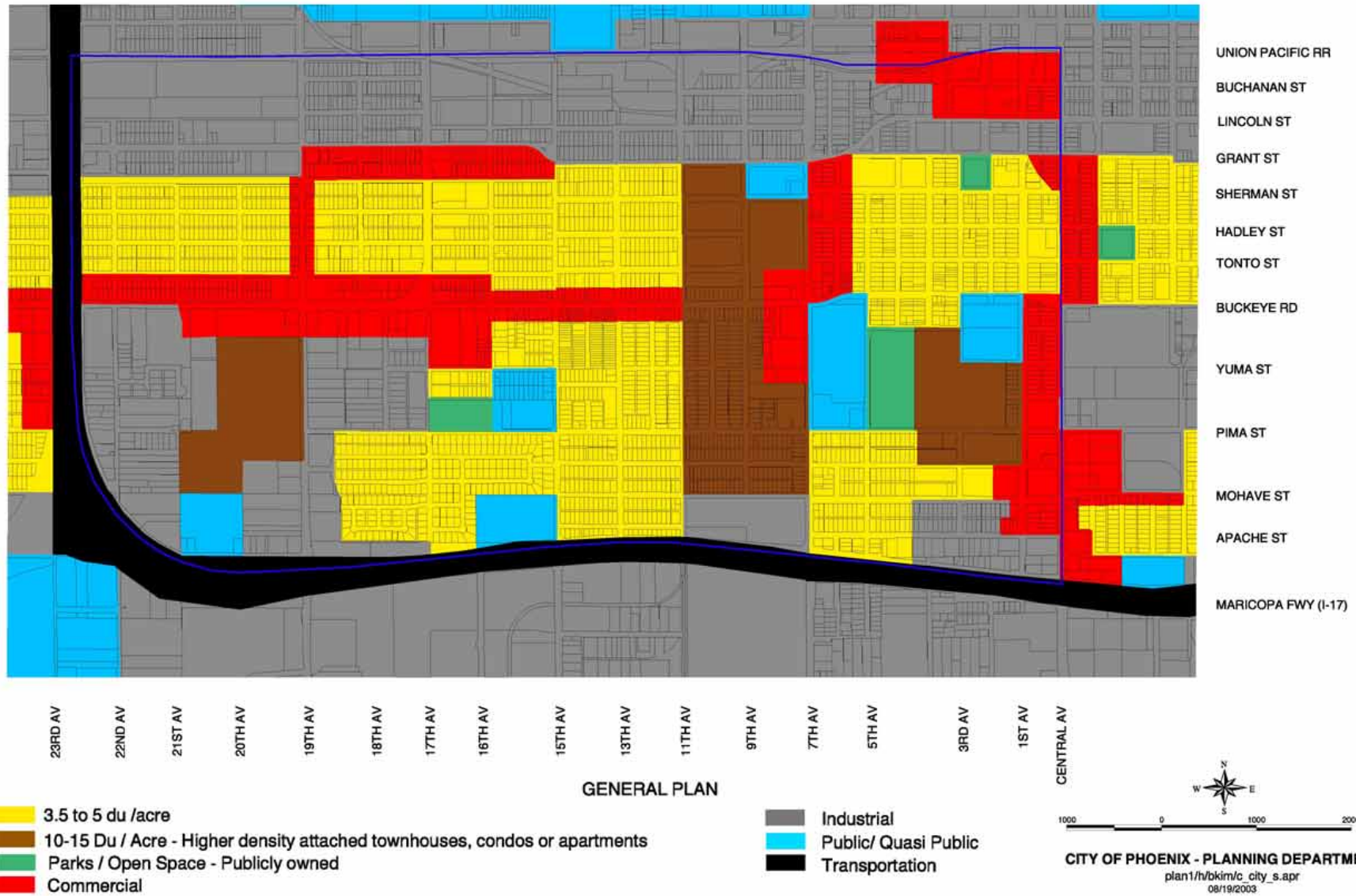
Environmental. Quality of life and community viability is often dictated by environmental conditions in the area, (see Appendix D). Overflights from Phoenix Sky Harbor International Airport create noise levels that impact residential and other noise sensitive land uses. The I-17 Freeway, which is elevated along the south boundary of Central City South, creates noise and visual blight for adjacent residential areas. Air quality is diminished by industrial activities located within and adjacent to the area, as well as from proximity to the airport, and railroad and freeway transportation corridors. Many commercial and industrial properties

Figure 15
General Plan Land Use Designations

Use Category	Acres	% of Total
Single Family	405	33%
Multi-family Low Density	156	13%
Multi-family High Density	0	-
Commercial	187	15%
Industrial	393	32%
Public / Quasi Public	67	5%
Parks / Open Space	21	2%
Vacant Land	-	
Total	1,229	



Figure 14 **CENTRAL CITY SOUTH AREA PLAN
EXISTING GENERAL PLAN**





have soil contamination. These properties, known as brownfield sites, are often vacant or underutilized parcels. Cleanup costs and liability concerns make it difficult to redevelop these properties for uses more compatible with nearby residential neighborhoods.

Infrastructure. A sound and adequate public infrastructure is necessary, (see Appendix E). Although neighborhoods in Central City South have adequate water and sewer service, much of this infrastructure is old and some does not meet current city standards. Correcting these deficiencies would normally occur as properties are redeveloped. However, the city may have to undertake some water line improvements to support redevelopment activity. The city has recently constructed sidewalks where they did not exist in many residential areas and has chip-sealed alleys where they are used for trash pick up. Additional street lights have also been installed, exceeding the city's lighting standard in a few of the neighborhoods.

Public Services and Facilities. Residents and employers desire convenient access to public facilities and services, (see Appendix F). In this regard, Central City South is served well by parks, library, and fire stations adequate to meet the needs of the existing and future population. Senior and family services are centrally located in the community, and public transit service is available within one-eighth of a mile of all residential neighborhoods. Public schools in the area, however, are currently at or near facility capacities. Additional school sites and expansion of existing facilities will need to be considered as the area redevelops with new residential housing.

Central City South is also rich in community facilities and services provided by private social service agencies. The Phoenix Memorial Hospital, Friendly House, Phoenix Revitalization Corporation, the Valley Christian Center, Valle de Sol, the Boys and Girls Club and churches of many denominations have served the area for years and continue to play important community roles.

Population and Housing. Population and housing characteristics provide an indication of the relative well-being and the socio-economic conditions within a community, (see Appendix G). This information, which varies from neighborhood to neighborhood, may influence future land use and will help identify the needs of the community, for public services and facilities.

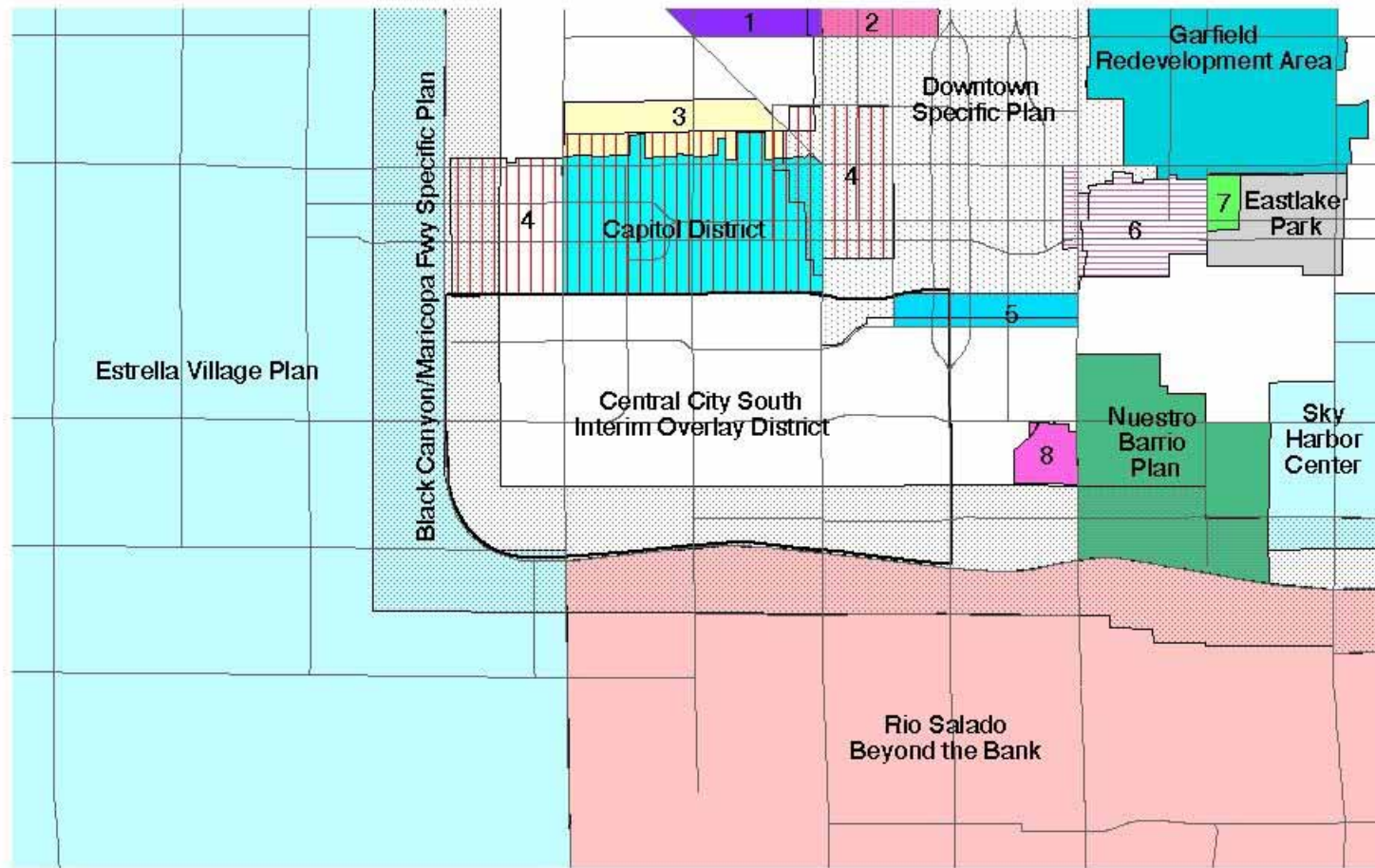
According to the latest Census figures, approximately 10,200 people lived in Central City South in 2000. Compared to the city as a whole, the community's population was younger, contained more minority population (96%) (with Hispanics representing 76 percent of the population), and had a higher percentage of persons who speak English "less than well" (35%). The area also had a higher percentage of households with children (43%) and households headed by a single female or male (40%). The average household income (\$22,363) was half the city average, and 61 percent of all persons are considered to be below the poverty level. Educational achievement levels were much lower, with 70 percent of all persons 25 years and older not having graduated from high school, compared to 31 percent in the city as a whole. The area had three times the citywide unemployment rate.

According to the 2000 Census, only 46 percent of the housing was single-family, compared to 61 percent citywide. An additional 27 percent of the housing contained two to four units. Less than one-third of all housing was owner-occupied. Overcrowding conditions were three times the city average. Of the owner-occupied housing, the average housing value in Central City South (\$54,749) was just over one-third of the citywide average (\$146,525).

Central City South has some of the oldest housing in the city of Phoenix. According to the 2000 Census, thirty-four percent of it was constructed before 1950 and 74 percent before 1970. Older housing is expensive to maintain, and if not maintained, will quickly deteriorate. The City of Phoenix Housing Condition Evaluation, 1994, prepared by Arizona State



Figure 16 **CENTRAL CITY SOUTH AREA PLAN**
ADOPTED PLANS and ZONING OVERLAYS



- 1 Story Neighborhood Conservation Plan
- 2 Roosevelt Neighborhood Conservation Plan
- 3 Governmental Mall Redevelopment Area
- 4 Capitol Mall Overlay District

- 5 Warehouse District
- 6 Booker T. Washington Neighborhood Redevelopment Plan
- 7 Special Redevelopment Area Plan
- 8 7th St/Buckeye Redevelopment Area



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University, evaluated the structural condition of housing within the city's boundary. Public housing and mobile homes were not surveyed. The study indicated that two percent of the housing citywide was in need of major repair. Less than one percent was determined not feasible to repair.



Figure 17 - Social service providers

This means that the cost to repair the home to meet city code would exceed the value of the home after improvements are made. In the Central City South neighborhoods, the survey determined 10 to 50 percent of the housing was in need of major repair and five to 25 percent was not feasible to repair. While some housing repair and new construction has taken place since the study, overall housing conditions have not improved. This evaluation is borne out by a structural

conditions survey conducted for the Hope VI Special Redevelopment Area in late 2002. Results show that 64 percent of the structures (including commercial buildings) were in need of major rehabilitation or were not economically feasible to rehabilitate.

Crime and Safety. While crime rates have generally gone down over the last several years, in the year 2002 they exceeded citywide averages for all categories of crime. Violent crimes (such as homicide, sexual assault, aggravated assault and robbery), exceeded the city averages by three times or more. Likewise, property crimes and domestic violence related crime exceeded city averages. Drug and gang related crimes are a significant factor for these rates. Juvenile crime in the area is almost twice the city average, and gang related crime is five times greater.

A Police Department Community Action Officer has been assigned to Central City South to work with residents and neighborhood groups. Various crime prevention programs have also been instituted. The New Approach to Anti Drug program (funded by a grant received from HUD), partners with the city's Housing and Parks and Recreation departments to educate 5th and 6th grade student against crime and drug use. It covers that portion of the community east of 19th Avenue. The program has also increased lighting in the area and fenced off some alleys. West of 19th Avenue and south to Buckeye Road, the Sherman Park neighborhood has also been included in the expanded Capitol Weed and Seed Program Fight Back. This program provides funds for additional law enforcement activity and expanded social services.

Community Initiated Plans

Over the last ten years, a number of community based efforts have been undertaken to promote revitalization strategies within Central City South. See Appendix A for summary review. Each has had the considerable involvement of area residents, property owners, neighborhood groups and community organizations. Prepared planning documents include:

- ♦ Ten Year Comprehensive Revitalization Plan – 1993, by the West Buckeye Unified Neighborhood Association.
- ♦ Central City South Charrette – 1999, by the Herberger Center of Design Excellence and ASU College of Architectural and Environmental Design.
- ♦ Central City South Housing Study and Community Revitalization Plan – 2000, by the Phoenix Revitalization Program.
- ♦ Phoenix Central City South Action Strategy – 2000, by the Phoenix Revitalization Program.
- ♦ Strategic Plan for Community and Economic Development – 2003, by APS Focused Future Program.

A number of physical, social and economic issues were raised repeatedly as part of the community processes that prepared each of these documents. Presented in Figure 19, these issues were reiterated in numerous community meetings conducted as part of the preparation of the Central City South Area Plan.

