

RESOLUTION NO. 17-18

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, REAFFIRMING RESOLUTION NO. 12-28 FOR THE APACHE TRAIL REDEVELOPMENT AREA AND PLAN FOR THE SOLE PURPOSE OF QUALIFICATION OF FUNDING UNDER THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.

WHEREAS, on September 4, 2012, the City of Apache Junction mayor and council adopted Resolution No. 12-28, which established the Apache Trail Redevelopment Area; and

WHEREAS, on September 21, 2010, the City of Apache Junction mayor and council adopted Resolution No. 10-34, which approved the Downtown Redevelopment and Implementation Strategy; and

WHEREAS, the Arizona Department of Housing requires the reaffirmation of redevelopment areas every five years; and

WHEREAS, in compliance with A.R.S. § 36-1474 (C), the Apache Trail Redevelopment Area has undergone the following substantial redevelopment activities to eliminate slum or blighted conditions:

1. Street improvements in various neighborhoods;
2. Sidewalk installations in the Grand view neighborhood;
3. Solar street lighting installation in the Smythe neighborhood;
4. Street and drainage improvements to Delaware Drive;
5. Street, sidewalk and lighting improvements to Ironwood Drive;
6. Street lighting installation on Broadway Avenue;
7. Street lighting installation in the Sierra neighborhood;
8. Creation of the Strong Sustainable Community initiative;
9. Implementation of a commercial rehabilitation program;
10. Adoption of an Infill Incentive District, Resolution No. 04-25 (allowing economic incentive tools);
11. Various private developments including rehabilitations, expansions, and new development (Shopper's Supply, Pet Club, Goldfield Cardiovascular Institute, and Circle K);

12. Adoption of a single central business district by Resolution No. 00-10 (allowing certain tax benefits for development in such area).

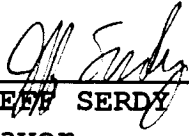
WHEREAS, the continuation of the redevelopment of this area is necessary in the interest of public health, safety, morals, or welfare of the residents of the City of Apache Junction pursuant to A.R.S. § 36-1473.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, AS FOLLOWS:

- 1) The City of Apache Junction recognizes the Apache Trail Redevelopment Area as legally described in Exhibit One, and as depicted on the map as shown in Exhibit Two, both attached hereto.
- 2) Pursuant to A.R.S. § 36-1474(C), because significant action has been taken to remove the slum and blight conditions in the Apache Trail Redevelopment Area, the slum and blighted area designation shall not terminate ten years after initial designation.
- 3) The City of Apache Junction has completed an infrastructure and building inventory and is attached as Exhibit Three.
- 4) The redevelopment area is necessary in the interest of the public, health, safety, morals or welfare of the residents of the City of Apache Junction pursuant to A.R.S. § 36-1473.
- 5) The Downtown Redevelopment and Implementation Strategy dated September 21, 2010, attached hereto as Exhibit Four, continues to be relevant to reduce slum and blight.
- 6) The Apache Trail Redevelopment Area and Plan are hereby reaffirmed and are in compliance with the provisions of A.R.S. 36-1471 et seq.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, THIS 1st DAY OF January, 2017.

SIGNED AND ATTESTED TO THIS 1st DAY OF November, 2017.


JEFF SERDY
Mayor

ATTEST:


KATHLEEN CONNELLY
City Clerk

APPROVED AS TO FORM:

 7.11.17
RICHARD J. STERN
City Attorney

EXHIBIT ONE

DESCRIPTION

EXHIBIT ONE

APACHE TRAIL REDEVELOPMENT AREA BOUNDARY DESCRIPTION

That portion of Sections 19, 20, AND 30, Township 1 North, Range 8 East of the Gila and Salt Rover Base and Meridian, Pinal County, Arizona, described as follows:

Meridian Drive (mid-section line), from Roosevelt alignment to 16th Avenue.

16th Avenue (southern ROW alignment), from Meridian Drive to Delaware Drive.

Delaware Drive (eastern ROW alignment), from 16th Avenue to Broadway Avenue.

Broadway Avenue (southern ROW alignment), from Delaware Drive to Silver Drive.

Silver Drive (eastern ROW alignment), from Broadway Avenue to 4th Avenue.

4th Avenue (southern ROW alignment), from Silver Drive to Copper Drive alignment.

Copper Drive (eastern ROW alignment), from 4th Avenue to Apache Trail.

Apache Trail (southern ROW alignment), from Copper Drive to San Marcos Drive alignment.

San Marcos Drive alignment (eastern ROW alignment), from Apache Trail to Roosevelt Street.

Roosevelt Street (northern ROW alignment), from San Marcos Drive alignment to Gold Drive.

Gold Drive (eastern ROW alignment), from Roosevelt Street to Superstition Boulevard.

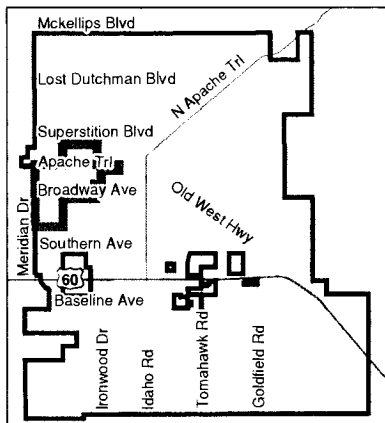
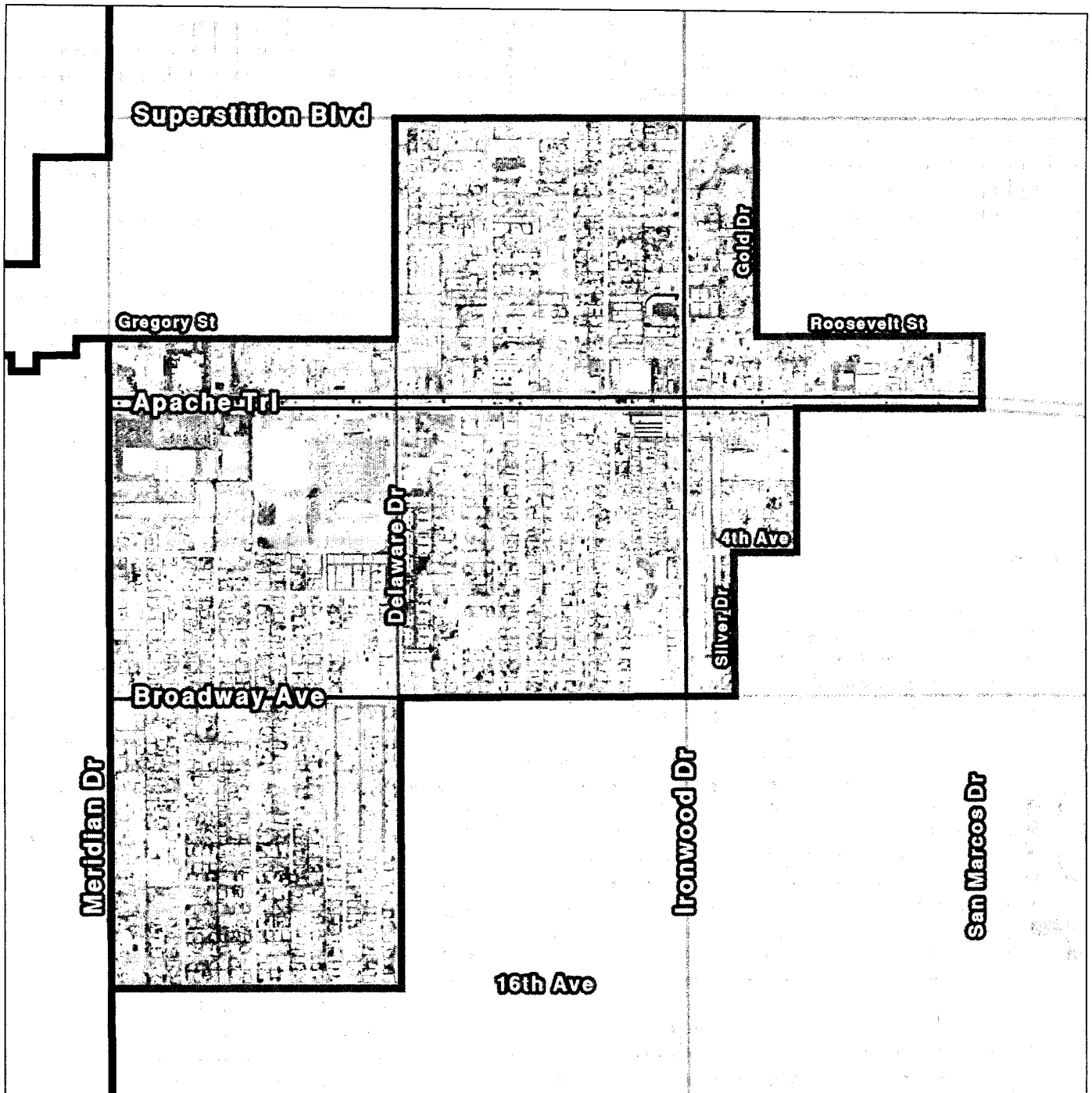
Superstition Boulevard (northern ROW alignment), from Gold Drive to Delaware Drive.

Delaware Drive (western ROW alignment), from Superstition Boulevard to Roosevelt Street.

Roosevelt Street (northern ROW alignment), from Delaware Drive to Meridian Drive.

EXHIBIT TWO

MAP



City of Apache Junction Apache Trail Redevelopment Area Exhibit 2

LEGEND

-  Apache Trail Redevelopment Area
-  Municipal Boundary

DISCLAIMER: This exhibit was produced without benefit of a field survey and is not intended to represent a survey document of any kind. Distances shown hereon are approximate. Parcel lines shown hereon are approximate and may not reflect the exact position or alignment of parcel lines, roadway center lines, or easement lines.



June 07, 2017

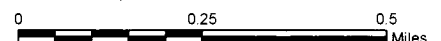


EXHIBIT THREE
INFRASTRUCTURE AND BUILDING INVENTORY
JUNE 2017

ASSESSMENT CRITERIA

Roadways:

The total area of roadways are those existing within the Apache Trail Redevelopment Area. An in the field assessment is made annually by Public Works Department staff, and conditions are updated in an asset management software. The software was queried to extract roadway segments that have a Remaining Service Life (RSL) of 12 years or less. Road segments with a remaining RSL of 12 years or less are considered to be in a condition where imminent maintenance and/or repair operations are need to extend the service life of the pavement. An RSL of 0 years indicates a road segment not yet paved. Road conditions such as those listed below are used in the assessment:

1. Roadway surfaces with “alligatoring” effect.
2. Roadway surfaces with cracks one-half inch (1/2”) in size and greater
3. Roadways with other evidences of water attributing to the failure of the roadway surfaces and sub-surface features.

A typical service life span of a road surface is 15-20 years with proper maintenance activities during the life of the road. The area of sub-standard roadways divided by the total area of roadways was used to determine the percentage of roadways needing to be treated, resurfaced, or worst case reconstructed.

Sidewalks:

The total lengths of sidewalks are those existing within the Apache Trail Redevelopment Area. An in the field assessment was made to determine whether portions of existing sidewalks needed to be reconstructed or not based on the following criteria:

1. Concrete sidewalk panels with a crack running from one panel face to another.
2. Panels that are heaving (tripping hazards).
3. Panels that are pulling away from the adjacent curb (tripping hazard).
4. Curb returns with non-ADA compliant ramps.
5. Sidewalk panels adjacent to curb & gutter segments that need to be replaced. Typically the sidewalk panels will need to be removed and replaced during the course of curb & gutter reconstruction.
6. Missing segments of sidewalk along existing paved roadways.
7. Missing ADA accessible routes behind driveway entrances.

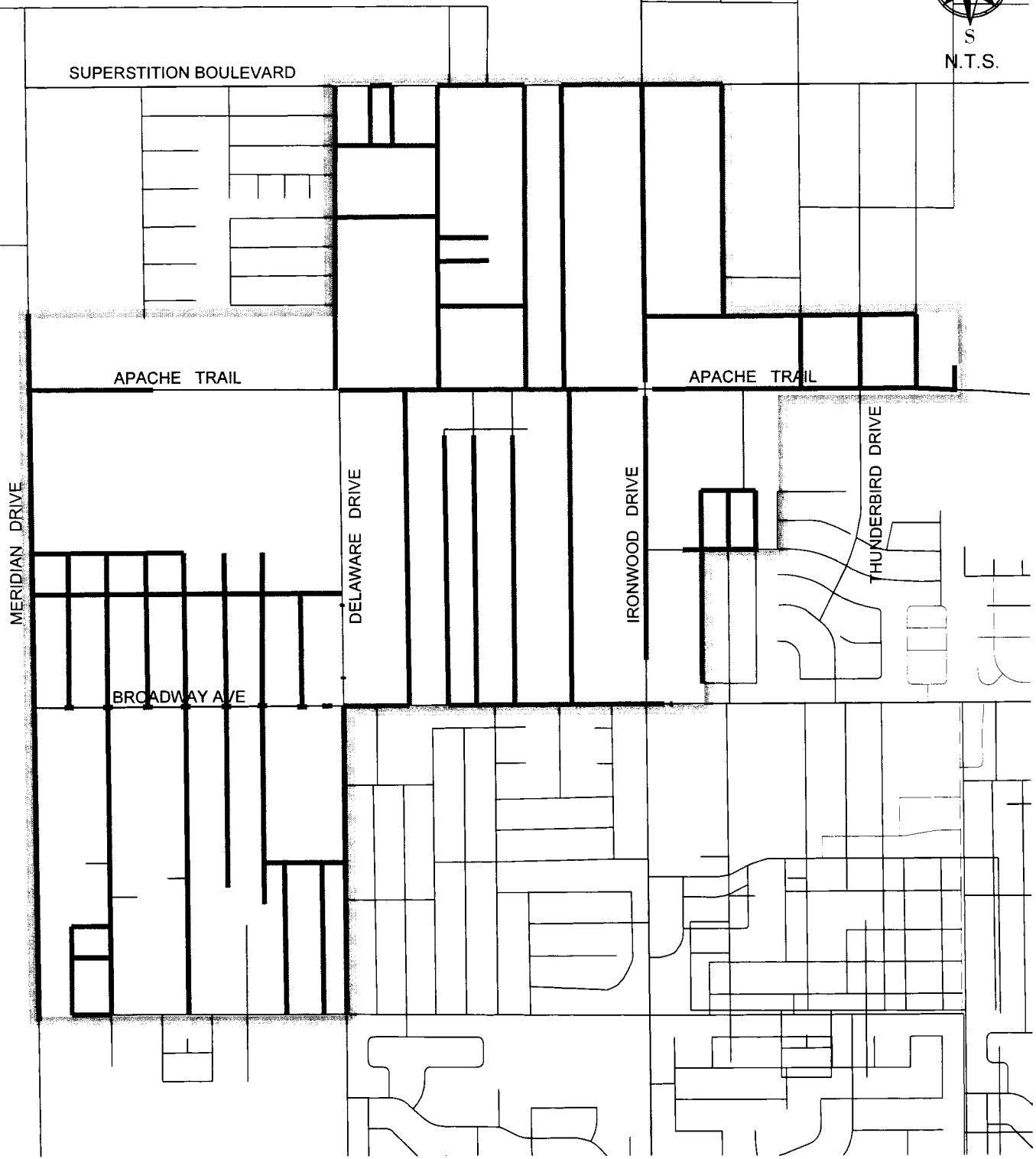
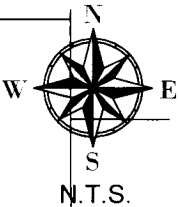
Sidewalk panels within the Apache Trail Redevelopment Area meeting the above criteria were identified as needing to be reconstructed (i.e., sub-standard). The length of sub-standard sidewalks divided by the total length of sidewalks was used to determine the percentage of sidewalks needing to be reconstructed.

Street Lights:

The total length of roadways represents all existing roadways within the Apache Trail Redevelopment Area in addition to those future roadway segments identified in the *Apache Junction Downtown Redevelopment and Investment Strategy* not yet constructed (see Appendix A-9). An in the field assessment was made to determine whether the existing roads have street lights or not. The length of existing roadways without street lights or sub-standard street lighting was divided by the total length of roadways within the redevelopment area to determine the percentage of roadways with sub-standard street lighting.

SIDEWALK CONDITION ASSESSMENT

2017-05-30

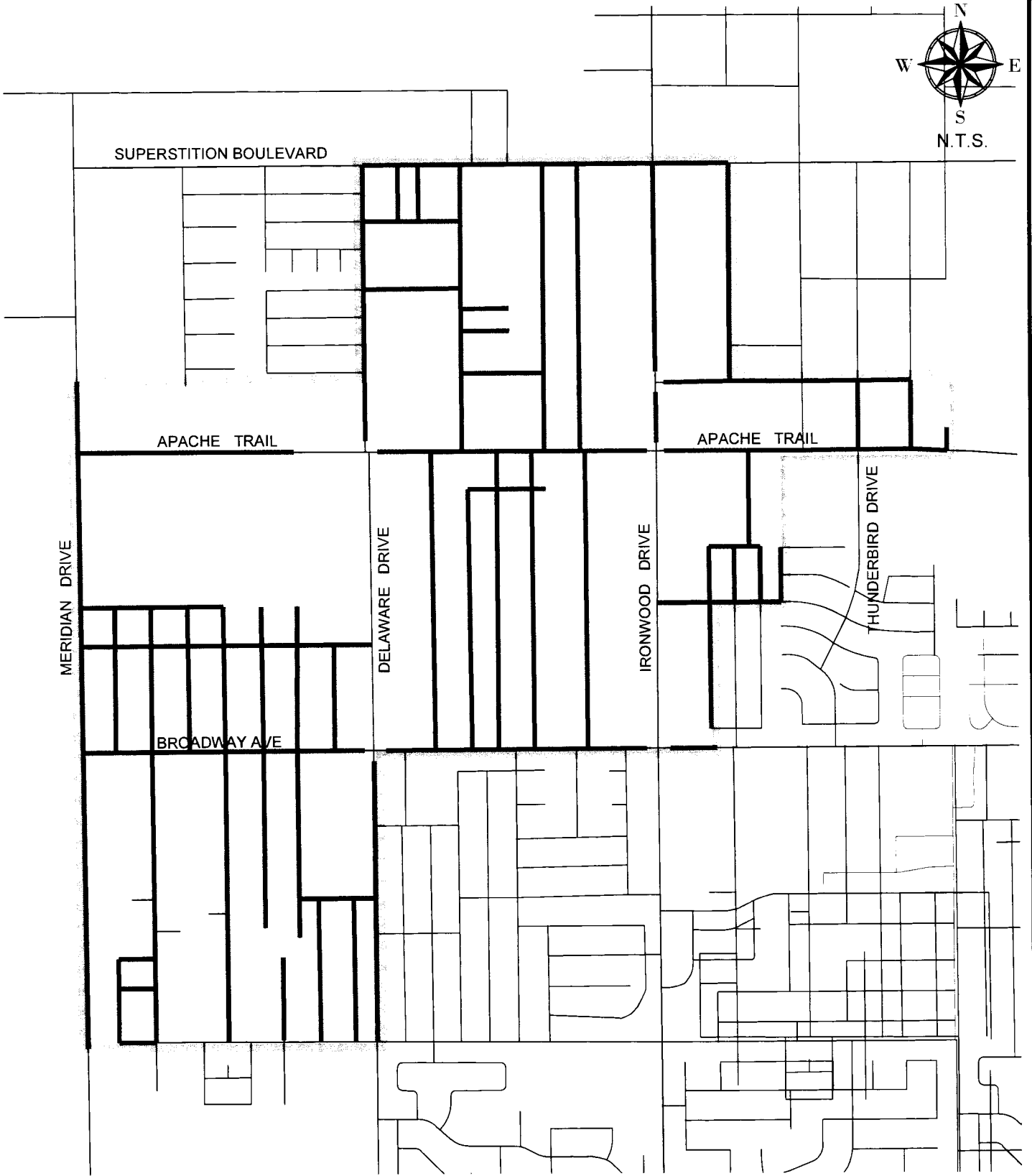
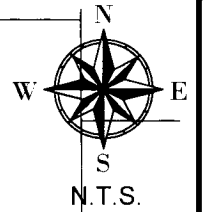


LEGEND

-  ASSESSMENT AREA
-  DETERIORATED SIDEWALKS

STREET LIGHT CONDITION ASSESSMENT

2017-05-30



LEGEND

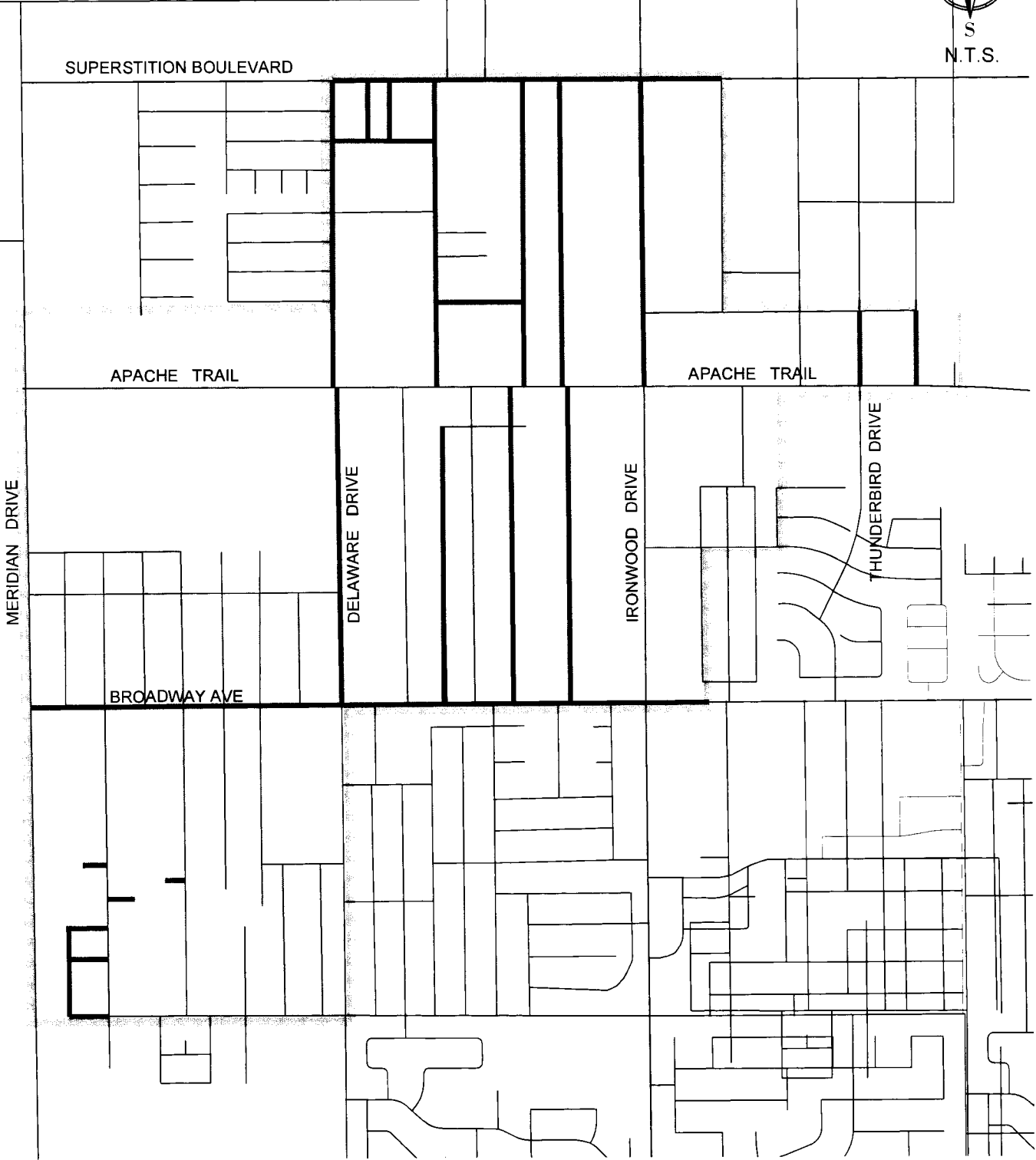
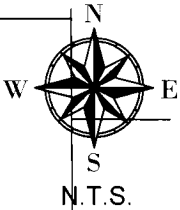


ASSESSMENT AREA

INADEQUATE STREET LIGHTING

ROADWAY CONDITION ASSESSMENT

2017-05-30



LEGEND
- - - ASSESSMENT AREA
— DETERIORATED ROADWAY

**Apache Trail Redevelopment Area
Infrastructure Inventory**

Roadway Name	Total Length	Deteriorated Sidewalk	Inadequate Street Lights
	Linear Feet	Linear Feet	Linear Feet
16th Avenue	4000	0	1600
4th Avenue	5000	3400	2500
5th Avenue	5180	5180	0
Apache Trail	21110	2036	8275
Belmar Street	860	0	430
Broadway Avenue	10280	1067	1285
Cedar Drive	7690	7690	1590
Copper Drive	1952	1952	825
Cornwall Drive	1840	1840	0
Delaware Drive	15730	4400	1650
Desert View Place	5092	5092	1295
Gold Drive	5852	5852	2775
Grand Drive	4680	4680	3540
Gregory Street	1420	1420	710
Hale Drive	2580	2580	1290
Ironwood Drive	10106	4345	600
Lawson Drive	5550	5550	815
Lawther Drive	950	950	475
Main Drive	4640	4640	2320
Meridian Drive	5342	3002	2340
Nell Place	440	72	220
Ocotillo Drive	9640	6090	4180
Ohio Street	1700	300	850
Palo Verde Drive	9640	6115	2920
Pinal Drive	5342	3002	2340
Rennick Drive	1200	1200	600
Roosevelt Street	7600	5360	3800
Saguaro Drive	10580	7340	5130
Silver Drive	1952	1952	825
Smythe Drive	2502	2502	0
Superstition Boulevard	5128	1890	2564
Thunderbird Drive	1200	1200	600
Tufa Street	860	60	430
Valley Drive	1200	1200	600
Victory Street	950	950	475
Virginia Street	1700	135	850
Warner Drive	7692	7692	1590
	189,180	112,736 60%	62,289 33%

<i>Segment ID</i>	<i>Road Name</i>	<i>From Address</i>	<i>To Address</i>	<i>Current RSL</i>	<i>Length (LF)</i>	<i>Area (SY)</i>
1268	MERIDIAN DR	BROADWAY AVE	SOUTHERN AVE	20	5373	16716
961	16TH AVE	HALE DR	DELAWARE DR	20	198	1012
960	DELAWARE DR	13TH AVE	16TH AVE	20	994.5	2320.5
959	16TH AVE	DESERT VIEW PL	HALE DR	20	324	1656
955	16TH AVE	LAWSON DR	DESERT VIEW PL	20	330	1686.67
951	16TH AVE	WARNER DR	LAWSON DR	20	510	2606.67
949	16TH AVE	CEDAR DR	WARNER DR	20	673.5	3442.33
945	CEDAR DR	15TH AVE	16TH AVE	20	498	1217.33
940	SMYTHE DR	15TH AVE	16TH AVE	20	350	1166.67
899	CEDAR DR	14TH AVE	15TH AVE	20	271.5	663.67
869	CEDAR DR	13TH AVE	14TH AVE	20	222	542.67
852	DELAWARE DR	12TH AVE	13TH AVE	20	327	763
849	CEDAR DR	12TH AVE	13TH AVE	20	340.5	832.33
812	12TH AVE	HALE DR	DELAWARE DR	20	204	272
811	DELAWARE DR	10TH AVE	12TH AVE	20	675	1575
810	12TH AVE	DESERT VIEW PL	HALE DR	20	324	432
809	12TH AVE	DESERT VIEW DR	DESERT VIEW PL	20	180	240
808	DESERT VIEW DR	BROADWAY AVE	12TH AVE	20	1366.5	2884.83
799	CEDAR DR	BROADWAY AVE	12TH AVE	20	1345.5	3289
760	DELAWARE DR	BROADWAY AVE	10TH AVE	20	693	1617
737	MERIDIAN DR	5TH AVE	BROADWAY AVE	20	975	3033.33
735	SMYTHE DR	5TH AVE	BROADWAY AVE	20	973.5	2596
731	PINAL DR	5TH AVE	BROADWAY AVE	20	973.5	2487.83
725	DESERT VIEW DR	5TH AVE	BROADWAY AVE	20	972	2592
723	CORNWALL DR	BROADWAY AVE	5TH AVE	20	972	2484
718	GRAND DR	APACHE TRAIL	BROADWAY AVE	20	2737.5	7300
703	IRONWOOD DR	4TH AVE	BROADWAY AVE	20	1338	8920
659	SILVER DR	4TH AVE	7TH AVE	20	1161	3612
618	5TH AVE	CORNWALL DR	DELAWARE DR	20	361.5	1044.33
616	5TH AVE	DESERT VIEW DR	CORNWALL DR	20	333	962
615	5TH AVE	LAWSON DR	DESERT VIEW DR	20	328.5	949
614	DESERT VIEW DR	END	5TH AVE	20	361.5	803.33
613	5TH AVE	WARNER DR	LAWSON DR	20	351	1014
612	LAWSON DR	END	5TH AVE	20	355.5	790
611	5TH AVE	PINAL DR	WARNER DR	20	331.5	884
609	5TH AVE	CEDAR DR	PINAL DR	20	342	912
608	PINAL DR	4TH AVE	5TH AVE	20	361.5	723
607	5TH AVE	SMYTHE DR	CEDAR DR	20	334.5	892
605	5TH AVE	MERIDIAN DR	SMYTHE DR	20	325.5	868
604	SMYTHE DR	4TH AVE	5TH AVE	20	361.5	964
603	MERIDIAN DR	4TH AVE	5TH AVE	20	361.5	1124.67
574	MERIDIAN DR	APACHE TRAIL	4TH AVE	20	1404	4368
573	4TH AVE	GOLD DR	COPPER DR	20	240	1013.33
572	COPPER DR	2ND AVE	4TH AVE	20	514.5	1600.67
571	4TH AVE	COPPER DR	VALLEY DR	20	189	693
570	4TH AVE	SILVER DR	GOLD DR	20	231	975.33
569	GOLD DR	4TH AVE	2ND AVE	20	519	1614.67
568	4TH AVE	IRONWOOD DR	SILVER DR	20	484.5	2045.67
567	SILVER DR	4TH AVE	2ND AVE	20	526.5	1638
566	IRONWOOD DR	APACHE TRAIL	4TH AVE	20	1398	9320
528	GOLD DR	APACHE TRAIL	2ND AVE	20	879	2734.67
527	2ND AVE	SILVER DR	GOLD DR	20	223.5	695.33
503	1ST AVE	PALO VERDE DR	STARDUST LANE	20	223.5	645.67
502	1ST AVE	MAIN DR	PALO VERDE DR	20	340.5	832.33