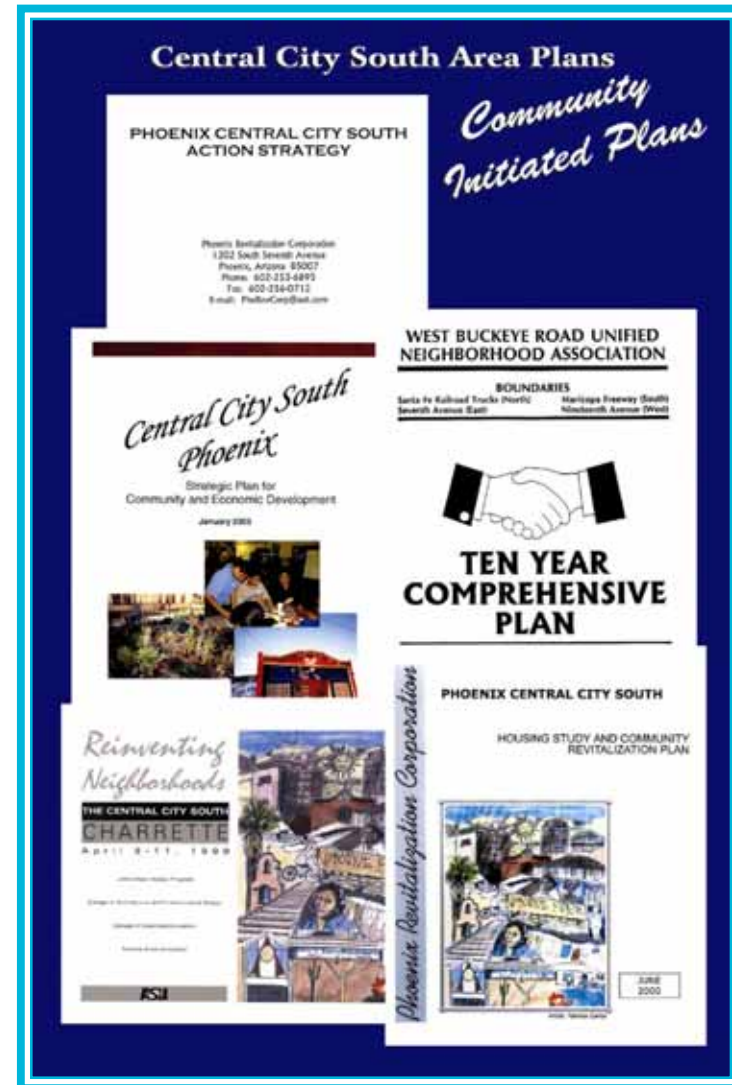


Figure 18 - Community initiated plans



Figure 19 - Community identified issues

1. **Land Use:**

- ◆ heavy industrial open land uses
- ◆ blight

2. **Housing:**

- ◆ insufficient homeownership
- ◆ poor quality housing
- ◆ limited range of products

3. **Neighborhood Preservation:**

- ◆ junk in vacant lots
- ◆ inconsistent code enforcement
- ◆ need to retain neighborhood historic and cultural identity

4. **Circulation:**

- ◆ lack of sidewalks
- ◆ speeding traffic
- ◆ truck traffic through neighborhood

5. **Economic Development:**

- ◆ improve access to better jobs
- ◆ hiring by local businesses
- ◆ need for major grocery store
- ◆ lack of neighborhood retail services

6. **Job Training and Day Care:**

- ◆ improved access to educational and training programs
- ◆ lack of supportive services such as day care

7. **Environment:**

- ◆ illegal dumping
- ◆ too many industries dealing in hazardous waste and polluting activity
- ◆ air and noise impacts from airport and freeway transportation facilities

8. **Socio-Economic Issues:**

- ◆ Potential gentrification and displacement of residents
- ◆ drug abuse
- ◆ vandalism

9. **Public Safety:**

- ◆ need to improve relationship between residents and police
- ◆ improve visibility of police
- ◆ insufficient street lighting in some areas
- ◆ trash in alleys



THE PLAN

Guidance from the General Plan

In addition to the Land Use Map, the city's adopted General Plan consists of 16 elements. Each element provides goals, policies and recommendations that guide decisions affecting growth, conservation and redevelopment activity in the city. These elements also help the city to set and balance priority actions with available resources. Most relevant to the revitalization of Central City South are the infill and incompatible land use goals of the Land Use element, and the neighborhood protection discussions found in the Circulation, Housing, Neighborhood, and the Conservation, Rehabilitation and Redevelopment elements. The Central City South Area Plan is a refinement of the city's General Plan elements, with goals, objectives and recommendations more specific to the needs of the area, including changes to land uses proposed by the General Plan.

Vision for the Future

A vision statement brings to focus community aspirations for the future. It is derived from prior community studies and discussions held with the community during the planning process. It is a reference point against which all actions should be evaluated.

Central City South is a safe, desirable place to live and work; it is a vibrant community of diverse, identifiable neighborhoods where residents are proud of their rich community history and cultural heritage. New quality housing in a range of prices has replaced vacant lots and blighted properties, while some historic structures have been restored. Residential areas are screened from unattractive industrial uses and from heavy traffic.

Central City South attracts people of many incomes levels who wish to live close to the employment, entertainment and culture in downtown Phoenix, Sky Harbor Airport, the Rio Salado project and the Capitol Mall. Businesses locate here to take advantage of the pool of trained workers, as well as the area's excellent access to markets. Shopping areas are well designed, and services are conveniently located. Pathways provide safe, attractive connections between housing, schools, parks and shopping, and link the community to Downtown, the Capitol Mall and the Rio Salado amenities.

Goals, Objectives and Recommendations

To achieve the community vision, the Central City South Area Plan identifies four goals, each with supporting objectives and related recommendations. These goals address:

- ◆ obtaining quality housing in strong, healthy neighborhoods
- ◆ creating a safe environment in which to live and work
- ◆ enhancing economic opportunities for existing residents
- ◆ transitioning industrial uses to protect neighborhoods.

Many of the recommendations to achieve plan goals and objectives are subject to obtaining the staff and financial resources to implement them.

Goal 1: **Quality housing in attractive, well served neighborhoods:** Create decent and safe housing for existing and future residents through new construction and housing rehabilitation. While emphasizing increasing owner-occupied housing opportunities, support the development of affordable, well managed multifamily housing and mixed use development. Improve neighborhoods by removing blight and installing needed public improvements.



Almost half of the housing units in the Central City South are obsolete and need major repair. In some neighborhoods up to an additional 25 percent of the housing is deteriorated to the point of not being economically feasible to repair. Vacant lots, dilapidated structures and other forms of blight discourage property owners from improving or adequately maintaining their property. Such conditions also discourage the construction of new housing and the opening of new, neighborhood oriented retail businesses.

The challenge for this goal is to create an environment that will attract and keep residents in the community. While single-family ownership households are desired to improve neighborhood stability, a range of housing types needs to be provided for all households choosing to live in the community and support new neighborhood stores. In addition to new housing, the improvement and preservation of existing housing will help retain unique neighborhood character and identity.

Objectives

- A. Complete the Matthew Henson Hope VI Project on schedule.

The Matthew Henson, Hope VI Revitalization Program is located within the core of the Central City South community. Located between 7th and 15th avenues, from Grant Street south to Pima Street, the area was also established as the Hope VI Special Redevelopment Area by City Council in February 2003. The revitalization program will remove 372 of existing, obsolete public housing units on the Matthew Henson site and redevelop it with 469 new family and senior housing units, a youth center, a community resource center, and recreational space and community gardens. An additional 142 units, including for sale single-family homes, will be constructed within the larger project area as the final phase of development. This will result in a mixed-income community, with public and market rate housing available for households of various incomes.

Recommendations

1. Work with Matthew Henson Hope VI master developer to complete a master plan for the entire project area.
2. Identify and construct public facilities and streetscape improvements within the project area as identified by the project's master plan.



Figure 20 - Poor housing condition

The city, through the Matthew Henson Hope VI Revitalization Program, is committed to revitalize a small, but severely distressed portion of Central City South. That program will significantly improve the housing and neighborhood setting for the project area and will encourage additional private investment activity within and outside the project area. In the rest of Central City South, strategies need to focus on targeting limited public resources to encourage quality development and to strengthen positive attributes within the community.

3. Support code enforcement within the Hope VI Special Development Area.

- B. Promote private sector development of new single-family, owner-occupied housing homes on vacant lots.



Figure 21 - Matthew Henson Hope VI Revitalization Project Site Plan (2003)

According to the 2000 Census, 66 percent of the housing in Central City South was renter-occupied, compared to 37 percent city wide. More than 400 vacant, residentially zoned lots were identified in the area in 2002. The concentration of many vacant lots in some neighborhoods is a clear indication of blight. Some redevelopment is occurring as 141 building permits for single-family homes and duplexes were issued between January, 2001 and December, 2003. Concern over the poor quality of construction and design of many of these units led to adding single-family design guidelines to the Central City South Interim Overlay District. These new standards are intended to improve the design quality of housing, and address an important neighborhood concern of encouraging “eyes on the street”. This concept implies that residents be able to readily view any persons or activity taking place on their streets. Many of the homes built by investors are not owner-occupied. Increasing single-family ownership housing would improve neighborhood stability in the community.



Figure 22 - Hope VI elevations



Figure 23 - Housing under construction



In addition to owner-occupied housing planned as part of the Matthew Henson Hope VI Project, the city's Housing Department administers programs that assist qualified, first-time homebuyers with purchasing homes. HOME Program funds are used to acquire and rehabilitate existing homes. Funds may also be used to finance the construction of new homes. Phoenix Industrial Development Authority funds are available to help obtain mortgage financing, down payments and closing costs for first-time home purchasers. The program can be used for new or existing homes, on a first come first served basis.

Recommendations

1. Provide technical assistance, financial incentives and public improvements, as needed, to support new residential development catering to most incomes.
 2. Identify targeted areas to promote housing development with city help if the private market needs incentives.
 3. Identify the needs for and pursue upgrading of the water and sanitary sewer systems to support new housing development.
 4. Promote ownership housing through various programs including HOME and the Affordable Housing Phoenix.
 5. Continue to enforce the single-family design review process for new housing constructed on individual lots required by the interim overlay district.
 6. Work with the Phoenix Elementary School District to explore the need for a new school site.
- C. Rehabilitate existing housing that is economically feasible to improve.

Central City South has an aging housing stock, much of which does not meet current city building codes. According to the 2000 Census, 34 percent of the housing is more than 50 years old and 74 percent was built before 1970. Although housing conditions vary from neighborhood to neighborhood, surveys conducted in the area show that over 86 percent of the total units are in need of repair. Rehabilitation and maintenance of the existing housing stock provides a major resource for meeting the affordable housing needs of the community. It is also important for promoting revitalization goals.



Figure 24 - Housing rehabilitation

Housing maintenance and rehabilitation assistance may be available through a number of programs. The city's Historic Preservation Office's Affordable Housing Program provides assistance to rehabilitate eligible historic properties for low-income housing. The city's Neighborhood Services Department and Housing Department use the federal HOME Investment Partnership Program and Community Development Block Grant allocations to rehabilitate owner and renter-occupied housing.



Recommendations

1. Promote city programs that provide grants, loans and technical assistance for home improvements.
2. Explore funds Set aside funds to assist in the rehabilitation of 50 residential properties in targeted areas.
3. Publicize the city's residential sound insulation program offered by the city's Aviation Department. (See background information for description of program.)

D. Encourage mixed use development around Progress Plaza (south west corner of 7th Avenue and Buckeye Road) and, Grant Park (southwest corner of 2nd Avenue and Grant Street).

Mixed use developments co-locate different uses, such as housing, retail and offices, within one area. This type of development encourages multi-purpose trips, shared parking and a pedestrian environment. Within Central City South, two areas are identified as having potential for a pedestrian-friendly environment and are proposed for mixed use development. The area around Progress Plaza is centrally located in Central City South and close to Phoenix Memorial Hospital and the Matthew Henson Hope VI Revitalization Program. Existing social and public services could benefit from enhanced landscape and pedestrian improvements, and managed shared parking. Vacant land within the area offers redevelopment opportunities that would support a rejuvenated retail center.

The area adjacent to the Grant Park, 2nd Avenue and Grant Street, retains much of its Hispanic heritage. Since the 1930's, the park has served as the social center for neighborhood activities and gatherings. The nearby American Legion, Friendly House facilities and restaurant provide additional stability for revitalization efforts. Vacant and underutilized land offers opportunities for redevelopment to build on

the area's character. Grant Park is near Downtown and the Warehouse District, where some redevelopment has crossed to the south side of the railroad tracks. The area would benefit from future expansion of light rail along Central Avenue.



Figure 25 - An example of mixed use development

Recommendations

1. Work with property owners and area residents to develop master plans for mixed use development that achieve the desired land use mix and an integrated and pedestrian oriented design.
2. Investigate locating new public facilities within the 7th Avenue and Buckeye Road mixed use area.
3. Support future expansion of light rail transit along Central Avenue, between Downtown and Baseline Road, with a transit station north of Buckeye Road.



E. Promote cultural identity and preserve historic character.

Central City South has a rich cultural history that should be recognized and preserved for both community pride and redevelopment potential. There are many properties of historic interest that provide a connection to the area's past and provide unique opportunities for reuse. These properties should be preserved, where feasible, and protected from incompatible developments. To this end, the city's Historic Preservation Office provides assistance and programs for exterior rehabilitation of properties in city-designated historic preservation districts. For additional information contact the City Historic Preservation Office at 602-261-8699.



Figure 26 - Historic House

Recommendations

1. Support completion of cultural surveys that include a review of the Central City South community.

2. Create an inventory of properties eligible for historic designation.
3. Initiate Historic Preservation (HP) designation process for eligible properties with owner support.
4. Publicize and promote the city's historic preservation grant program.

F. Protect and preserve neighborhoods by eliminating blight and illegal uses, improving property maintenance and screening incompatible land uses.

Property conditions provide an indication of an area's ability to maintain its character and value. Well maintained properties create more livable and attractive neighborhoods which, in turn, encourage investment in the community. There are many neighborhoods within Central City South where property maintenance reflects neighborhood pride. However, vacant lots (many containing debris and dilapidated structures) are also found. Not only is such blight unsightly, in extreme cases it may create health and safety hazards. The city's Neighborhood Services Department undertakes activities and programs to preserve and improve the well-being of neighborhoods city wide. This includes enforcement of Zoning Ordinance provisions and property maintenance provisions of the Neighborhood Preservation Ordinance. Strategic property maintenance and revitalization projects take place in redevelopment areas, such as the Matthew Henson Hope VI Special Redevelopment Area.

Recommendations

1. Prioritize and address key blight issues such as trash on vacant land, abandoned buildings, outside storage and deteriorated buildings.



2. Educate residents and business owners on the city's Neighborhood Preservation and Zoning Ordinances and enforcement procedures.
3. Support and help organize neighborhood clean ups.
4. Seek funding for water, sewer and street improvements that will support new development.
5. Investigate funding to pay for screen walls and landscaping to buffer outdoor industrial activity from residential areas.



Figure 27 - Neighborhood blight

- G. Support the development of neighborhood retail service activity, including a possible new shopping center anchored by a grocery store.

Central City South residents should have nearby places to shop for weekly needs. Typical of commercial development patterns through the 1950's, Central City South residents were served by corner

grocers and freestanding retail businesses located along the arterial streets. Presently, much of the area's commercially zoned land consists of vacant lots and underutilized freestanding strip developments. Relatively few businesses provide neighborhood retail and service activity. Most commercial properties are small, with shallow lots, making it difficult to redevelop and meet the city's current design standards. These development patterns make it difficult to locate commercial shopping centers and even smaller neighborhood-oriented retail uses. Such development has also been discouraged by the declining population in the area.



Figure 28 - Strip commercial development

Recommendations

1. Help neighborhood-oriented businesses expand without negatively impacting nearby homes.
2. Pursue development of a grocery store.



Goal 2: Safe Environment: Central City South area will have a clean, healthy and safe environment, free of crime and vehicular hazards.

Long-term community revitalization and vitality depends on maintaining a healthy and safe environment. Achieving such an environment is a priority for the Central City South community. Currently the area experiences air pollution from industrial users located in and adjacent to the community. It is also impacted by noise from the adjoining I-17 Freeway and overflights from Phoenix Sky Harbor International Airport. Soil contamination exists on many industrial and commercial properties, making it difficult to sell or redevelop those lands. Crime rates, for most categories of adult and juvenile crime, exceed city wide averages. Truck traffic cuts through some residential areas.

The Central City South Interim Overlay District was adopted in August 2002. This was a significant step to reduce the impacts of open land uses and hazardous waste activities on the community. Additional actions to create a healthier, more attractive and safer environment are needed to improve the image of the area and support private reinvestment. These efforts will require the involvement of many levels of government and continued community support.

Objectives

A. Protect residents from environmental hazards and pollution.

To improve the air quality, the city works with county and state agencies that regulate air pollution in the community. The city's Brownfield Land Recycling Program provides technical and financial assistance to remediate soil contamination in order that properties may be redeveloped. In 2002, the Central City South Interim Overlay

District was established, placing restrictions on many industrial and commercial activities and open land uses in the area. Existing uses that are not compatible with residential neighborhoods will be eliminated gradually through market conditions and redevelopment pressure.

Recommendations

1. Work with regulatory agencies to enforce air quality rules.
2. Support programs to improve the air quality in the area.
3. Support Maricopa County's efforts to address odor in the area.
4. Continue city programs to reduce air pollution, such as alley paving.
5. Encourage clean-up of contaminated properties by promoting brownfield sites for redevelopment.
 - ◆ Identify sources of funding and incentives for brownfield redevelopment.
 - ◆ Educate commercial and industrial property owners about the Brownfields grant program.
 - ◆ Identify hazardous waste treatment facilities, sites with environmental violations, hazardous waste generators, and other contaminated sites.
6. Implement recommendations of the Phoenix Sky Harbor International Airport Part 150 Noise Compatibility Study that affect Central City South, including:
 - ◆ Encourage residents to use the Aviation Department's sound insulation program.
 - ◆ Obtain aviation easements for properties involved in city-sponsored programs.



- ✦ Require recording of a disclosure of potential noise overflight activities from Phoenix Sky Harbor International Airport on residential rezoning approvals and residential development that receives city assistance.
 - ✦ Establish city standards for assistance to development of sensitive uses (especially housing) in high noise sensitive areas. The standards shall be consistent with primary funding sources and city area plan goals. Feasibility for these uses will be evaluated as part of these standards.
7. Investigate and implement, if feasible, the construction of noise and screen barriers to reduce impacts of the Maricopa Freeway on nearby residents.
 8. Enforce the Central City South Interim Overlay District to prohibit new or expansion of existing hazardous uses.

B. Reduce crime rates and alleviate the perception of crime in the area.

Safety and crime issues are of concern to residents and affect the stability of neighborhoods. Police Department programs exist in the community to build community partnerships and to provide crime prevention education. To assist in these efforts, a Community Action Officer is assigned to the community. The Police Department has also been implementing a New Approach to Anti Drug (NAAD) grant in the area and a Weed and Seed Program has been expanded to include a portion of Central City South, west of 19th Avenue. Creating a crime free environment is not limited to putting more officers on the streets and offering youth programs. New residential and commercial development should be designed to limit the physical opportunities for criminal activity. Concepts such as “defensible space” and Crime Prevention Through Environmental Design (CPTED), differentiate private and public space, improve natural surveillance with appropriate lighting and place “eyes on the street” to improve neighborhood safety.

Recommendations

1. Increase the presence of police, especially in public areas.
 2. Use crime prevention design guidelines (“eyes on street”, transition of public to private spaces and safescape principles) in all development.
 3. Identify areas needing more streetlights.
 4. Encourage active Block Watch neighborhoods.
 5. Transition all alley trash pick up to curbside service.
 6. Explore possibility of locating a police substation in the area.
- C. Reduce cut-through truck traffic.

The freeway frontage road and land patterns in and adjacent to the community cause trucks to use residential streets to access industrial and commercial destinations. This traffic is disruptive to the



Figure 29 - Elevated freeway (in background)



community. The Street Transportation Department has a neighborhood traffic management program that works with residents to identify and install appropriate improvements on local and collector streets. If desired improvements directly relate to the I-17 Freeway traffic, the city's Freeway Mitigation Program may provide funding for those improvements.

Recommendations

1. Work with residents and neighborhood associations to identify traffic and truck cut-through problems and work with area businesses to address these concerns.
2. Determine if and where traffic calming measures are needed to discourage cut-through and heavy truck traffic.

D. Improve pedestrian safety and street appearance.

Landscaping, curbs, gutters and sidewalks help improve pedestrian safety by separating vehicular and pedestrian traffic. These improvements also help increase property values and create more attractive neighborhoods. The city's Streets Retrofit Program has been used to landscape and reconstruct curb separated sidewalks along arterial streets. This program could be used to enhance community gateways and street connections between the community and the Downtown, Capitol Mall and Rio Salado areas, as well as along Buckeye Road, and to provide safe and accessible access that links neighborhoods to public places. The Sidewalk Installation Program recently constructed sidewalks in many Central City South neighborhoods (See Figure 30). Additional sidewalk along with curb and half street paving needs exist on several residential streets in the area. On an annual basis, the city's Street Modernization Program improves top rated street segments in each City Council District at no cost to adjoining property owners. All right-of-way must be dedicated before construction of those improvements.

Recommendations

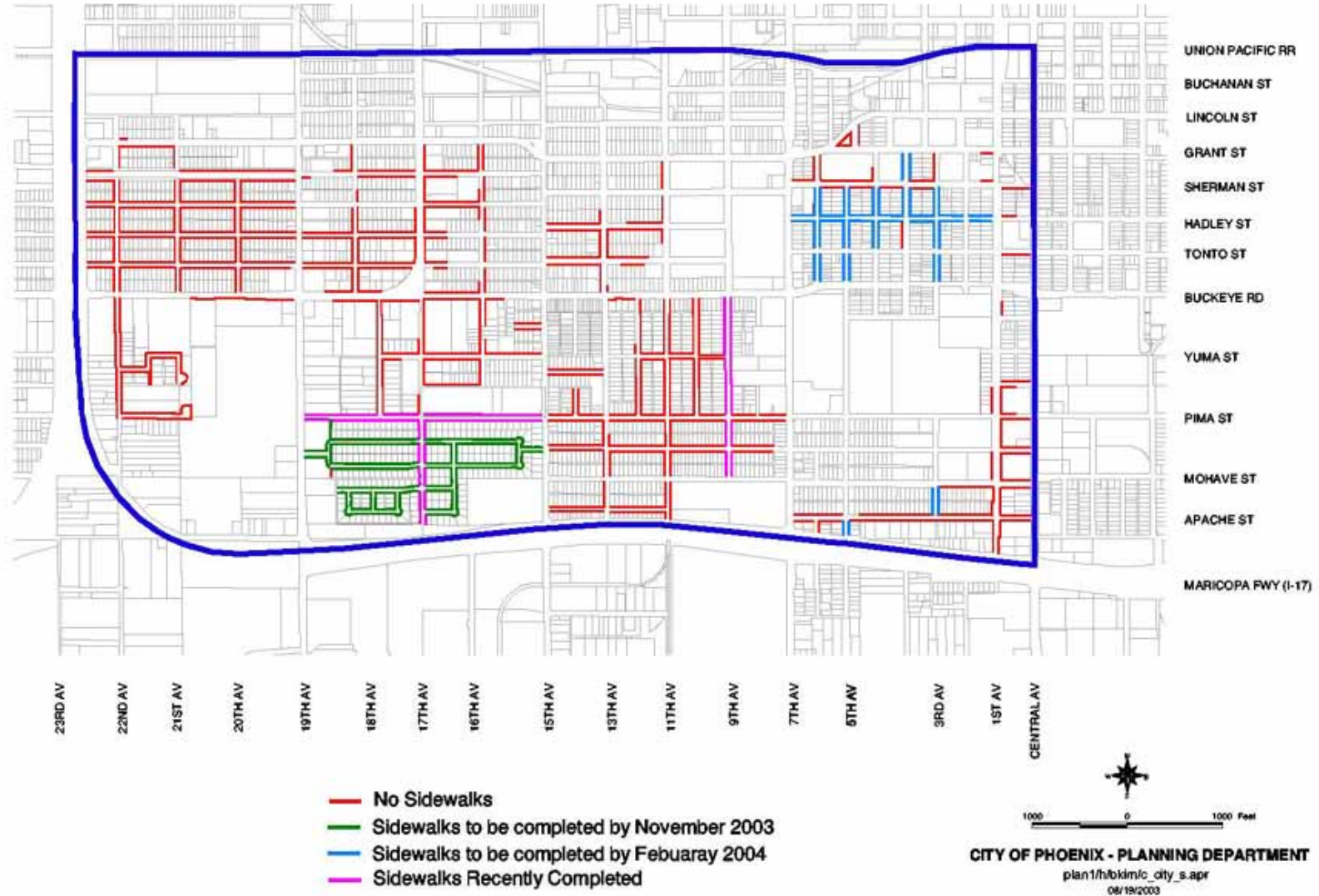
1. Prioritize streets and gateways needing more landscaping and street furniture and seek funding.
2. Investigate ways to buffer the 11th Avenue railroad tracks from pedestrian and vehicular traffic.
3. Provide comfortable and convenient shaded bus stops were needed.
4. Seek funding to complete construction of sidewalks within the community.
5. Strengthen community identity through uniform streetscape (common tree types and street furniture) connecting neighborhoods and various activity centers such as schools, parks, retail and service centers.



Figure 30 - An example of improved Streetscape



Figure 31 **CENTRAL CITY SOUTH AREA PLAN**
SIDEWALK IMPROVEMENTS (2003)





Goal 3: Economic opportunities for area residents and businesses: Central City South should be an attractive area in which to locate new businesses and in which a trained work force will want to live and work.

To fully revitalize Central City South physical environment it is also necessary to address improving the local economy. In order to accomplish this it is necessary to attract quality businesses, create well paying jobs and ensure that local residents are well trained and educated to compete in today's workforce.

Central City South has many attributes attractive for locating businesses. It is convenient and readily accessible to the State Capitol and Governmental Mall, Downtown Phoenix, Sky Harbor Center and other nearby employment centers. It is also accessible to regional and national transportation networks. Vacant land and marginal open land uses, particularly those found south of Lincoln/Grant Street, offer sites for new businesses. The resulting transition from the current heavy commercial and industrial activities to uses conducted indoors on attractive, landscaped parcels, would improve the area's visual appearance and environment, which further helps to attract desired businesses.

There may be need to provide financial and technical assistance to attract targeted businesses or to help others expand their operations. The business climate is further enhanced by measures that may be taken to ensure residents are adequately trained and educated to compete for better paying jobs. To the community's benefit, well paid residents will be better able to keep up with increases in the costs of living and home maintenance.

For more information on employment, training, education and related services, please contact the Phoenix Workforce Connection at 602-506-WORK (9675).

These services are coordinated and consolidated in centralized locations with other government and local agencies, such as the Phoenix Workforce Connection South at 4732 S. Central Avenue.

Objectives

- A. Increase the range of jobs and employment opportunities for local residents.

Central City South needs to convert existing employment from businesses that are land intensive (open storage and warehousing) to businesses that employ more people. Typically, such employers offer a range of job opportunities, from entry level up, that allow employee to improve their skill levels and earning power. The city and other agencies provide a wide array of technical and financial assistance to businesses looking to locate or expand in the community. These programs may be targeted to attract specific employers whose development needs and hiring practices further the goals of this plan.

Recommendations

1. Market the area to commercial developers and major employers.
2. Encourage new businesses that are labor rather than land intensive and that offer advancement potential to locate in the area.
3. Publicize programs to help small, local businesses develop or expand.
4. Identify job training, marketing and expansion needs of businesses.



5. Help existing businesses expand and improve the appearance of their properties.

B. Link the community to the investment, business, cultural, recreational, entertainment and employment opportunities found in the Rio Salado, Downtown and Capitol Mall areas

The Central City South area can benefit from the proximity to nearby major employment centers and cultural amenities. It can also attract investment due to its excellent access to transportation systems, availability of ready workforce and easy connection to Downtown. Improved linkage to the Downtown, Rio Salado and Capitol Mall areas will enhance the business climate and investment potential of Central City South.

Recommendations

1. Identify and develop vehicular and pedestrian connections with Rio Salado, Downtown and the Capitol Mall, including streetscape enhancements along 17th Avenue to the Capitol, and from the Grant Park area into Downtown.
2. Identify and market strategies to integrate the area with the economic development programs and activities of the Downtown and other nearby employment centers.
3. Identify appropriate lands with proper zoning for possible residential, commercial and industrial development and market them to invite investment in the area.

C. Help residents to increase their incomes through better paying jobs.

Several educational and job training programs are available to assist residents, improve their skills, and market them to potential employers. The challenge is often getting information out to the

community and then connecting support services with those looking to benefit from such programs.

Recommendations

1. Publicize existing programs to connect residents with job training, skill enhancement, adult education programs and jobs.
2. Explore internships and on-the-job training opportunities for local residents.
3. Establish partnerships with major employers to promote local hiring, especially employers that receiving city assistance.
4. Encourage expanded child care services to support job seekers and working parents.
5. Work with local education providers to promote customized job skills training to meet the needs of local businesses.

Goal 4: Transition of heavy industrial uses to more compatible uses: Neighborhoods should be protected from the adverse impacts of incompatible land uses.

Approximately one-third of the Central City South area consists of industrial and heavy commercially zoned land. Heavy industrial activity and open commercial land uses are not desirable adjacent to residential areas. Conflicts result when incompatible uses locate too close to one another or there is uncertainty over the potential for future incompatible land uses. Residential neighborhoods encroached upon by non-residential uses, or the uncertainty of future development, will lose their desirability and begin to deteriorate. When possible, incompatible industrial activities should be moved to other locations or buffered with screen walls and landscaping. Land use transitions may occur over time as market conditions change. In part, this will occur due to land use



restrictions contained in the Central City South Interim Overlay District. City zoning and development review also address measures to bring property into conformance with current screening and landscape standards that would minimize impacts on the surrounding community.

Objective

- A. Support the transition of industrial activity and open land uses to uses that are compatible with nearby residential neighborhoods.

The long-term plans and needs of industrial users are important to understand in order to determine what incentives would encourage them to move out of the area or to screen unsightly activity from the community. The transition process would be incremental, responding to market conditions with public guidance and assistance provided in targeted areas such as along 19th Avenue, south of Buckeye Road.

Recommendations

1. Identify industrial properties for transition to uses compatible with housing or where screen walls and landscaping could provide a buffer.
2. Phase out land uses incompatible with nearby housing through zoning and redevelopment.
3. Develop funding and strategies to screen open land uses from arterial streets and from streets adjoining housing.
4. Amend Central City South Interim Overlay District to prohibit expansion of all open land uses in commercial districts.
5. Encourage rezoning of industrial zoned land to commercial or residential districts when redeveloped.