<i>Segment ID</i>	<i>Road Name</i>	<i>From Address</i>	<i>To Address</i>	<i>Current RSL</i>	<i>Length (LF)</i>	<i>Area (SY)</i>
500	1ST AVE	OCOTILLO DR	MAIN DR	20	252	700
499	MAIN DR	APACHE TRAIL	1ST AVE	20	340.5	1210.67
498	1ST AVE	END	OCOTILLO DR	20	57	152
479	MERIDIAN DR	BOISE ST	APACHE TRAIL	20	1276.5	3971.33
442	GOLD DR	CACTUS WREN ST	ROOSEVELT ST	20	339	904
420	GOLD DR	SUPERSTITION BLVD	CACTUS WREN ST	20	1677	4472
948	WARNER DR	12TH PL	16TH AVE	17	1149	2681
829	WARNER DR	BROADWAY AVE	12TH PL	17	1531.5	3573.5
958	HALE DR	12TH AVE	16TH AVE	14	1320	4106.67
956	DESERT VIEW PL	12TH AVE	16TH AVE	14	1318.5	4102
950	LAWSON DR	16TH AVE	END (NORTH)	14	778.5	2422
838	LAWSON DR	BROADWAY AVE	13TH AVE	14	1633.5	3267
733	CEDAR DR	5TH AVE	BROADWAY AVE	14	973.5	2379.67
729	WARNER DR	5TH AVE	BROADWAY AVE	14	972	2592
727	LAWSON DR	5TH AVE	BROADWAY AVE	14	972	2592
714	MAIN DR	1ST AVE	BROADWAY AVE	14	2395.5	6654.17
610	WARNER DR	4TH AVE	5TH AVE	14	361.5	964
606	CEDAR DR	4TH AVE	5TH AVE	14	361.5	843.5
578	4TH AVE	CEDAR DR	PINAL DR	14	340.5	983.67
577	4TH AVE	PINAL DR	WARNER DR	14	331.5	957.67
576	4TH AVE	SMYTHE DR	CEDAR DR	14	334.5	966.33
575	4TH AVE	MERIDIAN DR	SMYTHE DR	14	325.5	904.17
565	VALLEY DR	3RD AVE	4TH AVE	14	252	784
532	VALLEY DR	2ND AVE	3RD AVE	14	252	784
531	2ND AVE	END	VALLEY DR	14	531	1652
530	2ND AVE	GOLD DR	COPPER DR	14	103.5	322
529	2ND AVE	GOLD DR	GOLD DR	14	142.5	443.33
497	APACHE TRAIL (West bound)	RENNICK DR	PHELPS DR	14	1821	7284
478	APACHE TRAIL (West bound)	MERIDIAN DR	DELAWARE DR	14	2700	10800
476	APACHE TRAIL (West bound)	DELAWARE DR	GRAND DR	14	571.5	2286
475	APACHE TRAIL (West bound)	GRAND DR	OCOTILLO DR	14	294	1176
473	APACHE TRAIL (West bound)	OCOTILLO DR	MAIN DR	14	298.5	1194
472	APACHE TRAIL (West bound)	MAIN DR	PALO VERDE DR	14	340.5	1362
471	APACHE TRAIL (West bound)	PALO VERDE DR	PALO VERDE DR	14	118.5	474
469	APACHE TRAIL (West bound)	PALO VERDE DR	SAGUARO DR	14	376.5	1506
467	APACHE TRAIL (West bound)	SAGUARO DR	IRONWOOD DR	14	663	2652
466	APACHE TRAIL (West bound)	IRONWOOD DR	GOLD DR	14	852	3408
465	APACHE TRAIL (West bound)	GOLD DR	VALLEY DR	14	505.5	2022
463	VALLEY DR	ROOSEVELT ST	APACHE TRAIL	14	636	1696
462	APACHE TRAIL (West bound)	VALLEY DR	THUNDERBIRD DR	14	510	2040
460	APACHE TRAIL (West bound)	THUNDERBIRD DR	RENNICK DR	14	489	1956
443	ROOSEVELT ST	IRONWOOD DR	GOLD DR	14	694.5	1852
441	ROOSEVELT ST	GOLD DR	VALLEY DR	14	664.5	1772
438	ROOSEVELT ST	VALLEY DR	THUNDERBIRD DR	14	514.5	1372
436	ROOSEVELT ST	THUNDERBIRD DR	RENNICK DR	14	490.5	1308
409	BELMAR ST	OCOTILLO DR	END	14	444	1381.33
381	TUFA ST	OCOTILLO DR	END	14	439.5	1367.33
721	DELAWARE DR	5TH AVE	BROADWAY AVE	12	970.5	5176
716	OCOTILLO DR	1ST AVE	BROADWAY AVE	12	2395.5	5855.67
711	PALO VERDE DR	1ST AVE	BROADWAY AVE	12	2394	6384
706	SAGUARO DR	APACHE TRAIL	BROADWAY AVE	12	2736	6992
617	DELAWARE DR	APACHE TRAIL	5TH AVE	12	1767	9424
501	PALO VERDE DR	APACHE TRAIL	1ST AVE	12	342	912
477	DELAWARE DR	GREGORY ST	APACHE TRAIL	12	729	2106

<i>Segment ID</i>	<i>Road Name</i>	<i>From Address</i>	<i>To Address</i>	<i>Current RSL</i>	<i>Length (LF)</i>	<i>Area (SY)</i>
470	PALO VERDE DR	GREGORY ST	APACHE TRAIL	12	726	2258.67
430	GREGORY ST	OCOTILLO DR	PALO VERDE DR	12	759	1771
429	PALO VERDE DR	SUPERSTITION BLVD	GREGORY ST	12	1918.5	5968.67
426	DELAWARE DR	CACTUS WREN ST	GREGORY ST	12	273	788.67
413	DELAWARE DR	SCENIC ST	CACTUS WREN ST	12	252	728
406	DELAWARE DR	VIRGINIA ST	SCENIC ST	12	252	728
374	DELAWARE DR	CODY ST	VIRGINIA ST	12	367.5	1061.67
373	VIRGINIA ST	OCOTILLO DR	DELAWARE DR	12	891	2772
357	DELAWARE DR	OHIO ST	CODY ST	12	252	672
343	OHIO ST	LAWTHER DR	OCOTILLO DR	12	387	1204
341	OHIO ST	VICTORY DR	LAWTHER DR	12	193.5	559
340	LAWTHER DR	SUPERSTITION BLVD	OHIO ST	12	519	1153.33
339	OHIO ST	DELAWARE DR	VICTORY DR	12	307.5	956.67
338	VICTORY DR	SUPERSTITION BLVD	OHIO ST	12	517.5	1150
336	DELAWARE DR	CHOLLA ST	OHIO ST	12	258	745.33
333	DELAWARE DR	SUPERSTITION BLVD	CHOLLA ST	12	256.5	741
311	SUPERSTITION BLVD	PALO VERDE DR	SAGUARO DR	12	321	2140
474	OCOTILLO DR	GREGORY ST	APACHE TRAIL	10	727.5	2263.33
468	SAGUARO DR	SUPERSTITION BLVD	APACHE TRAIL	10	2658	7088
428	OCOTILLO DR	BELMAR ST	GREGORY ST	10	394.5	1052
410	OCOTILLO DR	TUFA ST	BELMAR ST	10	205.5	639.33
380	OCOTILLO DR	VIRGINIA ST	TUFA ST	10	184.5	574
372	OCOTILLO DR	OHIO ST	VIRGINIA ST	10	610.5	1899.33
342	OCOTILLO DR	SUPERSTITION BLVD	OHIO ST	10	523.5	1628.67
736	BROADWAY AVE	MERIDIAN DR	SMYTHE DR	8	321	2140
734	BROADWAY AVE	CEDAR DR	SMYTHE DR	8	337.5	2250
732	BROADWAY AVE	PINAL DR	CEDAR DR	8	348	2320
730	BROADWAY AVE	WARNER DR	PINAL DR	8	331.5	2210
728	BROADWAY AVE	LAWSON DR	WARNER DR	8	354	2360
726	BROADWAY AVE	DESERT VIEW DR	LAWSON DR	8	312	2080
724	BROADWAY AVE	CORNWALL DR	DESERT VIEW DR	8	348	2320
722	BROADWAY AVE	DELAWARE DR	CORNWALL DR	8	361.5	2410
720	BROADWAY AVE	LAWTHER DR	DELAWARE DR	8	289.5	1930
719	BROADWAY AVE	GRAND DR	LAWTHER DR	8	283.5	1890
717	BROADWAY AVE	OCOTILLO DR	GRAND DR	8	340.5	2270
715	BROADWAY AVE	MAIN DR	OCOTILLO DR	8	244.5	1630
713	BROADWAY AVE	PALO VERDE DR	MAIN DR	8	160.5	1070
712	BROADWAY AVE	PALO VERDE DR	PALO VERDE DR	8	174	1160
710	BROADWAY AVE	STARDUST LANE	PALO VERDE DR	8	231	1540
708	BROADWAY AVE	SAGUARO DR	STARDUST LANE	8	154.5	1030
707	BROADWAY AVE	SAGUARO DR	SAGUARO DR	8	123	820
705	BROADWAY AVE	MARA DR	SAGUARO DR	8	334.5	2230
704	BROADWAY AVE	IRONWOOD DR	MARA DR	8	301.5	2010
702	BROADWAY AVE	IRONWOOD DR	GOLD DR	8	723	4820
464	IRONWOOD DR	ROOSEVELT ST	APACHE TRAIL	8	630	4200
444	IRONWOOD DR	SUPERSTITION BLVD	ROOSEVELT ST	8	2017.5	13450
321	SUPERSTITION BLVD	DELAWARE DR	VICTORY DR	8	304.5	2030
320	SUPERSTITION BLVD	VICTORY DR	LAWTHER DR	8	187.5	1250
319	SUPERSTITION BLVD	LAWTHER DR	GRAND DR	8	172.5	1150
317	SUPERSTITION BLVD	GRAND DR	OCOTILLO DR	8	217.5	1450
316	SUPERSTITION BLVD	OCOTILLO DR	OCOTILLO DR	8	112.5	750
314	SUPERSTITION BLVD	OCOTILLO DR	MAIN DR	8	330	2200
312	SUPERSTITION BLVD	MAIN DR	PALO VERDE DR	8	321	2140
310	SUPERSTITION BLVD	SAGUARO DR	IRONWOOD DR	8	702	4680

<i>Segment ID</i>	<i>Road Name</i>	<i>From Address</i>	<i>To Address</i>	<i>Current RSL</i>	<i>Length (LF)</i>	<i>Area (SY)</i>
308	SUPERSTITION BLVD	IRONWOOD DR	GOLD DR	8	699	4660
461	THUNDERBIRD DR	ROOSEVELT ST	APACHE TRAIL	7	637.5	1841.67
459	RENNICK DR	ROOSEVELT ST	APACHE TRAIL	7	640.5	1708
946	16TH AVE	SMYTHE DR	CEDAR DR	0	346.5	1771
900	15TH AVE	SMYTHE DR	CEDAR DR	0	340.5	908
898	SMYTHE DR	14TH AVE	15TH AVE	0	286.5	764
870	14TH AVE	CEDAR DR	SMYTHE DR	0	324	864
850	13TH AVE	CEDAR DR	END	0	223.5	596
830	12TH PL	END	WARNER DR	0	165	440
800	12TH AVE	END	CEDAR DR	0	243	648
					110793.5	387744.18

<i>Total Pavement Segment Length with 12-Yr RSL (ft)</i>	40063.5
<i>Total Percentage of Pavement Length with 12-Yr RSL</i>	36%

<i>Total Pavement Area with 12-Yr RSL (sq. yd.)</i>	165383.01
<i>Total Percentage of Pavement Area with 12-Yr RSL</i>	43%

Property Inventory and Condition Survey

The following parcels are located within the Apache Trail Redevelopment Area. Each parcel is classified with the type of structure, the quality of the structure and how many structures are located on the parcel. Using the following definitions, the City of Apache Junction has identified the number of structures within the Apache Trail Redevelopment Area that are "dilapidated".

Residential structures classified as either poor or replace have been determined "dilapidated". A residential structure is considered poor if the cost to make improvements is between \$15,000 - \$60,000. Likewise, A residential structure is to be replaced if the cost to make improvements is greater than the cost of replacement.

A commercial structure is dilapidated if it meets the following criteria established by A.R.S. Blighted area means an area, other than a slum area, where sound municipal growth and the provision of housing accommodations is substantially retarded or arrested in a predominance of the properties by any of the following:

- (b) Faulty lot layout in relation to size, adequacy, accessibility or usefulness.
- (c) Unsanitary or unsafe conditions e.g. septic
- (d) Deterioration of site or other improvements.

This evaluation was completed June 2012 and updated May 2017, in cooperation with the City of Apache Junction Economic Development Department, Development Services Department and Housing Division, G & G Consulting, and Superstition Mountain Community Facilities District.

Parcel ID	Address	Structure Type	Condition	Count	Notes
101021080	135 N SAGUARO DR	Apartment	Fair	1	0
101021170	151 N PALO VERDE DR	Apartment	Good	1	0
101030870	671 N DELAWARE DR	Apartment	Good	1	0
101100090	175 S MAIN DR	Apartment	Good	1	0
101300010	455 S DELAWARE DR	Apartment (104 units)	Good	1	0
101302190	Mountain Vista Villas	Apartment (72 units)	Good	1	0
10102021A	0 N PALO VERDE DR	Apartment	Good	1	0
10102022D	135 N PALO VERDE DR	Apartment	Good	1	0
10102116C	183 N PALO VERDE DR	Apartment	Fair	1	0
10110005A	2016 W 1ST AVE	Apartment	Fair	1	0
101020620	1630 W APACHE TRL	Apartment/RV	Replace	2	2
101020010	1990 W APACHE TRL	Commercial	Blight	1	1
101020040	0 N PALO VERDE DR	Commercial	Vacant	0	0
101020200	1880 W APACHE TRL	Commercial	Blight	1	1
101020600	1750 W APACHE TRL	Commercial	Vacant	0	0
101020610	1680 W APACHE TRL	Commercial	Blight	1	1
101020650	186 N IRONWOOD DR	Commercial	Blight	1	1
101020660	186 N IRONWOOD DR	Commercial	Blight	1	1
101020670	210 N IRONWOOD DR	Commercial	Not Blighted	1	0

101020680	252 N IRONWOOD DR	Commercial	Not Blighted	1	0
101020810	724 N IRONWOOD DR	Commercial	Vacant	0	0
101020850	1721 W SUPERSTITION BLVD	Commercial	Blight	1	1
101020860	1771 W SUPERSTITION BLVD	Commercial	Vacant	0	0
101030010	2000 W APACHE TRL	Commercial	Blight	1	1
101030180	2130 W APACHE TRL	Commercial	Blight	1	1
101030210	2210 W APACHE TRL	Commercial	Blight	1	1
101030220	2244 W APACHE TRL	Commercial	Blight	1	1
101030880	2394 W APACHE TRL	Commercial	Blight	1	1
101030890	2388 W APACHE TRL	Commercial	Blight	1	1
101030900	2378 W APACHE TRL	Commercial	Blight	1	1
101030910	2300 W APACHE TRL	Commercial	Blight	1	1
101040060	2870 W APACHE TRL	Commercial	Not Blighted	1	0
101060090	3130 W 4TH AVE	Commercial	Blight	1	1
101060130	3061 W APACHE TRL	Commercial	Not Blighted	1	0
101060140	3051 W APACHE TRL	Commercial	Not Blighted	1	0
101060150	0 S MERIDIAN DR	Commercial	Blight	1	1
101060160	0 S MERIDIAN DR	Commercial	Vacant	0	0
101070030	486 S DESERT VIEW DR	Commercial	Blight	1	1
101080010	415 S MERIDIAN DR	Commercial	Blight	1	1
101080030	455 S MERIDIAN DR	Commercial	Blight	1	1
101080050	475 S MERIDIAN DR	Commercial	Blight	1	1
101080060	3197 W 5TH AVE	Commercial	Vacant	0	0
101080080	561 S MERIDIAN DR	Commercial	Blight	1	1
101080100	585 S MERIDIAN DR	Commercial	Not Blighted	1	0
101080960	775 S SMYTHE DR	Commercial	Blight	1	1
101090010	1981 W APACHE TRL	Commercial	Blight	1	1
101090490	1841 W APACHE TRL	Commercial	Vacant	0	0
101090950	105 S SAGUARO DR	Commercial	Vacant	0	0
101090970	196 S IRONWOOD DR	Commercial	Vacant	0	0
101090980	216 S IRONWOOD DR	Commercial	Vacant	0	0
101090990	238 S IRONWOOD DR	Commercial	Vacant	0	0
101091000	260 S IRONWOOD DR	Commercial	Vacant	0	0
101091010	288 S IRONWOOD DR	Commercial	Vacant	0	0
101091020	306 S IRONWOOD DR	Commercial	Vacant	0	0
101091030	350 S IRONWOOD DR	Commercial	Vacant	0	0
101091060	476 S IRONWOOD DR	Commercial	Vacant	0	0
101091080	Vacant	Commercial	Vacant	0	0
101091090	Vacant	Commercial	Vacant	0	0
101091100	550 S IRONWOOD DR	Commercial	Vacant	0	0
101091110	Vacant	Commercial	Vacant	0	0
101091120	Vacant	Commercial	Vacant	0	0
101091150	690 S IRONWOOD DR	Commercial	Vacant	0	0
101091160	690 S IRONWOOD DR	Commercial	Vacant	0	0
101091170	Vacant	Commercial	Vacant	0	0
101091180	Vacant	Commercial	Vacant	0	0
101091230	550 S IRONWOOD DR	Commercial	Vacant	0	0

101100020	2041 W APACHE TRL	Commercial	Blight	1	1
101100030	2033 W APACHE TRL	Commercial	Blight	1	1
101100040	2015 W APACHE TRL	Commercial	Blight	1	1
101101100	2281 W APACHE TRL	Commercial	Not Blighted	1	0
101101120	2125 W APACHE TRL	Commercial	Blight	1	1
101101150	Vacant	Commercial	Vacant	0	0
101101480	609 S GRAND DR	Commercial	Not Blighted	1	0
101101510	651 S GRAND DR	Commercial	Parking	1	1
101101790	2323 W APACHE TRL	Commercial	Not Blighted	1	0
101110070	810 W APACHE TRL	Commercial	Not Blighted	1	0
101110080	800 W APACHE TRL	Commercial	Blight	1	1
101130210	940 W APACHE TRL	Commercial	Blight	1	1
101150020	1520 W APACHE TRL	Commercial	Blight	1	1
101150030	1484 W APACHE TRL	Commercial	Blight	1	1
101150060	1396 W APACHE TRL	Commercial	Vacant	0	0
101150070	1302 W APACHE TRL	Commercial	Not Blighted	1	0
101150080	1286 W APACHE TRL	Commercial	Blight	1	1
101150090	1200 W APACHE TRL	Commercial	Vacant	0	0
101150100	1200 W APACHE TRL	Commercial	Blight	1	1
101150140	1408 W APACHE TRL	Commercial	Vacant	0	0
101150160	1541 W ROOSEVELT ST	Commercial	Vacant	0	0
101150170	1529 W ROOSEVELT ST	Commercial	Blight	1	1
101150270	575 N IRONWOOD DR	Commercial	Vacant	0	0
101150290	Vacant	Commercial	Vacant	0	0
101160080	185 S IRONWOOD DR	Commercial	Blight	1	1
101160100	191 S IRONWOOD DR	Commercial	Blight	1	1
101160120	289 S IRONWOOD DR	Commercial	Blight	1	1
101160200	1401 W APACHE TRL	Commercial	Not Blighted	1	0
102330090	3073 W BROADWAY AVE	Commercial	Blight	1	1
102330200	1081 S MERIDIAN DR	Commercial	Not Blighted	1	0
102330460	1187 S MERIDIAN DR	Commercial	Not Blighted	1	0
10102008A	406 N PALO VERDE DR	Commercial	Parking	1	1
10102010C	516 N PALO VERDE DR	Commercial	Not Blighted	1	0
10102019A	0 N PALO VERDE DR	Commercial	Vacant	0	0
10102023A	1840 W APACHE TRL	Commercial	Not Blighted	1	0
10102058A	133 N SAGUARO DR	Commercial	Not Blighted	1	0
10102063A	32 N IRONWOOD DR	Commercial	Blight	1	1
10102063B	28 N IRONWOOD DR	Commercial	Blight	1	1
10102069C	288 N IRONWOOD DR	Commercial	Not Blighted	1	0
10102080A	0 N IRONWOOD DR	Commercial	Vacant	0	0
10102082B	782 N IRONWOOD DR	Commercial	Not Blighted	1	0
10102082C	1675 W SUPERSTITION BLVD	Commercial	Not Blighted	1	0
10103002B	2064 W APACHE TRL	Commercial	Not Blighted	1	0
10103002C	2114 W APACHE TRL	Commercial	Not Blighted	1	0
10103014A	651 N OCOTILLO DR	Commercial	Not Blighted	1	0
10103017A	2101 W SUPERSTITION BLVD	Commercial	Vacant	0	0
10103020A	2162 W APACHE TRL	Commercial	Blight	1	1

10103020F	2378 W APACHE TRL	Commercial	Blight	1	1
10103025A	150 N OCOTILLO DR	Commercial	Not Blighted	1	0
10103058B	2151 W SUPERSTITION BLVD	Commercial	Not Blighted	1	0
10103072B	431 N DELAWARE DR	Commercial	Blight	1	1
10103081B	727 N DELAWARE DR	Commercial	Blight	1	1
10104003C	3160 W APACHE TRL	Commercial	Not blighted	1	0
10104005C	2950 W APACHE TRL	Commercial	Not Blighted	1	0
10104005H	Vacant	Commercial	Vacant	0	0
10104005J	2910 W APACHE TRL	Commercial	Not Blighted	1	0
10104007A	2860 W APACHE TRL	Commercial	Vacant	0	0
10104007D	0 W APACHE TRL	Commercial	Vacant	0	0
10104007E	2580 W APACHE TRL	Commercial	Not Blighted	1	0
10104007F	2600 W APACHE TRL	Commercial	Not Blighted	1	0
10105138A	2430 W APACHE TRL	Commercial	Not Blighted	1	0
10105141A	2600 W APACHE TRL	Commercial	Not Blighted	1	0
10106002B	220 S DELAWARE DR	Commercial	Blight	1	1
10106002C	0 W APACHE TRL	Commercial	Not Blighted	1	0
10106002D	2405 W APACHE TRL	Commercial	Not Blighted	1	0
10106005B	2954 W 4TH AVE	Commercial	Not Blighted	1	0
10106005D	2952 W 4TH AVE	Commercial	Vacant	0	0
10106005E	2990 W 4TH AVE	Commercial	Blight	1	1
10106006A	3050 W 4TH AVE	Commercial	Blight	1	1
10106006C	3090 W 4TH AVE	Commercial	Blight	1	1
10106008B	0 S MERIDIAN DR	Commercial	Blight	1	1
10106008C	351 S MERIDIAN DR	Commercial	Blight	1	1
10106008D	303 S MERIDIAN DR	Commercial	Blight	1	1
10106010C	3003 W APACHE TRL	Commercial	Not Blighted	1	0
10106010D	2831 W APACHE TRL	Commercial	Vacant	0	0
10106010E	2891 W APACHE TRL	Commercial	Blight	1	1
10106012A	3185 W APACHE TRL	Commercial	Not Blighted	1	0
10109048B	1891 W APACHE TRL	Commercial	Blighted	1	1
10109096C	75 S SAGUARO DR	Commercial	Blight	1	1
10109104B	386 N IRONWOOD DR	Commercial	Not Blighted	1	0
10109104C	440 S IRONWOOD DR	Commercial	Not Blighted	1	0
10109113A	Vacant	Commercial	Parking	1	1
10109113B	Vacant	Commercial	Vacant	0	0
10109114A	672 S IRONWOOD DR	Commercial	Not Blighted	1	0
10109119E	90 S IRONWOOD DR	Commercial	Blight	1	1
10109119F	68 S IRONWOOD DR	Commercial	Blight	1	1
10109120C	124 S IRONWOOD DR	Commercial	Blight	1	1
10109121B	1879 W APACHE TRL	Commercial	Blight	1	1
10109122A	1735 W APACHE TRL	Commercial	Blight	1	1
10110001D	2085 W APACHE TRL	Commercial	Blight	1	1
10110059C	2101 W APACHE TRL	Commercial	Blight	1	1
10110089B	0 S OCOTILLO DR	Commercial	Parking	1	1
10110111A	2167 W APACHE TRL	Commercial	Not Blighted	1	0
10110113A	2125 W APACHE TRL	Commercial	Not blighted	1	0

10110162N	2383 W APACHE TRL	Commercial	Not Blighted	1	0
10110164B	0 W BROADWAY AVE	Commercial	Vacant	0	0
10110164C	2332 W BROADWAY AVE	Commercial	Vacant	0	0
10110165A	727 N DELAWARE DR	Commercial	Vacant	0	0
10110165B	2360 W BROADWAY AVE	Commercial	Not Blighted	1	0
10110167A	161 S MERIDIAN DR	Commercial	Vacant	0	0
10110168A	211 S MERIDIAN DR	Commercial	Vacant	0	0
10110180A	105 S DELAWARE DR	Commercial	Not Blighted	1	0
10110181A	2323 W APACHE TRL	Commercial	Blight	1	1
10113022C	900 W APACHE TRL	Commercial	Blight	1	1
10113023B	950 W APACHE TRL	Commercial	Blight	1	1
10113023C	944 W APACHE TRL	Commercial	Not Blighted	1	0
10113062B	1148 W APACHE TRL	Commercial	Not Blighted	1	0
10113065A	1000 W APACHE TRL	Commercial	Not blighted	1	0
10113066G	1000 W APACHE TRL	Commercial	Not Blighted	1	0
10113068A	1000 W APACHE TRL	Commercial	Blight	1	1
10113068B	0 W ROOSEVELT ST	Commercial	Vacant	0	0
10113109C	870 W APACHE TRL	Commercial	Not Blighted	1	0
10115004A	1408 W APACHE TRL	Commercial	Blight	1	1
10115021E	419 N IRONWOOD DR	Commercial	Vacant	0	0
10115028A	645 N IRONWOOD DR	Commercial	Vacant	0	0
10115030A	Vacant	Commercial	Vacant	0	0
10115031A	741 N IRONWOOD DR	Commercial	Vacant	0	0
10116005A	1211 W APACHE TRAIL	Commercial	Vacant	0	0
10116006F	99 S GOLD DR	Commercial	Not blighted	1	0
10116007C	1571 W APACHE TRL	Commercial	Blight	1	1
10116007E	1525 W APACHE TRL	Commercial	Vacant	0	0
10116009A	169 S IRONWOOD DR	Commercial	Blight	1	1
10116011C	255 S IRONWOOD DR	Commercial	Not Blighted	1	0
10116011D	199 S IRONWOOD DR	Commercial	Blight	1	1
10116013K	1584 W BROADWAY AVE	Commercial	Vacant	0	0
10116019C	1477 W APACHE TRL	Commercial	Not blighted	1	0
10233010B	Vacant	Commercial	Vacant	0	0
10234031D	1407 S MERIDIAN DR	Commercial	Blight	1	1
101150010	109 N IRONWOOD DR	Commercial	Vacant	0	0
10103044C	2210 W VIRGINIA ST	Manu	Poor	1	1
10214021N	2704 W 16TH AVE	Manu	Fair	1	0
10214021S	2738 W 16TH AVE	Manu	Poor	1	1
10234059A	2966 W 16TH AVE	Manu	Fair	1	0
10234073A	2850 W 16TH AVE	Manu	Fair	1	0
10234074A	2806 W 16TH AVE	Manu	Fair	1	0
102140180	2706 W 15TH AVE	Manu/Single	Replace/Fair	2	1
101030310	105 N DELAWARE DR	Manu/Trailer	Poor/Replace	64	64
101030590	2325 W VIRGINIA ST	Manu/Trailer	Poor	33	33
101060070	2810 W 4TH AVE	Manu/Trailer	Fair/Poor	37	23
102150280	2481 W BROADWAY AVE	Manu/Trailer	Good/Fair	137	0
102330520	1100 S WARNER DR	Manu/Trailer	Poor/Replace	20	20