Land Use Recommendations

Figure 33 presents the General Plan Land Use Map designations proposed for Central City South. Proposed changes to the existing General Plan are consistent with the goals and objectives of the Central



Before

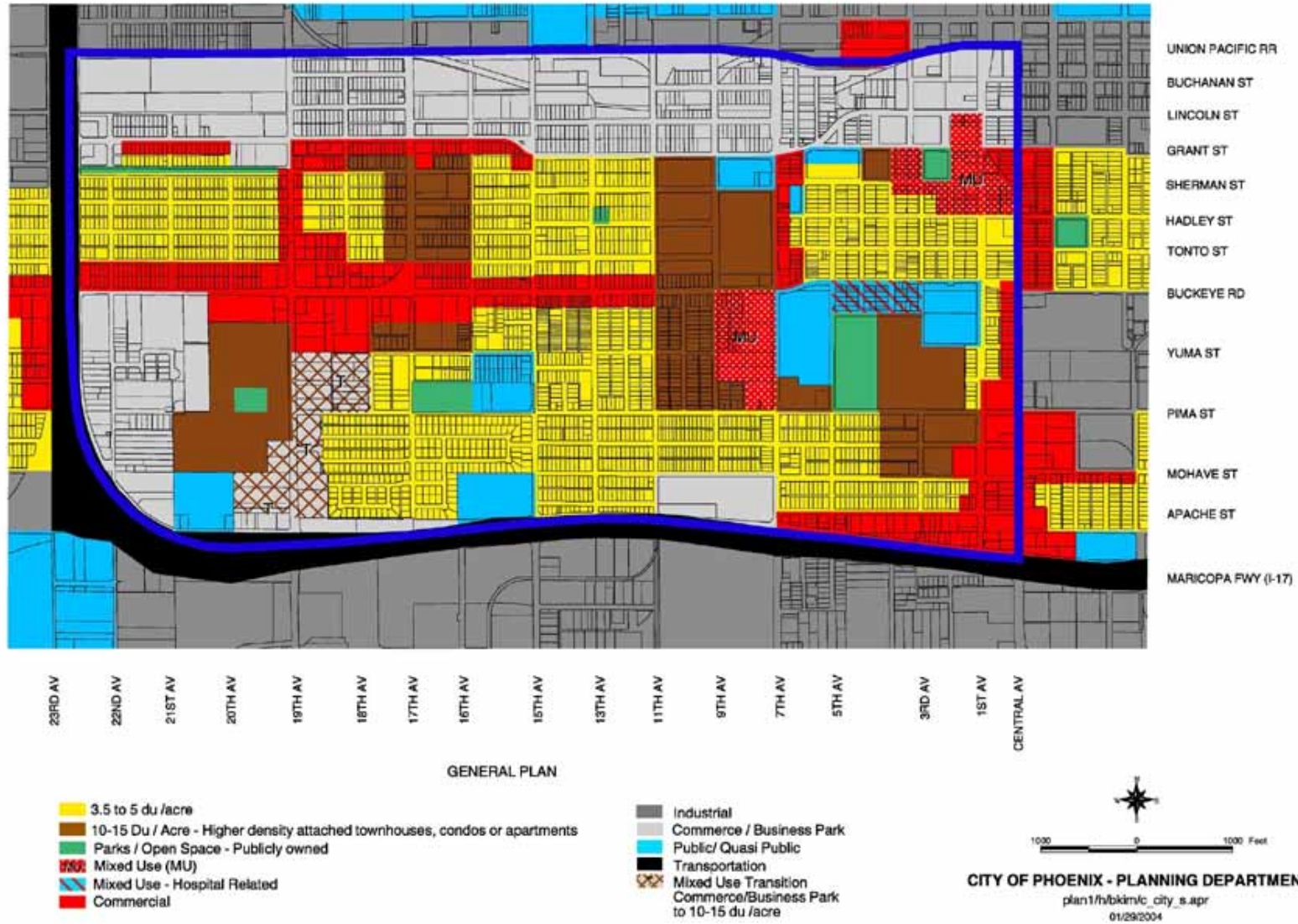


After

Figure 32 - An example of Screening and of open land use



Figure 33 **CENTRAL CITY SOUTH AREA PLAN**
PROPOSED LAND USE PLAN





City South Area Plan. The Land Use Map is a policy document and does not change existing zoning or otherwise place restrictions on the use of land. Once adopted, however, the map will provide direction to the city in the review of rezoning applications and in considering development activity for which the city is providing assistance. Proposed changes are as follows:

1. Industrial areas are shown with a Commerce Park rather than Industrial land use designation. This is consistent with requirements of the Central City South Interim Overlay District that new industrial development comply with standards of the Commerce Park zoning district and objectives of the Plan that incompatible land uses be phased out and hazardous industrial activity and open land uses be transitioned from residential areas.
2. Mixed Use designations are given to two areas in the community. The Mixed Use designation promotes a mixture of residential products, neighborhood and destination commercial uses and activities supportive of area residents and businesses. Development in the Mixed Use area involves the unified master planning of land with area property owners. Development may be at a higher intensity of use than the surrounding area. It should have a pedestrian and transit-oriented design and should encourage alternative modes of transportation. There is community interest in developing mixed use residential and Mercado-type retail around Grant Park (2nd Avenue and Grant Street). Grant Park is the historic social center of this community. Today some retail, social and community service activities and historic homes are found in the area. At the southwest corner of 7th Avenue and Buckeye Road are a retail center and various governmental and non-profit agencies. These activities provide the framework to develop a busy community destination near the Hope VI Matthew Henson redevelopment and Phoenix Memorial Hospital.
3. Public/Quasi-Public and Commercial stripped designation on the south side of Buckeye Road, between 3rd and 5th avenues. Presently designated low density residential, this area is isolated from other neighborhoods, contains non-residential and marginal land uses and is zoned for non-residential uses. However, the area has excellent access to Phoenix Memorial Hospital and may be assembled and redeveloped for medical related activity.
4. Transition areas from Industrial to Residential 10-15 and Commercial is shown along 19th Avenue south of Buckeye Road. This area contains open land uses and concentrations of heavy commercial uses on small lots. The area is adjacent to residential neighborhoods. The area is likely to redevelop with residential as market conditions change over the years.
5. Expand commercial designation at the northeast and southeast corner of 19th Avenue and Buckeye Road. These areas consist of commercial and open land uses. They are centrally located for a traditional shopping center to serve a large enough market area that could support a major grocery store.
6. Change Industrial and Commercial south of Buckeye Road, between 16th and 18th avenues to Residential 10-15. This provides a higher density residential transition from Buckeye Road commercial activity and single-family to south.
7. Designate Residential 10-15 over the Residential 3.5-5 and a portion of the Commercial along 17th Avenue north of Buckeye Road. The area is zoned commercial and high density residential. It also contains the city's A.L. Krohn housing project. The proposed designation supports residential restoration of existing motor courts.



8. Designate Enterprise Academy (6th Avenue and Grant Street) and Tertulia Elementary School (6th Avenue south of Grant Street) sites as Public/Quasi-Public. These charter schools are located on property specifically developed for school use.
9. Technical corrections that reflect existing zoning and development patterns.
 - a. Add Parks/Open Space – Publicly Owned to Ninos, Coffelt and Sherman parks.
 - b. Residential 3.5-5 and Commercial north of Sherman Park at 21st Avenue rather than Industrial.
 - c. Commercial to Commerce Park at the southwest corner of 20th Avenue and Buckeye Road.
 - d. Residential 10-15 rather than Industrial for portion of Coffelt Housing, west of 19th Avenue on Mohave Street alignment.
 - e. Public/Quasi Public designations for two APS substations
 - f. Residential 3.5-5 rather than Industrial west of Alkaire Park.
 - g. Commerce Park rather than residential on north side of freeway at 17th Avenue.
 - h. Residential 3.5-5 rather than Commercial at the northeast corner of 16th Avenue and Sherman.
 - i. Residential 10-15 rather than Commercial at the northwest corner of 7th Avenue and Buckeye Road to reflect Matthew Henson Hope VI Revitalization Program.
 - j. Residential 3.5-5 rather than Residential 10-15 south of Pima, between 7th and 11th avenues.
 - k. Commerce Park rather than Commercial adjacent to rail road track at 4th Avenue and Lincoln Street.
 - l. Residential 3.5-5 rather than Commercial and Residential 10-15 along 1st Avenue, south of Buckeye Road.
 - m. Residential 10-15 for apartments at southwest corner 4th Avenue and Grant Street.
 - n. Residential 3.5-5 rather than Commercial along 6th Avenue, south of Grant Street.
 - o. Residential 10-15 rather than Public/Quasi Public for senior housing on Phoenix Memorial Hospital property, northeast corner of 7th Avenue and Pima Street.
 - p. Residential 10-15 rather than Commercial on 1st Avenue, south of Yuma Street.
 - q. Residential 10-15 on the south portion of Marcos de Niza Housing, north of Mohave Street at 3rd Avenue.
 - r. Residential 3.5-5 rather than Industrial at 4th Avenue south of Mohave Street.
 - s. Commercial rather than Residential 3.5-5 and Industrial south of Apache Street, 7th to Central avenues.

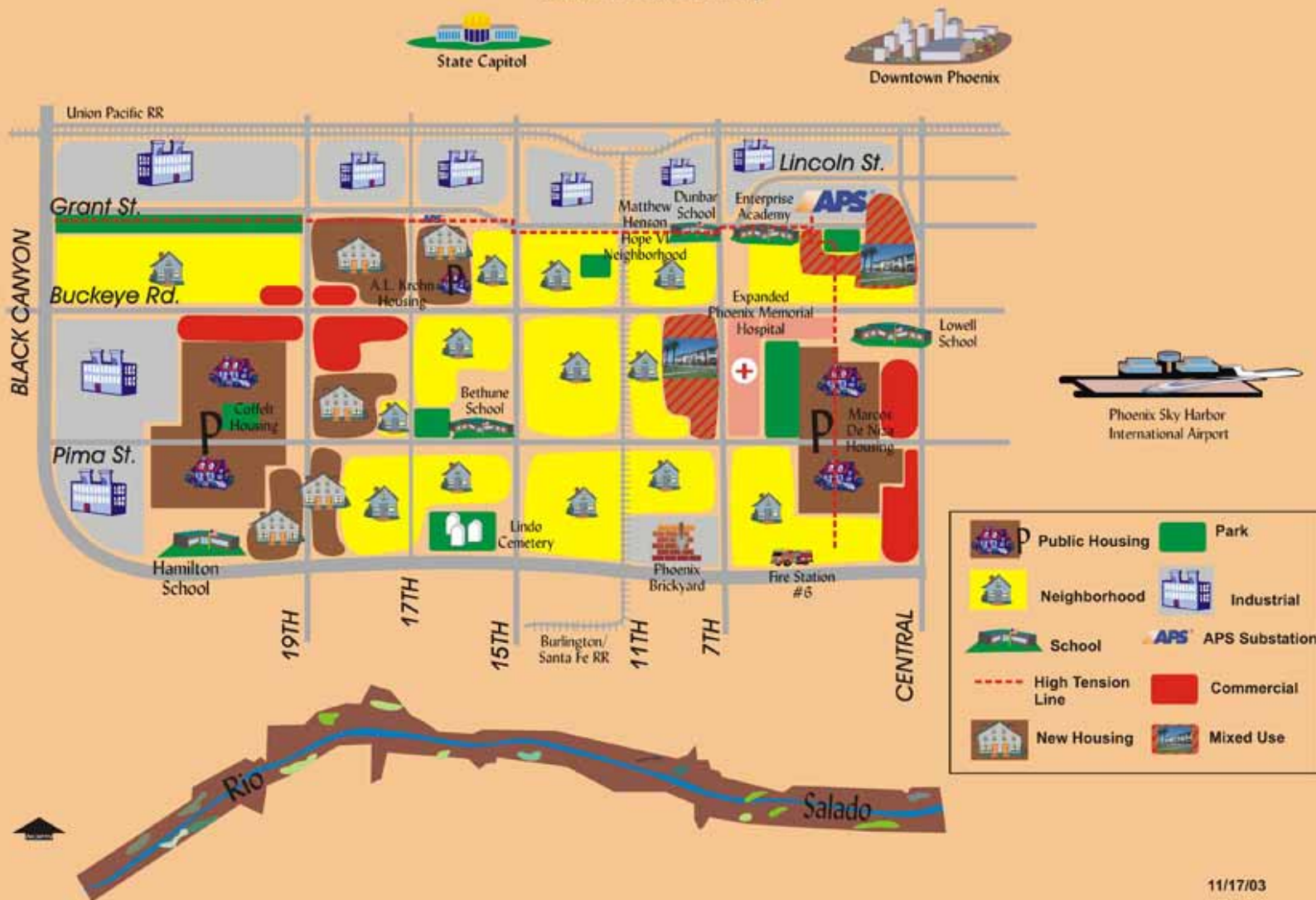
Proposed General Plan Projections

Figure 35 presents differences between the existing and proposed General Plan land use designations resulting from the changes presented above. For the most part, land use designation acreages have traded between categories to reflect the actual land use patterns in the community. As noted, there is an overall increase of residential land use, mainly as a result of the transition from industrial along 19th Avenue.

Figure 36 presents standards that will allow projections of the number of housing units, the total population and number of elementary and high school students that would occur in Central City South at build out, based on its residential land use designations by the General Plan and corresponding acreages. These factors reflect the unique population and housing characteristics found within the area, and may be used to project the impact of land use decisions and development activity.



Figure 34 Central City South
Future Character Map



11/17/03



Use Category	Figure 35 - General Plan Land Use Designations			
	Existing General Plan		Proposed General Plan	
	Acres	% of Total	Acres	% of Total
Single Family 3.5-5 du/ac	405	33%	389	32%
Multi-family Low Density 10-15 du/ac	156	13%	178	14%
Industrial to Residential 10-15 du/ac Transition	-	-	31	3%
Commercial	187	15%	158	13%
Mixed Use, 25% Residential	-	-	37	3%
Mixed Use – Hospital Related			8	1%
Industrial	393	32%		-
Commerce Park	-	-	334	27%
Public / Quasi Public	67	5%	66	5%
Parks / Open Space	21	2%	28	2%
Total	1,229		1,229	

Based on the above factors, Figure 37 provides projections for the number of dwelling units within Central City South when all the residential land is developed to its full potential (build out), and the total population and student population anticipated at that time. These factors have also been applied to the existing land use calculations for the area. As noted, the build out population will add approximately 4,000 to 6,000 residents to the community over the 10,200 people identified by the 2000 Census. The 2,607 Elementary school students anticipated under the

proposed General Plan land uses exceed the current capacity of schools within the community by approximately 600 students. This is equivalent to one elementary school.

Figure 36 General Plan Land Use Factors				
Land Use	Dwelling Units/Acre	Population/Dwelling Unit	Students/Dwelling Unit	
			Elementary	High School
3-5 du/ac.	5.0	4.1	.89	.51
10-15 du/ac.	12.0	4.1/3.3*	.41	.18
* Assume a single-family/multifamily split of 25/75 percent				

	Figure 37 Build Out Characteristics		
	Existing Land Use*	Existing General Plan	Proposed General Plan
Single-Family Dwelling Units	1,415	2,220	1,945
Multifamily Dwelling Units	1,870	1,404	2,136
Total Population	10,200	13,735	15,451
Elementary School Students	2,027	2,551	2,607
High School Students	1,059	1,385	1,501

*Based on 2000 Census dwelling unit distribution



FIVE YEAR ACTION PROGRAM

The Central City South Area Plan will be implemented through a series of activities undertaken by community residents and business owners, developers and others interested in investing in the community. It will also be supported by city actions that will encourage and assist those private investments. The Central City South Interim Overlay District and Hope VI Matthew Henson Revitalization Program are the two most significant steps in the city's commitment to revitalize the area. The proposals presented below represent a five year strategy to improve the community infrastructure and the well-being of residents and businesses. Their achievement will depend upon the availability of resources and funding.