101020460	576 N SAGUARO DR	Manufactured	Fair	1	0
101021100	1932 W GREGORY ST	Manufactured	Fair	1	0
101021120	0 W GREGORY ST	Manufactured	Poor	1	1
101021130	2006 W GREGORY ST	Manufactured	Replace	1	1
101030260	220 N OCOTILLO DR	Manufactured	Poor	1	1
101030270	222 N OCOTILLO DR	Manufactured	Poor	1	1
101030450	2230 W VIRGINIA ST	Manufactured	Good	1	0
101030510	2149 W OHIO ST	Manufactured	Fair	1	0
101030530	2219 W OHIO ST	Manufactured	Poor	1	1
101030670	2353 W OHIO ST	Manufactured	Good	1	0
101030700	491 N DELAWARE DR	Manufactured	Good	1	0
101030710	441 N DELAWARE DR	Manufactured	Good	1	0
101030790	739 N VICTORY DR	Manufactured	Good	1	0
101030840	708 N VICTORY DR	Manufactured	Fair	1	0
101030920	2020 W GREGORY ST	Manufactured	Poor	1	1
101030930	2022 W GREGORY ST	Manufactured	Fair	1	0
101031140	2025 W TUFA ST	Manufactured	Good	1	0
101031170	2089 W TUFA ST	Manufactured	Fair	1	0
101031200	2048 W TUFA ST	Manufactured	Good	1	0
101031220	2070 W TUFA ST	Manufactured	Fair	1	0
101070050	2636 W 5TH AVE	Manufactured	Poor	2	2
101070170	626 S LAWSON DR	Manufactured	Poor	1	1
101070180	639 S WARNER DR	Manufactured	Poor	1	1
101070290	693 S CORNWALL DR	Manufactured	Fair	1	0
101070310	771 S CORNWALL DR	Manufactured	Fair	1	0
101070330	730 S DELAWARE DR	Manufactured	Good	1	0
101070370	624 S DELAWARE DR	Manufactured	Good	1	0
101070380	596 S DELAWARE DR	Manufactured	Good	1	0
101070400	544 S DELAWARE DR	Manufactured	Fair	1	0
101070540	684 S CORNWALL DR	Manufactured	Good	1	0
101070660	665 S LAWSON DR	Manufactured	Good	1	0
101070670	691 S LAWSON DR	Manufactured	Fair	1	0
101070790	558 S DESERT VIEW DR	Manufactured	Fair	1	0
101070820	550 S LAWSON DR	Manufactured	Poor	1	1
101080090	552 S SMYTHE DR	Manufactured	Good	1	0
101080230	766 S SMYTHE DR	Manufactured	Poor	1	1
101080270	460 S PINAL DR	Manufactured	Good	1	0
101080330	553 S CEDAR DR	Manufactured	Good	1	0
101080360	590 S PINAL DR	Manufactured	Poor	1	1
101080440	716 S PINAL DR	Manufactured	Good	1	0
101080450	739 S CEDAR DR	Manufactured	Good	1	0
101080460	744 S PINAL DR	Manufactured	Fair	1	0
101080550	535 S PINAL DR	Manufactured	Good	1	0
101080600	586 S WARNER DR	Manufactured	Fair	1	0
101080680	710 S WARNER DR	Manufactured	Fair	1	0
101080720	768 S WARNER DR	Manufactured	Poor	1	1
101080900	696 S CEDAR DR	Manufactured	Good	1	0

101090260	751 S PALO VERDE DR	Manufactured	Good	1	0
101100710	427 S OCOTILLO DR	Manufactured	Fair	1	0
101101540	700 S GRAND DR	Manufactured	Good	1	0
101150150	1451 W ROOSEVELT ST	Manufactured	Poor	1	1
101260040	1448 W 2ND AVE	Manufactured	Fair	1	0
101260050	1474 W 2ND AVE	Manufactured	Fair	1	0
101260060	250 S SILVER DR	Manufactured	Fair	1	0
101260070	288 S SILVER DR	Manufactured	Good	1	0
101260080	302 S SILVER DR	Manufactured	Replace	1	1
101260090	336 S SILVER DR	Manufactured	Good	1	0
101260420	353 S SILVER DR	Manufactured	Poor	1	1
101260440	297 S SILVER DR	Manufactured	Poor	1	1
101260450	1441 W 2ND AVE	Manufactured	Good	1	0
101260460	270 S GOLD DR	Manufactured	Fair	1	0
101260780	293 S GOLD DR	Manufactured	Fair	1	0
101261150	359 S COPPER DR	Manufactured	Fair	1	0
102140230	1343 S WARNER DR	Manufactured	Good	1	0
102140240	1331 S WARNER DR	Manufactured	Poor	1	1
102140250	1329 S WARNER DR	Manufactured	Fair	1	0
102140260	1327 S WARNER DR	Manufactured	Good	1	0
102140270	1567 S LAWSON DR	Manufactured	Fair	1	0
102140280	1545 S LAWSON DR	Manufactured	Fair	1	0
102140290	1523 S LAWSON DR	Manufactured	Replace	1	1
102140300	1503 S LAWSON DR	Manufactured	Fair	1	0
102140310	1485 S LAWSON DR	Manufactured	Fair	1	0
102140320	1465 S LAWSON DR	Manufactured	Poor	1	1
102140330	1447 S LAWSON DR	Manufactured	Poor	1	1
102140340	1427 S LAWSON DR	Manufactured	Fair	1	0
102140350	1409 S LAWSON DR	Manufactured	Fair	1	0
102140360	1389 S LAWSON DR	Manufactured	Fair	1	0
102140370	1371 S LAWSON DR	Manufactured	Fair	1	0
102140380	1357 S LAWSON DR	Manufactured	Fair	1	0
102140390	1343 S LAWSON DR	Manufactured	Fair	1	0
102140400	1338 S LAWSON DR	Manufactured	Fair	1	0
102140410	1346 S LAWSON DR	Manufactured	Fair	1	0
102140420	1360 S LAWSON DR	Manufactured	Fair	1	0
102140430	1374 S LAWSON DR	Manufactured	Fair	1	0
102140440	1392 S LAWSON DR	Manufactured	Fair	1	0
102140450	1412 S LAWSON DR	Manufactured	Fair	1	0
102140460	1430 S LAWSON DR	Manufactured	Fair	1	0
102140470	1450 S LAWSON DR	Manufactured	Fair	1	0
102140480	1468 S LAWSON DR	Manufactured	Fair	1	0
102140490	1488 S LAWSON DR	Manufactured	Fair	1	0
102140500	1506 S LAWSON DR	Manufactured	Fair	1	0
102140510	1526 S LAWSON DR	Manufactured	Fair	1	0
102140520	1548 S LAWSON DR	Manufactured	Fair	1	0
102140530	1570 S LAWSON DR	Manufactured	Fair	1	0

102150120	870 S DESERT VIEW DR	Manufactured	Fair	1	0
102150320	880 S LAWSON DR	Manufactured	Fair	1	0
102150330	910 S LAWSON DR	Manufactured	Good	1	0
102150360	1156 S LAWSON DR	Manufactured	Fair	1	0
102150380	1101 S LAWSON DR	Manufactured	Good	1	0
102150390	1154 S DESERT VIEW DR	Manufactured	Fair	1	0
102280020	1259 S HALE DR	Manufactured	Fair	1	0
102280030	1263 S HALE DR	Manufactured	Poor	1	1
102280040	1277 S HALE DR	Manufactured	Fair	1	0
102280060	1327 S HALE DR	Manufactured	Fair	1	0
102280070	1349 S HALE DR	Manufactured	Fair	1	0
102280090	1393 S HALE DR	Manufactured	Fair	1	0
102280100	1441 S HALE DR	Manufactured	Fair	1	0
102280120	1485 S HALE DR	Manufactured	Fair	1	0
102280150	1551 S HALE DR	Manufactured	Poor	1	1
102280170	1587 S HALE DR	Manufactured	Good	1	0
102280190	1562 S HALE DR	Manufactured	Good	1	0
102280200	1540 S HALE DR	Manufactured	Poor	1	1
102280210	1524 S HALE DR	Manufactured	Poor	1	1
102280220	1506 S HALE DR	Manufactured	Poor	1	1
102280230	1482 S HALE DR	Manufactured	Fair	1	0
102280270	1426 S HALE DR	Manufactured	Fair	1	0
102280280	1396 S HALE DR	Manufactured	Poor	1	1
102280290	1378 S HALE DR	Manufactured	Fair	1	0
102280300	1352 S HALE DR	Manufactured	Fair	1	0
102280310	1328 S HALE DR	Manufactured	Poor	1	1
102280320	1310 S HALE DR	Manufactured	Poor	1	1
102280330	1282 S HALE DR	Manufactured	Fair	1	0
102280340	1268 S HALE DR	Manufactured	Fair	1	0
102280350	1252 S HALE DR	Manufactured	Good	1	0
102280360	1240 S HALE DR	Manufactured	Poor	1	1
102280380	1217 S DESERT VIEW PL	Manufactured	Fair	1	0
102280410	1271 S DESERT VIEW PL	Manufactured	Fair	1	0
102280420	1283 S DESERT VIEW PL	Manufactured	Fair	1	0
102280430	1315 S DESERT VIEW PL	Manufactured	Good	1	0
102280440	1331 S DESERT VIEW PL	Manufactured	Poor	1	1
102280450	1347 S DESERT VIEW PL	Manufactured	Fair	1	0
102280460	1365 S DESERT VIEW PL	Manufactured	Poor	1	1
102280470	1389 S DESERT VIEW PL	Manufactured	Fair	1	0
102280490	1427 S DESERT VIEW PL	Manufactured	Fair	1	0
102280500	1443 S DESERT VIEW PL	Manufactured	Poor	1	1
102280510	1465 S DESERT VIEW PL	Manufactured	Fair	1	0
102280520	1483 S DESERT VIEW PL	Manufactured	Fair	1	0
102280530	1507 S DESERT VIEW PL	Manufactured	Fair	1	0
102280540	1521 S DESERT VIEW PL	Manufactured	Fair	1	0
102280550	1535 S DESERT VIEW PL	Manufactured	Fair	1	0
102280580	2610 W 16TH AVE	Manufactured	Poor	1	1

102280610	1520 S DESERT VIEW PL	Manufactured	Poor	1	1
102280620	1504 S DESERT VIEW PL	Manufactured	Fair	1	0
102280630	1484 S DESERT VIEW PL	Manufactured	Poor	1	1
102280670	1414 S DESERT VIEW PL	Manufactured	Fair	1	0
102280710	1330 S DESERT VIEW PL	Manufactured	Poor	1	1
102280720	1312 S DESERT VIEW PL	Manufactured	Fair	1	0
102280730	1280 S DESERT VIEW PL	Manufactured	Poor	1	1
102280740	1274 S DESERT VIEW PL	Manufactured	Replace	1	1
102280750	1256 S DESERT VIEW PL	Manufactured	Fair	1	0
102280760	1244 S DESERT VIEW PL	Manufactured	Poor	1	1
102330010	870 S WARNER DR	Manufactured	Fair	1	0
102330040	Vacant	Manufactured	Fair	1	0
102330050	Mail return	Manufactured	Fair	1	0
102330060	Mail return	Manufactured	Fair	1	0
102330080	846 S CEDAR DR	Manufactured	Fair	1	0
102330120	3030 W 9TH AVE	Manufactured	Good	1	0
102330150	3130 W 9TH PL	Manufactured	Fair	1	0
102330300	2922 W 9TH PL	Manufactured	Fair	1	0
102330370	2945 W 9TH PL	Manufactured	Good	1	0
102330380	2935 W 9TH PL	Manufactured	Replace	1	1
102330390	2921 W 9TH PL	Manufactured	Fair	1	0
102330450	1131 S MERIDIAN DR	Manufactured	Fair	37	0
102330530	910 S CEDAR DR	Manufactured	Fair	1	0
102330610	1099 S CEDAR DR	Manufactured	Fair	1	0
102330620	1111 S CEDAR DR	Manufactured	Good	1	0
102330630	1089 S CEDAR DR	Manufactured	Fair	1	0
102330640	1025 S CEDAR DR	Manufactured	Good	1	0
102330650	1009 S CEDAR DR	Manufactured	Poor	1	1
102330670	1125 S CEDAR DR	Manufactured	Poor	1	1
102340090	1193 S CEDAR DR	Manufactured	Poor	1	1
102340140	1297 S CEDAR DR	Manufactured	Poor	1	1
102340150	2938 W 13TH AVE	Manufactured	Poor	1	1
102340230	1318 S CEDAR DR	Manufactured	Fair	1	0
102340240	1332 S CEDAR DR	Manufactured	Fair	1	0
102340320	1404 S SMYTHE DR	Manufactured	Fair	1	0
102340340	1460 S SMYTHE DR	Manufactured	Good	1	0
102340350	1492 S SMYTHE DR	Manufactured	Good	1	0
102340360	1505 S SMYTHE DR	Manufactured	Good	1	0
102340420	1534 S CEDAR DR	Manufactured	Good	1	0
102340650	1464 S WARNER DR	Manufactured	Replace	1	1
102340660	2828 W 15TH AVE	Manufactured	Fair	1	0
102340760	1346 S WARNER DR	Manufactured	Poor	1	1
102340770	1348 S WARNER DR	Manufactured	Fair	1	0
102340800	2929 W 14TH PL	Manufactured	Poor	1	1
102340810	1501 S CEDAR DR	Manufactured	Fair	1	0
102340820	1505 S CEDAR DR	Manufactured	Good	1	0
102340830	1507 S CEDAR DR	Manufactured	Good	1	0

10102033C	295 N PALO VERDE DR	Manufactured	Fair	1	0
10102033D	300 N SAGUARO DR	Manufactured	Fair	1	0
10102039A	408 N SAGUARO DR	Manufactured	Good	1	0
10102042B	488 N SAGUARO DR	Manufactured	Good	1	0
10102056A	780 N SAGUARO DR	Manufactured	Good	1	0
10102092C	657 N SAGUARO DR	Manufactured	Good	1	0
10102096A	549 N SAGUARO DR	Manufactured	Good	1	0
10102098A	471 N SAGUARO DR	Manufactured	Replace	1	1
10102098B	475 N SAGUARO DR	Manufactured	Replace	1	1
10102098D	469 N SAGUARO DR	Manufactured	Replace	1	1
10102099D	403 N SAGUARO DR	Manufactured	Replace	1	1
10102099E	411 N SAGUARO DR	Manufactured	Replace	1	1
10102099F	405 N SAGUARO DR	Manufactured	Replace	1	1
10102099G	431 N SAGUARO DR	Manufactured	Replace	1	1
10102099H	451 N SAGUARO DR	Manufactured	Replace	1	1
10102099J	455 N SAGUARO DR	Manufactured	Replace	1	1
10102099K	453 N SAGUARO DR	Manufactured	Replace	1	1
10102101B	395 N SAGUARO DR	Manufactured	Replace	1	1
10103043B	2154 W OHIO ST	Manufactured	Good	1	0
10103043E	520 N OCOTILLO DR	Manufactured	Fair	1	0
10103043F	2132 W VIRGINIA ST	Manufactured	Good	1	0
10103055A	2220 W OHIO ST	Manufactured	Good	1	0
10103055B	664 N OCOTILLO DR	Manufactured	Good	1	0
10103066A	2313 W OHIO ST	Manufactured	Good/Poor	2	1
10103080B	705 N VICTORY DR	Manufactured	Fair	1	0
10103082A	730 N VICTORY DR	Manufactured	Good	1	0
10107001A	455 S DESERT VIEW DR	Manufactured	Poor	46	46
10107014A	527 S WARNER DR	Manufactured	Fair	1	0
10107014C	2723 W 5TH AVE	Manufactured	Replace	1	1
10107015A	635 S WARNER DR	Manufactured	Good	1	0
10107015B	614 S LAWSON DR	Manufactured	Good	1	0
10107015C	588 S LAWSON DR	Manufactured	Poor	1	1
10110155B	725 S GRAND DR	Manufactured	Fair	1	0
10115021A	451 N IRONWOOD DR	Manufactured	Replace	1	1
10115021C	359 N IRONWOOD DR	Manufactured	Fair	1	0
10115021D	405 N IRONWOOD DR	Manufactured	Poor	1	1
10115021F	389 N IRONWOOD DR	Manufactured	Poor	1	1
10115040A	322 N GOLD DR	Manufactured	Fair	1	0
10214010B	1216 S LAWSON DR	Manufactured	Good	1	0
10214011D	1250 S LAWSON DR	Manufactured	Good	1	0
10214011E	1289 S WARNER DR	Manufactured	Fair	1	0
10214013A	1298 S DESERT VIEW DR	Manufactured	Good	1	0
10214016B	1399 S WARNER DR	Manufactured	Replace	1	1
10214017A	1421 S WARNER DR	Manufactured	Poor	1	1
10214017B	2763 W 14TH AVE	Manufactured	Poor	1	1
10214017C	2707 W 14TH AVE	Manufactured	Good	1	0
10214017E	1475 S WARNER DR	Manufactured	Good	1	0

10214017F	2711 W 14TH AVE	Manufactured	Good	1	0
10214020A	1500 S WARNER DR	Manufactured	Replace	9	9
10215015B	875 S WARNER DR	Manufactured	Fair	1	0
10215015C	830 S LAWSON DR	Manufactured	Fair	1	0
10215015D	870 S LAWSON DR	Manufactured	Good	1	0
10215015F	847 S WARNER DR	Manufactured	Fair	1	0
10215016A	891 S WARNER DR	Manufactured	Fair	1	0
10215016C	911 S WARNER DR	Manufactured	Poor	1	1
10215017D	1049 S WARNER DR	Manufactured	Good	1	0
10215017E	988 S LAWSON DR	Manufactured	Good	1	0
10215020A	1185 S WARNER DR	Manufactured	Fair	1	0
10215020E	1172 S LAWSON DR	Manufactured	Poor	1	1
10215022C	Mail return	Manufactured	Fair	1	0
10215023B	1071 S LAWSON DR	Manufactured	Fair	1	0
10215026B	1027 S LAWSON DR	Manufactured	Fair	1	0
10215037E	1005 S WARNER DR	Manufactured	Fair	1	0
10215037G	925 S WARNER DR	Manufactured	Good	1	0
10228065A	1442 S DESERT VIEW PL	Manufactured	Fair	1	0
10233002D	2851 W BROADWAY AVE	Manufactured	Poor	1	1
10233007E	889 S CEDAR DR	Manufactured	Fair	1	0
10233007F	845 S CEDAR DR	Manufactured	Good	1	0
10233007G	911 S CEDAR DR	Manufactured	Fair	1	0
10233010E	831 S MERIDIAN DR	Manufactured	Replace	1	1
10233016A	3085 W 9TH AVE	Manufactured	Fair	1	0
10233018B	3045 W 9TH AVE	Manufactured	Good	1	0
10233029A	2932 W 9TH PL	Manufactured	Poor	1	1
10233048A	1114 S CEDAR DR	Manufactured	Replace	1	1
10233048B	1116 S CEDAR DR	Manufactured	Good	1	0
10233048C	1118 S CEDAR DR	Manufactured	Fair	1	0
10233049A	1150 S CEDAR DR	Manufactured	Fair	1	0
10233049B	1152 S CEDAR DR	Manufactured	Poor	1	1
10233049C	1154 S CEDAR DR	Manufactured	Poor	1	1
10233050A	1176 S CEDAR DR	Manufactured	Poor	1	1
10233050D	1180 S CEDAR DR	Manufactured	Poor	1	1
10233051D	1093 S CEDAR DR	Manufactured	Fair	1	0
10233051E	1091 S CEDAR DR	Manufactured	Fair	1	0
10233051K	1029 S CEDAR DR	Manufactured	Poor	1	1
10233051L	1027 S CEDAR DR	Manufactured	Fair	1	0
10233055A	3070 W 9TH AVE	Manufactured	Good	1	0
10233060B	1165 S CEDAR DR	Manufactured	Fair	1	0
10233060F	1165 S CEDAR DR	Manufactured	Fair	1	0
10233066A	1131 S CEDAR DR	Manufactured	Fair	1	0
10233066B	1123 S CEDAR DR	Manufactured	Fair	1	0
10233066C	1127 S CEDAR DR	Manufactured	Fair	1	0
10234001B	1234 S WARNER DR UNIT A	Manufactured	Replace	1	1
10234001C	1232 S WARNER DR UNIT 1	Manufactured	Replace	1	1
10234002C	2833 W 12TH PL	Manufactured	Replace	1	1

10234003B	1324 S WARNER DR UNIT	Manufactured	Fair	1	0
10234003C	1324 S WARNER DR UNIT 1	Manufactured	Poor	1	1
10234003D	1324 S WARNER DR UNIT 4	Manufactured	Poor	1	1
10234003E	1324 S WARNER DR UNIT 3	Manufactured	Good	1	0
10234004C	1344 S WARNER DR	Manufactured	Poor	1	1
10234005E	1354 S WARNER DR	Manufactured	Fair	1	0
10234005G	1358 S WARNER DR	Manufactured	Poor	1	1
10234008B	2924 W 12TH PL	Manufactured	Fair	1	0
10234018B	1371 S CEDAR DR	Manufactured	Poor	1	1
10234020A	1395 S CEDAR DR	Manufactured	Poor	1	1
10234031H	1579 S MERIDIAN DR	Manufactured	Fair	1	0
10234046A	1420 S CEDAR DR	Manufactured	Fair	1	0
10234057B	1575 S CEDAR DR	Manufactured	Fair	1	0
10234064B	2809 W 14TH PL	Manufactured	Replace	1	1
10234075B	3085 W 12TH AVE	Manufactured	Fair	1	0
10234078A	1461 S CEDAR DR	Manufactured	Fair	1	0
10234078B	1453 S CEDAR DR	Manufactured	Fair	1	0
101090230	756 S PALO VERDE DR	Multifamily	Good	1	0
101100790	663 S OCOTILLO DR	Multifamily	Fair	1	0
101101360	375 S GRAND DR	Multifamily	Fair	1	0
101101460	565 S GRAND DR	Multifamily	Fair	1	0
101101500	660 S GRAND DR	Multifamily	Fair	1	0
101101520	678 S GRAND DR	Multifamily	Fair	1	0
101150940	265 N IRONWOOD DR	Multifamily (29 units)	Vacant	0	0
10102038B	353 N PALO VERDE DR	Multifamily	Good	1	0
10103017B	2105 W SUPERSTITION BLVD	Multifamily	Good	1	0
10109024A	766 S PALO VERDE DR UNIT 1	Multifamily	Fair	1	0
10109024B	780 S PALO VERDE DR	Multifamily	Fair	1	0
10110120A	230 S GRAND DR	Multifamily	Good	1	0
10110120B	170 S GRAND DR	Multifamily	Good	1	0
10116013H	401 S IRONWOOD DR	Park Model	Fair	1	0
101020720	412 N IRONWOOD DR	Residential	Vacant	0	0
101020880	1731 W SUPERSTITION BLVD	Residential	Vacant	0	0
101030480	2187 W OHIO ST	Residential	Vacant	0	0
101070320	2428 W BROADWAY AVE	Residential	Vacant	0	0
101070350	666 S DELAWARE DR	Residential	Vacant	0	0
101070390	578 S DELAWARE DR	Residential	Vacant	0	0
101080110	594 S SMYTHE DR	Residential	Vacant	0	0
101080190	706 S SMYTHE DR	Residential	Vacant	0	0
101080220	775 S MERIDIAN DR	Residential	Vacant	0	0
101080850	593 S SMYTHE DR	Residential	Vacant	0	0
101090340	503 S PALO VERDE DR	Residential	Vacant	0	0
101090760	0 S SAGUARO DR	Residential	Vacant	0	0
101100370	604 S MAIN DR	Residential	Vacant	0	0
101100640	185 S OCOTILLO DR	Residential	Vacant	0	0
101101410	504 S GRAND DR	Residential	Vacant	0	0
101131130	Vacant	Residential	Vacant	0	0

101150320	Vacant	Residential	Vacant	0	0
101150420	1454 W ROOSEVELT ST	Residential	Vacant	0	0
102330030	900 S WARNER DR	Residential	Vacant	0	0
102340190	2919 W 13TH AVE	Residential	Vacant	0	0
102340370	0 S SMYTHE DR	Residential	Vacant	0	0
102340380	1580 S CEDAR DR	Residential	Vacant	0	0
102340790	1455 S CEDAR DR	Residential	Vacant	0	0
10102043B	495 N PALO VERDE DR	Residential	Vacant	0	0
10102044B	515 N PALO VERDE DR	Residential	Vacant	0	0
10102116B	183 N PALO VERDE DR	Residential	Vacant	0	0
10110014A	327 S MAIN DR	Residential	Vacant	0	0
10215018C	1044 S LAWSON DR	Residential	Vacant	0	0
10234005F	1356 S WARNER DR	Residential	Vacant	0	0
10234075D	1222 S CEDAR DR	Residential	Vacant	0	0
101080910	715 S SMYTHE DR	RV	Fair	1	0
101080930	745 S SMYTHE DR	RV	Fair	1	0
102330140	925 S MERIDIAN DR	RV	Fair	1	0
10108076B	434 S CEDAR DR	RV	Fair	4	0
10215021A	1192 S DESERT VIEW DR	RV	Fair	1	0
101020150	680 N PALO VERDE DR	Single	Replace	1	1
101020160	652 N PALO VERDE DR	Single	Fair	1	0
101020170	664 N PALO VERDE DR	Single	Replace	1	1
101020180	704 N PALO VERDE DR	Single	Fair	1	0
101020250	164 N SAGUARO DR	Single	Poor	1	1
101020260	182 N SAGUARO DR	Single	Poor	1	1
101020280	218 N SAGUARO DR	Single	Poor	1	1
101020290	236 N SAGUARO DR	Single	Poor	1	1
101020310	262 N SAGUARO DR	Single	Fair	1	0
101020320	237 N PALO VERDE DR	Single	Poor	1	1
101020340	306 N SAGUARO DR	Single	Fair	1	0
101020350	322 N SAGUARO DR	Single	Fair	1	0
101020400	435 N PALO VERDE DR	Single	Poor	1	1
101020450	550 N SAGUARO DR	Single	Fair	2	0
101020480	616 N SAGUARO DR	Single	Fair	1	0
101020510	660 N SAGUARO DR	Single	Poor	1	1
101020520	653 N PALO VERDE DR	Single	Fair	1	0
101020550	735 N PALO VERDE DR	Single	Fair	1	0
101020570	779 N PALO VERDE DR	Single	Poor	2	2
101020700	332 N IRONWOOD DR	Single	Poor	1	1
101020740	468 N IRONWOOD DR	Single	Poor	2	2
101020760	552 N IRONWOOD DR	Single	Replace	1	1
101020790	662 N IRONWOOD DR	Single	Good	1	0
101020870	743 N SAGUARO DR	Single	Fair	1	0
101020890	719 N SAGUARO DR	Single	Good	1	0
101020950	563 N SAGUARO DR	Single	Good	1	0
101021030	325 N SAGUARO DR	Single	Fair	1	0
101021110	1910 W GREGORY ST	Single	Fair	1	0

101030080	287 N OCOTILLO DR	Single	Good	1	0
101030090	445 N OCOTILLO DR	Single	Good	1	0
101030300	246 N OCOTILLO DR	Single	Poor	1	1
101030320	268 N OCOTILLO DR	Single	Fair	1	0
101030360	386 N OCOTILLO DR	Single	Fair	1	0
101030380	416 N OCOTILLO DR	Single	Poor	1	1
101030390	2103 W VIRGINIA ST	Single	Excellent	1	0
101030400	2117 W VIRGINIA ST	Single	Excellent	1	0
101030410	2131 W VIRGINIA ST	Single	Good	1	0
101030500	632 N OCOTILLO DR	Single	Poor	1	1
101030520	2191 W OHIO ST	Single	Good	1	0
101030630	2260 W VIRGINIA ST	Single	Good	1	0
101030680	2344 W VIRGINIA ST	Single	Poor	1	1
101030750	734 N LAWTHER DR	Single	Good	1	0
101030770	2315 W SUPERSTITION BLVD	Single	Good	1	0
101030780	741 N VICTORY DR	Single	Poor	1	1
101031040	2011 W BELMAR CT	Single	Good	1	0
101031050	2029 W BELMAR CT	Single	Good	1	0
101031060	2047 W BELMAR CT	Single	Good	1	0
101031070	2065 W BELMAR CT	Single	Good	1	0
101031080	2075 W BELMAR CT	Single	Good	1	0
101031090	2014 W BELMAR CT	Single	Good	1	0
101031100	2026 W BELMAR CT	Single	Good	1	0
101031110	2046 W BELMAR CT	Single	Good	1	0
101031120	2060 W BELMAR CT	Single	Good	1	0
101031130	2072 W BELMAR CT	Single	Replace	1	1
101031150	2037 W TUFA ST	Single	Fair	1	0
101031160	2045 W TUFA ST	Single	Fair	1	0
101031180	2101 W TUFA ST	Single	Fair	1	0
101031190	2012 W TUFA ST	Single	Fair	1	0
101031210	2060 W TUFA ST	Single	Fair	1	0
101031230	2120 W TUFA ST	Single	Good	1	0
101051370	170 N DELAWARE DR	Single	Fair	1	0
101070070	410 S LAWSON DR	Single	Fair	1	0
101070120	485 S WARNER DR	Single	Excellent	1	0
101070130	2774 W 5TH AVE	Single	Good	1	0
101070160	569 S WARNER DR	Single	Excellent	1	0
101070190	677 S WARNER DR	Single	Fair	1	0
101070220	525 S CORNWALL DR	Single	Fair	1	0
101070230	543 S CORNWALL DR	Single	Fair	1	0
101070240	581 S CORNWALL DR	Single	Fair	1	0
101070250	593 S CORNWALL DR	Single	Poor	1	1
101070360	654 S DELAWARE DR	Single	Good	1	0
101070410	530 S DELAWARE DR	Single	Good	1	0
101070430	543 S DESERT VIEW DR	Single	Fair	1	0
101070440	551 S DESERT VIEW DR	Single	Good	1	0
101070450	557 S DESERT VIEW DR	Single	Poor	1	1

101070460	593 S DESERT VIEW DR	Single	Fair	1	0
101070470	625 S DESERT VIEW DR	Single	Good	1	0
101070490	683 S DESERT VIEW DR	Single	Fair	1	0
101070500	729 S DESERT VIEW DR	Single	Good	1	0
101070510	2590 W BROADWAY AVE	Single	Good	1	0
101070520	784 S CORNWALL DR	Single	Fair	1	0
101070550	672 S CORNWALL DR	Single	Fair	1	0
101070560	650 S CORNWALL DR	Single	Good	1	0
101070570	612 S CORNWALL DR	Single	Fair	1	0
101070580	588 S CORNWALL DR	Single	Good	1	0
101070610	525 S LAWSON DR	Single	Excellent	1	0
101070620	531 S LAWSON DR	Single	Fair	1	0
101070630	555 S LAWSON DR	Single	Good	1	0
101070640	583 S LAWSON DR	Single	Excellent	1	0
101070690	745 S LAWSON DR	Single	Fair	1	0
101070700	2684 W BROADWAY AVE	Single	Fair	1	0
101070710	776 S DESERT VIEW DR	Single	Good	1	0
101070750	670 S DESERT VIEW DR	Single	Poor	1	1
101070760	628 S DESERT VIEW DR	Single	Poor	1	1
101070780	588 S DESERT VIEW DR	Single	Good	1	0
101070800	534 S DESERT VIEW DR	Single	Good	1	0
101070810	566 S LAWSON DR	Single	Good	1	0
101080070	546 S SMYTHE DR	Single	Replace	1	1
101080130	620 S SMYTHE DR	Single	Fair	1	0
101080150	650 S SMYTHE DR	Single	Fair	1	0
101080160	699 S MERIDIAN DR	Single	Good	1	0
101080170	692 S SMYTHE DR	Single	Fair	1	0
101080180	711 S MERIDIAN DR	Single	Good	1	0
101080200	737 S MERIDIAN DR	Single	Poor	1	1
101080210	750 S SMYTHE DR	Single	Good	1	0
101080240	405 S CEDAR DR	Single	Excellent	1	0
101080280	2951 W 5TH AVE	Single	Poor	1	1
101080290	2893 W 5TH AVE	Single	Good	1	0
101080300	2961 W 5TH AVE	Single	Fair	1	0
101080310	523 S CEDAR DR	Single	Poor	1	1
101080350	611 S CEDAR DR	Single	Fair	1	0
101080380	618 S PINAL DR	Single	Good	1	0
101080410	693 S CEDAR DR	Single	Poor	1	1
101080430	715 S CEDAR DR	Single	Fair	1	0
101080480	770 S PINAL DR	Single	Fair	1	0
101080520	450 S WARNER DR	Single	Poor	1	1
101080530	481 S PINAL DR	Single	Good	1	0
101080560	516 S WARNER DR	Single	Fair	1	0
101080580	560 S WARNER DR	Single	Poor	1	1
101080640	660 S WARNER DR	Single	Excellent	1	0
101080660	672 S WARNER DR	Single	Excellent	1	0
101080710	775 S PINAL DR	Single	Good	1	0