Goal 1: Quality Housing in Attractive, Well Served Neighborhoods

1. **Central City South Area Plan Adoption:** Adopt Central City South Area Plan and the proposed General Plan Land Use Map amendments approved.
2. **Hope VI Matthew Henson Revitalization Program:** Complete construction of the approved development plan and continue supporting efforts such as community and economic development programs.
3. **Housing Development:** Provide assistance to infill housing developments and complete a HUD-funds environmental assessment to determine, due to issue of noise, where those funds are eligible to be used.
4. **Improve Existing Housing:** Target neighborhoods in which to provide assistance to rehabilitate and preserve housing.

5. **Mixed Use Areas:** Work with property owners, investors and developers to achieve mixed use development in two targeted areas:
 - ◆ 7th Avenue and Buckeye Road
 - ◆ 2nd Avenue and Grant Street
6. **Eliminate Blight:** Identify blighted properties and work to eliminate that blight.
7. **Stronger Code Enforcement:** Establish community code enforcement strategies, with particular emphasis on:
 - ◆ Inoperable vehicles
 - ◆ Junk, litter and debris
 - ◆ Open and vacant buildings and structures
 - ◆ Outside storage
8. **CIP Bond Program:** Develop and prioritize a list of capital projects that will support revitalization activities and seek funding through the next city Bond Program.

Goal 2: Safe Environment

1. **Brownfields Program Funding:** Secure additional funds for the Brownfields Program to encourage investment in the redevelopment of brownfields.
2. **Elevated Freeway:** Work with ADOT to construct noise and screen walls along the elevated portion of the I-17 Freeway.
3. **Neighborhood Policing:** Promote Block Watch groups and neighborhood awareness of the Police Department's Community Action Officers in the community.



4. **Alley Improvements:** Work with Public Works and Police departments to transition all alley trash pick up to curb side service.
5. **Street Lighting:** Identify the need and install additional lighting in areas needing better visibility.
6. **Sidewalk Improvements:** Complete the construction of sidewalks in all residential areas of Central City South.
7. **Neighborhood Traffic Mitigation:** Work with neighborhoods to address needed local street traffic mitigation.
8. **Arterial Street Retrofit:** Retrofit Buckeye Road, Central and 7th avenues with landscape and pedestrian improvements.
9. **Bus Stop Improvements:** Identify and complete improvements to make bus stops more comfortable for passengers.

Goal 3: Economic Opportunities for Area Residents and Businesses

1. **Assistance for Businesses:** Provide financial, technical and workforce development assistance to existing and new businesses, particularly those that provide services to area residents.
2. **Education and Training:** In partnership with the community, help area residents to obtain education and training that would enable them to get well paying jobs.
3. **Marketing Program:** Develop a marketing program to attract businesses, jobs and residents to the area.

Goal 4: Transition of Heavy Industrial Uses to Residentially Compatible Uses

1. **Central City South Interim Overlay District:** Monitor compliance with provisions of the Central City South Interim Overlay District and update the overlay district to implement plan objectives.
2. **Screening of Non-Conforming Land Uses:** Develop funding strategies to provide screening between non-compatible land uses.



Appendix A. Central City South Community Initiated Plans

Several community-based planning efforts have been undertaken over the last ten years. Each involved residents, business owners and others with an interest in the community and utilized numerous meetings to address major issues and to develop related strategies. The following provides a brief summary of each.

Central City South Charrette, April, 1999

The Herberger Center of Design Excellence and ASU College of Architectural and Environmental Design conducted the Central City South Charrette. This Charrette, covering the entire Central City South community, involved residents, community leaders, development professionals and staff and students of ASU. Four days of intense focus on the community by the participants resulted in an analysis of existing conditions and problems, and recommendations on how they might be addressed. Working from historic attributes, existing opportunities and community strengths, revitalization strategies are proposed to improve neighborhood-oriented land uses, to remove the barriers that isolate the community from the rest of the city, and to improve the physical environment.

Central City South Housing Study and Community Revitalization Plan, June 2000

Funded by the Phoenix Revitalization Corporation, the Plan concludes that the lack of reinvestment in the area is due mainly to noise impacts from the airport, the concentration of environmentally hazardous facilities and the presence of high crime rates. Property and housing conditions were studied to show 62% of the residential lots were vacant, or had homes in critical condition, 24% of the homes were in need moderate to major repairs, and 14% of the homes were in need of minor repairs. The community plan proposes that Central City South be made

a redevelopment area or Neighborhood Initiative Area to benefit from a focused revitalization program. The plan recommended continued community involvement in the planning process, the creation of a task force to continue to address community issues, and the preparation of a housing development strategy.

Phoenix Central City South Action Strategy (2000)

Prepared by the Phoenix Revitalization Corporation and led by the Central City South Task Force, the exercise used a public participation process to identify issues and make related recommendations. The group sought Neighborhood Initiative Area (NIA) or redevelopment area designation and a city process to adopt a land use plan for the area. Other issues related to public safety (crime, the impacts of homelessness on the community and traffic problems), the lack of community services, economic development, and adult education and workforce development.

Strategic Plan for Community and Economic Development, January, 2003

Sponsored by the Arizona Public Service through its Focus Future Program, the CCS Focused Future involved an extensive public process to develop strategic actions to improve the local economy. An action plan is proposed to strengthen neighborhoods, develop neighborhood services and facilities, and to create quality jobs for the neighborhood. The plan identifies four focus areas to achieve the community vision. The focus areas are: encompass community and economic development; housing; neighborhood safety and neighborhood beautification. The community representatives are continuing the implementation program for the plan.



Appendix B Central City South Interim Overlay District

Section 656. Central City South Interim Overlay (CCSIO) District. +1

- A. **Purpose.** The Central City South Interim Overlay District is designed to protect and enhance residential character in the area, promote community identity, reduce open land uses, discourage undue concentration of environmentally harmful land uses, and promote well managed growth. The CCSIO is an interim overlay and will be re-examined upon completion of the Central City South area plan. +1
- B. **Applicability.** The CCSIO District is the area bounded on the west and south by I-17, on the east by Central Avenue, on the north by Lincoln Street between Central and 3rd Avenue and by the Union Pacific Railroad Line between 3rd Avenue and I-17. The district also includes those additional lots fronting onto Broadway Road TO 28th Street on the south side and 350 feet east of 28th Street on the north side. +1*3

The CCSIO applies to all new land uses or new development established after the effective date of this ordinance within. The CCSIO district will not apply to those properties that have received preliminary site plan approval or a building permit prior to the effective date of this ordinance. +1

Except as provided in Section C, land in the CCSIO District may be used for all uses permitted in the base district in accordance with the standards and procedures established in this ordinance and the limitations of Section D or Section E or Section F. In such instance where there is a conflict between the uses permitted in the base district and the provisions of the Section D, E and F, the more restrictive regulations shall apply. +1

- C. **Prohibited uses.** The following uses are not permitted within the CCSIO district.+1
1. Commercial slaughtering of animals. +1
 2. Commercial waste facilities used to collect, treat, store, process, transfer or dispose of solid waste. Solid waste means any garbage, refuse, sludge from a waste treatment plant, water supply treatment dissolved materials in domestic sewage, or solid and dissolved materials in irrigation return flows, or discharges from point sources subject to permits issued pursuant to 33 USC section 1342 or Arizona Revised Statutes Section 49-255.01, or source, special nuclear, or byproduct material as defined by the Atomic Energy Act of 1954, or facilities that treat, store or dispose of hazardous waste as defined in section 648 of the Phoenix Zoning Ordinance. Facility includes all contiguous land, structures, other appurtenances and improvements on the land. +1
 3. Outdoor advertising structures (billboards). +1
 4. Junk yards, wrecking yards and salvage yards. +1
- D. **Special permit uses.** The following uses shall be subject to special permit approval in accordance with section 504.1. +1
1. Homeless shelters. +1
 2. Open outdoor primary uses. Those primary uses shall include, but are not limited to, long-term storage, storage of vehicles for a period of longer than one week, outdoor storage of equipment for a period of longer than one week or any primary use conducted outside of an enclosed structure. +1
 3. Used car sales. +1
- E. **Use permit uses.** The following uses shall be subject to use permit approval in accordance with section 307. +1
1. Day labor hiring and associated transportation centers. +1



- 2. Pawn shops. +1
- 3. Tattoo shops. +1

F. District restrictions. +1

- 1. All development zoned A-1 and A-2 shall be subject to the development standards of section 626.H, the Commerce Park/General Commerce Park districts standards. New developments on parcels that are less than 10 acres are subject to administrative review by the Planning Director or his/her designee. The Planning Director shall determine which screening and setback standards of section 626.H shall apply. Where solid walls are required, other appropriate screening may be applied. The Planning Director’s decision can be appealed to the Planning Commission and ultimately to the City Council. For those uses or developments that are considered non-conforming due to the provisions of the CCSIO district, the new standards shall apply only to expansion areas. +1
- 2. All new homes in the CCSIO district shall be subject to the design review process of section 507 Tab A, II. for Single-family Design Review. The design review shall apply to all new homes regardless of lot width. +1 *2

In addition to the provisions of tab a, ii. of the zoning ordinance, new one and two units per lot residential development shall be subject to the following provisions: +2

- a. All driveways and parking spaces shall be hard surface. +2
- b. Each dwelling unit shall have at least one covered parking space located in a garage or under a carport. The design of the covered parking shall be substantially similar with regard to texture, color and material to that of the housing. +2
- c. The front yard open space of a two unit per lot development shall be landscaped and separated from the driveway and parking areas by a three foot wall, fence, or physical barrier. +2

- d. Unless all zoning ordinance required parking is provided along an alley, a contiguous one-half of the area between the rear lot line and the setback line shall be landscaped and separated from the driveway and parking areas by a physical barrier such as a three foot wall or fence. +2
- e. Where two detached units are placed on a single lot, a notice that the lots are not to be split without prior city approval shall be recorded prior to issuance of building permits and the recorded document noted on the submitted site plan. +2

Date of Addition/Revision/Deletion - Section 656

- +1 Addition on 7-3-2002 by Ordinance No. G-4453, eff. 8-2-2002
- +2 Addition on 6-4-2003 by Ordinance No. G-4516, eff. 6-4-2003
- *2 Revision on 6-4-2003 by Ordinance No. G-4516, eff. 6-4-2003
- *3 Revision on 7-2-2003 by Ordinance No. G-4533, eff. 7-2-2003

Appendix C. Surrounding Area Plans

Over the last 20 years the city has undertaken a number of efforts to address the conditions, needs and potential of areas near Central City South. The following presents a brief summary of these city adopted plans. Each document includes goals, policies and recommendations specific to their respective objectives. (see Figure 16).

Downtown Redevelopment and Improvement Plan

Adopted in 1979, Downtown Redevelopment and Improvement Plan established general land use and design objectives for the downtown area. It enables the city to acquire land through the use of eminent domain and the assemble land for redevelopment.



Governmental Mall Redevelopment Plan

Adopted in 1987, the Governmental Mall Redevelopment Plan established general land use and redevelopment goals and objectives for the area. Through the provisions of the plan the city may use eminent domain to acquire land for redevelopment. The Plan has supported residential development projects in the area. A number of State of Arizona offices have also been constructed in the area.

Downtown Core Specific Plan

Adopted in 1991, the Downtown Core Specific Plan identifies land uses and design characteristics for subareas that make up the downtown. It also articulates a transportation and pedestrian system, and plans for open space and housing. Public actions based on the plan have supported extensive private investment in office, entertainment and sports facilities, along with housing development. A unique zoning district, the Downtown Core, was adopted to encourage and assist in achieving the desired land use and urban design objectives for the downtown area.

Nuestro Barrio Plan

Adopted in 1992, the Nuestro Barrio Plan was prepared with substantial community input to address noise impacts from Phoenix Sky Harbor Airport. It defined a strategy for the transition of the neighborhood to non-residential uses. A funding source was not identified until adoption of the Phoenix Sky Harbor International Airport F.A.R. Part 150 Noise Compatibility Study in 2000. The city is developing programs for the voluntary acquisitions of residential and other noise sensitive developments in the area. An existing program may be used to help sound-proof homes from overflight noise impacts. Many properties within Central City South qualify for that program.

Capitol District Development Guidelines

This document was prepared by the Legislative Governmental Mall Commission in 1997. The Commission consists of representatives from the state, city and county governments, as well as the U.S. Congressional district. They have the authority to review and approve development plans within the area prior to issuing building permits. The guidelines identify land uses and building design principles against which development proposals are reviewed.

Phoenix Sky Harbor International Airport Noise Compatibility Study

The Phoenix Sky Harbor International Airport Part 150 Noise Compatibility Study was approved in 2000. The study defines areas within which noise compatibility projects may be eligible for federal funding. Generally, noise compatibility projects must be within the 1999 65 DNL noise contour to be eligible for federal funding. As shown on figure #39, a portion of Central City South is located within this noise contour and is eligible for sound-proofing of noise sensitive land uses. For further information contact the Residential Sound Assistance Program at (602) 261-7950

Hope VI, Matthew Henson Revitalization Program

The Matthew Henson, Hope VI Revitalization program is a five year, \$35 million federally funded program to transform the city's Matthew Henson public housing and neighboring blocks into a mixed income, mixed use housing with community services and facilities. The revitalization effort is expected to stabilize the targeted area and encourage private reinvestment within the larger Central City South community. City commitments to the program will assist with zoning and property maintenance compliance, housing rehabilitation, and various infrastructure improvements. In February, 2003, the Hope VI Special Redevelopment Area Plan was adopted. It allows for the acquisition of land through eminent domain to assemble land for redevelopment.



Beyond the Banks Plan of the Rio Salado Area Plan

Adopted in November, 2003, the Beyond the Banks of the Rio Salado Area Plan is a long term program to direct revitalization and maximize the benefit to the community of the Rio Salado Habitat Restoration Project. The area north of the river to Interstate 17 Freeway is expected to remain industrial in character. A scenic road will provide access to trails and other amenities around the river.

Appendix D. Environmental Conditions

Air Quality



Figure 38 - Phoenix Brickyard

A variety of public surveys have shown that air quality is one of the greatest environmental concerns for area residents. The City works closely with Maricopa County, the Arizona Department of Environmental Quality (ADEQ), and the federal Environmental Protection Agency (EPA) to support them in fulfilling their responsibility to ensure clean air. As noted in the General Plan, the City also implements programs related to alternative fuel, dust control and travel reduction to reduce air pollution.

Soil Contamination

Properties contaminated by leaking underground gas tanks or toxic waste from industrial operations are located throughout Central City South. These properties, often referred to as brownfields, can present health and safety concerns to the community. Often vacant or underutilized land, brownfield sites are difficult to redevelop due to the uncertainty of their condition, associated environmental liability and the high cost of clean up. Renovating or redeveloping these properties would help remove blight in the community. The city of Phoenix has the 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.