101080750	431 S SMYTHE DR	Single	Excellent	1	0
101080810	561 S SMYTHE DR	Single	Excellent	1	0
101080830	585 S SMYTHE DR	Single	Fair	1	0
101080840	624 S CEDAR DR	Single	Good	1	0
101080860	650 S CEDAR DR	Single	Good	1	0
101080940	751 S SMYTHE DR	Single	Poor	1	1
101080950	752 S CEDAR DR	Single	Fair	1	0
101080970	772 S CEDAR DR	Single	Fair	1	0
101090030	146 S PALO VERDE DR	Single	Good	1	0
101090040	156 S PALO VERDE DR	Single	Fair	1	0
101090050	198 S PALO VERDE DR	Single	Good	1	0
101090060	230 S PALO VERDE DR	Single	Good	1	0
101090070	254 S PALO VERDE DR	Single	Good	1	0
101090080	276 S PALO VERDE DR	Single	Good	1	0
101090090	334 S PALO VERDE DR	Single	Good	1	0
101090100	346 S PALO VERDE DR	Single	Good	1	0
101090110	390 S PALO VERDE DR	Single	Good	1	0
101090120	406 S PALO VERDE DR	Single	Fair	1	0
101090130	434 S PALO VERDE DR	Single	Fair	1	0
101090140	480 S PALO VERDE DR	Single	Good	1	0
101090150	506 S PALO VERDE DR	Single	Good	1	0
101090160	548 S PALO VERDE DR	Single	Fair	1	0
101090170	564 S PALO VERDE DR	Single	Good	1	0
101090180	594 S PALO VERDE DR	Single	Good	1	0
101090190	620 S PALO VERDE DR	Single	Fair	1	0
101090200	658 S PALO VERDE DR	Single	Good	1	0
101090210	684 S PALO VERDE DR	Single	Good	1	0
101090220	722 S PALO VERDE DR	Single	Good	1	0
101090250	785 S PALO VERDE DR	Single	Excellent	1	0
101090270	715 S PALO VERDE DR	Single	Fair	1	0
101090280	685 S PALO VERDE DR	Single	Good	1	0
101090290	653 S PALO VERDE DR	Single	Good	1	0
101090300	625 S PALO VERDE DR	Single	Good	1	0
101090310	587 S PALO VERDE DR	Single	Good	1	0
101090320	561 S PALO VERDE DR	Single	Good	1	0
101090330	539 S PALO VERDE DR	Single	Good	1	0
101090350	465 S PALO VERDE DR	Single	Good	1	0
101090360	443 S PALO VERDE DR	Single	Fair	1	0
101090370	415 S PALO VERDE DR	Single	Fair	1	0
101090380	389 S PALO VERDE DR	Single	Good	1	0
101090390	351 S PALO VERDE DR	Single	Good	1	0
101090400	329 S PALO VERDE DR	Single	Good	1	0
101090410	277 S PALO VERDE DR	Single	Good	1	0
101090420	253 S PALO VERDE DR	Single	Good	1	0
101090430	219 S PALO VERDE DR	Single	Good	1	0
101090440	195 S PALO VERDE DR	Single	Good	1	0
101090450	163 S PALO VERDE DR	Single	Good	1	0

101090460	145 S PALO VERDE DR	Single	Good	1	0
101090500	102 S SAGUARO DR	Single	Fair	1	0
101090510	130 S SAGUARO DR	Single	Good	1	0
101090520	154 S SAGUARO DR	Single	Fair	1	0
101090530	186 S SAGUARO DR	Single	Fair	1	0
101090540	216 S SAGUARO DR	Single	Fair	1	0
101090550	242 S SAGUARO DR	Single	Fair	1	0
101090560	276 S SAGUARO DR	Single	Fair	1	0
101090570	320 S SAGUARO DR	Single	Good	1	0
101090580	346 S SAGUARO DR	Single	Good	1	0
101090590	388 S SAGUARO DR	Single	Fair	1	0
101090600	408 S SAGUARO DR	Single	Fair	1	0
101090610	434 S SAGUARO DR	Single	Fair	1	0
101090620	460 S SAGUARO DR	Single	Good	1	0
101090630	490 S SAGUARO DR	Single	Good	1	0
101090640	524 S SAGUARO DR	Single	Good	1	0
101090650	552 S SAGUARO DR	Single	Good	1	0
101090660	590 S SAGUARO DR	Single	Good	1	0
101090670	616 S SAGUARO DR	Single	Good	1	0
101090680	650 S SAGUARO DR	Single	Good	1	0
101090690	678 S SAGUARO DR	Single	Good	1	0
101090700	710 S SAGUARO DR	Single	Poor	1	1
101090710	744 S SAGUARO DR	Single	Fair	1	0
101090720	776 S SAGUARO DR	Single	Good	1	0
101090730	783 S SAGUARO DR	Single	Excellent	1	0
101090740	751 S SAGUARO DR	Single	Excellent	1	0
101090750	0 S SAGUARO DR	Single	Good	1	0
101090770	649 S SAGUARO DR	Single	Fair	1	0
101090780	625 S SAGUARO DR	Single	Good	1	0
101090790	589 S SAGUARO DR	Single	Good	1	0
101090800	551 S SAGUARO DR	Single	Good	1	0
101090810	525 S SAGUARO DR	Single	Fair	1	0
101090820	495 S SAGUARO DR	Single	Good	1	0
101090830	463 S SAGUARO DR	Single	Good	1	0
101090840	431 S SAGUARO DR	Single	Good	1	0
101090860	381 S SAGUARO DR	Single	Good	1	0
101090870	349 S SAGUARO DR	Single	Fair	1	0
101090880	325 S SAGUARO DR	Single	Fair	1	0
101090890	273 S SAGUARO DR	Single	Fair	1	0
101090900	251 S SAGUARO DR	Single	Good	1	0
101090910	219 S SAGUARO DR	Single	Good	1	0
101090920	189 S SAGUARO DR	Single	Good	1	0
101090930	157 S SAGUARO DR	Single	Fair	1	0
101091240	120 S STARDUST LN	Single	Good	1	0
101091250	140 S STARDUST LN	Single	Good	1	0
101091260	160 S STARDUST LN	Single	Good	1	0
101091270	180 S STARDUST LN	Single	Good	1	0

101091280	200 S STARDUST LN	Single	Good	1	0
101091290	220 S STARDUST LN	Single	Good	1	0
101091300	240 S STARDUST LN	Single	Good	1	0
101091310	260 S STARDUST LN	Single	Good	1	0
101091320	280 S STARDUST LN	Single	Good	1	0
101091330	300 S STARDUST LN	Single	Good	1	0
101091340	455 S DELAWARE DR	Single	Good	1	0
101091350	340 S STARDUST LN	Single	Good	1	0
101091360	360 S STARDUST LN	Single	Good	1	0
101091370	380 S STARDUST LN	Single	Good	1	0
101091380	460 S STARDUST LN	Single	Good	1	0
101091390	480 S STARDUST LN	Single	Good	1	0
101091400	500 S STARDUST LN	Single	Good	1	0
101091410	520 S STARDUST LN	Single	Good	1	0
101091420	540 S STARDUST LN	Single	Good	1	0
101091430	560 S STARDUST LN	Single	Good	1	0
101091440	580 S STARDUST LN	Single	Good	1	0
101091450	600 S STARDUST LN	Single	Good	1	0
101091460	620 S STARDUST LN	Single	Good	1	0
101091470	640 S STARDUST LN	Single	Good	1	0
101091480	660 S STARDUST LN	Single	Good	1	0
101091490	680 S STARDUST LN	Single	Good	1	0
101091500	700 S STARDUST LN	Single	Good	1	0
101091510	720 S STARDUST LN	Single	Good	1	0
101091520	740 S STARDUST LN	Single	Good	1	0
101091530	735 S STARDUST LN	Single	Good	1	0
101091540	715 S STARDUST LN	Single	Good	1	0
101091550	695 S STARDUST LN	Single	Good	1	0
101091560	675 S STARDUST LN	Single	Good	1	0
101091570	655 S STARDUST LN	Single	Good	1	0
101091580	635 S STARDUST LN	Single	Good	1	0
101091590	615 S STARDUST LN	Single	Good	1	0
101091600	595 S STARDUST LN	Single	Good	1	0
101091610	575 S STARDUST LN	Single	Good	1	0
101091620	555 S STARDUST LN	Single	Good	1	0
101091630	535 S STARDUST LN	Single	Good	1	0
101091640	515 S STARDUST LN	Single	Good	1	0
101091650	495 S STARDUST LN	Single	Good	1	0
101091660	475 S STARDUST LN	Single	Good	1	0
101091670	455 S STARDUST LN	Single	Good	1	0
101091680	435 S STARDUST LN	Single	Good	1	0
101091690	415 S STARDUST LN	Single	Good	1	0
101091700	395 S STARDUST LN	Single	Good	1	0
101091710	375 S STARDUST LN	Single	Good	1	0
101091720	355 S STARDUST LN	Single	Good	1	0
101091730	335 S STARDUST LN	Single	Good	1	0
101091740	315 S STARDUST LN	Single	Good	1	0

101091750	295 S STARDUST LN	Single	Good	1	0
101091760	275 S STARDUST LN	Single	Good	1	0
101091770	255 S STARDUST LN	Single	Good	1	0
101091780	235 S STARDUST LN	Single	Good	1	0
101091790	215 S STARDUST LN	Single	Good	1	0
101091800	195 S STARDUST LN	Single	Good	1	0
101091810	175 S STARDUST LN	Single	Good	1	0
101091820	155 S STARDUST LN	Single	Good	1	0
101091830	135 S STARDUST LN	Single	Good	1	0
101091840	115 S STARDUST LN	Single	Good	1	0
101100120	259 S MAIN DR	Single	Poor	1	1
101100160	369 S MAIN DR	Single	Replace	1	1
101100170	409 S MAIN DR	Single	Fair	1	0
101100180	437 S MAIN DR	Single	Fair	1	0
101100200	503 S MAIN DR	Single	Poor	1	1
101100210	527 S MAIN DR	Single	Poor	1	1
101100250	595 S MAIN DR	Single	Fair	1	0
101100270	647 S MAIN DR	Single	Fair	1	0
101100280	679 S MAIN DR	Single	Fair	1	0
101100290	711 S MAIN DR	Single	Good	1	0
101100310	779 S MAIN DR	Single	Good	1	0
101100320	768 S MAIN DR	Single	Fair	1	0
101100380	582 S MAIN DR	Single	Good	1	0
101100400	546 S MAIN DR	Single	Good	1	0
101100420	506 S MAIN DR	Single	Poor	1	1
101100430	494 S MAIN DR	Single	Fair	1	0
101100440	446 S MAIN DR	Single	Good	1	0
101100450	410 S MAIN DR	Single	Poor	1	1
101100460	374 S MAIN DR	Single	Poor	1	1
101100470	350 S MAIN DR	Single	Good	1	0
101100480	330 S MAIN DR	Single	Poor	1	1
101100490	320 S MAIN DR	Single	Poor	1	1
101100500	306 S MAIN DR	Single	Poor	1	1
101100520	248 S MAIN DR	Single	Fair	1	0
101100530	242 S MAIN DR	Single	Replace	1	1
101100670	283 S OCOTILLO DR	Single	Fair	1	0
101100680	305 S OCOTILLO DR	Single	Fair	1	0
101100690	337 S OCOTILLO DR	Single	Good	1	0
101100700	361 S OCOTILLO DR	Single	Fair	1	0
101100730	481 S OCOTILLO DR	Single	Fair	1	0
101100740	525 S OCOTILLO DR	Single	Replace	1	1
101100750	539 S OCOTILLO DR	Single	Good	1	0
101100760	551 S OCOTILLO DR	Single	Replace	1	1
101100770	593 S OCOTILLO DR	Single	Fair	1	0
101100780	657 S OCOTILLO DR	Single	Poor	1	1
101100800	693 S OCOTILLO DR	Single	Good	1	0
101100820	761 S OCOTILLO DR	Single	Poor	1	1

101100830	2090 W BROADWAY AVE	Single	Fair	1	0
101100850	742 S OCOTILLO DR	Single	Replace	1	1
101100870	680 S OCOTILLO DR	Single	Fair	1	0
101100880	660 S OCOTILLO DR	Single	Fair	1	0
101100920	540 S OCOTILLO DR	Single	Fair	1	0
101100930	512 S OCOTILLO DR	Single	Poor	1	1
101100940	460 S OCOTILLO DR	Single	Poor	1	1
101100960	404 S OCOTILLO DR UNIT B	Single	Poor	1	1
101100970	380 S OCOTILLO DR	Single	Fair	1	0
101100980	346 S OCOTILLO DR	Single	Fair	1	0
101100990	324 S OCOTILLO DR	Single	Fair	1	0
101101000	292 S OCOTILLO DR	Single	Fair	1	0
101101020	250 S OCOTILLO DR	Single	Poor	1	1
101101030	190 S OCOTILLO DR	Single	Fair	1	0
101101040	176 S OCOTILLO DR	Single	Poor	1	1
101101060	154 S OCOTILLO DR	Single	Poor	1	1
101101070	132 S OCOTILLO DR	Single	Fair	2	0
101101160	136 S GRAND DR	Single	Poor	1	1
101101170	129 S GRAND DR	Single	Good	1	0
101101180	152 S GRAND DR	Single	Good	1	0
101101190	183 S GRAND DR	Single	Poor	1	1
101101210	225 S GRAND DR	Single	Fair	1	0
101101240	257 S GRAND DR	Single	Fair	1	0
101101250	250 S GRAND DR	Single	Good	1	0
101101260	259 S GRAND DR	Single	Fair	1	0
101101270	288 S GRAND DR	Single	Good	1	0
101101280	279 S GRAND DR	Single	Fair	1	0
101101290	332 S GRAND DR	Single	Good	1	0
101101300	309 S GRAND DR	Single	Fair	1	0
101101310	356 S GRAND DR	Single	Good	1	0
101101320	331 S GRAND DR	Single	Good	1	0
101101330	376 S GRAND DR	Single	Good	1	0
101101340	351 S GRAND DR	Single	Fair	1	0
101101350	420 S GRAND DR	Single	Good	1	0
101101370	436 S GRAND DR	Single	Good	1	0
101101380	435 S GRAND DR	Single	Good	1	0
101101390	435 S GRAND AVE	Single	Fair	1	0
101101400	461 S GRAND DR	Single	Fair	1	0
101101420	509 S GRAND DR	Single	Replace	1	1
101101430	524 S GRAND DR	Single	Good	1	0
101101440	527 S GRAND DR	Single	Fair	1	0
101101450	560 S GRAND DR	Single	Good	1	0
101101470	592 S GRAND DR	Single	Fair	1	0
101101490	630 S GRAND DR	Single	Fair	1	0
101101530	689 S GRAND DR	Single	Good	1	0
101101560	742 S GRAND DR	Single	Good	1	0
101101570	745 S GRAND DR	Single	Good	1	0

101101580	Mail return	Single	Poor	1	1
101101590	2290 W BROADWAY AVE	Single	Fair	1	0
101101600	782 S GRAND DR	Single	Poor	1	1
101150110	1247 W ROOSEVELT ST	Single	Poor	1	1
101150120	1305 W ROOSEVELT ST	Single	Fair	1	0
101150250	517 N IRONWOOD DR	Single	Fair	1	0
101150260	551 N IRONWOOD DR	Single	Good	1	0
101150340	526 N GOLD DR	Single	Fair	1	0
101150350	486 N GOLD DR	Single	Excellent	1	0
101150360	482 N GOLD DR	Single	Poor	1	1
101150370	450 N GOLD DR	Single	Excellent	1	0
101150380	424 N GOLD DR	Single	Fair	1	0
101150390	366 N GOLD DR	Single	Fair	1	0
101150410	278 N GOLD DR	Single	Fair	1	0
101260130	452 S SILVER DR	Single	Good	1	0
101260140	480 S SILVER DR	Single	Good	1	0
101260150	502 S SILVER DR	Single	Good	1	0
101260160	518 S SILVER DR	Single	Good	1	0
101260170	544 S SILVER DR	Single	Good	1	0
101260180	564 S SILVER DR	Single	Good	1	0
101260190	604 S SILVER DR	Single	Good	1	0
101260200	638 S SILVER DR	Single	Good	1	0
101260210	642 S SILVER DR	Single	Good	1	0
101260220	660 S SILVER DR	Single	Good	1	0
101260230	678 S SILVER DR	Single	Good	1	0
101260240	696 S SILVER DR	Single	Good	1	0
101260250	752 S SILVER DR	Single	Good	1	0
101260260	1465 W 7TH AVE	Single	Good	1	0
102140020	1210 S DESERT VIEW DR	Single	Fair	1	0
102140030	1209 S LAWSON DR	Single	Fair	1	0
102140040	1227 S LAWSON DR	Single	Fair	1	0
102140050	1210 S DESERT VIEW DR	Single	Poor	1	1
102140060	1222 S DESERT VIEW DR	Single	Poor	1	1
102140070	1253 S LAWSON DR	Single	Fair	1	0
102140090	1256 S DESERT VIEW DR	Single	Poor	1	1
102140190	1500 S WARNER DR	Single	Fair	1	0
102150010	835 S LAWSON DR	Single	Good	1	0
102150020	847 S LAWSON DR	Single	Fair	1	0
102150030	875 S LAWSON DR	Single	Poor	1	1
102150040	909 S LAWSON DR	Single	Fair	1	0
102150050	933 S LAWSON DR	Single	Fair	1	0
102150060	965 S LAWSON DR	Single	Fair	1	0
102150070	987 S LAWSON DR	Single	Fair	1	0
102150080	988 S DESERT VIEW DR	Single	Fair	1	0
102150130	842 S DESERT VIEW DR	Single	Fair	1	0
102150140	816 S DESERT VIEW DR	Single	Good	1	0
102150190	1091 S WARNER DR	Single	Fair	1	0

102150240	1048 S DESERT VIEW DR	Single	Fair	1	0
102150270	1036 S DESERT VIEW DR	Single	Fair	1	0
102150290	1021 S WARNER DR	Single	Good	1	0
102150300	1053 S WARNER DR	Single	Fair	1	0
102150310	1089 S WARNER DR	Single	Fair	1	0
102150350	1130 S LAWSON DR	Single	Poor	1	1
102280140	1525 S HALE DR	Single	Good	1	0
102280180	1586 S HALE DR	Single	Good	1	0
102330130	896 S CEDAR DR	Single	Fair	1	0
102330310	2848 W 9TH PL	Single	Fair	1	0
102330320	2836 W 9TH PL	Single	Fair	1	0
102330350	2804 W 9TH PL	Single	Fair	1	0
102330400	2851 W 9TH PL	Single	Fair	1	0
102330410	2839 W 9TH PL	Single	Fair	1	0
102330420	2827 W 9TH PL	Single	Fair	1	0
102330430	2815 W 9TH PL	Single	Fair	1	0
102330440	978 S WARNER DR	Single	Fair	1	0
102330680	1147 S CEDAR DR	Single	Good	1	0
102340160	2927 W 13TH AVE	Single	Fair	1	0
102340270	1259 S MERIDIAN DR	Single	Fair	1	0
102340280	1309 S MERIDIAN DR	Single	Poor	1	1
102340300	1347 S MERIDIAN DR	Single	Fair	1	0
102340330	1430 S SMYTHE DR	Single	Poor	1	1
102340390	3080 W 16TH AVE	Single	Good	1	0
102340400	1590 S CEDAR DR	Single	Fair	1	0
102340410	1584 S CEDAR DR	Single	Fair	1	0
102340430	1502 S CEDAR DR	Single	Poor	1	1
102340620	2831 W 14TH PL	Single	Replace	1	1
102340670	2814 W 15TH AVE	Single	Fair	1	0
102340710	1502 S WARNER DR	Single	Fair	1	0
10102003C	192 N PALO VERDE DR	Single	Poor	1	1
10102038C	393 N PALO VERDE DR	Single	Poor/Fair	2	1
10102039B	405 N PALO VERDE DR	Single	Good	1	0
10102039C	438 N SAGUARO DR	Single	Good	1	0
10102042A	473 N PALO VERDE DR	Single	Good	1	0
10102043A	508 N SAGUARO DR	Single	Fair	1	0
10102044A	522 N SAGUARO DR	Single	Poor	1	1
10102050B	638 N SAGUARO DR	Single	Fair	1	0
10102056B	758 N SAGUARO DR	Single	Fair	1	0
10102071A	396 N IRONWOOD DR	Single	Fair	1	0
10102071B	384 N IRONWOOD DR	Single	Fair	1	0
10102093A	579 N SAGUARO DR	Single	Good	1	0
10102098C	465 N SAGUARO DR	Single	Fair	1	0
10102101C	333 N SAGUARO DR	Single	Poor	1	1
10102101D	393 N SAGUARO DR	Single	Good	1	0
10103046B	546 N OCOTILLO DR	Single	Fair	1	0
10103046C	548 N OCOTILLO DR	Single	Good	1	0

10103047D	586 N OCOTILLO DR	Single	Fair	1	0
10103073E	2285 W SUPERSTITION BLVD	Single	Good	1	0
10103076B	706 N LAWTHER DR	Single	Good	1	0
10103085A	700 N VICTORY DR	Single	Good	1	0
10103085B	2350 W OHIO ST	Single	Good	1	0
10107006C	473 S LAWSON DR	Single	Excellent	1	0
10107009B	447 S WARNER DR	Single	Excellent	1	0
10107014D	2767 W 5TH AVE	Single	Excellent	1	0
10107020A	660 S LAWSON DR	Single	Excellent	1	0
10107020B	682 S LAWSON DR	Single	Excellent	1	0
10109002B	110 S PALO VERDE DR	Single	Fair	1	0
10109047B	107 S PALO VERDE DR	Single	Fair	1	0
10109094A	143 S SAGUARO DR	Single	Good	1	0
10109094B	105 S SAGUARO DR	Single	Poor	1	1
10110007B	121 S MAIN DR	Single	Fair	1	0
10110007C	Mail return	Single	Good	1	0
10110007D	Mail return	Single	Good	1	0
10110010A	183 S MAIN DR	Single	Fair	1	0
10110010B	199 S MAIN DR	Single	Good	1	0
10110013A	287 S MAIN DR	Single	Good	1	0
10110013B	293 S MAIN DR	Single	Poor	1	1
10110014B	311 S MAIN DR	Single	Poor	1	1
10110015A	355 S MAIN DR	Single	Good	1	0
10110015B	339 S MAIN DR	Single	Excellent	1	0
10110019A	463 S MAIN DR	Single	Poor	1	1
10110019B	465 S MAIN DR	Single	Poor	1	1
10110022A	551 S MAIN DR	Single	Fair	1	0
10110022B	565 S MAIN DR	Single	Poor	1	1
10110026A	611 S MAIN DR	Single	Fair	1	0
10110026B	633 S MAIN DR	Single	Fair	1	0
10110030A	767 S MAIN DR	Single	Good	1	0
10110030B	741 S MAIN DR	Single	Good	1	0
10110033A	740 S MAIN DR	Single	Excellent	1	0
10110033B	732 S MAIN DR	Single	Excellent	1	0
10110035A	693 S OCOTILLO DR	Single	Good	1	0
10110035B	686 S MAIN DR	Single	Excellent	1	0
10110036B	644 S MAIN DR	Single	Fair	1	0
10110039A	554 S MAIN DR	Single	Good	1	0
10110039B	570 S MAIN DR	Single	Good	1	0
10110051A	304 S MAIN DR	Single	Fair	1	0
10110054A	160 S MAIN DR	Single	Good	1	0
10110054B	178 S MAIN DR	Single	Good	1	0
10110058A	106 S MAIN DR	Single	Good	1	0
10110058C	104 S MAIN DR	Single	Fair	1	0
10110060A	107 S OCOTILLO DR	Single	Poor	1	1
10110063A	153 S OCOTILLO DR	Single	Fair	1	0
10110063B	112 S MAIN DR	Single	Good	1	0

10110063C	134 S MAIN DR	Single	Fair	1	0
10110081A	Mail return	Single	Fair	1	0
10110081B	729 S OCOTILLO DR	Single	Fair	1	0
10110081C	729 S OCOTILLO DR	Single	Fair	1	0
10110084A	774 S OCOTILLO DR	Single	Good	1	0
10110086A	716 S OCOTILLO DR	Single	Fair	1	0
10110089C	570 S OCOTILLO DR	Single	Fair	1	0
10110109A	108 S OCOTILLO DR	Single	Fair	1	0
10110161A	765 S GRAND DR	Single	Good	1	0
10113022B	936 W APACHE TRL	Single	Good	1	0
10113023A	969 W ROOSEVELT ST	Single	Fair	1	0
10115013B	1349 W ROOSEVELT ST	Single	Poor	1	1
10115018A	1516 W ROOSEVELT ST	Single	Good	1	0
10115021B	351 N IRONWOOD DR	Single	Fair	1	0
10115024B	511 N IRONWOOD DR	Single	Fair	1	0
10214010A	1211 S WARNER DR	Single	Good	1	0
10214013B	1268 S LAWSON DR	Single	Good	1	0
10214016H	1379 S WARNER DR	Single	Good	1	0
10214020B	1543 S WARNER DR	Single	Fair	1	0
10215015A	811 S WARNER DR	Single	Poor	1	1
10215015E	842 S LAWSON DR	Single	Poor	1	1
10215017B	932 S LAWSON DR	Single	Fair	1	0
10215021C	1175 S LAWSON DR	Single	Poor	1	1
10215021D	1193 S LAWSON DR	Single	Fair	1	0
10215025A	1029 S LAWSON DR	Single	Good	1	0
10215026A	1018 S DESERT VIEW DR	Single	Fair	1	0
10215037F	953 S WARNER DR	Single	Good	1	0
10233007H	805 S CEDAR DR	Single	Excellent	1	0
10233007J	835 S CEDAR DR	Single	Fair	1	0
10234001A	1230 S WARNER DR	Single	Fair	1	0
10234004E	1350 S WARNER DR	Single	Poor	1	1
10234005C	1360 S WARNER DR	Single	Good	1	0
10234017A	1502 S WARNER DR	Single	Fair	1	0
10234031C	1415 S MERIDIAN DR	Single	Good	1	0
10234031F	1527 S MERIDIAN DR	Single	Fair	1	0
10234031G	1549 S MERIDIAN DR	Single	Fair	1	0
10234044A	1488 S CEDAR DR	Single	Poor	1	1
10234047A	1406 S CEDAR DR	Single	Replace	1	1
10234056B	1523 S CEDAR DR	Single	Excellent	1	0
10234056C	1525 S CEDAR DR	Single	Excellent	1	0
10234056D	1527 S CEDAR DR	Single	Excellent	1	0
10234058A	2974 W 16TH AVE	Single	Poor	1	1
10234063B	2825 W 14TH PL	Single	Replace	1	1
10234064A	Mail return	Single	Replace	1	1
10234075C	3053 W 12TH AVE	Single	Fair	1	0
101080120	597 S MERIDIAN DR	Single	Fair	1	0
101080140	651 S MERIDIAN DR	Single	Good	1	0

101030190	120 N OCOTILLO DR	Single/Comm	Poor/Blight	2	2
10234054A	1405 S CEDAR DR	Single/S/Trailer	Fair/Poor/Poor	3	2
101020750	510 N IRONWOOD DR	Single/Trailer	Fair	2	0
102340610	1420 S WARNER DR	Single/Trailer	Poor/Replace	12	12
10215018B	1022 S LAWSON DR	Single/Trailer	F/P/R/R	4	3
101020020	1930 W APACHE TRL	Trailer	Poor	4	4
101020050	282 N PALO VERDE DR	Trailer	Fair	1	0
101020140	664 N PALO VERDE DR	Trailer	Poor	8	8
101020300	219 N PALO VERDE DR	Trailer	Fair	1	0
101020360	301 N PALO VERDE DR	Trailer	Fair	1	0
101020470	557 N PALO VERDE DR	Trailer	Replace	1	1
101020490	579 N PALO VERDE DR	Trailer	Replace	1	1
101020540	726 N SAGUARO DR	Trailer	Fair	1	0
101020730	474 N IRONWOOD DR	Trailer	Fair	1	0
101020770	576 N IRONWOOD DR	Trailer	Poor	1	1
101020780	624 N IRONWOOD DR	Trailer	Fair	1	0
101020900	653 N SAGUARO DR	Trailer	Replace	1	1
101020970	481 N SAGUARO DR	Trailer	Fair	1	0
101021020	317 N SAGUARO DR	Trailer	Replace	11	11
101021140	2008 W GREGORY ST	Trailer	Fair	1	0
101021150	2016 W GREGORY ST	Trailer	Fair	1	0
101030050	135 N OCOTILLO DR	Trailer	Poor	5	5
101030060	153 N OCOTILLO DR	Trailer	Poor	15	15
101030070	253 N OCOTILLO DR	Trailer	Replace	7	7
101030100	475 N OCOTILLO DR	Trailer	Replace	15	15
101030110	545 N PALO VERDE DR	Trailer	Poor	16	16
101030280	224 N OCOTILLO DR	Trailer	Poor	1	1
101030330	310 N OCOTILLO DR	Trailer	Poor	9	9
101030490	610 N OCOTILLO DR	Trailer	Fair	1	0
101030620	355 N DELAWARE DR	Trailer	Replace	4	4
101030640	2215 W OHIO ST	Trailer	Fair	1	0
101030650	2221 W OHIO ST	Trailer	Fair	1	0
101030690	2377 W OHIO ST	Trailer	Fair	1	0
101030940	2030 W GREGORY ST	Trailer	Fair	1	0
101030950	2048 W GREGORY ST	Trailer	Fair	1	0
101030960	2080 W GREGORY ST	Trailer	Poor	1	1
101030970	2086 W GREGORY ST	Trailer	Poor	2	2
101030980	2079 W GREGORY ST	Trailer	Replace	1	1
101031000	2053 W GREGORY ST	Trailer	Replace	1	1
101031010	2031 W GREGORY ST	Trailer	Poor	1	1
101031240	2184 W VIRGINIA ST	Trailer	Poor	1	1
101031250	2178 W VIRGINIA ST	Trailer	Poor	1	1
101070040	2618 W 5TH AVE	Trailer	Replace	2	2
101070080	430 S LAWSON DR	Trailer	Fair	1	0
101070100	456 S LAWSON DR	Trailer	Poor	1	1
101070110	2726 W 5TH AVE	Trailer	Fair	1	0
101070210	710 S LAWSON DR	Trailer	Replace	21	21

101070260	617 S CORNWALL DR	Trailer	Fair	1	0
101070270	645 S CORNWALL DR	Trailer	Fair	1	0
101070280	671 S CORNWALL DR	Trailer	Fair	1	0
101070300	729 S CORNWALL DR	Trailer	Fair	1	0
101070340	704 S DELAWARE DR	Trailer	Fair	1	0
101070420	527 S DESERT VIEW DR	Trailer	Replace	1	1
101070480	651 S DESERT VIEW DR	Trailer	Fair	1	0
101070530	766 S CORNWALL DR	Trailer	Fair	1	0
101070590	560 S CORNWALL DR	Trailer	Fair	1	0
101070600	534 S CORNWALL DR	Trailer	Fair	1	0
101070650	599 S LAWSON DR	Trailer	Fair	1	0
101070680	719 S LAWSON DR	Trailer	Poor	1	1
101070720	754 S DESERT VIEW DR	Trailer	Fair	1	0
101070730	732 S DESERT VIEW DR	Trailer	Fair	1	0
101070740	694 S DESERT VIEW DR	Trailer	Fair	1	0
101070770	610 S DESERT VIEW DR	Trailer	Fair	1	0
101080040	450 S SMYTHE DR	Trailer	Poor	1	1
101080250	420 S PINAL DR	Trailer	Fair	1	0
101080260	451 S CEDAR DR	Trailer	Fair	1	0
101080320	530 S PINAL DR	Trailer	Fair	1	0
101080340	550 S PINAL DR	Trailer	Fair	1	0
101080370	621 S CEDAR DR	Trailer	Fair	1	0
101080390	649 S CEDAR DR	Trailer	Fair	1	0
101080400	660 S PINAL DR	Trailer	Fair	1	0
101080420	678 S PINAL DR	Trailer	Poor	1	1
101080470	771 S CEDAR DR	Trailer	Poor	1	1
101080490	2875 W 4TH AVE	Trailer	Poor	1	1
101080500	2823 W 4TH AVE	Trailer	Fair	1	0
101080510	445 S PINAL DR	Trailer	Replace	1	1
101080540	2821 W 5TH AVE	Trailer	Fair	1	0
101080570	559 S PINAL DR	Trailer	Poor	1	1
101080590	601 S PINAL DR	Trailer	Fair	1	0
101080610	635 S PINAL DR	Trailer	Fair	1	0
101080620	630 S WARNER DR	Trailer	Poor	1	1
101080630	657 S PINAL DR	Trailer	Fair	1	0
101080650	689 S PINAL DR	Trailer	Fair	1	0
101080670	715 S PINAL DR	Trailer	Fair	1	0
101080690	743 S PINAL DR	Trailer	Fair	1	0
101080700	746 S WARNER DR	Trailer	Replace	1	1
101080730	415 S SMYTHE DR	Trailer	Poor	1	1
101080740	3045 W 4TH AVE	Trailer	Fair	1	0
101080770	481 S SMYTHE DR	Trailer	Poor	1	1
101080790	3059 W 5TH AVE	Trailer	Fair	1	0
101080800	562 S CEDAR DR	Trailer	Fair	1	0
101080820	580 S CEDAR DR	Trailer	Fair	1	0
101080870	655 S SMYTHE DR	Trailer	Poor	1	1
101080880	676 S CEDAR DR	Trailer	Fair	1	0

101080890	673 S SMYTHE DR	Trailer	Poor	1	1
101080920	720 S CEDAR DR	Trailer	Fair	1	0
101100110	241 S MAIN DR	Trailer	Replace	1	1
101100340	710 S MAIN DR	Trailer	Replace	1	1
101100410	524 S MAIN DR	Trailer	Replace	1	1
101100570	108 S MAIN DR	Trailer	Replace	1	1
101100610	133 S OCOTILLO DR	Trailer	Replace	1	1
101100650	225 S OCOTILLO DR	Trailer	Poor	1	1
101100660	269 S OCOTILLO DR	Trailer	Poor	1	1
101100720	449 S OCOTILLO DR	Trailer	Poor	1	1
101100950	434 S OCOTILLO DR	Trailer	Replace	1	1
101101010	274 S OCOTILLO DR	Trailer	Poor	1	1
101101140	100 S GRAND DR	Trailer	Fair	1	0
101150230	471 N IRONWOOD DR	Trailer	Poor	1	1
101150330	586 N GOLD DR	Trailer	Replace	20	20
101260010	1380 W 2ND AVE	Trailer	Fair	1	0
101260020	1400 W 2ND AVE	Trailer	Poor	1	1
101260030	1414 W 2ND AVE	Trailer	Fair	1	0
101260100	350 S SILVER DR	Trailer	Replace	1	1
101260110	386 S SILVER DR	Trailer	Fair	1	0
101260120	426 S SILVER DR	Trailer	Fair	1	0
101260410	1452 W 4TH AVE	Trailer	Fair	1	0
101260430	321 S SILVER DR	Trailer	Poor	1	1
101260470	294 S GOLD DR	Trailer	Fair	1	0
101260480	322 S GOLD DR	Trailer	Poor	1	1
101260490	348 S GOLD DR	Trailer	Poor	1	1
101260500	376 S GOLD DR	Trailer	Fair	1	0
101260750	375 S GOLD DR	Trailer	Fair	1	0
101260760	347 S GOLD DR	Trailer	Fair	1	0
101260770	319 S GOLD DR	Trailer	Fair	1	0
101260790	1375 W 2ND AVE	Trailer	Fair	1	0
101260800	264 S COPPER DR	Trailer	Poor	1	1
101260810	288 S COPPER DR	Trailer	Fair	1	0
101260820	318 S COPPER DR	Trailer	Fair	1	0
101260830	346 S COPPER DR	Trailer	Poor	1	1
101260840	370 S COPPER DR	Trailer	Fair	1	0
101261140	387 S COPPER DR	Trailer	Fair	1	0
101261160	331 S COPPER DR	Trailer	Poor	1	1
101261170	305 S COPPER DR	Trailer	Fair	1	0
101261180	273 S COPPER DR	Trailer	Fair	1	0
101261190	251 S COPPER DR	Trailer	Fair	1	0
101261200	1316 W 2ND AVE	Trailer	Replace	1	1
101261210	1328 W 2ND AVE	Trailer	Fair	1	0
102140080	1271 S LAWSON DR	Trailer	Poor	1	1
102150090	960 S DESERT VIEW DR	Trailer	Fair	1	0
102150100	932 S DESERT VIEW DR	Trailer	Fair	1	0
102150110	910 S DESERT VIEW DR	Trailer	Poor	1	1

102150340	1111 S WARNER DR	Trailer	Replace	1	1
102280010	1219 S HALE DR	Trailer	Fair	1	0
102280050	1307 S HALE DR	Trailer	Fair	1	0
102280080	1375 S HALE DR	Trailer	Poor	1	1
102280110	1451 S HALE DR	Trailer	Poor	1	1
102280130	1523 S HALE DR	Trailer	Poor	1	1
102280160	1557 S HALE DR	Trailer	Poor	1	1
102280240	1476 S HALE DR	Trailer	Poor	1	1
102280250	1470 S HALE DR	Trailer	Fair	1	0
102280260	1448 S HALE DR	Trailer	Fair	1	0
102280370	1216 S HALE DR	Trailer	Fair	1	0
102280390	1239 S DESERT VIEW PL	Trailer	Fair	1	0
102280400	1251 S DESERT VIEW PL	Trailer	Fair	1	0
102280480	1411 S DESERT VIEW PL	Trailer	Poor	1	1
102280560	1559 S DESERT VIEW PL	Trailer	Fair	1	0
102280570	2528 W 16TH AVE	Trailer	Poor	1	1
102280590	1562 S DESERT VIEW PL	Trailer	Fair	1	0
102280600	1538 S DESERT VIEW PL	Trailer	Fair	1	0
102280640	1466 S DESERT VIEW PL	Trailer	Fair	1	0
102280680	1388 S DESERT VIEW PL	Trailer	Fair	1	0
102280690	1364 S DESERT VIEW PL	Trailer	Fair	1	0
102280700	1344 S DESERT VIEW PL	Trailer	Poor	1	1
102280770	1212 S DESERT VIEW PL	Trailer	Fair	1	0
102330190	940 S CEDAR DR	Trailer	Fair	1	0
102330210	3145 W 9TH PL	Trailer	Replace	1	1
102330220	3109 W 9TH PL	Trailer	Fair	1	0
102330250	960 S CEDAR DR	Trailer	Poor	1	1
102330260	990 S CEDAR DR	Trailer	Poor	1	1
102330330	2824 W 9TH PL	Trailer	Poor	1	1
102330340	2812 W 9TH PL	Trailer	Poor	1	1
102330360	1007 S CEDAR DR	Trailer	Fair	1	0
102340060	2908 W 12TH PL	Trailer	Poor	1	1
102340070	2916 W 12TH PL	Trailer	Fair	1	0
102340130	2909 W 12TH PL	Trailer	Fair	1	0
102340220	1180 S CEDAR DR	Trailer	Replace	11	11
102340260	1215 S MERIDIAN DR	Trailer	Poor	1	1
102340680	1490 S WARNER DR	Trailer	Poor	1	1
102340690	2845 W 15TH AVE	Trailer	Poor	1	1
10102041A	475 N PALO VERDE DR	Trailer	Fair	1	0
10102041B	462 N SAGUARO DR	Trailer	Fair	1	0
10102050A	625 N PALO VERDE DR	Trailer	Fair	1	0
10102053A	690 N SAGUARO DR	Trailer	Fair	1	0
10102053B	679 N PALO VERDE DR	Trailer	Fair	1	0
10102109A	268 N PALO VERDE DR	Trailer	Fair	1	0
10102109B	234 N PALO VERDE DR	Trailer	Poor	1	1
10103037A	2325 W VIRGINIA ST	Trailer	Replace	5	5
10103043G	2110 W VIRGINIA ST	Trailer	Fair	1	0

10103044C	2210 W VIRGINIA ST	Trailer	Fair	1	0
10103055C	2128 W OHIO ST	Trailer	Fair	1	0
10103066B	2318 W VIRGINIA ST	Trailer	Fair	1	0
10103072A	455 N DELAWARE DR	Trailer	Poor	1	1
10103076A	2280 W OHIO ST	Trailer	Poor	1	1
10103080A	2332 W OHIO ST	Trailer	Fair	1	0
10103102A	2017 W GREGORY ST	Trailer	Fair	1	0
10107006A	457 S LAWSON DR	Trailer	Fair	1	0
10107006B	405 S LAWSON DR	Trailer	Replace	1	1
10107006D	477 S LAWSON DR	Trailer	Replace	1	1
10107009A	405 S WARNER DR	Trailer	Poor	1	1
10107014E	547 S WARNER DR	Trailer	Fair	1	0
10108076C	440 S CEDAR DR	Trailer	Poor	2	2
10109122C	102 S IRONWOOD DR	Trailer	Fair	81	0
10110036A	660 S MAIN DR	Trailer	Poor	1	1
10110051B	290 S MAIN DR	Trailer	Replace	1	1
10115040B	314 N GOLD DR	Trailer	Fair	1	0
10214011B	1232 S LAWSON DR	Trailer	Poor	1	1
10214011C	1281 S WARNER DR	Trailer	Poor	1	1
10214012A	2748 W 13TH AVE	Trailer	Poor	1	1
10214012B	2716 W 13TH AVE	Trailer	Replace	1	1
10214012C	2710 W 13TH AVE	Trailer	Replace	1	1
10214012D	2774 W 13TH AVE	Trailer	Poor	1	1
10214017D	2745 W 14TH AVE	Trailer	Replace	1	1
10214017G	2745 W 14TH AVE	Trailer	Replace	1	1
10214017H	2787 W 14TH AVE	Trailer	Fair	1	0
10214021L	2784 W 16TH AVE	Trailer	Fair	1	0
10214021Q	2766 W 16TH AVE	Trailer	Poor	1	1
10215017A	950 S LAWSON DR	Trailer	Replace	1	1
10215017C	1012 S LAWSON DR	Trailer	Poor	1	1
10215020D	1192 S LAWSON DR	Trailer	Poor	1	1
10215026C	993 S LAWSON DR	Trailer	Poor	1	1
10233018A	920 S CEDAR DR	Trailer	Replace	1	1
10233024A	Mail return	Trailer	Replace	1	1
10233027A	991 S CEDAR DR	Trailer	Poor	1	1
10233047D	1024 S CEDAR DR	Trailer	Poor/Replace	23	23
10233050B	3062 W 12TH AVE	Trailer	Fair	1	0
10234011A	1213 S CEDAR DR	Trailer	Poor	1	1
10234011B	2927 W 12TH PL	Trailer	Fair	1	0
10234012B	2915 W 12TH PL	Trailer	Fair	1	0
10234017D	1331 S CEDAR DR	Trailer	Replace	1	1
10234045A	1486 S CEDAR DR	Trailer	Replace	1	1
10234060A	2952 W 16TH AVE	Trailer	Replace	1	1
10234072A	2888 W 16TH AVE	Trailer	Replace	1	1
10234070B	2819 W 15TH AVE	Trailer	Fair	1	0
10103058A	686 N OCOTILLO DR	Trailer/Manu	Poor	14	14
10103103A	211 N OCOTILLO DR	Trailer/Manu	Poor	2	2

101021040	275 N SAGUARO DR	Trailer/Park	Poor	21	21
10102037A	330 N SAGUARO DR	Trailer/Single	Replace/Fair	7	6
10103046A	550 N OCOTILLO DR	Trailer/Single	Poor/Fair	2	1
10103047E	582 N OCOTILLO DR	Trailer/Single	Poor/Fair	6	4
10102092A	Vacant		Vacant	0	0
10103044E	Vacant		Vacant	0	0
10106006E	Vacant		Vacant	0	0
10106006F	Vacant		Vacant	0	0
10109024A	Vacant		Vacant	0	0
10110059A	Vacant		Vacant	0	0
10113062C	Vacant		Vacant	0	0
10113065B	Vacant		Vacant	0	0
10116006E	Vacant		Vacant	0	0
10116013J	1586 W BROADWAY AVE		Vacant	0	0
10215023D	Vacant		Vacant	0	0
10234008A	Vacant		Vacant	0	0
10234025A	Vacant		Vacant	0	0
10234025B	Vacant		Vacant	0	0
10234025C	Vacant		Vacant	0	0
10234063A	Vacant		Vacant	0	0
10234070A	Vacant		Vacant	0	0

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EXHIBIT FOUR

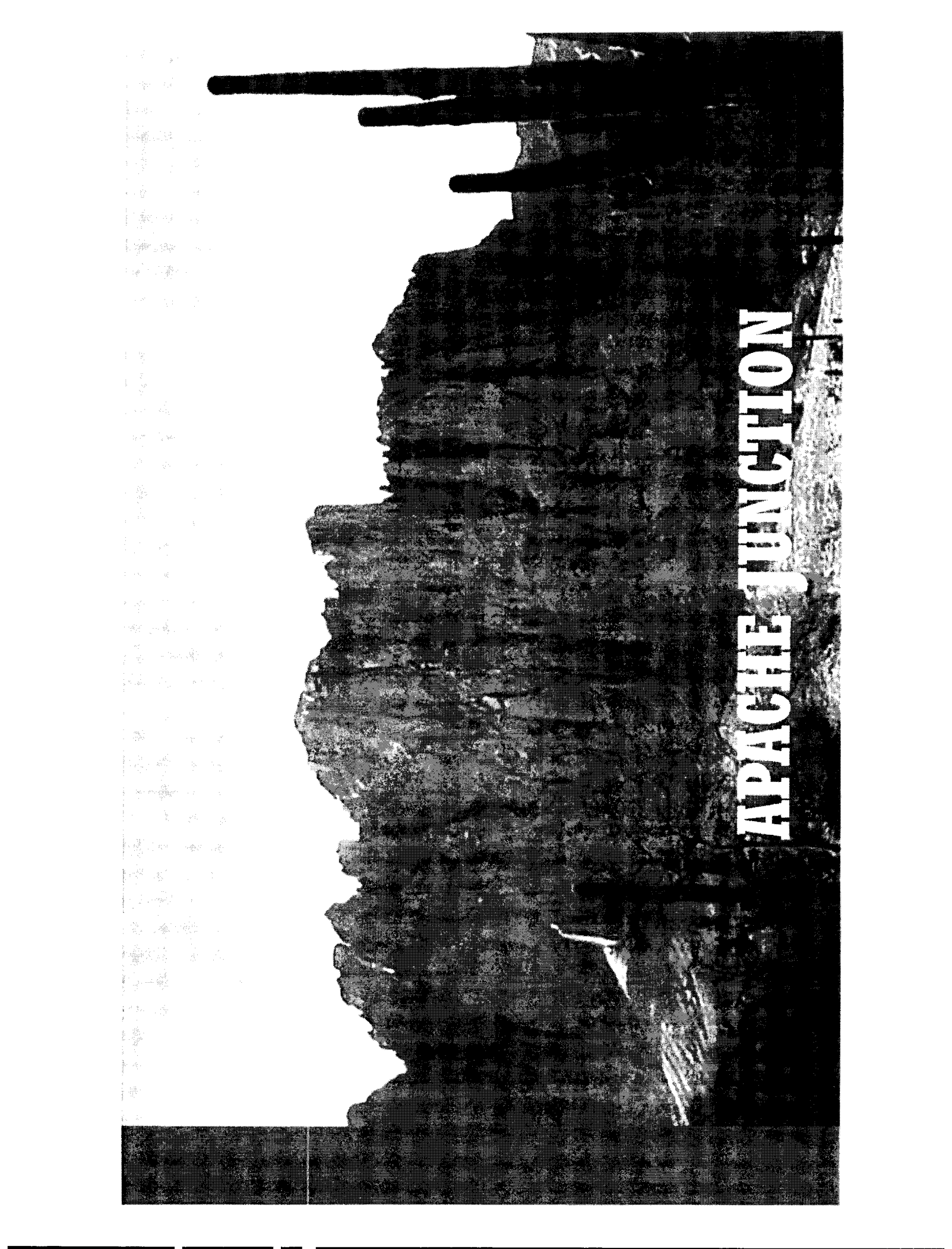
DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

SEPTEMBER 21, 2010

EXHIBIT FOUR

DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

SEPTEMBER 21, 2010



APACHE JUNCTION

DOWNTOWN REDEVELOPMENT and IMPLEMENTATION STRATEGY



Prepared for:

City of Apache Junction



Consulting

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Table of Contents

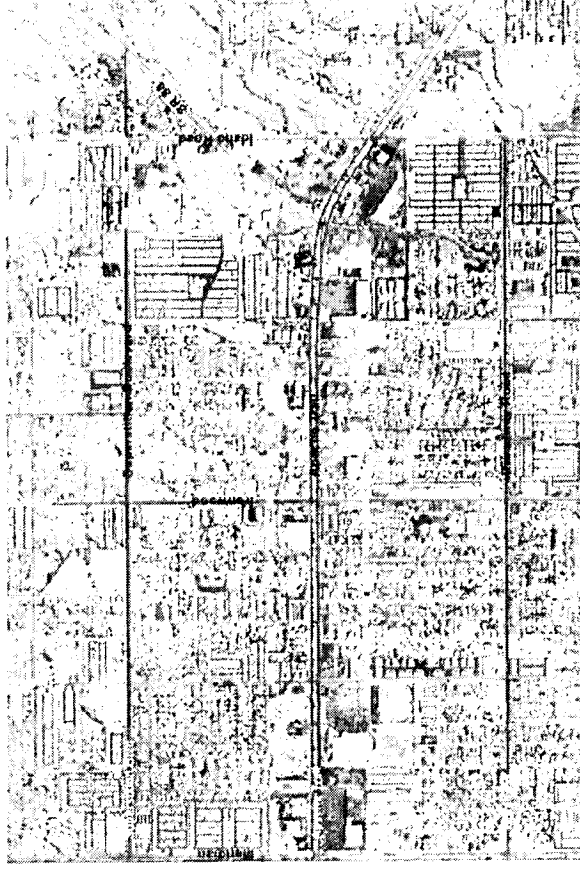
I. Introduction.....	1	3. VISITOR POPULATION FINDINGS	34
II. Setting	2	4. MARKET DEMAND FINDINGS.....	34
III. Vision	4	5. GENERAL CONCLUSIONS.....	35
IV. Guiding Principles	5	X. Community Ownership and Outreach.....	35
1. UNIQUE IDENTITY/BRANDING	5	XI. Appendix.....	37
2. THREE ZONE CONCEPT	7	A. Base maps	A-1 to A-14
3. APACHE TRAIL MEDIAN	9	1. Project Study Area.....	A-1
4. REVITALIZATION/ECONOMIC VITALITY	11	2. Redevelopment Districts.....	A-2
5. DOWNTOWN CORE.....	15	3. Infill Incentive Districts.....	A-3
V. Supporting Principles.....	18	4. Downtown Zones.....	A-4
VI. Implementation and Measuring Success.....	21	5. Apache Trail Median.....	A-5
VII. Existing Conditions and Analysis	24	6. FEMA Flood Zones	A-6
1. DELINEATION OF "DOWNTOWN AREA"	25	7. Downtown Core	A-7
2. GEOGRAPHIC INFORMATION SYSTEM	26	8. Conceptual "Main Street" Design	A-8
3. ZONING	27	9. Downtown Circulation Map	A-9
4. EXISTING LAND USE	28	10. Main Street Program Boundaries.....	A-10
5. FUTURE LAND USE	29	11. Single Central Business District	A-11
VIII. Infrastructure Assessment	29	12. Existing Downtown Zoning	A-12
1. TRAFFIC	29	13. Water District Boundaries	A-13
2. WATER SERVICE.....	30	14. Sewer Service and District Boundaries	A-14
3. SEWER SERVICE	31	B. Proposed Downtown Work Plan.....	B-1 to B-9
4. FLOOD CONTROL	32	C. Traffic Analysis and Impact Criteria	C-1 to C-11
IX. Market Analysis and Evaluation.....	32	D. Technical Advisory Committee	D-1
1. RESIDENT MARKET SEGMENT FINDINGS.....	33	E. Stakeholders Group	E-1
2. EMPLOYEE MARKET SEGMENT FINDINGS	33	F. Sign Code Matrix	F-1 to F-5
		G. Downtown Zoning Checklist	G-1 to G-3
		H. Characteristics of a Great Downtown	H-1

I. Introduction

The overall objective of the City of Apache Junction Downtown Revitalization and Implementation Strategy (DRIS) is to present a framework for creating a downtown that is vibrant and reflects the heritage of the community as it evolves into a 21st century city. The framework takes into account and honors previous planning efforts, but reflects that plans are meaningless unless they are flexible, realistic, and are implemented. The specific objective is to provide a strategic plan that balances these essential needs creating a realistic and implementable program that results in a vibrant downtown Apache Junction.

The overall approach was to build off the previous efforts while focusing on creating a downtown that is unique in the competitive market place. Factors that already make Apache Junction's downtown different and unique were evaluated along with those that can be implemented in the future. Given the many communities in the metropolitan area, the question was posed, "why would an investor, consumer, or resident select downtown Apache Junction over other commercial areas?" The answer to that question was key to developing an effective strategy and was a driving force in developing the Downtown Revitalization and Implementation Strategy. The answer to the question of creating a uniquely Apache Junction downtown is contained in the vision statement and the five Guiding Principles of the DRIS.

Taking an existing linear commercial area that is approximately two miles in length and developed when Apache Trail was a major highway (US 60) and create a downtown focus and feel is not an insignificant challenge. In order to create effective strategies to revitalize downtown, it was necessary to combine elements of the prior programs and efforts and boundaries into a single, well-defined geographic boundary for the downtown area. Utilizing information from previous studies and an evaluation of relevant data, a boundary specifically focused on downtown revitalization has been established. The boundary extends from Meridian to Winchester along Apache Trail, and includes the Civic Center/Governmental complex to the north and the Central Arizona College campus to the south. Whenever this document refers to the "Project Study Area" or "Downtown Area" it is this boundary that is being described (See Appendix A-1).



Project Study Boundary

A great deal of "visioning" has occurred over the past several years and a variety of downtown plans developed. A thorough review and evaluation of the previous plans was conducted looking for common themes and areas of consensus. Based on this review and findings a shared vision was developed that is reflected in the plan. It was tested against economic factors to ensure that it was realistic and flexible enough to adapt to changing conditions. The DRIS can be grouped into five major themes or "Guiding Principles" that represent the essentials of creating a vibrant downtown. This includes establishing a distinctive image, focusing on both private and public investment, identifying visual improvements, building optimism, and providing the framework for a pedestrian zone. Added to this are seven "Supporting Principles" that complement and expand on the "Guiding Principles."

Specifically, the DRIS provides an analysis of the existing conditions of the downtown

area identifying the strengths, weaknesses, opportunities, and threats including infrastructure and market reality. From that practical foundation the DRIS identifies a shared vision of what the future downtown should be and the role it should play in the future. To achieve the vision, a set of Goals and Strategies were established to further define the plan. Building on the DRIS principles, the goals and strategies identify the individual steps necessary to create a vibrant downtown. The final portion of the DRIS, an implementation program, becomes the key component tying the community vision, guiding principles, and supporting principles into an achievable package. The DRIS is intended to provide the basis for decisions and actions by the community, City Council, staff and property owners over the next 10 to 15 years. The strategy provides a framework within which the city government and private developers can assume a strong leadership role in both creating and revitalizing the downtown.

The Downtown Revitalization and Implementation Strategy is intended to be incorporated into the City of Apache Junction's General Plan. It provides a link between the comprehensive long term vision of the community as reflected by its General Plan and the day to day operations of the community. It is therefore, a key instrument in carrying out the vision of the community.

II. Setting

Apache Junction is a city in Pinal County adjacent to the Phoenix metropolitan area in central Arizona. According to 2008 Census Bureau estimates, the population of the city was 32,776. The Apache Junction area, like much of central Arizona was the home of the Hohokam Indians from approximately 500 BC to 1100 AD. Following this period the Pima



Indians occupied the central Arizona area utilizing the existing rivers for farming. During the 19th Century pioneers seeking farm land and miners seeking gold in the nearby Superstition Mountains were attracted to the area. What is now known as Apache Trail was a trading route for the settlers and travelers connecting the Apache Junction area to the mining and farming communities. Construction of the Roosevelt Dam project on the Salt River during the first part of the 20th Century used this trading route as the main access and led to the designation of the route as a road in 1905. In the early part of the 20th Century the Apache Trail was also an important side-trip for Southern Pacific passengers from Phoenix to visit the cliff dwellings and Roosevelt Lake along this rugged, scenic route.

George Curtis, one of the areas early residents, established "The Apache Junction Inn" at the junction of the road to the Roosevelt lakes area and the highway leading east to the mining areas of Superior and Globe.

As commercial development began to occur at the junction and along the road, the area known as Apache Junction became to be viewed as the jumping off point from civilization to the rugged west serving both the needs of the motorist and tourists alike. There was no city called "Apache Junction", just an unincorporated area of Pinal County nestled in the foothills of the Superstition Mountains.

After seven unsuccessful attempts, the City of Apache Junction was incorporated on November 24, 1978. A 1979 Special Census showed the population as 10,151, a 424% increase over the 1970 census count of 2,390.

During this period of time, and up until the early 1990's when US 60 was moved two miles south, Apache Trail served as a highway oriented business strip beginning in Apache Junction and continuing into Mesa and Phoenix. With the relocation of US 60, Apache Trail



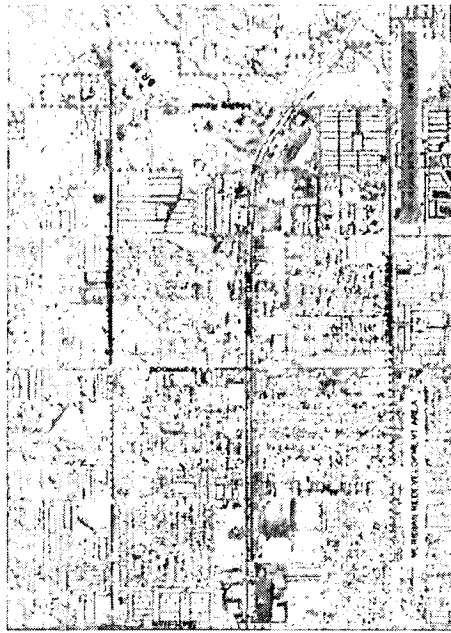
CITY OF APACHE JUNCTION

began a slow decline as a regional commercial area and began serving more and more as a commercial area for services and convenience shopping for local residents.