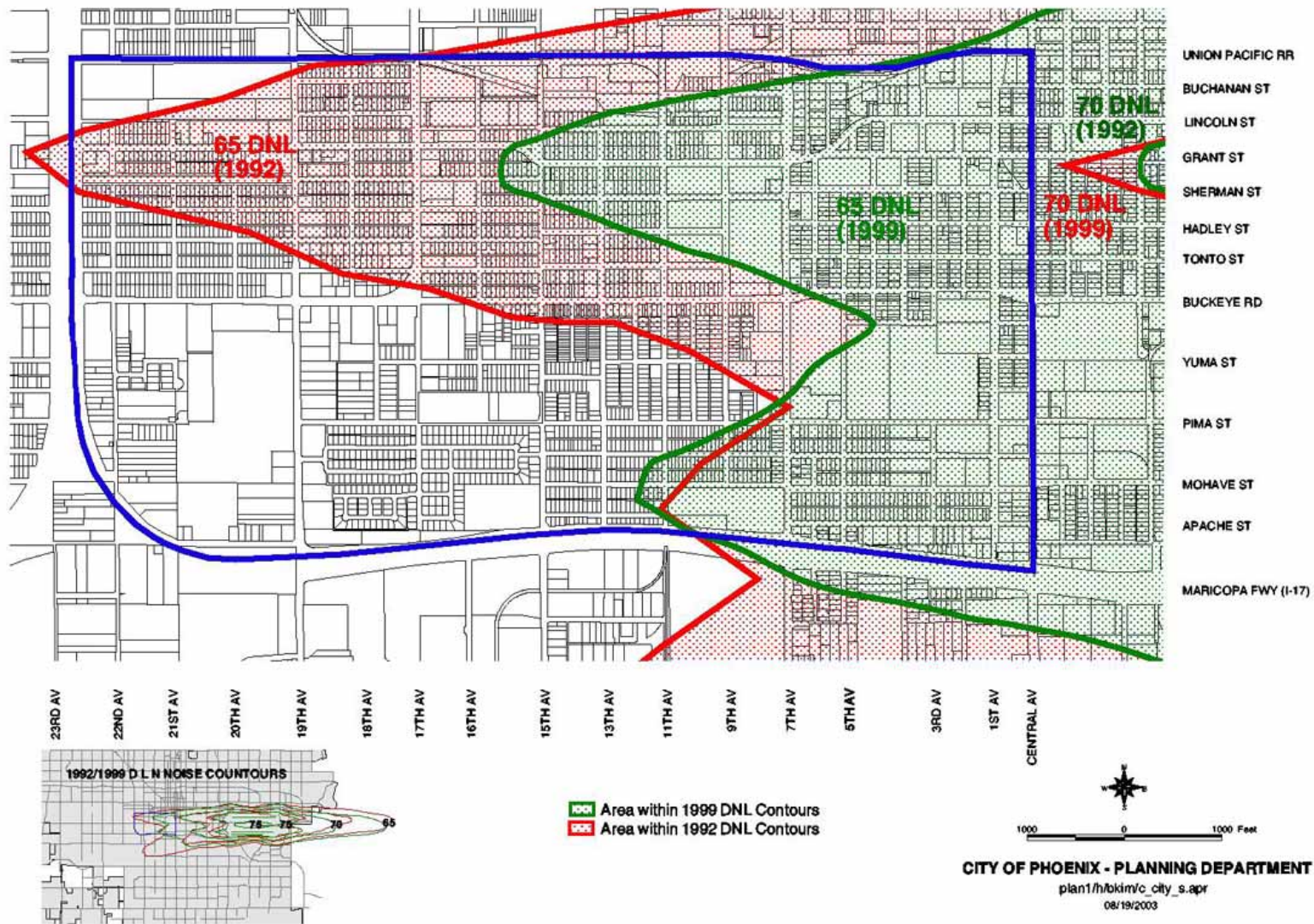
Phoenix Sky Harbor International Airport

Central City South is impacted by overflights and jet noise from Phoenix Sky Harbor International Airport, located approximately two and one-half miles to the east. The community is in the Public Airport Disclosure area as defined and prepared in accordance with state statute. The Phoenix Sky Harbor International Airport Part 150 Noise Compatibility Study, completed in October 2000, established guidelines and defined areas within which noise compatibility projects are eligible for federal funding. Within the airport's 1999 70 DNL and higher noise contours (east of 7th Street) programs are available allowing the acquisition of residential properties and the relocation of residents outside the noise impact area.

Based on recommendations of the Part 150 Noise Compatibility Study, the Aviation Department has developed a sound insulation program for existing single-family homes. Residential properties within both the 1992 and 1999 contours of 65 DNL may be eligible for sound insulation



Figure 39 **CENTRAL CITY SOUTH AREA PLAN**
NOISE FROM SKY HARBOR INTERNATIONAL AIRPORT & NOISE CONTOURS





improvement grants. These contours cover much of the Central City South community (See Figure 39). The acoustical treatment provided will typically improve the outdoor to indoor noise level of a building by five to ten decibels, with the goal of achieving an interior noise level of 45 DNL or less. The program could be leveraged with other funding that would improve the residential structures and rectify code violations. For additional information contact the Residential Sound Assistance Program at (602) 273-3475.

Burlington/Santa Fe Railroad Line

The Burlington Northern and Santa Fe Railway Company owns, operates and maintains the railroad line located within the 11th Avenue right-of-way. The City of Phoenix maintains the pavement and road along the tracks. The track, laid in the 1940's, travels south beyond the I-17 underpass out to 43rd Avenue. It serves the Phoenix Brickyard and other businesses that transport high volume and low cost materials such as cement, brick, asphalt, chemicals and other industrial raw materials and products. The rail line is operated twice a day, one trip going to the customers around 9 AM, the return trip generally occurs around noon. Each trip consists of 15 to 50 rail cars. Generally there are no weekend or night operations.



Figure 40 - 11th Avenue Railroad Track

The company is a common carrier, and is obliged to provide access to customers if they make application, and if the connection is feasible. Diversion of the 11th Avenue line is not practical, as there are no other feasible routes.

Railroad crossing flasher lights and gates are planned to be installed at all four-way local street intersections along 11th Avenue.

Elevated I-17 Freeway

Constructed in the early 1960's, the I-17 Freeway is the western and southern boundary of Central City South. Along the entire southern boundary the freeway is elevated approximately 30 feet from the ground level. Only guard rails separate traffic from the embankment. As a result, freeway noise and the sight of traffic adversely affect the adjacent community. The freeway's presence caused many nearby residences to be demolished, leaving vacant lots. Commercial and industrial activities have located along portions of the frontage road. Nevertheless, some residential neighborhoods are found adjacent to the freeway and some new homes have recently been constructed backing onto its frontage road.



Figure 41 - Elevated Maricopa Freeway (in background)

The Central City South segment of the I-17 Freeway is included in The Black Canyon/Maricopa Freeway Specific Plan. Adopted in 1998, this plan proposes measures to mitigate freeway impacts on adjacent residential areas and allows such projects to be funded with Freeway

Mitigation bond funds. Noise wall construction for the area was a high priority for the city's 2001 bond program. The city is currently working with the Arizona Department of Transportation to determine if the project is feasible under the criteria of the Freeway Mitigation Program. If those criteria are met, consideration of those improvements will be evaluated against the timing of future improvements that may be undertaken by ADOT.

Appendix E. Infrastructure

Adequate public infrastructure is necessary for a healthy neighborhood. Although neighborhoods in Central City South have adequate water and sewer service, parks and recreation facilities, public transportation and other public facilities, much of the infrastructure is old and some does not meet current city standards.

Streets

Like most of the city, Central City South developed on a grid street pattern. Buckeye Road, an arterial street, runs through the center of the community. Prior to construction of Interstate 10 it provided a connection to Phoenix from communities further west and eventually to Southern California. Once developed with many highway oriented uses, it terminates into Phoenix Sky Harbor International Airport, 2 ½ miles to the east. Central, 7th and 19th avenues are north/south arterial streets connecting the Downtown and Capitol Mall areas to I-17 Freeway interchanges and south across the Rio Salado into South Mountain Village. None of the arterial streets meets current city right-of-way width standards and none have any enhanced landscape features. Due to the narrow right-of-way, opportunities for street improvements and to install landscape enhancements are limited unless adjoining properties are redeveloped and additional right-of-way or easements dedicated.



Figure 42 - Buckeye Road - Example of poor streetscape

Lincoln/Grant Street, Mohave Street, and 15th Avenue function as collector streets and direct traffic from local to arterial streets. All other streets in the area are local streets that provide direct access to adjoining properties. Traffic counts indicate that none of the streets have traffic volumes that exceed their functional classification

Alleys

Except for the eastern portion of the New Homes subdivision, all residential areas south of Buckeye Road and areas west of 15th Avenue have alleys, generally 16 or 20 feet in width. In an effort to reduce dust pollution the city paved all dedicated alleys south of Buckeye Road used for trash pick up. Alleys north of Buckeye Road, west of 19th Avenue will be paved during 2004. The remaining alleys are not scheduled for paving at this time. Many residents view alleys as thoroughfares for crime and want them abandoned and closed. No alley abandonment applications have been filed and there are no city programs that would help fund associated improvements required for their closure.

Sidewalks

City of Phoenix development standards require the construction of sidewalks as part of new subdivision development. Most of Central City



South, however, was subdivided prior to annexation, and many residential areas developed without sidewalks. As part of the 2001 Bond Program the city committed to constructing sidewalks in the community. As shown on Figure 30, there will still be areas without sidewalks after the current improvements are completed.

Water Service

Most of the water lines in Central City South were laid in 1930's, 40's and 50's. According to the Water Services Department, there are no water capacity problems and the existing water pressure is adequate to serve redevelopment consistent with the area's existing development pattern. Larger diameter distribution lines may be needed to accommodate increased water demands if higher density residential developments or more intensive office and retail development occur.

Although no obvious problems exist, not all of the existing water system meets current city design standards. Deficiencies include:

- ✦ Looping of the existing water system is not complete for the area.
- ✦ Undersized (2 and 4 inch) distribution lines exist.
- ✦ Some distribution lines are located in alleys and within easements.
- ✦ Some fire service is provided on less than eight-inch lines (required if a dead-end segment or serving apartment development) or accommodates fire flows less than standard, i.e. 3,000 gallons per minute for commercial areas.

These deficiencies would normally be corrected through the development and redevelopment processes. Figure 43 identifies the location and size of water pipes needed to upgrade the water system.

Sanitary Sewer Service

Sanitary sewer service is available to all properties in the Central City South. According to the Water Services Department, existing sewer capacity and service are adequate to serve current uses. The recent completion of the trunk line along Jackson Street created additional sewer capacity for the area. Even with more intense development, the existing system will be adequate.

Streetlights

The City of Phoenix has a policy to provide lighting at street intersections and on new major streets. New street lighting is also made available during the modernization of streets. Normally, street lights are spaced at intervals of 250 feet. Closer spacing may be desirable in some areas due to reasons of crime, security and traffic concerns.

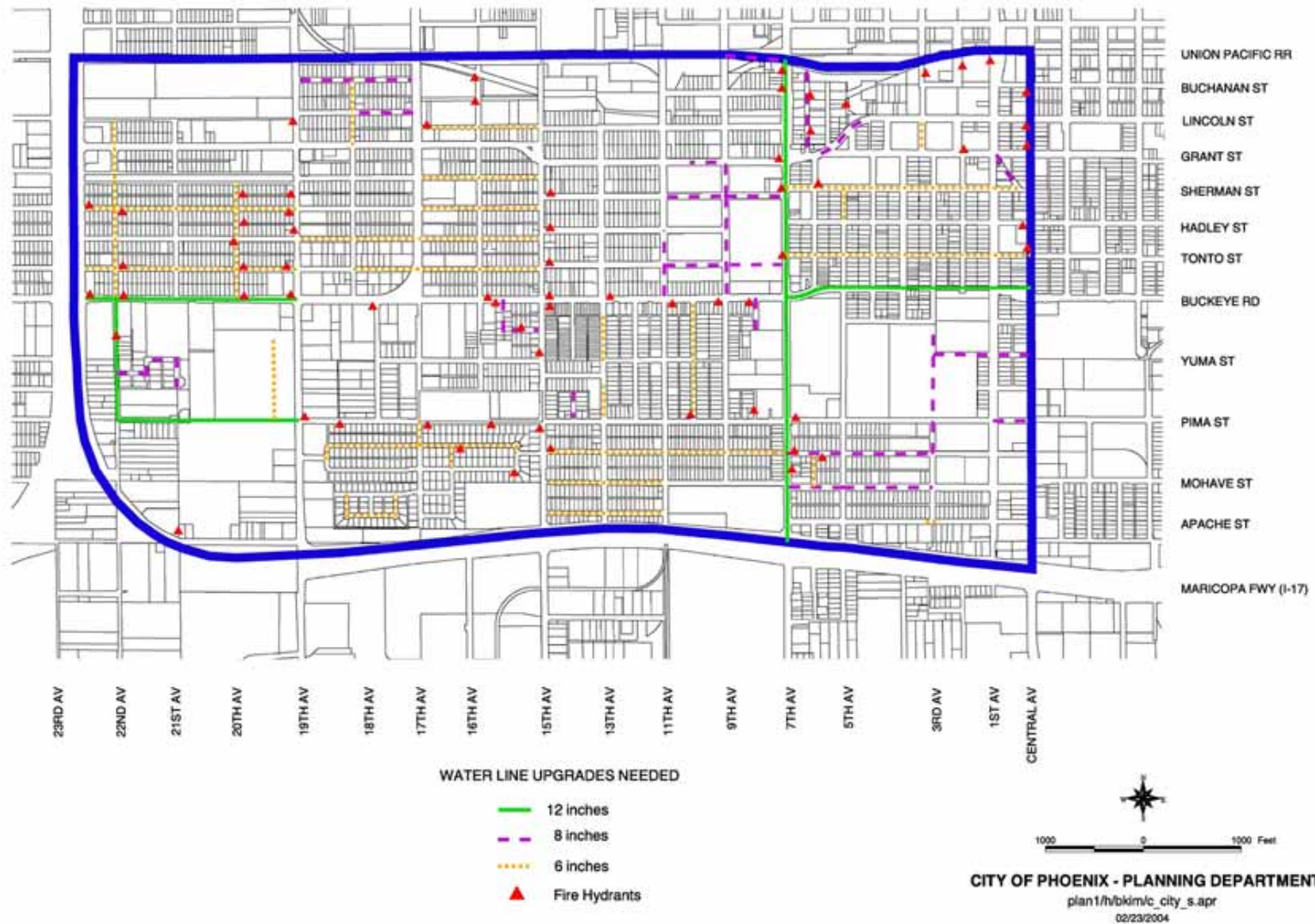
In residential streets, the Street Transportation Department administers a Mid-Block Lighting Program. Neighborhood residents normally living within 100 feet of a location may petition for additional street lights if they feel that the lighting is inadequate at that location. Residents and neighborhood organizations work with the city to identify locations requiring lighting improvements. To access this program contact the Street Transportation Department at (602) 495 5125.

Power Lines

Two 230kV power line corridors run through Central City South; one along the Sherman Street alignment the other, which includes two separate lines on either side of the street, along 3rd Avenue. Both lines are constructed over the front yards of adjoining residential properties. They connect to the APS substation located at 3rd Avenue and Grant Street. Placing these lines underground is estimated to cost in excess of \$2.5 million per mile per corridor. Relocating the lines would cost as



Figure 43 **CENTRAL CITY SOUTH AREA PLAN**
WATER LINE UPGRADES NEEDED





much due to the land costs, the construction of new towers and the dismantling of the old stanchions.



Figure 44 - Powerline corridor

Appendix F: Public Facilities and Services

Parks and Recreation Facilities

Four neighborhood and two mini parks are located within Central City South. The neighborhood parks include Alkaire, Coffelt-Lamoreaux, Harmon and Grant. Each provide a range of activities and programs offered by the city's Park and Recreation Department. The mini parks are Ninos and Sherman Parkway, which is located under the APS power line corridor.

Library

Harmon Branch Library, located at Harmon Park, provides meeting rooms for community groups and local businesses. Opened in 1950, it is the oldest branch library in the city. Numerous programs are offered in both English and Spanish and there is a large collection of Spanish language material. The library reaches out to the community with school visits, participation in community fairs, and area revitalization projects.

The current facility does not provide for the library's needs. Bond money has been allocated to acquire land for a new library site within the Central City South community. It is anticipated that funds will be identified in the next bond election for its construction.



Figure 45 - Harmon Library



Figure 46 CENTRAL CITY SOUTH AREA PLAN

PUBLIC FACILITIES & SERVICES



- Social & Human Services**
- | | | |
|---|-------------------------------------|----------------------------------|
| 1 Arizona OIC (Employment & Training Program) | 7 Senior Opportunities West | 13 Friendly House |
| 2 Central Phoenix Family Services Center | 8 Vernald Coleman Recreation Center | 14 Boys & Girls Club |
| 3 Dunbar (Head Start Center) | 9 Harmon Branch Library | 15 Maricopa County Clinic |
| 4 Hamilton (Head Start Center) | 10 Phoenix Memorial Hospital | 16 City of Phoenix Senior Center |
| 5 Marcos De Niza Senior Center | 11 Urban League | |
| 6 Memorial Towers | 12 Southwest Behavioral Center | |

■ Parks



CITY OF PHOENIX - PLANNING DEPARTMENT

plan1/h/bkim/c_city_s_apr
02/26/2004



Community, Family and Senior Centers

The nearest community center is located at 16th Street and Jefferson in East Lake park. As part of the Matthew Henson Hope VI program a 2,000 square foot community resource center is to be constructed at the northwest corner of 7th Avenue and Buckeye Road with the Matthew Henson, Hope VI Revitalization Program. It will provide a range of recreation and social services for all ages. The Central Phoenix Family Service Center located on 7th Avenue, south of Buckeye Road, provides a variety of case management services, including assistance to young offenders referred from juvenile court, job training and promoting social and financial self-sufficiency. A Senior Center is located at 1220 South 7th Avenue. It provides nutrition programs, group meals, educational opportunities, recreation and social activities, information, referral, advocacy, transportation and counseling/casework services for people 60 years or older or adults with disabilities.

Fire Protection

Fire Station No. 26 is located at 368 w. Apache Street. It 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 at 84% of capacity. Fire station Numbers 12, 13 and 28 are close by and occasionally respond to the calls from the area.

Fire service is adequate by city standards. The 1st unit response time, Advance Life Support response time and ambulance response time is all below citywide averages.

Public Transportation

Most residents of Central City South are within one-eight mile of a local bus route (See Figure 48). Bus stop amenities, which may include a sign, a bench and a shelter, are located every one-quarter mile along each of the routes. The type of amenity is dependent on the location and transit passenger boarding activity.

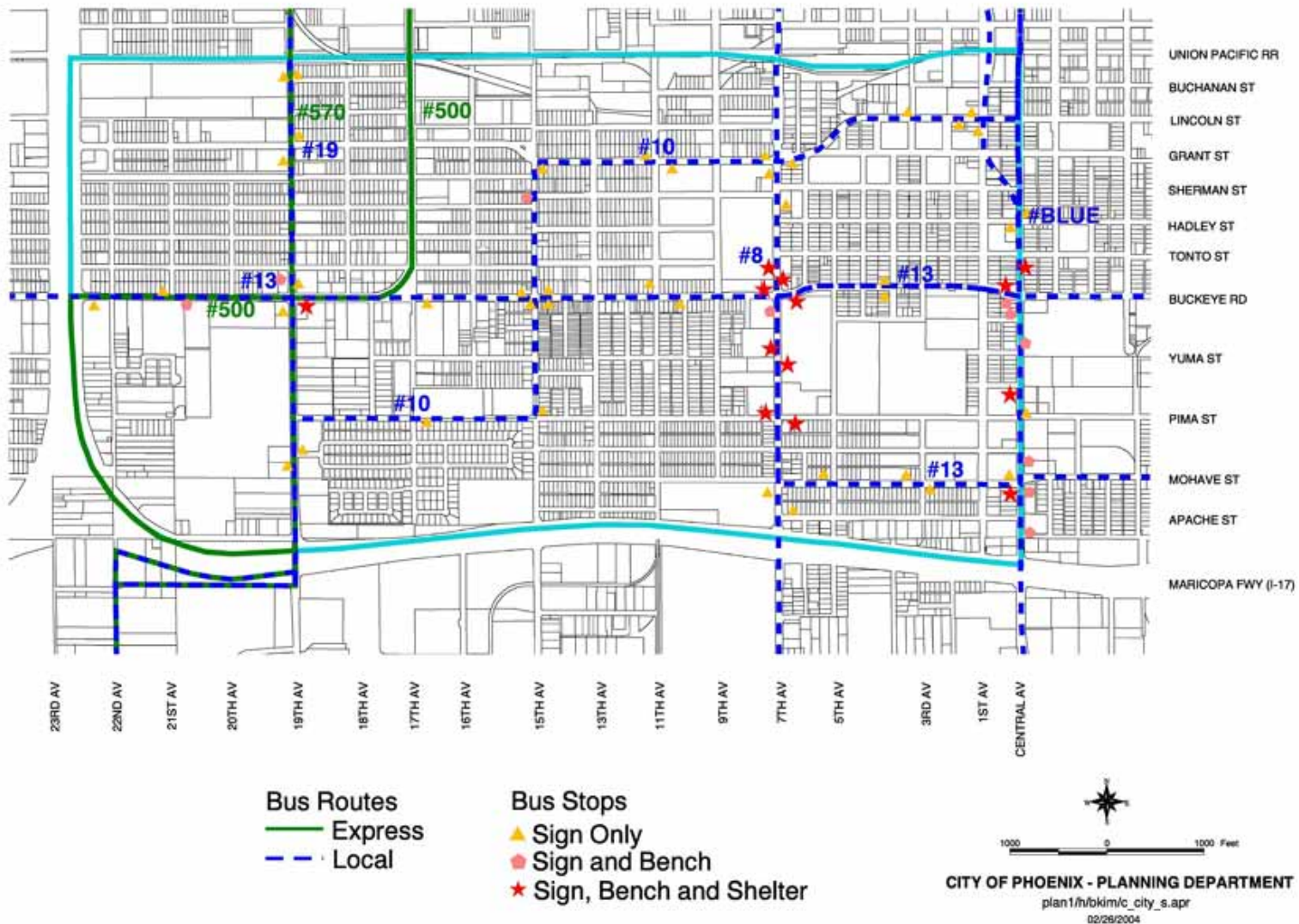
Schools

Most of Central City South east of 19th Avenue is located within the Phoenix Elementary School District. The Murphy Elementary School District makes up the remaining, western portion of the area. As noted in Figure 48, student enrollment at each of the area’s four public schools exceeded or was near the school’s capacity. While several charter schools have located within or near the area and may affect public school enrollments, infill housing on vacant or redeveloped parcels is expected to generate the need for at least one new elementary school facility.

Figure 47 School Characteristics				
SCHOOL DISTRICT	SCHOOL NAME	GRADES	STUDENTS ENROLLED 2002	ESTIMATED SCHOOL CAPACITY
PHOENIX ELEMENTARY				
	Bethune	K-6	587	585
	Dunbar	K-6	282	295
	Lowell	K-8	654	625
MURPHY				
	Hamilton	K-8	526	600



Figure 48 CENTRAL CITY SOUTH AREA PLAN
BUS ROUTES AND STOPS





Appendix G. Population and Housing Characteristics

The analysis provided below is based on 1990 and 2000 Census data for the entire Central City South community. Variations may exist between neighborhoods.

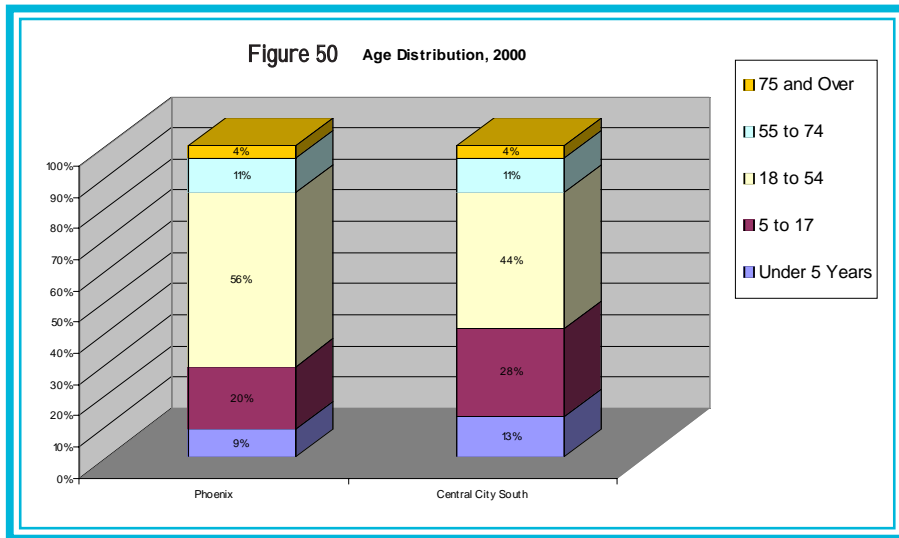
Population Characteristics

Age Composition – Analyzing the age of the population provides important insights into the characteristics and dynamics of the Central City South community. Age has been aggregated into groups that represent significant stages in a person’s lifecycle. Characteristics of the age group can affect neighborhood stability and vary the demand for certain services such as day care facilities and specialized social services. Age composition also has implications regarding the transportation and recreation needs in the area.

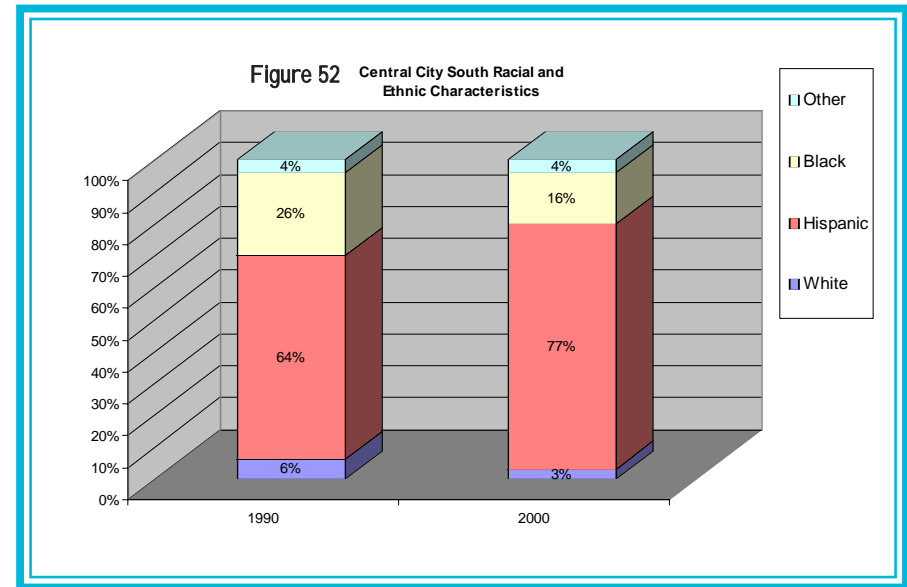
In Central City South, between 1990 and 2000, a two percent population increase occurred in both the 5 to 17 and 18 to 54 age groups, with a one or two percent decrease occurring in the other age categories. Figure 50 provides an age comparison with the city’s population for the year 2000. Central City South has a greater percentage of its population in the under five and 5 to 17 age groups than the city as a whole. These two age groups cause increased demand for schools, park and recreational services. For many families there is also the need for day care service. Compared to the city as a whole, the community has a much lower percentage of people in the 18 to 54 years of age category. This group is the most mobile age group with the indication that they may not stay in one place for too long.



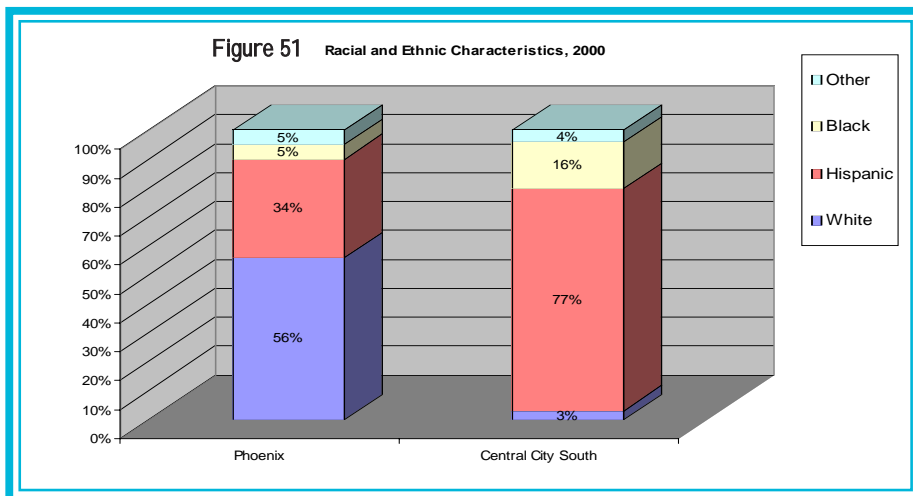
Figure 49 - Dunbar and Lowell Schools



Racial/Ethnic Composition – As indicated on Figure 51, in 2000 Central City South consists of almost entirely a minority population (97%) compared to the city’s average of 44 percent. From 1990 to 2000 the Hispanic population increased from 64 to 77 percent of the area’s total population. During that time the area’s black and white population declined from 26 to 16 percent of the total population (See Figure 52).



Educational Attainment – Educational attainment of the population is positively related to income and types of jobs and affects the price range of housing and shopping likely to locate in the area. Many other direct 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 53: Educational Attainment, Central City South had four times the citywide average (11 percent) for persons under the age of 25 with less than a 9th grade education in 2000. In the same year 70 percent of the community’s population younger than 25 years had less than a high school education, compared to 23 percent citywide.

Family Households – Single parent families, particularly female-headed, with children present are likely to have disproportionately lower incomes and be unable to afford housing or daycare. A larger than average percentage of such families shows the need for unique social services, daycare and housing in the area.