Within the last twenty years the city has begun to grow as a bedroom suburb of the Phoenix metropolitan area with that growth accelerating in the last 10 years. The predominate growth in the Phoenix metropolitan area has been in the eastern portion of Maricopa County, however, in the last 10 years the growth has spread to the western part of the county and within Pinal County especially along the 1-10 corridor. Although Apache Junction is in Pinal County (with one small exception) it is influenced by Maricopa County and the city of Mesa, and the southeast valley.

Historically the city's commercial development has been concentrated along Apache Trail with limited development along Superstition Boulevard and Broadway Road. With the relocation of US 60 as a freeway approximately two miles south commercial development began to spring up along the freeway. That trend is expected to continue, especially at the Idaho interchange, which is conducive to big box retail and larger shopping centers.

With the transfer in 1991 of the Apache Trail right of way from Arizona Department of Transportation to the City there have been several major reports and studies focused on what to do with the commercial area along Apache Trail to revitalize it and make it into a real downtown. One of the first significant efforts (1995) was the "Vision 2070"

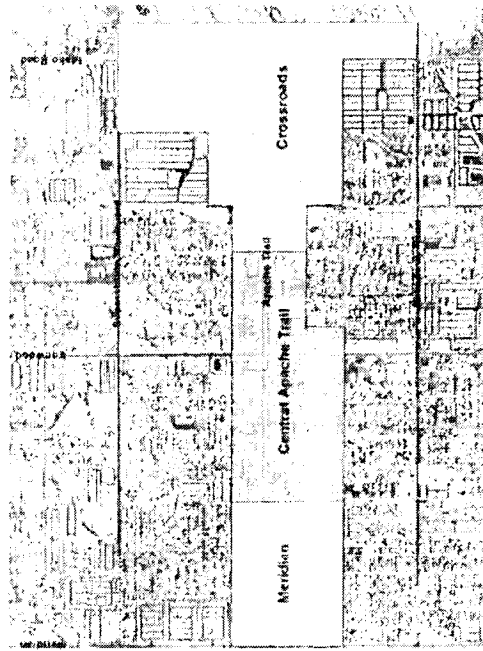


Redevelopment District's

report that describes what the downtown should look like and function in the year 2070. A key point in the stated vision was that "Apache Trail is no longer a highway taken to get from Point A to Point B. Rather it is a local boulevard where people experience many visual pleasures."

From this effort two Redevelopment Districts were eventually formed (See Appendix A-2) for a summary of the different districts) extending from Meridian to Winchester. The first one was the Crossroads Redevelopment Area (1998), followed by the Meridian Redevelopment Area in 2000.

Additionally, in 2004 the city formed three Infill Incentive Districts (See Appendix A-3). State statute allows cities to form these districts to stimulate new development in infill areas. With an approved Infill Incentive District Plan, the city may approve expedited processing, expedited zoning and rezoning processes, municipal fee waivers, and/or relief from development standards. Infill Incentive Districts in Apache Junction currently describe other incentives



Infill Incentive Districts

DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

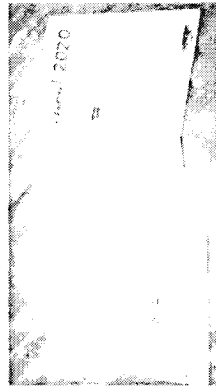
should be considered an effective tool in stimulating redevelopment and funding should be provided, where appropriate, to make the incentives real and meaningful.

A key player in recent years in the downtown has been the Main Street organization which was formed in 2002. Its mission is to strengthen the relationship between the business community and the city and aid in the revitalization of the core business district. Main Street has its own Board of Directors and is a Section 503 non-profit organization. A substantial amount of its funding has come through the city and it was a major sponsor of the 2002 Town Hall.

The Town Hall meeting has been the most significant public process in defining the future for the downtown. This effort centered on community residents coming together to develop ideas to guide the future of the downtown utilizing the national "Main Street" Program's eight guiding principles for revitalization. From this effort three improvement projects were approved by the City Council in 2002: Phelps Drive South, Old West Highway, and Apache Trail North. Only Phelps Drive was constructed (See Appendix A-4 for the boundaries of Main Street).

Since the incorporation of Apache Junction there have been many studies recommending the commercial strip along Apache Trail be modified to serve as the "downtown" for the City. While some of the recommendations have been very "creative" or at least interesting, most of the recommendations have been valid and "spot on" from a community consensus and city planning perspective.

The plan, where appropriate, builds on the recommendations of prior plans, but it also sets a new and unique direction. Given the community consensus in the past, it is remarkable that very little actual change has resulted from the prior studies. The emphasis of this plan is therefore to develop a strategy that is clear in direction, detailed in recommendations and capable of being implemented in small increments.



III. Vision

To create a downtown within the community as a central place or focal point that residents and visitors alike would identify as the heart and symbolic 'center' of the city.

The purpose of the downtown study is to create a plan of action that identifies a strategy and a framework of goals for creating a downtown or town center that reflects the heritage of the Apache Junction community as it evolves into a 21st Century city. The community's vision is to create a central place or focal point within the community that residents and visitors alike would identify as the center or symbolic "heart" of the city. This center would ideally contain key governmental services, retail (both local and regional), offices, educational opportunities, entertainment venues, residential uses, and cultural facilities all retaining the western heritage that is uniquely Apache Junction. The revitalized downtown while reflecting a variety of types of development, architecture, and uses reinforce the message of "Discover the West – Discover Apache Junction".

This vision is not original with this downtown study, and with slightly different wording, has been reflected over the last 20 years in Apache Junction's downtown studies. However, it is also equally clear that very little actual change has occurred from those prior studies. The emphasis of this plan is to develop a strategy that is clear in direction, detailed in recommendations and capable of being implemented in small increments.

The vision statement is sometimes viewed as fluff or merely necessary words to get to the real "stuff." In developing a plan that really achieves change the vision statement is critically important in ensuring success. This is especially true in the public sector. If the community, staff, and City Council have a shared vision then almost anything can be accomplished. This shared vision cannot be casually endorsed but has to be a commitment by everyone and has to be aggressively reinforced on a continuous basis.

IV. Guiding Principles

1. UNIQUE IDENTITY/BRANDING

One of the keys to a successful downtown is identifying the "niche" or brand of a downtown. In the Phoenix metropolitan area, with many competing downtown and retail centers, the community needs to identify what distinguishes downtown Apache Junction from development along US 60 and other newer suburban shopping centers. This is critical to long term success. Attracting investment into a community means more than simply wooing business and industry to expand and relocate there. In most cases a community's reputation or the perceptions of the community by outsiders' acts as a major gatekeeper for the success of economic development and revitalization efforts. One of the key components in a successful downtown strategy is to identify the correct brand or image it wants to project in order to create the most successful place in the marketplace.

The downtown brand or image may vary by what section of Apache Trail is being considered; however, it is important that the brand be clearly identified and consistently promoted. In the final analysis the commitment to a shared vision by the City Council and the community is essential to its success and to the overall success of downtown Apache Junction.



The brand has to be unique enough and carried out with such consistency that it will draw people off of US 60. In addition, it is critical that the major entries into Apache Junction be clearly defined so that people visually know when they are entering downtown Apache Junction. Creating a clear visual edge to the community improves the perception of Apache Junction but also differentiates it from other suburban communities where you're not sure if you are in one city or another.

The strongest positive image that Apache Junction has is the western/southwestern

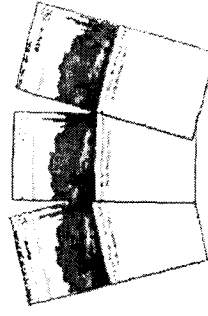
image and it is important that the City promote this "brand" and that it is reflected in new development and revitalization. The "western brand" is not intended to be confined to a historical cowboy image, but rather the spirit of the west which reflects people who exhibited an independence of attitudes, love of the outdoors, appreciation for the natural beauty of the area, and an active lifestyle. However, it also represented people who were friendly, would help their neighbor in times of need, and who were loyal and committed to building a better community for themselves and their children. Capturing all of these different shades of what it means to be "western" is difficult but can be done if the message and brand is simple and repeated consistently. The following recommendations begin the process of brand identification but the concept of branding and creating a unique downtown permeates all of the recommendations contained in the downtown strategy program.

Goal 1.1 - Adopt a consistent brand that focuses on the Superstition Mountains as the main image for the community and downtown and incorporates the "western" feel of Apache Junction in areas such as equestrian, historical mining, cowboy life style, and outdoor and recreational activities.

Strategies -

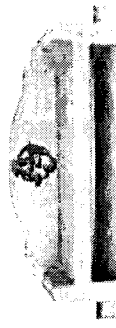
a) Include this "brand" in the promotion of the downtown and incorporate it in the following areas of new development in the downtown:

- Promotion
- Landscape
- Street Furniture
- Signage
- Architecture
- Color and Materials
- Lighting



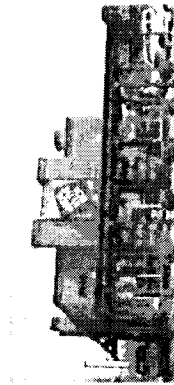
b) Consistency with the "brand" as reflected in different zones should be required (ordinances), encouraged (design guidelines or incentives), or left to the discretion of individual property owners depending on the location within the downtown.

- c) Funding (even a small amount) should be set aside each year to promote the brand in newspapers, magazines, or trade publications.



- d) Adopt a logo and color palette consistent with the brand and use them on public signs, street furniture, light poles and other visible public improvements.

- e) Emphasize the brand (outdoor recreation, western music/live entertainment, horses, southwest images, and mining) in business recruitment and retention efforts as well as special events.



- f) Create a western image for the Transition Zone that incorporates the old Arizona feel of modest wood or adobe buildings, hand painted signs, and southwest images.

Goal 1.2 – Clearly define the edges or entries of the community and the downtown to create a separate identity and image. The purpose is to create a unique identity and brand for the community, and to create a sense of arrival into the downtown.

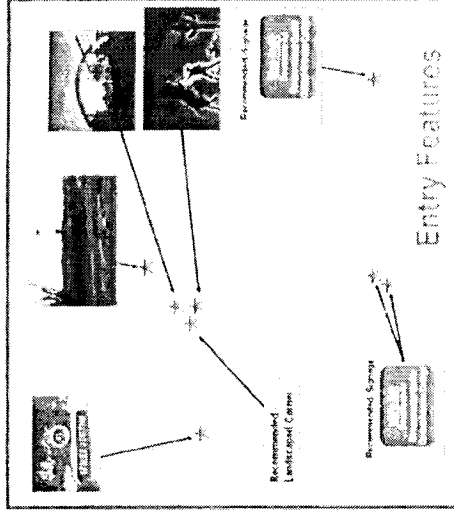
Strategies –

- a) Gateways such as arches over a street, lights, and signage should be installed at key locations in the downtown area to emphasize the boundaries of each area:

- i. Apache Trail median between Idaho and North Apache Trail
- ii. Focal Point Intersection and adjacent North Apache Trail
- iii. Idaho and Apache Trail

- b) At the major intersections into Apache Junction specific improvements should be made to define the major entries. The following are the priorities of these gateway improvements:

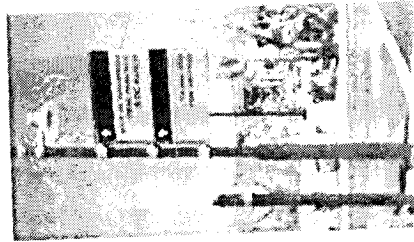
- i. Old West Highway and US 60
- ii. Meridian and Apache Trail
- iii. State Route 88 and Superstition Boulevard
- iv. Ironwood Drive and the southern city limits (Elliott)



Goal 1.3 – Develop a comprehensive wayfinding program that identifies Downtown Apache Junction and the major buildings and activities within the downtown.

Strategies –

- a) Develop an attractive, unique, simple sign template that can be used for public roadway signs on Apache Trail, Old West Highway, and Idaho Road.
- b) Upgrade the existing public signs along the roadways identifying city facilities including the city hall, library, visitors' center, and multi-generational center.
- c) Erect new directional signs that incorporate the federal and county building location.



trails into the downtown. Explore the construction of an equestrian and hiking trailhead on the Bureau of Land Management property at Idaho Road and Scenic Drive.

- d) Install seasonal banners along Apache Trail that celebrate the history and character of the City of Apache Junction and rotate them on a regular basis.
- e) Coordinate with local major attractions to create a program allowing them to participate in providing public wayfinding signs with the attraction identified as part of the sign message.
- f) Provide signage on Broadway Avenue and Superstition Boulevard as they intersect Meridian Road directing drivers to Downtown Apache Junction and to the "Major Attractions" in Apache Junction.
- d) Provide opportunities (if necessary, modify the zoning code) for stables adjacent to RV parks for winter equestrian visitors consistent with and sensitive to the context of the existing neighborhood.
- e) Focus advertising and media outreach efforts on western, equestrian, boating, and outdoor recreation using the Superstition Mountains backdrop.
- f) The City, working with the Chamber, should provide a local events calendar of scheduled activities and events for residents and visitors with an emphasis on winter residents during the season.

Goal 1.4 - Strategically focus marketing to attract winter visitors and to promote special activities.

Strategies -

- a) Establish a program to collect "hard" or real data on winter visitor statistics, including numbers, impact on sales taxes, types of visitors, duration of stay, and desired amenities.
- b) The City, working with local businesses such as Superstition Harley Davidson, Arizona Opry, Goldfield Ghost Town, Superstition Mountain Museum, and Central Arizona College, should jointly promote or sponsor local events focusing on family activities, winter visitor attractions, and regional draws.
- c) Identify ways to attract horse owners to visit and winter in Apache Junction by connecting equestrian



2. THREE ZONE CONCEPT

Downtowns for small to mid-size cities are traditionally compact and relatively small with a series of pedestrian oriented streets and walkable blocks. Apache Junction does not have any of those attributes. Apache Trail and the City of Apache Junction still reflect the impact of the relocation of US 60. Development along the road occurred over time as a series of highway oriented uses that had as a major identity the "Y" intersection and the Grand Hotel. The relocation of US 60 two miles south and the demolition of the hotel resulted in (from a downtown perspective) no "there there," that is there is no single point that most people would identify as the center of the community. In addition the long automobile oriented commercial corridor prevents the creation of a walking area associated with most successful downtowns.

DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

The approach is to divide the downtown into three zones that reflect the development pattern and architecture of specific areas (See Appendix A-4 for a more detailed map). The three areas or zones that are proposed have existing design characteristics and development building patterns.



Downtown Zones

Starting at Meridian Road east to Delaware is typical suburban retail dominated by national names such as Office-Max, Wal-Mart, Starbucks, and Safeway. The current zoning of the area is C-3/PD and CB-2 which is the typical commercial zoning district in Apache Junction. The development pattern has a car orientation, large setback from the street with surface parking, and corporate architecture. Some of the newer buildings such as Superstition Harley-Davidson and Bank of America provide a good example of contextual architecture within a western theme and add character to the area.

The second area going east of Delaware to approximately San Marcos Drive extended is a mixture of old strip highway retail uses including hotels, restaurants and gas stations. This area is primarily zoned CB-2. The properties tend to be small and on the north side have significant flood limitations. The development of this area is diverse with many older, dilapidated buildings showing significant indicators of decline with a few key anchor buildings such as Chase Bank and Best Western Apache Junction Inn. Given the smaller lots, older buildings, and a zoning code designed for suburban development revitalization is very difficult in this area.

The third area extends along Apache Trail to Winchester and includes both the governmental center and the community college. This area has traditionally been the center of town with the Grand Hotel, highway junction for the lakes, and the Focal Point

monument. It has two older shopping centers built in the 1950's and a new Fry's Shopping Center that is reflective of newer suburban shopping centers. The zoning classification is mixed reflecting the public, residential, and commercial uses in the area. The commercial is both C-3 and City Center District (CCD). CCD is a new zoning district reflecting an urban development pattern and intensity. The area also has a significant amount of vacant land with over half of the total area as undeveloped and a number of buildings in blighted condition.

Goal 2.1 - Create a manageable, pedestrian scale downtown in a commercial area that is two miles in length from Meridian to Winchester along Apache Trail.

Strategies --

- a) Divide the downtown area into three zones reflective of their existing and potential land uses and development patterns:
 - i. Suburban Zone – Retain the existing zoning classifications. Review the existing commercial development requirements and adopt design guidelines to ensure they meet the needs of a suburban zone. Adherence to Design Guidelines would be encouraged but voluntary and incentives would only be granted on a hardship basis by the City Council based on pre-established criteria.
 - ii. Transition Zone – Modify the zoning ordinance to provide an appropriate set of development standards and uses to reflect the smaller, more compact properties in this area. A full range of incentives and grant assistance would be allowed to encourage small property upgrades and development. Design Guidelines would be encouraged, but would be mandatory only if matching financial assistance is provided or permit fees waived by the city.
 - iii. Downtown Core Zone – The core is intended to be the center of the community and the heart of the downtown. It is further divided into three areas: Governmental Center, Town Center, and Educational Center. The existing CCD zoning is the predominate classification for the Town Center. Incentives would be considered for new development to "jump start" the redevelopment of the

area. Adherence with the Design Guidelines would be mandatory.

Goal 2.2 - Modify the general plan, city codes and policies to reflect the special nature of the downtown and uniqueness of each of the three zones.

Strategies -

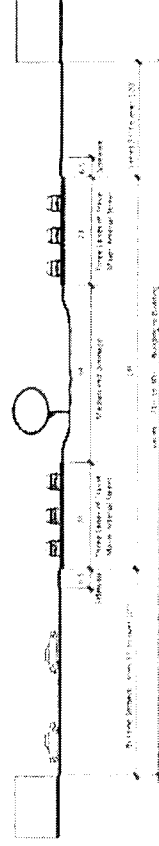
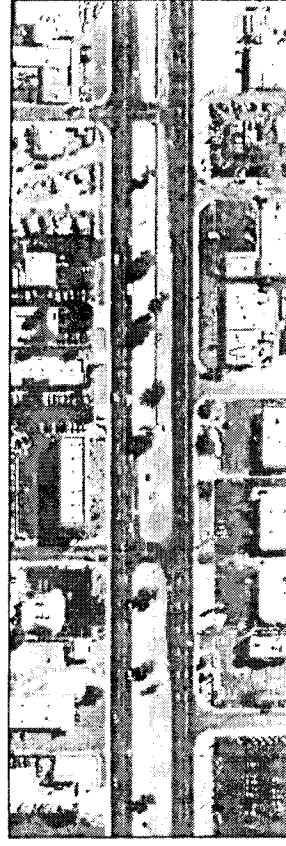
- a) Create a zoning overlay for each of the three zones to address the uses, development standards, and review process unique to each area.
- b) Develop new Design Guidelines for each of three downtown zones. The new Design Guidelines for the Suburban Zone will use the existing commercial design guidelines of the City as the starting point, but with added focus on design criteria desired to achieve the goals and objectives of this district. The new Design Guidelines for the Transition Zone will reflect the smaller, more compact properties of this district and will encourage new development and redevelopment to reflect an "old Arizona" architectural character. The new Design Guidelines for the Downtown Core Zone will use the existing Supersition Square Shopping Center guidelines as the starting point, but with added focus on creating a pedestrian-friendly, identity-building, downtown core.
- c) Allow non-conforming properties more latitude in redeveloping properties, buildings, and signs. Modify the Zoning Code to allow staff flexibility and use the standard of moving closer to compliance rather than the present total compliance requirement.
- d) Modify the general plan to represent the downtown area (all three zones) as a mixed use designation.
- e) Amend the zoning code to allow mixed uses (residential and non-residential) by right in all zoning districts in the downtown.
- f) Revise the sign code to allow signs reflective of each district as indicated in the sign

matrix shown in Appendix B

- g) Consider the use of "temporary" or "encroachment" permits for ground mounted signs along Apache Trail where there exist wide rights of way to allow greater visibility of businesses.

3. APACHE TRAIL MEDIAN

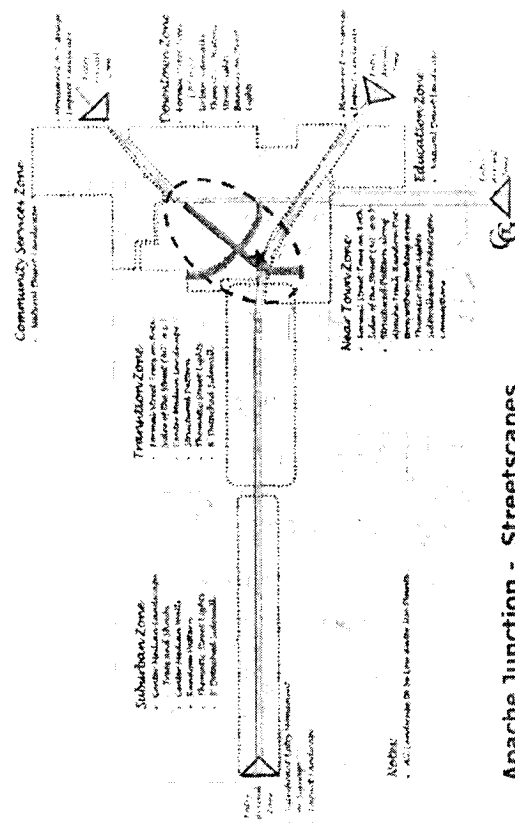
Over the last 20 years, since the rerouting of US 60, much discussion has occurred about the width of Apache Trail and whether it should be modified. The existing Apache Trail right of way is 160 feet with a landscape center median of approximately 64 feet (See Appendix A-5 for a detailed view).



This wide transportation corridor has served as a barrier for pedestrian movements and the ease of connecting the various commercial properties along the Trail. The six lanes of traffic carry approximately 33,000 trips per day with a dramatic variation in volume

between the summer and winter. The road, if reduced to four lanes, could handle the existing and projected future traffic volumes. By eliminating the outside lanes landscaping and better traffic control could be added along the length of Apache Trail. This would allow for a more coherent visual connection along the two mile stretch of Apache Trail tying the disparate areas together.

However, the reduction in the number of lanes also might present a sense of additional congestion and divert trips to the parallel streets of Broadway Avenue and Superstition Boulevard which might lessen the commercial viability of the retail uses along Apache Trail. In addition, the high cost and difficulty of constructing the improvements in phases make this a difficult option. An alternative approach is to landscape the existing center median of Apache Trail from Meridian Road to Winchester and create a landscape median on key adjacent streets. This action could accomplish the goal of visually tying the physically disjointed downtown together. The median improvements could be done in logical phases over a period of several years and would not disrupted adjacent businesses. The addition



Apache Junction - Streetscapes

of landscaped medians would allow for a continuous landscaping treatment creating an attractive downtown boulevard effect and be the central element of tying the various downtown districts together.

Goal 3.1 - Visually tie the downtown together through the enhanced treatment of medians in the downtown area focusing on Apache Trail.

Strategies -

- The number of lanes on Apache Trail should not be reduced from six to four lanes.
- The width of the center median on Apache Trail should remain intact and preserved for landscaping and potentially any form of transit.
- The treatment of the medians from Meridian Road to Winchester should be enhanced to support the downtown image and create a constant visual thread linking the two mile commercial strip into a more consistent commercial destination.
- The improvements should include lighting, public art, signage and additional landscaping.



Potential Apache Trail

- On street bike lanes should be added along Apache Trail by restriping the existing asphalt road and should connect with the overall bike system of the city.

Goal 3.2 – Median improvements should be constructed in a systematic way with a consistent set of improvements over the multi-year project.

Strategies –

- a) The improvements of the median on Apache Trail should be done in a systematic and phased fashion starting with the median between the Focal Point and Idaho Road. The subsequent median should be identified and budgeted for one section being improved each fiscal year.
- b) Landscaped center medians should be added on key adjacent streets starting with Idaho Road from the new Broadway Avenue entrance of Central Arizona College to Idaho Road's intersection with North Apache Trail.

Goal 3.3 – Provide safe and convenient non-motor access along and across Apache Trail.

Strategies –

- a) Provide an eight foot wide sidewalk along both sides of Apache Trail from Meridian Road to Winchester as redevelopment and median improvements occur.
- b) Provide striped crosswalks at all signalized intersections and provide midpoint signals in the medians at the designated crossings
- c) Signalize the Winchester-Old West Highway intersections for automobiles, pedestrians and bicycles.
- d) Assess the feasibility of connecting any future city trail systems (bike, pedestrian, equestrian, multi-modal) into the Town Center area and identify key intersections for appropriate non-motorized crossing signals.



4. REVITALIZATION/ECONOMIC VITALITY

One of the keys to revitalization of a downtown is the reinvestment in existing businesses and the development of smaller properties. However, this type of small development often is the hardest to achieve and may be cost prohibitive because of the lack of professional assistance, the multitude of existing problems, and the small size of the parcel itself. These inherent barriers become even more significant for the many smaller properties in the central part of Apache Trail. One of the most significant barriers is the flood plain designation and occurrence of some flooding on the north side of Apache Trail. A study that develops the framework for handling drainage in the Downtown Revitalization Area, focusing on the area impacted by the Federal Emergency Management Agency (FEMA) Flood Zone should be considered. The study should recommend options to minimize the hazards from flooding and be the basis for refining the limits of the Flood Zone to reflect today's conditions.



While a community may understand the need for creating a vision and preparing planning documents, what the community really needs is a market-based, achievable plan which will result in creating a vibrant downtown. Even small changes in a downtown (e.g. Phelps Drive streetscape) can create a sense of optimism and moving forward. Although the return on investment (ROI) is usually not a criterion for public investment in a downtown, from a private standpoint, it is often the only criterion. Consequently, any downtown effort should be based on a sound understanding of the local marketplace and how to focus public improvements and programs to complement the private efforts. Since public dollars are often limited, any plan needs to understand what the public sector can do in truly assisting the private investment, that is, leveraging economic development tools to support the downtown vision. This public-private partnership is one of the keys to being successful.

Goal 4.1 – The barriers to revitalization of small properties (especially in the Transition Zone) should be mitigated comprehensively and systematically.

Strategies –

- a) Commercial buildings currently on septic systems should be encouraged to hook up to existing sewer lines through financial and/or zoning incentives. The City or Superstition Mountain Community Facilities District (SMCFD) #1, by offering incentives for existing development within the Downtown Area to connect to the local sewer system, would encourage redevelopment of existing properties and eventually minimize redevelopment cost.
- b) The City should work with FEMA and the Pinal County Flood Control District to initiate the review of the existing flood plain designation along the north side of Apache Trail to determine if the extent of flooding shown on FEMA maps is accurate. If accurate, the City should pursue an Area Drainage Master Plan for the watershed that impacts the north side of Apache Trail and explore options to mitigate the flooding that represents a barrier to revitalization. If the maps are not accurate, the City should pursue a map amendment with FEMA or other necessary action as appropriate to formally remove the flood plain designation (See Appendix A-6 for the FEMA Flood Zone map).
- c) All development fees should automatically be waived for new development and redevelopment projects within the Transition Zone that are less than 20,000 square feet in building size and meet the adopted Design Guidelines.

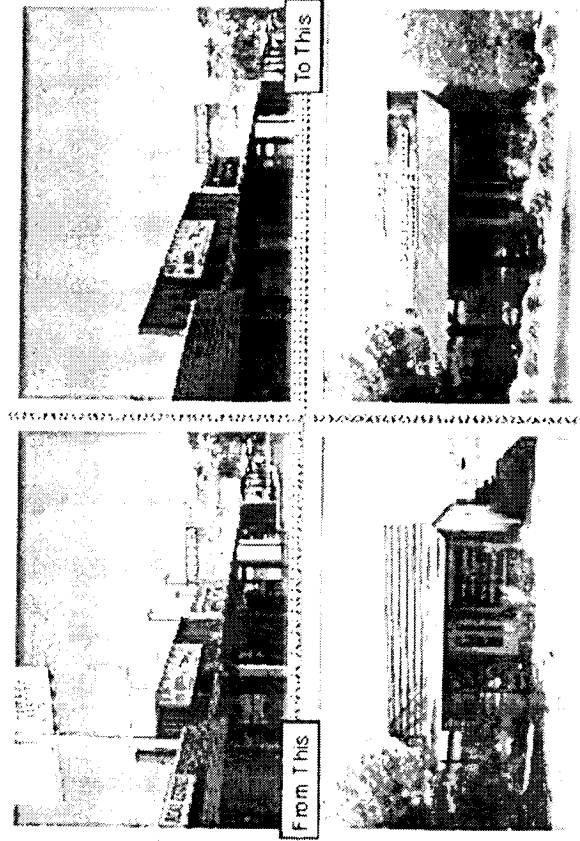
Goal 4.2 - Support the revitalization of existing buildings and smaller properties in the Transition Zone as a unique commercial entity.

Strategies -

- a) Adopt design guidelines for this area that are structured to achieve an older southwestern (Arizona) highway commercial image through modifying the zoning code and design guidelines.
- b) Establish an ongoing Transition Zone Business Owner Association (TBOA) for this

area to market itself with a casual western image and atmosphere taking advantage of smaller renovated buildings.

- c) The city working with the TBOA should sponsor a series of businesses development seminars to promote the area and the individual skills of the retailers.



Imagining the Possibilities...

- d) Establish an ongoing façade and sign matching grant program for smaller businesses using local funds or securing federal, state, or county grants.
- e) Identify key locations within the district to erect western features (art work, landscaped areas, signage etc.) that support the theme of the area.

- f) City staff should facilitate adjacent property owners working together to better organize the access into properties and between properties.
- g) Provide opportunities for free initial architectural design assistance to properties that are proposing to remodel to illustrate the ability to meet the design goals.

Goal 4.3 - Develop a downtown that is unique within its boundaries and different from the freeway oriented uses along US 60.

Strategies -

- a) To the extent permitted under Arizona law, modify the Apache Junction Zoning Ordinance and engineering requirements to include the unique characteristics of the three downtown activity zones providing staff with the flexibility of approving parking, density, and other zoning requirements (a staff level planned development).
- b) To the extent permitted under Arizona law, support locally-owned businesses by offering development incentives for relocating in the downtown activity zones under City-approved design guidelines.
- c) To the extent permitted under Arizona law, administratively allocate a portion of sales tax received from new commercial activity outside the downtown activity zones to pay for public improvements in the downtown activity zones.

Goal 4.4 - Identify and actively recruit small locally owned businesses and non-retail organizations for the Transition Zone and the Town Center.

Strategies -

- a) Make personal contact with targeted existing businesses in adjacent communities to educate them on the market opportunities and availability



Business Seminar

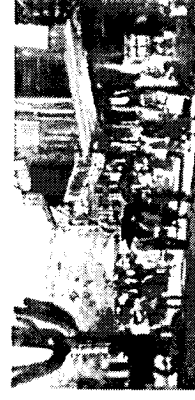
of space in the downtown.

- b) Participate and make presentations to local civic groups, regional forums, and statewide special events on the opportunities and progress that is being made in Apache Junction.
- c) Establish an annual award given by the City Council to the business, organization, or developer that has contributed the most during the last year to the revitalization of the downtown.
- d) Consider the formation of a business improvement district (BID) to provide additional services (i.e. marketing, streetscape improvements, maintenance) to the downtown core. The city could "seed" the BID in the years as an inducement to get it established, but after the initial period the funding and operational responsibilities would lie with the private sector.

Goal 4.5 - Promote tourism in Apache Junction and the downtown as the home base or trail head for visiting the area's attractions.

Strategies -

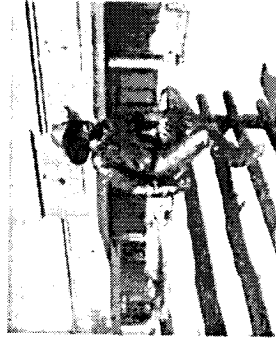
- a) Work with local and regional agencies to coordinate activities and share the promotion to encourage people to visit the northeast Pinal County area.
- b) Establish a community based organization with representatives from major tourist draws (Arizona Opry, Goldfield Ghost Town, etc.) to develop a comprehensive



program.

- c) Consider dedicating a portion of the City of Apache Junction's Transient Lodging Tax for developing an adopted tourism program.

Goal 4.6 - Promote public art and local artists as a unique feature of public and private downtown development and for creating a unique niche in the downtown.



Strategies –

- a) Allocate 1% of the construction cost of all new public projects to be spent for art work within the downtown.
- b) To the extent allowable under Arizona law, incorporate into the bidding practices certain local artist based criteria.
- c) Invite volunteers from the arts community to review new city public projects for the opportunity to integrate artistic or enhanced design into the project at minimal or no additional cost.
- d) Develop an art competition that emphasizes western culture, mining, and the Superstitions for art students at Central Arizona College with a small honorarium. Winning entries could be displayed at visible locations throughout downtown and in Civic/Governmental facilities.
- e) Work with the arts community to secure a vacant building for a local cooperative retail outlet for local artists.

Goal 4.7 – Identify and support strong, existing residential neighborhoods that are in or close to the downtown.

Strategies –

- a) Program infrastructure improvements (water, sewer, streets) to eliminate deficiencies and to enhance the livability of the neighborhood.
- b) Provide safe and convenient pedestrian connections between the neighborhoods and the downtown area with special focus on access to the Downtown Core.
- c) Establish occasional neighborhood Saturday clean-up events with the city providing staff assistance and concluding with a neighborhood picnic hosted by the city.

Goal 4.8 – Focus on attracting additional quality housing in or near the downtown to support the commercial areas and to provide alternatives for existing and new residents.

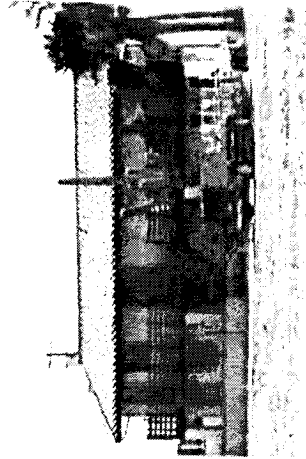
Strategies –

- a) Allow mixed uses (residential and commercial on same property) by right in all three downtown zones.
- b) Develop programs to recruit specialty housing for unique groups such as students from Central Arizona College, winter visitors, and seniors.
- c) Provide a density bonus for market rate multiple family housing that provides 10 percent of its units as affordable.
- d) Pursue federal and state funding sources that provide assistance for high quality affordable housing that meets the design guidelines of the respective zone.

Goal 4.9 – Provide a program for negative or outdated residential development to upgrade or transition to a more supportive land use.

Strategies –

- a) Establish a voluntary rental housing assistance program to aid relocation of residents of outdated developments. This is a complementary strategy with 7.5b.
- b) Conduct regular inspections of developments that have repeated code violations or frequent police calls for service to ensure it is not detrimental to surrounding residential and commercial areas.
- c) Work with property owners to secure county, state or federal monies to upgrade the existing facilities or build new affordable housing



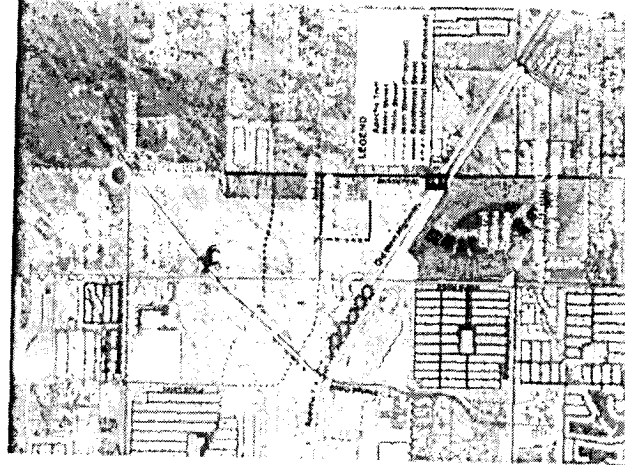
5. DOWNTOWN CORE

Successful downtowns are made up of walkable blocks and streets with a mixture of uses along the sidewalks. The desired elements include access that is easily walkable, places for people to gather either formally or informally, interesting architecture, clear and unique identity, and attention to details. Given the existing governmental and educational uses and the significant amount of vacant land between them, the Downtown Core has the opportunity to be the significant center for the City of Apache Junction. The issue then is how to tie these disconnected areas together to create a “there there” in the downtown.

Goal 5.1 – Create a Downtown Core that is the commercial, governmental, educational, and symbolic center of the community.

Strategies –

- a) Organize the downtown core into three identifiable centers:
 - i. **Governmental Center** – consisting of the extensive city facilities, a Pinal County complex and Federal buildings (Social Security Office and Post Office).
 - ii. **Educational Center** – This is the Central Arizona College campus that presently has 3,000 to 4,000 students with expected campus physical plant expansion to accommodate 11,000 students. The main entrance will be at the intersection of Broadway and Idaho and will represent the entry into downtown Apache Junction.
 - iii. **Town Center** – The remaining land in the Downtown Core is approximately 180 acres in size with three existing shopping centers but most of the remaining land vacant. The Town Center area would have a mixture of specialty retail, entertainment venues, offices, and various types of residential uses that are typical of downtowns. The Town Center would have mandatory southwestern architectural guidelines, pedestrian oriented streets, shaded sidewalks, community gathering space, emphasis on sustainable elements, and clearly



Downtown Core

(See Appendix A.7 for a larger view)

defined entry features.

- b) Reinforce the role of the "Y" intersection as the center of town and the downtown as a way of establishing and building community identity.



- i. Install twinkle lights on the trees at all four corners of the intersection.
- ii. Move the flag poles to the side of the Focal Point monument to open up the view.
- iii. Strengthen the intensity of the backlights for the figures on the Focal Point.
- iv. Landscape the northwest corner of the intersection and install a "Welcome to Downtown Apache Junction" sign.

- c) The Meridian Redevelopment Area boundaries should be modified to include the gap in the Downtown Area and more closely align with the project study boundaries of the Transition and Suburban Zones.

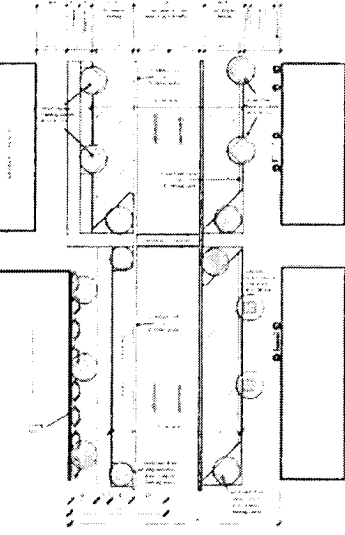
- d) Expand the City Center District Zoning to include the entire Town Center area concurrent with the submission of development plans and upon request of the property owner.



Goal 5.2 - Incorporate pedestrian and uniquely Apache Junction design elements in the building of the Town Center.

Strategies -

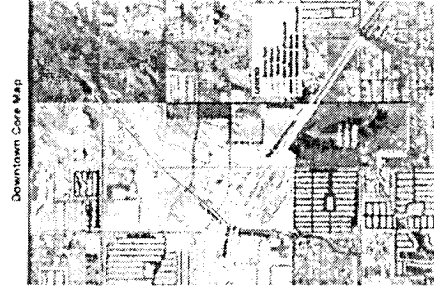
- a) Approve a new downtown "Main Street" design



"Main Street" Design

as a pedestrian oriented street with shaded eight foot wide sidewalks, convenient angle parking, two lanes of traffic and western-oriented street furniture that is friendly to pedestrians and conducive to "downtown" retail/office uses (See Appendix A-8 for a larger view).

- b) Throughout the Town Center systematically build new and rebuild existing non-major roads as "Main Streets".



Downtown Core Map

- c) The City should pro-actively improve substandard streets in the area e.g. Plaza Drive, North Apache Trail as "Main Streets".

- d) Incorporate the Elements of a Great Downtown (Appendix C) into the mandatory design guidelines for the review and approval of new private and public projects.

- e) Incorporate sustainable elements in the downtown as a requirement for new public and private

Downtown Core Map

development if the payback of investment is within five years. If there is a longer pay back period, identify opportunities but view them as suggestions.

Goal 5.3 – Proactively explore opportunities to control the development of the Town Center if private development or redevelopment does not proceed in a timely manner.

Strategies –

- Explore the purchase of key parcels as publically owned land in the Town Center of the Downtown Core to provide additional road connection between Idaho Road and North Apache Trail.
- Consider the potential of public-private partnerships with the owners of the existing vacant lands within the Town Center. The city emphasis should be on providing infrastructure support for the private market place to work.
- Work with the property owners of older retail sites to improve the commercial viability of the centers and explore the potential of a private “Main Street” concept being constructed through the property.
- Encourage the owners of the commercial property south of Apache Trail and west of Phelps Drive to work together to provide an internal “Main Street” network to open up the various internal properties.

Goal 5.4 – Develop a Community and Special Event Location within the Town Center.

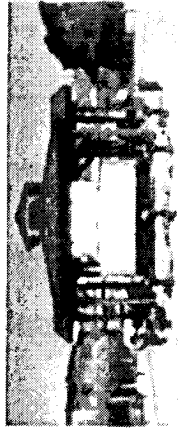
Strategies –

- Improve North Apache Trail as a “Main Street” and incorporate a community gathering and activity space within the street right of way or adjacent to the street.



- Consider the potential of acquiring the two four-unit buildings along North Apache Trail as a possible community gathering place and event center.

- Design the reconstruction of North Apache Trail as a facility that can accommodate special events, including electrical outlets, tent spacing, walkable surface, etc.



- Explore the option of incorporating a roundabout in the reconstruction of North Apache Trail to include a Band Shell in the center to serve as a stage during the times the street is closed for special events.

Goal 5.5 – Ensure that new development in the downtown core is compatible with adjacent residential development.

Strategies -

- High density housing should be concentrated in the Town Center along Idaho Road and along North Apache Trail
- Lower density residential should be focused along Winchester north of the Old West Highway to ensure compatibility with the existing residential development.
- New development over two stories, especially adjacent to existing residential areas, should provide for a variety of heights to allow selected mountain views.



- d) Activities that generate noise in the evening should be concentrated toward the middle of the Town Center.

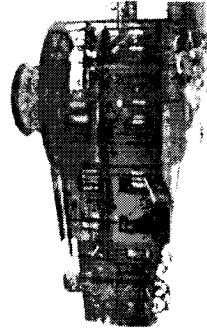
V Supporting Principles

In addition to the core or fundamental planning principles there are a series of supporting goals and strategies that are important in creating a downtown that is special and uniquely Apache Junction. The goals complementing the core principles include a pedestrian design emphasis, viewing the downtown as a whole rather than a collection of buildings, and positioning it for the 21st Century as the metropolitan growth continues to impact the community. The emphasis of the DRIS is to connect the vision of the community with a practical path to achieve it. The supporting goals add the fine details that knit the larger fabric of the downtown together.

Goal 6.1 - Establish a building form and design palette that is uniquely Apache Junction by incorporating the heritage of the community and integrating it into a functional downtown.

Strategies -

- Incorporate southwestern architecture as the primary design requirements including indigenous materials such as stone, wood, pressed concrete, rusted metal, and desert colors.
- Connect all areas of the Downtown Core, with special focus on the Town Center, with sidewalks that are shaded either by landscaping or building extensions or arcades.



- Select street furniture that reflects a southwestern image including decorative street light fixtures, benches with AJ motif, and equestrian amenities.
- Install a continuous row of street lights along the length of Apache Trail that are unique to Apache Junction.
- Provide a variety of building heights within the Town Center to create the impression that construction occurred over a period of time and preserves the open feel of the desert.
- Create a sense of excitement by using color, accent lights, entry signs, and banners within the Downtown with particular focus on the Town Center.
- The Focal Point should serve as the symbolic center of Apache Junction and of the downtown. The Focal Point's role should be enhanced by the installation of accent lights, moving the flag poles to a different location, enhancing the adjacent corners of the intersection, and installing a "Welcome to Downtown Apache Junction" sign on the northwest corner.



Goal 6.2 - Provide convenient accessibility to all modes of transportation and the basic infrastructure to support development and redevelopment.

Strategies -

- Roads
 - Work with the Arizona Department of Transportation (ADOT) to install a roundabout at the intersection of Superstition Boulevard and SR 88. The

roundabout will address the intersection's traffic impact and provide an opportunity to establish a "Welcome to Downtown AJ" gateway.

- ii. Apache Trail currently has three twelve-foot motor vehicle travel lanes per direction. It should have three ten-foot motor vehicle travel lanes with a six-foot bicycle lane. (The minimum required bicycle lane width is four feet.) Ten-foot motor vehicle travel lanes provide slower travel speeds and expedite lane-changing which is necessary for drivers to access roadside businesses

- iii. Where appropriate, use landscaping, curb and gutter, or other device to provide protection to pedestrians along streets with higher-speed traffic and to help control turning movements in areas where curb cuts and driveways are undefined.



- iv. The Apache Trail median should have curb-and-gutter. The left-turn and right-turn lanes should have straight tapered transitions rather than reverse curves. Reverse curve transitions create areas that collect debris, and are difficult to sweep. The wide, decomposed granite median of Apache Trail magnifies this problem. Tapered transitions avoid this problem completely.

- v. Scenic Drive should not intersect with Idaho Road. Plaza Drive should curve and intersect with SR-88-Phelps Drive into the parking area of the existing commercial on the east side of SR-88-Phelps. Another curved street should connect Plaza Drive through SR-88-Phelps into Idaho Road on the north side of the existing commercial development on the east side of SR-88-Phelps.

- vi. With the development of the Town Center consider a trolley circulator system that connects the adjacent resident areas, Central Arizona College, and city neighborhoods with the Downtown Core.

- vii. Install a landscaped median on Idaho Road from the Old West Highway to North Apache Trail intersection. This allows access to be controlled to adjacent properties and provides a visual connection to the Town Center property to the east of Idaho Road.

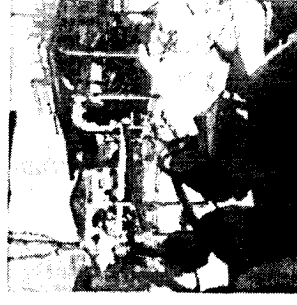
- viii. Focus the construction of "Main Streets" where there is existing rights of way and require new development to build the "Main Street", as either a private or public street, at time of development.

b) Trails

- i. Connect the downtown to the larger community horse and bike trails system. Allow for safe but convenient equestrian crossings at roadways with heavy traffic to enable accommodating rider access for downtown activities.

- ii. Install horse facilities within the Town Center at key points as a terminus for the community trail system and accommodate horses with the placement of hitching posts and other equestrian amenities.

- iii. Establish an equestrian or multi-purpose trail head convenient to the downtown. Consider the intersection of Scenic Drive and Idaho Road as a possible site for a multipurpose facility including an equestrian trailhead. Provide for horse crossing signals at new traffic signal installations at designated horse crossing trails within the downtown.



- iv. Develop a comprehensive Pedestrian Circulation Plan that connects the three areas of the Downtown Core.

- v. Explore the possibility of securing a grant for a "Park and Share" parking facility

within the Town Center to allow for car pooling and overflow parking for special events.

c) Water and Sewer Service

- i. Enlarge the water line to 12" on North Apache Trail as part of its reconstruction.
- ii. Offer incentives for existing development within the downtown to connect the local sewer system to the SMCED #1.
- iii. City staff should poll the owners of properties located east of Idaho Road to see if there is interest in forming a water/sewer/roadway improvement district. Communities are receiving very competitive bids right now and it is an opportune time to install infrastructure improvements at reasonable costs.

d) Flood Control

- i. The City should conduct a study that develops the framework for handling drainage in the Downtown, focusing on the area impacted by the FEMA Flood Zone. The study should recommend options to minimize the hazards from flooding and be the basis for refining the limits of the Flood Zone to reflect today's conditions. (Appendix A-6)

Superstition



Phelps

- ii. The City should review its Storm Detention Requirements to develop a methodology to provide a comprehensive approach to storm water collection. All storm detention facilities, where possible, should be

Flood Hazard Zone

placed at the back of new development allowing commercial buildings to be located adjacent to the road.

Goal 6.3 - Views of the mountain backdrop at key locations should be preserved and incorporated into the consideration of new developments.

Strategies-

- a) Preserve the view of the Superstition Mountains from the Apache Trail and Phelps Drive Intersection.
- b) Require a variety of building heights in all large developments to ensure view corridors to the Mountains
- c) Protect the Four Peaks view along North Apache Trail with the "Main Street" design.

Goal 6.4 - Identify a variety of event locations and activities that will attract residents and visitors alike into the downtown or the region.

Strategies -

- a) Purchase the rights from the Bureau of Land Management to have for-profit activities at the rodeo grounds. This should be undertaken in conjunction with Pinal County.
- b) In the design and construction of the North Apache Trail "Main Street" incorporate elements that facilitate the use of the street as a Public Space or Central Gathering Place for the community.
- c) Program this Public Space for scheduled and informal live entertainment activities, such as Friday night country western jamboree.



- d) Work with the larger region and regional organizations to attract and program special events, such as Day of the Cowboy in the downtown or in nearby facilities.
- e) Identify existing activities that could be connected or attracted to a downtown location, such as Barleen's Arizona Opry, Superstition Mountain Historical Museum, art facilities, train or trolley connection to Goldfield Ghost Town, equestrian facilities, etc.

Goal 6.5 - New development in the Downtown Core should utilize the principles of sustainability and serve as a local example of a model 21st Century downtown.

Strategies -

- a) Explore the use of solar collectors to power decorative tree lights in trees in the median and right-of-way of Apache Trail and other low voltage applications.
- b) Consider alternative paving design that is porous for the on street parking for the "Main Street" design
- c) Promote the downtown as a "Green City" as part of its statement as a 21st Century City working with new developments to encourage incorporation of sustainable elements or LEED certification into their design.



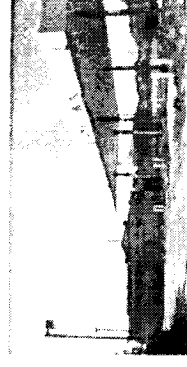
Goal 6.6 - Within the Downtown the City should be pro-active in eliminating blight and indicators of decline (Nuisance Abatement).

Strategies -

- a) Continue a proactive code enforcement program in the downtown focusing on blight and visual issues as directed by the City's Downtown Coordinator.

- b) Aggressively and proactively enforce the city code in terms of vacant buildings and properties in disrepair by requiring vacant buildings to be painted and secured and vacant lots to be maintained.
- c) Utilize volunteers and Community Service workers to do regular maintenance on city property, public rights of way, and private properties owned by low income individuals.
- d) Establish a downtown "Spring Clean-Up" in the fall of each year prior to the arrival of the winter visitors. The clean up would encourage the city and private property owners to fix up, paint, plant, and generally spruce up the downtown to make it as attractive as possible for the season.

- e) When normal procedures are not effective the City should use abatement procedures to clean up blighted property and bill the property owner. In cases of extreme blight and where the property might serve a public purpose the City should consider using the power of condemnation.



VI. Implementation and Measuring Success

Process improvements can also serve as incentives for redevelopment. For example, the City should consider doing an automatic "fast track" permit process for projects in the downtown core. For developers, time is money, and so if they know they can secure their entitlements twice as fast in downtown vs. other areas of the City, that may cause them to consider downtown for projects.

66 Opportunity is missed by most people because it is dressed in overalls and looks like work. - Thomas A. Edison

special projects to augment the Downtown Coordinator.

Goal 7.3 - The city should review all of its codes, processes, and fees relating to development in the Downtown to ensure consistent support for the revitalization program.

Strategies -

- a) The Zoning Code should be amended to allow staff level approval for Planned Developments for smaller projects in the Transition Zone.
- b) Modify the Meridian Redevelopment Area boundaries to correspond with the Project Study Area boundaries.
- c) The Zoning code should be amended to reflect the three downtown zones and the unique design requirements, uses and development standards of each.
- d) An Economic Development web site focusing on the downtown should be developed allowing potential investors and developers to secure all necessary information regarding the downtown at one location.
- e) The City Toolkit should be revised making it up to date in terms of development requirements, process, fee waivers, incentives, and contacts.
- f) Establish a clear and predicabile fee waiver process for smaller projects. The fee waiver process should be automatic without having to go to the City Council if the project meets predetermined requirements.

Goal 7.4 - The development process improvements should result in the review and process for new development and building permits in the Downtown Area being more efficient. Where appropriate, the process should differentiate between small developments and larger developments.

Strategies -

- a) Establish a development project tracking system where each city step in the development process would have a time frame identified and based on the response time by the applicant (developer) a more predictable timeframe can be established. The turnaround times by the city would be set in advance with the final schedule being determined by the responsiveness of the applicant.
- b) Require staff comments on development proposals to be submitted in writing at least two days prior to the staff Preliminary Development Review (PDR) meeting. The PDR meeting should focus on reviewing the written comments to identify significant issues and conflicts. The chair of the PDR should be authorized to resolve any issues or conflicts that might arise.
- c) The revised written set of comments should be given to the applicant prior to the beginning of their PDR review meeting. At the PDR meeting, only the applicant, chair or designee, project manager and any required technical resource from the city should be present.
- d) Appoint and train planners to be Project Managers to provide a single point of contact and oversight for each planning project and potentially each building permit. The Project Manager becomes responsible for the project from conceptual review through Certificate of Occupancy and is responsible for its success.
- e) Track development projects and time in the system for each planner with this information shared with staff and management. Send a report of new projects and building permit applications to the City Manager each week.
- f) Prepare an ongoing report on the status of each project and building permit on a bi-weekly basis with special indication of how long it has been in the system and major issues.
- g) Conduct semi-annual training programs on customer service for all levels of the

organization and departments.

- h) Establish an ongoing customer feedback system to evaluate all development applications by sending a Customer Survey to the applicant (or met with the applicant) after each development approval, building permit issuance, and Certificate of Occupancy.
- i) Revise the Infill Incentive District to reflect actual incentives that are available within each of downtown zones. Eliminate any "incentive" that is not really available. Add the provision that for smaller properties specific zoning requirements can be waived, and explore the possibility of using Infill Incentive District authority to provide relief from development standards within one or more of the development zones.

Goal 2.5 – The City should pursue federal and state grants and programs to revitalize downtown neighborhoods and commercial areas and determine annually, as part of the budget process, the most efficient and effective way to spend public dollars to revitalize downtown.

Strategies

- a) Utilize Community Development Block Grants and State Housing Trust Fund dollars to continue with the City's owner occupied housing rehabilitation program to include housing replacement.
- b) Explore the creation of a Relocation Assistance Program for change of use of existing substandard mobile home parks (see Strategy 4.9a).
- c) Focus the city's applications for TEA-21 transportation enhancement funding and other grant program funds through the Arizona Department of Transportation toward downtown revitalization projects which address both traffic engineering problems and visual impediments.

- d) Direct the city's annual allocation of Community Development Block Grant funds toward the revitalization efforts of downtown.

VII. Existing Conditions and Analysis

The traditional "center" of Apache Junction has been the old Highway US 60 and State Highway 88 intersection, especially when the Grand Hotel was located there. With the rerouting of US 60, the removal of the Grand Hotel, and the decline of Greyhound racing, Apache Trail became a secondary road providing convenience retail to local residents. Many of the properties within the downtown area were developed when Apache Trail was a state highway and was the main connection between the cities in the Valley and destinations to the east. As a state highway, the street's main function was to move high volumes of through traffic, and the roadway was designed to meet that goal efficiently. The right-of-way, the center median width, and the three travel lanes in each direction reflect the highway designation. Businesses that located along the highway often focused on the trade from people moving through the area – either entering the Valley from the east or leaving to enjoy recreation at the lakes, hiking in the Superstitions, or destinations to the east.

In 1994, US 60 to the south was opened, providing access around downtown Apache Junction rather than through the center of town. Traffic volumes along Apache Trail dropped dramatically, and new shopping centers began popping up at many of the freeway interchanges to meet the needs of travelers and nearby residents as well. As a result, Apache Junction has and will continue to experience the challenge of establishing the downtown area as the "heart and soul" of the community in the midst of continuing pressure for large commercial development along the US 60 freeway corridor.

Apache Trail continues to function as a major street, carrying 26,000 – 30,000 vehicles per day during the winter months. Winter visitors and tourists continue to contribute significantly to the economy of the downtown area, but the highway-oriented commercial businesses of the past have had to adjust to the reality that the everyday traffic along the

Trail is more locally-generated. The newer regional-serving commercial property is now along the US 60, and shoppers seeking a variety of goods and services are inclined to travel the extra distance to a "power center" for the convenience and diversity of shops. The emergence of the newer shopping centers has contributed to the substantial retail trade leakage from Apache Junction.

In spite of the shift in commercial focus toward the freeway corridor, a number of very positive things have occurred along Apache Trail. At the west end of the Trail, 55% of the street frontage properties between Meridian and Delaware have experienced new development within the past 15 years. Wal-Mart, Office Max, the Arizona Federal Credit Union, Superstition Harley-Davidson, Starbucks, Jack-in-the-Box and two commercial centers have opened their doors during that period, with each new building reinforcing the viability of the Apache Trail corridor for commercial development.

At the east end of the Trail, the combination of City of Apache Junction funding and private development investment has substantially revitalized the area between Phelps Drive and Idaho Road. The construction of the Fry's Center (with locations for CVS and Walgreen's pharmacies, Blockbuster Video and Taco Bell) has provided a very contemporary model for new suburban development, and the city's funding of improvements along Phelps Drive has demonstrated how significant lighting, landscaping and paving improvements can be in creating a pleasing and walkable streetscape.

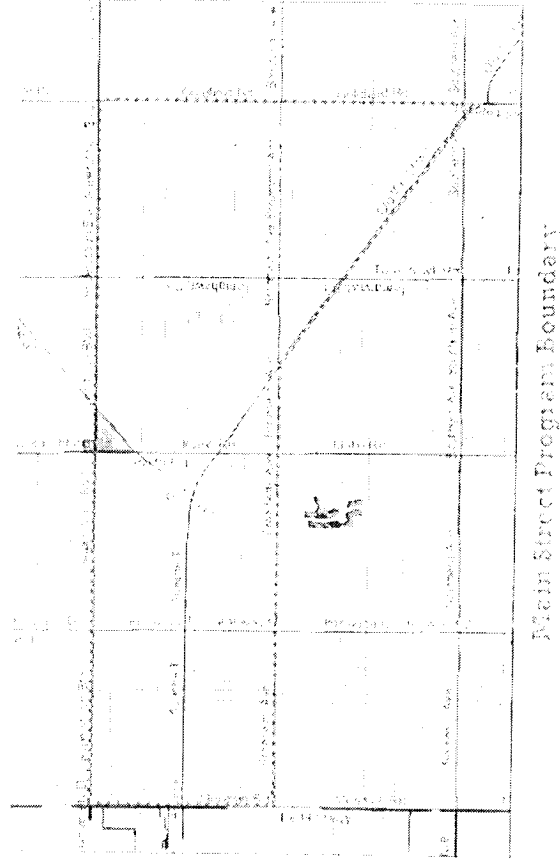
Between these areas of improvement, new development and significant revitalization has generally not occurred to any great extent. Although new buildings have been built, such as McDonalds, Ocotillo Center, Best Western Apache Junction Inn, Sonic Drive-in and Chase Bank, the streetscape retains the look and feel of the highway commercial corridor of the 1950's. Older buildings are common, access to the properties is random and not well-defined, landscaping is sparse or absent, parking is not well organized, and overall maintenance is lower than average.

1. DELINEATION OF "DOWNTOWN AREA"

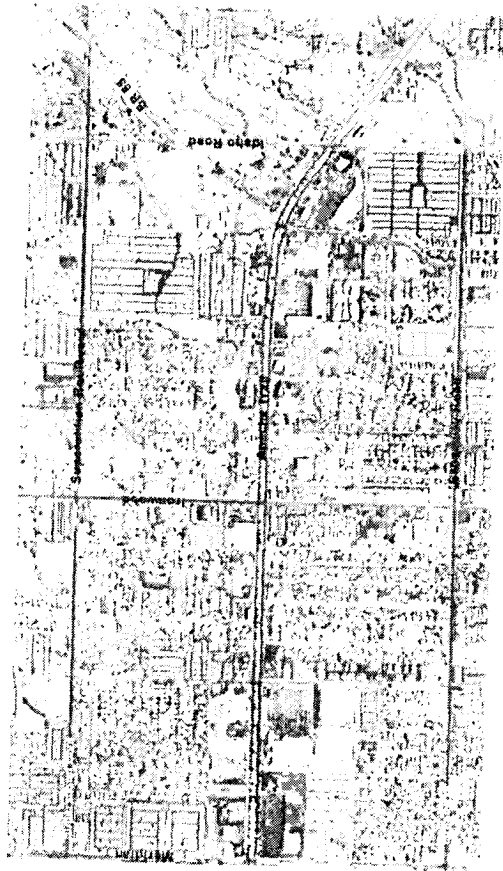
Over the past decade, there have been numerous studies, plans and activities that have

delineated boundaries for the downtown area or sub-areas within the downtown. The boundaries varied, depending on the purpose of the study or plan. Two redevelopment districts were formed, the Crossroads Redevelopment Area which encompassed the Grand Hotel site and the commercial properties along Apache Trail between Thunderbird and Winchester, and the Meridian Redevelopment Area which focused on Apache Trail between Meridian and Ironwood but included residential areas south to Broadway and north to Superstition Blvd.