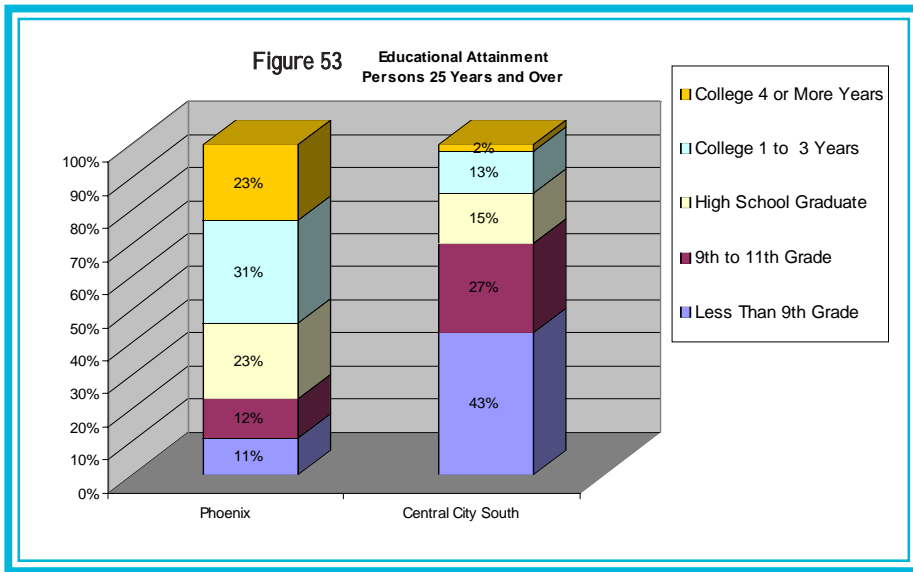
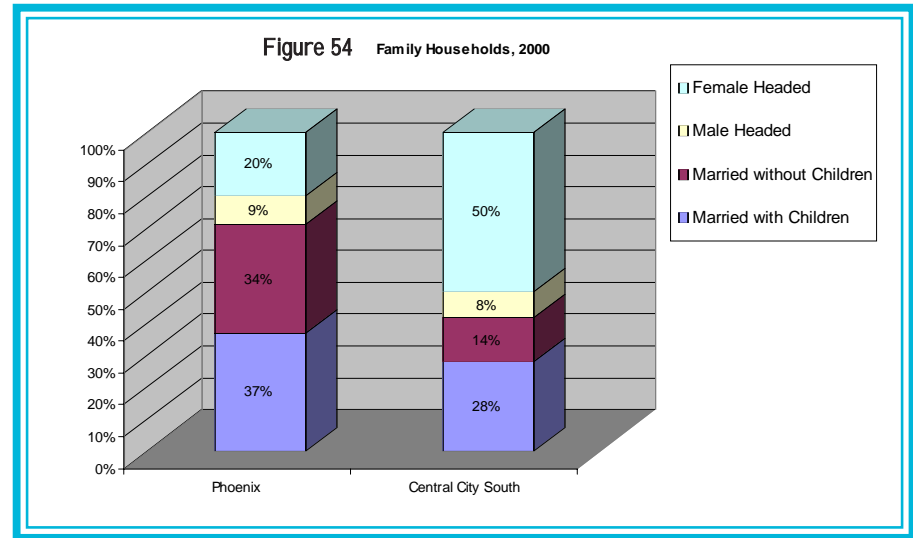
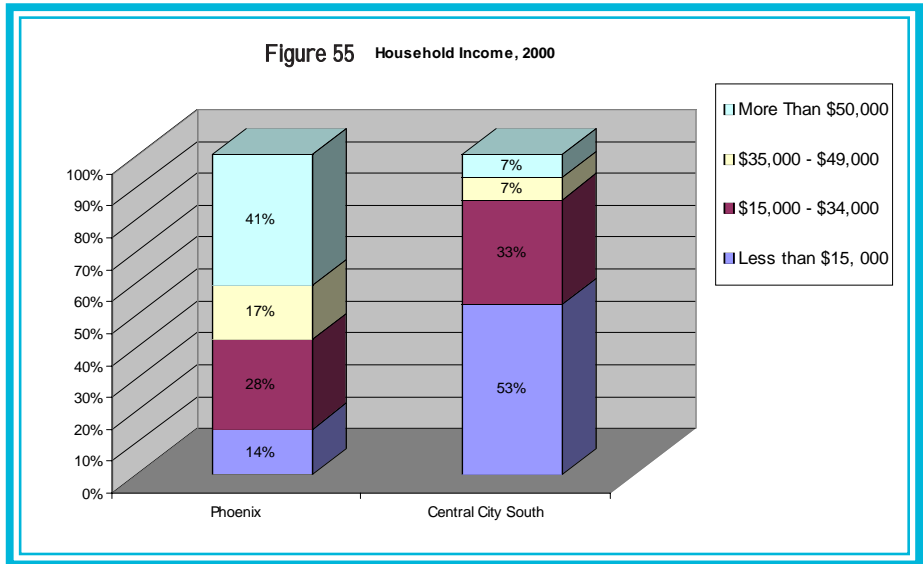


Figure 54 shows that the percentage of single parent households in Central City South (58%) significantly exceeded citywide averages of 29 percent. Female-headed households represented 50 percent of all families in the community.



Income – Areas with higher than average populations with low income generally have more serious economic problems and 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.



In 1999 the County median household income was approximately \$45,000. The city-wide average household income was \$55,000. As shown on Figure 55: Household Income, at that time 94 percent of the households in Central City South earned less than \$49,000, compared to 59 percent citywide. The percentage of households earning less than \$15,000 per year in 1999 was four times that city-wide.

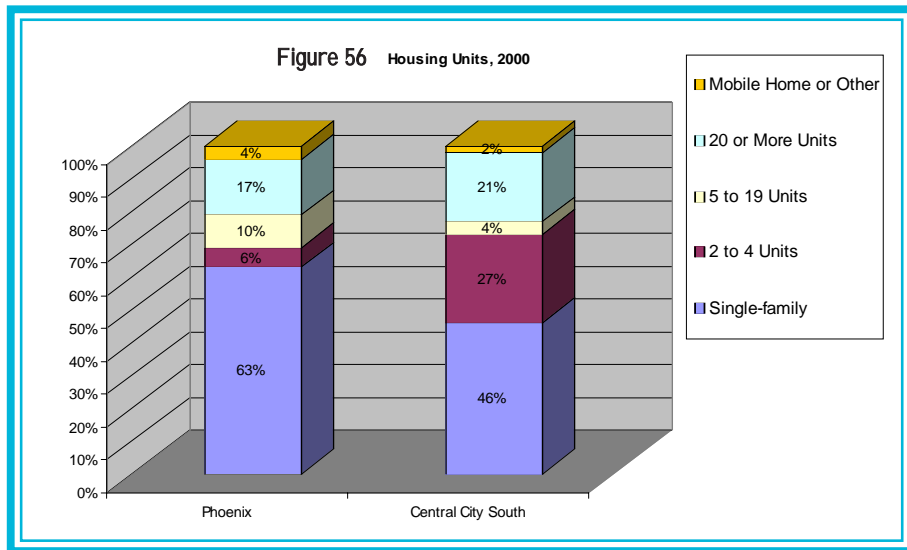
An indication of the relative wealth is provided by the relationship of personal income to the federally designated poverty level. Based on Census information, 61 percent of all people in Central City South are below the poverty level, four times the city-wide average of 16 percent. Areas with higher than average populations below the poverty level generally have more serious economic problems and larger

concentrations of persons needing increased social services. Income level of the community is a determinant that influences the development of commercial centers and retail activity.

Housing Characteristics

Housing Type – 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 area’s character and aids in developing strategies that work for high or low-density residential areas.

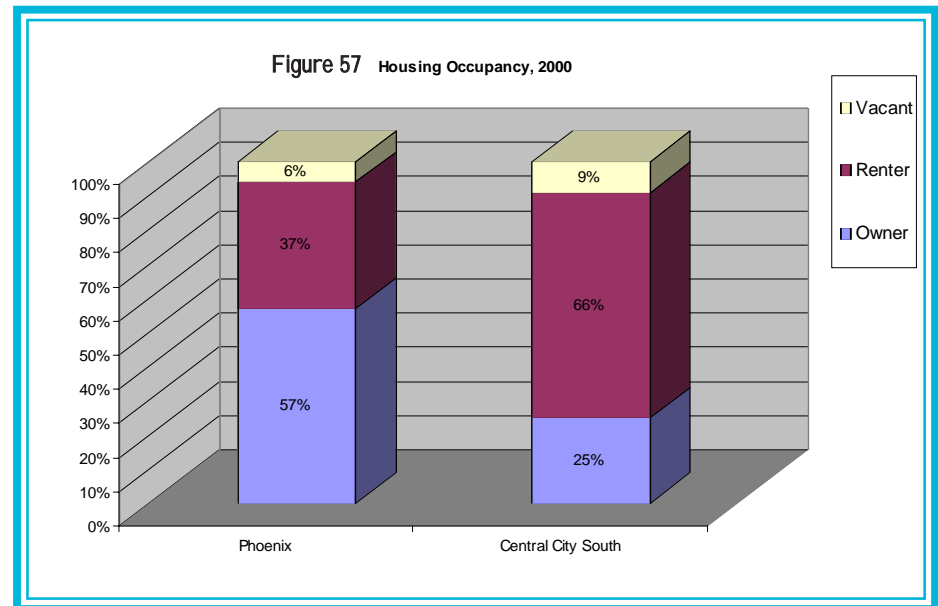
Figure 56: Housing Units compares housing types for Central City South to the city in 2000. Although considerably lower than the city average (63%), single-family homes were the predominant housing in the study area (46%). Small apartment developments in the low density (2 to 4 units) range provide significant amounts of housing for the area (27%). These density ranges typically are owner-occupied or resident managed, and do not have the parking, landscape and open space/recreational



amenities typical of larger apartment developments. The higher percentage of 20 or more unit properties is reflective of the public housing located in the community.

Owner/Renter Occupied – Is an important indicator of neighborhood stability. Owner occupied properties tend to have a stronger commitment to the neighborhood than renter occupied ones. They have a greater financial investment in the area, look to 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 rent raising, property maintenance and security. While many renters may be committed to the betterment of the neighborhood, there is less of an incentive for them. Residential turnover is frequent in areas with high concentrations of rental units.

As depicted on Figure 57: Housing Occupancy, only 25 percent of the housing in Central City South was owner-occupied in 2000, less than half the city average of 57 percent. Vacancy rates were half again as much as





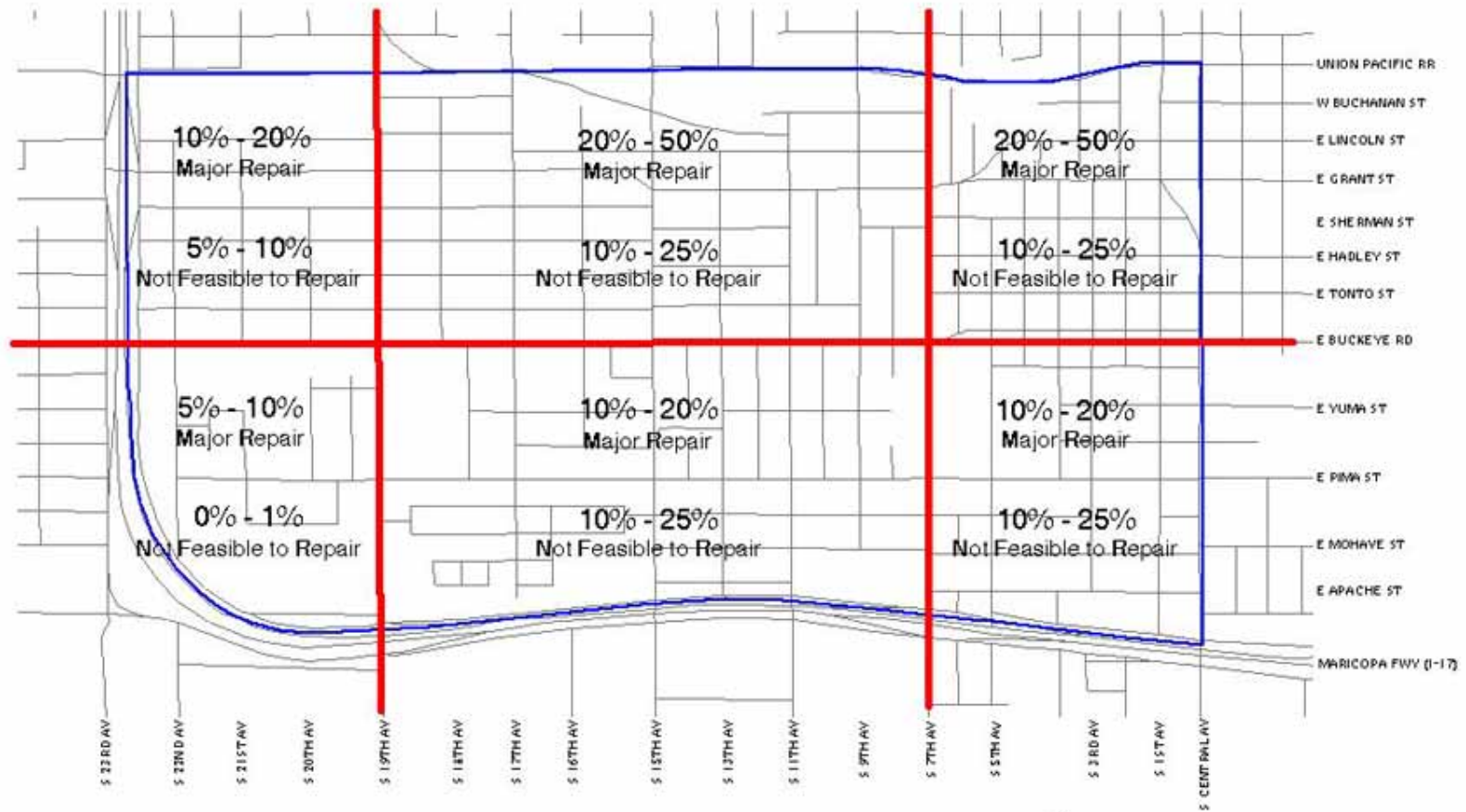
the city-wide average of six percent. Vacancy rate is an important indicator of neighborhood stability. Rates tend to be higher in rental verses owner occupied units (owners need to sell before moving) and higher in multifamily areas (rental). A higher than average vacancy rate indicates a higher percentage of rental homes in the area or that the area is in transition or it is less desirable than areas with lower vacancy rates.

Housing Conditions

The City of Phoenix Housing Condition Evaluation, 1994, prepared by the Arizona State University, evaluated the condition of housing within the city's boundary. The overall condition of individual structures were evaluated based on visual inspection of electrical service, plumbing, natural light and ventilation, structural appearance and home and yard condition. Public housing and mobile homes were not surveyed. Ratings of (1) Good – No repairs Needed, (2) Minor Repairs Needed, (3) Major Repairs Needed, or (4) Not Feasible to Repair were assigned. The Not Feasible to Repair category means it would cost more to repair the home to code compliance than the home is worth after the improvements are made. Figure 58 presents housing conditions by census tracts for 1994.

Figure 58

CENTRAL CITY SOUTH AREA PLAN
Housing Conditions, 1994
***Major Repair / *Not Feasible to Repair**



* 2.1% of the housing city wide was determined in need of Major Repair
 * 0.6% of the housing city wide was determined to be Not Feasible to Repair

Source: A SU, City of Phoenix Housing Condition Evaluation, 1994



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CITY of PHOENIX - PLANNING DEPARTMENT

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 03/10/2002