Another on-going effort has been the Main Street Program. The Main Street Program was formed in 1993 and is administered by the Arizona Department of Commerce. Its role is to help strengthen the relationship between the City of Apache Junction and the business community and to promote business development. The boundary of the Main Street Program encompasses a large area extending from Meridian to Goldfield Road and from Superstition Blvd. to Broadway/Old West Highway.



The City of Apache Junction has also designated a Single Central Business District (SCBD) that encompasses and connects the Meridian and the Crossroads Redevelopment Areas (See Appendix A-10 for a more detailed map). The SCBD, approved by City Council in 2000, allows the city to leverage low land costs and maximize future land values by offering financial incentives for new development (such as tax abatement) on city-owned land.



Single Central Business District

In order to create effective strategies to revitalize downtown, it was necessary to combine elements of the prior efforts into a single, well-defined geographic boundary for the downtown area. Utilizing information from previous studies and an evaluation of relevant data as noted below, a boundary for discussion specifically about revitalization has been established. The boundary extends from Meridian to Winchester along Apache Trail, and includes the Civic Center/Governmental complex to the north and the Central Arizona College campus to the south. Whenever this document refers to the "Project Study Area" or "Downtown Area" it is this boundary that is being described.

2. GEOGRAPHIC INFORMATION SYSTEM

One component of the Downtown revitalization project was to create a Geographic Information System (GIS). GIS is a set of data that is connected to a mapping system, so that information about specific properties can be shown easily and graphically. In order to create the GIS for the Downtown area, numerous data was collected and organized into data sets that correlated to Assessor's Parcel Numbers (APN). The data sets collected include:

- Land Use
- Parcel data
- Zoning and General Plan designations
- Building Condition
- Floodplain/Storm Water
- Water
- Sewer

a) **LAND USE INVENTORY** - Revitalization strategies that lead to positive change in the community must be based on the understanding of the current conditions. In simple terms, a roadmap can only be created when two points are defined - a starting point and an ending point. Understanding current conditions (baseline data) also allows for measurement of progress toward the goal of revitalization.

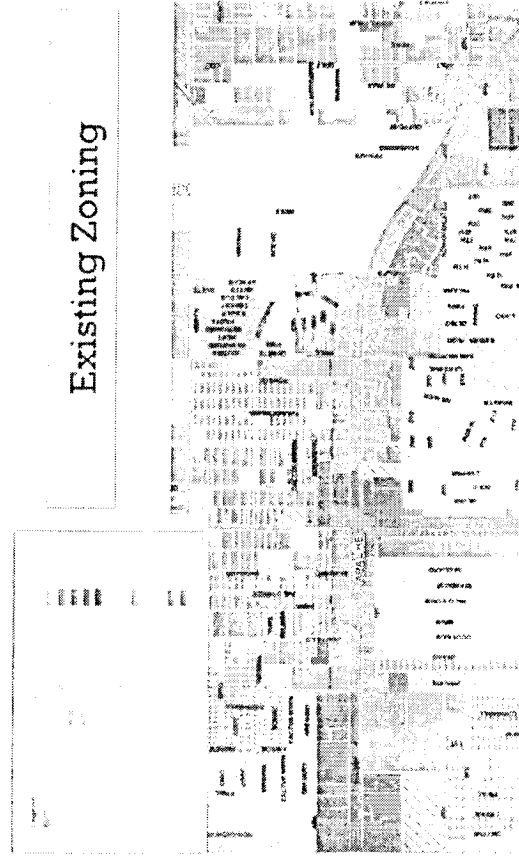
Baseline data includes collecting information about property in several categories.

APN - the Assessor's Parcel Number is the specific number given to each property.

- I. Property Address
- II. Current owner of the property
- III. Current use of the property
- IV. Current zoning designation on the property
- V. Building Condition

3. ZONING

CB-2 was the county's zoning on properties along the Apache Trail prior to the city's incorporation. That district allowed the most intense commercial uses, which is appropriate given the Trail's classification as a State Highway at the time (See Appendix A-11 for a more detailed zoning map). The city's zoning ordinance, created from the county's ordinance, carried over the county's CB-2 zoning along Apache Trail, and the majority of the properties have retained the CB-2 (General Commercial) designation. Those properties that have redeveloped over the past two decades have been encouraged by the city to rezone to one of the city's more contemporary commercial districts, which in this area has been C-3/PD.



Whereas the CB-2 zoning anticipated independent property-by-property development, the Planned Commercial districts promote broader planning principles, such as shared driveways and parking. Rezoning to the Planned Commercial districts has occurred on

properties along Apache Trail between Meridian and Delaware, and has led to numerous new buildings, such as Superstition Harley Davidson, Arizona Federal Credit Union and Office Max. A good example of the planned approach is on the northwest corner of Apache Trail and Delaware, where several properties (Jack-in-the-Box, Starbucks and the Aaron's shopping center share access drives and amenities. There are other properties that have rezoned to C-3/PD but have maintained the existing buildings on the site. Examples include Food City, Safeway Center, Checker Auto and the Superstition Plaza Center. When redevelopment occurs on these properties in the future the city anticipates that they will incorporate the principles of planned districts as well.

The rezoning of the Grand Hotel property and adjacent properties to CCD (Center City District) has introduced the most dramatic change in land use planning for the downtown area. The CCD is a planned district that allows for greater building heights and intensities of use than any other zoning in the downtown. Unlike the linear nature of the commercial corridor along Apache Trail, the Center City District anticipates a more compact downtown core, with an emphasis on pedestrian movement. Ground-floor retail uses are encouraged, with office and residential uses above.

To the north of the CCD is an existing Governmental/Civic Center complex that includes the City Hall, Police Facilities, Multigenerational Center, Library, Pinal County facilities, and Post Office. The building stock is relatively new and the civic uses strongly support an active and vibrant downtown core.

The western portion of the Apache Trail corridor, between Meridian and Delaware, has utilized rezoning from CB-2 to C-3/PD and has subsequently revitalized to a suburban-type development standard without incentives or special considerations. Given that revitalization of one property can stimulate revitalization of properties nearby, the remaining properties within that section will ultimately be revitalized or will remain reasonably well-maintained.

The area of transition between the suburban developments west of Delaware to the CCD core east of San Marcos has generally not been revitalized. These properties are smaller and shallower in depth than that west of Delaware, which makes the feasibility for new development dependent upon the assembly of small properties into a "critical mass" of developable land. This area is in a holding pattern, with aging buildings and a wide mix of

land uses. It is unlikely that significant reinvestment in this area will occur without some intervention: incentives, zoning flexibility or other mechanism.

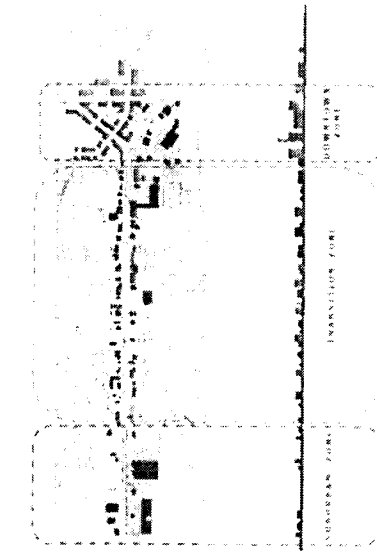
The area south of Old West Highway between Phelps Drive and Idaho has been revitalized in a manner similar to that along the west end of Apache Trail. The Fry's Center was rezoned to C-3, and larger property sizes allowed for the creation of viable building pads with adequate parking. The Central Arizona College is planning for a substantial campus expansion, with an increase in student enrollment providing more potential customers for nearby businesses.

North of Old West Highway, the site recently rezoned to Center City District represents the opportunity to create a downtown core from vacant and/or underutilized properties.

4. EXISTING LAND USE

A healthy downtown contains a mix of uses, both horizontally (among different properties) and vertically (within the same building). Not every downtown contains exactly the same mix of uses, as each downtown serves a unique function within each community. But understanding the land use mix of the downtown area can help the community plan for growth and make better decisions about future land use decisions.

- a) **EXISTING LAND USE** - Evaluation of the land use mix within the downtown is important for several reasons. The land use mix illustrates whether there is a functional balance of land use types (residential, commercial, office, personal services, etc.) within the area. Understanding this mix helps to identify types of uses that should be targeted for business recruitment to the downtown and helps new businesses understand where vacancies are located and where their customers and competitors are.
- b) **VACANT LOTS AND UNDEVELOPED LAND** - Vacant land can be both a hindrance and a benefit to downtown revitalization. While providing an opportunity for new building, available undeveloped land can reduce the impetus to redevelop properties with older buildings. On the other hand, having a large undeveloped area provides for the creation of a unified development concept that would not be possible on



Apache Junction - Building Form and Massing

Trail between the Arizona Federal Credit Union building and the Jack-in-the-Box restaurant. Because this parcel is located within the area already experiencing revitalization and has significant frontage on Apache Trail, it is an attractive property for new development in the near term. However, it also has significant flood zone issues which constrain the development. Properties within the area bounded by Delaware and Thunderbird are less likely to be developed soon. The vacant property at the northeast corner of Apache Trail and Ironwood is attractive because of its frontage on two major streets, and could be one of the first parcels to be developed.

- c) **VACANT BUILDINGS AND TENANT SPACES** - There are always some vacant buildings and empty tenant spaces in shopping centers. Businesses move in and move out for a variety of reasons in any economy. When the trend is from few vacancies toward a higher number of vacancies, there can be several reasons. A large number of vacancies can be an indicator of an oversupply of space available; fluctuations in economic conditions; or a growing number of low quality or inadequate spaces that do not meet the needs of new tenants.

5. FUTURE LAND USE

- a) **DEVELOPMENT POTENTIAL** - In addition to providing immediate data on existing vacancies and land use types an analysis can be made of the potential for development and redevelopment. Some properties within the study area are not currently being used to their highest development potential. In other words, the zoning on the property allows uses that are more intense than the property is currently being used for (such as residential uses on commercially-zoned property). Projecting future growth impacts, such as water and sewer lines, should be based on what the property could be used for (in conformance with General Plan and zoning designations) and not what it is currently being used for.
- b) **REDEVELOPMENT POTENTIAL** - The quality of existing buildings can be an indicator of the likelihood that property owners will reinvest in their own buildings. Too often buildings will be allowed to decline because of a handful of poorly maintained buildings nearby. Conversely, reinvestment in a few strategically located properties can stimulate improvements by adjacent properties. A good example of this is the Apache Trail corridor between Meridian and Delaware. Numerous properties have been redeveloped because of the initiative taken by a few properties (Superstition Harley-Davidson, Wal-Mart, and Office Max). The inventory includes a rating of overall building condition because of its importance in anticipating area-wide decline or identifying the precursors to large scale improvement.

VIII. Infrastructure Assessment

1. TRAFFIC

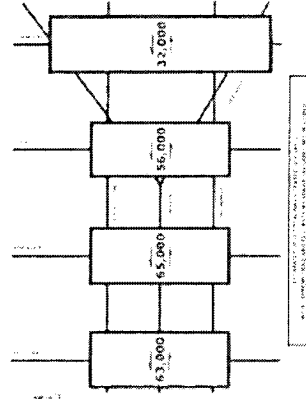
Apache Trail has traditionally been the major transportation corridor serving the Apache Junction area. It was first a trading route for the settlers and travelers and later was included as part of the United States Highway system. As automobile traffic increased during the 20th Century Apache Trail served a major east-west highway with a related

commercial strip beginning in Apache Junction and continuing into Mesa and Phoenix. It also served as the main corridor for recreational traffic to Roosevelt and Apache Lakes and mountains.

The role of Apache Trail as part of the highway system continued until the 1994 when US 60 was moved two miles south. With the relocation of US 60 Apache Trail began a slow decline serving more and more as a commercial strip for convenience shopping by local residents and a local road connection to the Phoenix metropolitan area. US 60 continues to be the main access freeway into downtown Apache Junction from the south and east using the Ironwood and Idaho exits. Access from the east using the Old West Highway is constricted by the poor visibility and unsightly images.

More recently, access into the commercial area of Apache Trail has also been modified by the completion of 202 Freeway approximately 5 miles to the west. The 202 Freeway has two major exits serving the Apache Junction area, Superstition Boulevard (University at the 202 freeway exit) and Broadway Road with a secondary access to Apache Trail (Main Street in Mesa). A significant number of regional trips into Apache Junction are beginning to use this option.

The relocation of US 60 provided convenient access around downtown Apache Junction rather than through the center of town. Traffic volumes along Apache Trail dropped dramatically, and new shopping centers began to occur at many of the freeway interchanges in adjacent communities to meet the needs of travelers and nearby residents as well. Apache Trail continues to function as a major street, carrying 26,000 vehicles (both directions) per day in the summer of 2007. Looking at the east-west corridor of Broadway Road, Apache Trail, and Superstition Boulevard there is an estimated daily traffic volume of 50,000 trips. That number is expected to go up to 57,000 daily trips in



the 2010-11 time frame.

There are four primary north-south roads, Meridian, Ironwood, Idaho, and Tomahawk with all but Meridian having an interchange with US 60. In 2007 this corridor carried approximately 36,000 trips south of Apache Trail to US 60 (Apache Trail and Old West Highway are not included) with half of that volume north of the Apache Trail. By 2010 this corridor is expected to carry 42,000 trips south and 24,000 north of Apache Trail.

Based on projected growth, the Apache Trail, Broadway, and Superstition Corridor is expected to carry 77,000 trips by 2020 or a 50% increase in volume over 2007. The north-south corridor is projected to carry over 61,000 trips reflecting the increased significance of the 202 freeway access.

The "comfortable capacity" of a traffic lane is 8,000 vehicles per day. With these volumes, a four lane road (Broadway and Superstition) could carry 32,000 trips and the six lane Apache Trail approximately 48,000 trips. With the projected 2020 east-west volumes a six lane Apache Trail can easily accommodate the traffic. If Apache Trail were reduced to four lanes the average lane volume would still be below the "comfortable capacity" with an average of approximately 6,000 trips per lane within the east-west corridor.

For the north-south corridors in 2020 the highest volume is south of Apache Trail. The highest lane volume is at the Broadway intersection but still within a comfortable capacity. The data are generalized approximations by corridors and do not provide directional volumes by street. However, the projections provide a clear conclusion that there is substantial street capacity to accommodate 2020 traffic projections in the downtown for the expected commercial and residential growth (See Appendix C for detail).

2. WATER SERVICE

The downtown project study area is served by two water providers: the Arizona Water Company and the Apache Junction Water Utilities Community Facilities District (See Appendix A-12 for Boundaries). The Arizona Water Company (AzWC) serves a majority of the downtown area. The following is a discussion of each of these water companies and their respective service areas.

Within the Arizona Water Company (AzWC) project study area pressures and flow rates are generally adequate. Nearly all parcels have existing water service or front on an existing water line that could provide water service. There is an undeveloped area in the eastern portion of the study area between Apache Trail and Old West Highway, east of Idaho Road that lacks water infrastructure. This area consists primarily of undeveloped parcels, and because of this, water infrastructure has not yet been extended into the area. Extension of the water system into this area will typically occur as development takes place. Arizona Water Company policy requires water line extensions to be paid for by development at the time of construction in order to connect to the water system.

The Apache Junction Water Utilities Community Facilities District (AJWUCFD) provides water service to a small portion of the downtown project study area. AJWUCFD was formed in 1994 by the City of Apache Junction as a Community Facilities District authorized under state statutes. In 1995, the District assumed operations of the Consolidated Water Company, previously also known as the Davis Water Company and the Palm Springs Water Company, all of which were private water companies. The AJWUCFD provides water service to all of the Consolidated Water Company's former service area, as well as many other areas that have, over time, been incorporated into the AJWUCFD's service area.

As with the AzWC, providing peak potable deliveries is not expected to be a constraint to development within the study area given the level of anticipated future development and revitalization. Fire flow requirements are typically the more critical factor in water system deliveries. The existing 6-inch water lines are generally considered adequate for providing residential fire flow requirements and small commercial fire fighting requirements. Should significant intensification occur within the downtown, improvements to the water system may be required. The level of required water system improvements could be mitigated by fire sprinkler system installations.

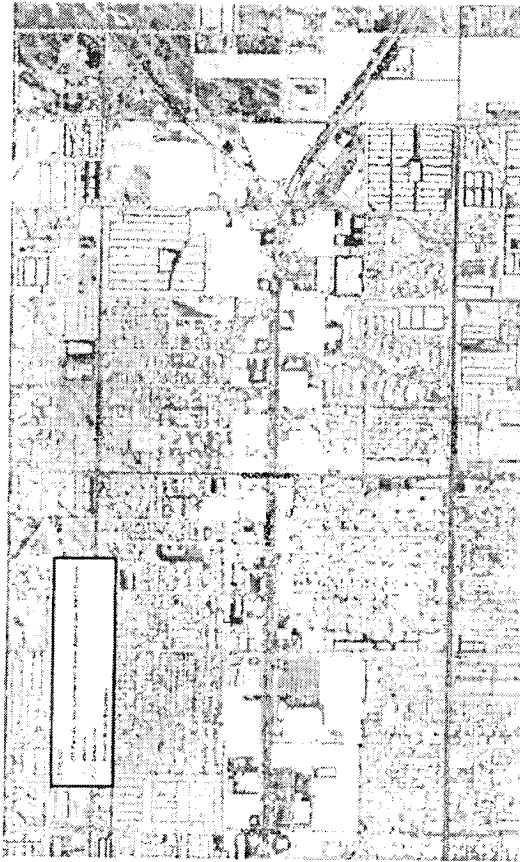
In conclusion the water service to the area should not be an obstacle to redevelopment. More specifically:

- i. Potable water service, including reasonable fire flow requirements, should not pose a constraint to development for properties within the AzWC or AJWUCFD service.

- ii. Revitalization proposals within the AUWUCFD service area with large building areas or special uses should investigate fire flow requirements in order to be assured that these can be met with the existing 6-inch line sizes in the area.

3. SEWER SERVICE

The service area for the Superstition Mountain Community Facilities District No. 1 (SMCFD) encompasses much of the City of Apache Junction, including all of the downtown revitalization area. The SMCFD was formed in 1992 as a Community Facilities District authorized under state statutes. The District was formed to provide sewer service primarily to the City of Apache Junction. The Apache Junction City Council established the District as a separate taxing entity that operates under the jurisdiction of an independently elected board of directors. The District plans to ultimately provide sewer service to most development within the City of Apache Junction.



Sewer Service and District Boundaries

When the SMCFD was originally formed in 1992, many of the properties within the downtown revitalization area were already developed. These properties had existing onsite wastewater disposal systems (typically septic tanks and leachfields) that provided wastewater disposal capability.

Under SMCFD rules, connection to their municipal sewer facilities was, and currently remains, optional. However, onsite wastewater disposal systems must be periodically replaced or rehabilitated when their components fail. When this occurs, Pinal County Health Department regulations may require connection to the sewer system even if the property previously had an onsite wastewater disposal system.

Appendix A-13 shows the properties that are currently connected to the SMCFD sewer system. Most of the parcels within the Downtown Revitalization Study area are served by the District. The remainder of the parcels either have onsite wastewater disposal systems or are undeveloped. No deficiencies in the existing SMCFD gravity collection system are known within the Downtown Revitalization Study Area. As documented in their 2006 Wastewater Master Plan, the District plans to expand the capacity of their wastewater treatment facility to meet future needs as flows increase. The same is true for the District's lift station.

In conclusion,

- i. Municipal sewer service is generally available in the study area and should not pose a constraint for most property owners wishing to develop. One area within the Downtown Revitalization Study Area does not have close access to gravity sewer lines. This area is directly east of the "Y" formed by Apache Trail (Highway 88) and Old West Highway (U.S. 60). This could become a constraint to future development in this limited area. Since the area is close to the more "traditional" downtown core, a plan to extend sewer service, along with possible incentive plans, may be appropriate.
- ii. Generally, parcels currently relying on onsite wastewater treatment facilities within the Downtown Revitalization Area should be encouraged to connect to the sewer system as their systems become obsolete. Septic systems and

leachfields, which are appropriate in a rural environment, are less desirable in a suburban/urban environment especially when groundwater is an important drinking water source. Incentive programs aimed at increasing connections to the sewer system should be considered to the extent possible.

4. FLOOD CONTROL

The City of Apache Junction regulates floodplains and drainage within its corporate boundaries through the Apache Junction City Code (Volume II, Chapter 5, Floodplain Management and Stormwater Regulations). As the designated floodplain management agency, the City has the responsibility of complying with Federal Emergency Management Agency (FEMA) requirements, as well as coordinating with other drainage regulatory agencies including the Pinal County Flood Control District, the Flood Control District of Maricopa County, and neighboring communities.

Two FEMA flood zones, designated as Special Flood Hazard Areas (SFHA's), exist within the Downtown Project Study Area. The first is located along the north side of Apache Trail from Meridian Road to Old West Highway. The second is located on the north side of Old West Highway (U.S. 60) east of Idaho Road. Both are shown on Appendix A-6. The second SFHA on the north side of Old West Highway has a very limited impact on the Downtown Revitalization Study Area and will not be a focus of this report.

The SFHA on the north side of Apache Trail was established in 1982 when the City's first Flood Insurance Rate Map (FIRM) was adopted. This SFHA is an "AH" zone, which is described on the FIRM as a zone with a "flood depth of 1 to 3 feet (usually areas of ponding); base flood elevations determined."

Many of the drainage systems within the Downtown Project Study area were developed prior to standardized drainage requirements and regulations being implemented within the City. Because of this, provisions for drainage vary widely within the study area. In some areas, drainage systems are nearly non-existent, while in other areas, fully engineered and constructed drainage solutions are in place.

In conclusion, an Area Drainage Master Plan should be considered for the Downtown

Revitalization Study area. This Master Plan should focus on the following supplemental drainage and flood control measures:

- i. Improvements to drainage channels, storm drain systems, and culvert systems (both pipe and box culverts). Regional stormwater detention facilities at key upstream locations from the core downtown area and Apache Trail. These regional detention facilities could have the benefit of reducing downstream flooding potential, decreasing the impact and extent of the SFHA, and fulfilling retention/detention requirements for key commercial and retail areas within the downtown area.
- ii. Investigating opportunities for utilizing these regional detention facilities as recreational facilities, providing the area with additional park amenities.
- iii. Assessing the potential for the restudy of the SFHA on the north side of Apache Trail from Meridian Road to Old West Highway. SFHA has a significant impact on developed and undeveloped property immediately adjacent to Apache Trail. The SFHA was identified and mapped over 27 years ago. Significant changes have occurred in that time period, the most notable being the construction of the Apache Junction FRS.



IX. Market Analysis and Evaluation

The objective of the market analysis is to provide an understanding of the potential square feet of space for retail and office and the number of residential dwelling units that can be supported in Apache Junction by 2020, which can then be translated into acres of land use for the Downtown Redevelopment and Implementation Strategy. In doing so, multiple reports, provided by the City, were reviewed and an assessment of market conditions

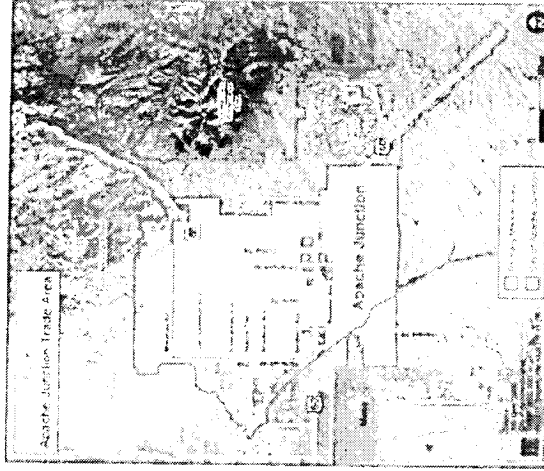
including current demographics, potential retail spending and real estate market demand that exists in Apache Junction and the surrounding Trade Area was conducted. Three consumer segments were analyzed (resident, employee and visitor) and a demand analysis was prepared for retail, office and residential uses. Below are the key findings.

1. RESIDENT MARKET SEGMENT FINDINGS

Three study areas were identified which include the City of Apache Junction, the Downtown Area and the Primary Market Area (PMA). A socioeconomic profile was created for each area over a five year period. As part of the planning process, it is critical to understand the demographic profiles, consumer expenditure and real estate trends which ultimately influence demand for residential, retail and office space.

- a) The population in the three study areas is expected to continue growing, but the PMA, which has a population of 75,582, will experience the strongest overall growth. The Downtown Area population growth will be more aggressive than it has been in previous years. Household sizes in all three studies areas average around 2 people per household, which are likely indicative of the large retiree population and the absence of children within area households.

- b) The core Downtown has the lowest median income, highest median age and the highest residential vacancy rate.



- c) A little over half of the homes in Apache Junction, the PMA, and the Downtown Area are owner occupied. Due to the seasonal influx of population in Apache Junction during the winter months, 33.1 percent of the housing stock is classified as vacant, but a portion of those homes are expected to be second homes owned by winter residents. Data from the Salt River Project (SRP), the local electric utility provider, indicates that 18 percent of the active residential accounts in Apache Junction are winter residents.
- d) The median household income for the Downtown Area and Apache Junction is \$36,138 and \$40,475 respectively, which is lower than the PMA at \$49,723. Each of the three geographies falls short of the median incomes in Maricopa County at \$58,741.
- e) The PMA has the highest percentage of educated people with over 89 percent of its population possessing a high school diploma or higher. Median ages for all three geographies range from 41.47 and the area is expected to trend toward an even older median age.
- f) Apache Junction residents are primarily employed in the fields of education, health, social services, retail trade, and construction. Only 12 percent of Apache Junction residents both live and work in the City. The remaining employed population commutes primarily to Mesa, Tempe, and Scottsdale to work.
- g) Based on estimates by Retail Coach, in 2008, the total retail spending by residents in the Apache Trail Trade Area was \$356 million. Potential spending topped \$1.1 billion, although there is believed to be a leakage of over \$800 million. Some of the retail categories that display the largest trade leakage include general merchandise, lumber and building materials, new and used cars, radio, TV and computer stores and restaurants.

2. EMPLOYEE MARKET SEGMENT FINDINGS

There are 5,880 people working in Apache Junction today, of which 80 percent are

commuting from outside the city. These jobs are concentrated primarily within education, health care, social service entertainment, accommodations and food services. The spending potential of the employee population is calculated at \$9.1 million annual and could be significant to support future retail in the downtown area.

3. VISITOR POPULATION FINDINGS

- a) There are two components to the visitor segment population. First there are the winter residents who reside in Apache Junction for part of the year and then there are visitors or tourists who pass through the community. Both contribute to the City's economy through their spending.
- b) Winter residents have a significant impact on Apache Junction's economy, however, quantifying the exact number of winter residents and their impact is challenging, due to the fact that little data is available.
- c) To estimate the number of winter residents, Data from the Salt River Project (SRP), the local electric provider was reviewed. This data revealed that the peak months for active residential accounts is January through March. Taking a 12 month average there are 29,442 active residential accounts, of which 5,466 or 18.4 percent are classified as winter residents. This figure does not include those residents who keep their accounts active, so the percentage of winter residents is probably understated.
- d) The City's Visitor Center keeps track of tourists/visitors that stop by their office for information. Based on the 2008 data, there were 28,353 visitors that requested information. However, these figures do not distinguish between winter residents (who may have requested information) and tourists.

4. MARKET DEMAND FINDINGS

A demand analysis was conducted utilizing population and employment projections from the Central Arizona Council of Governments (CAAG) for the Apache Junction Metropolitan Planning Area (MPA). The demand analysis is for the years 2010, 2015, and

2020. Summarized below are key findings and a table that shows the projected demand for each product type.

- a) Overall, the Apache Junction Municipal Planning Area (MPA) has seen a 7.6 percent increase to the existing retail inventory, absorption has been moderate, and vacancies have trended down to the current rate of 8.6 percent.
- b) The demand for retail space is 243,947 square feet growing to nearly 1.2 million square feet by 2020.
- c) The office market in the Apache Junction MPA has typically been undersupplied; extremely low vacancy rates of 0.0% between 2001 and 2007 have since spurred considerable office construction.
- d) Apache Junction MPA ended the second quarter of 2009 with an office vacancy rate at around 18.8 percent. Based on conservative office employment projections, the estimated demand for office space is nearly 130,000 square feet growing to 373,000 by 2020.
- e) Over 50 percent of the existing housing stock in Apache Junction is mobile homes, boats, RV's or vans. The vacancy rates within the housing stock are 30 percent, which is reflective of the seasonal residents.
- f) Based on the housing demand analysis, Apache Junction MPA will not need any additional units in 2010 given the surplus of 481 units; however by 2020 an additional 7,971 units will be needed
- g) Housing demand could be greater as housing units in the market are replaced, and residents and winter residents seek newer alternatives to mobile homes.

Retail Square Feet			
	2010	2015	2020
Conservative	243,947	635,535	1,186,761
Moderate	257,016	707,924	1,374,082
Office Square Feet			
	2010	2015	2020
Conservative	129,935	246,209	372,737
Moderate	163,843	350,521	556,859
Housing Units			
	2010	2015	2020
Conservative	-481	3,013	7,971
Moderate	-223	4,297	11,015

5. GENERAL CONCLUSIONS

- Winter residents contribute to the economy, but little data is available to understand to what extent. Quantifying this demographic segment would be valuable.
- There is a significant amount of retail leakage taking place and the majority of retail expenditures are flowing to surrounding communities
- Apache Junction currently lacks the population and housing density needed to attract and sustain new retail.
- Based on historical vacancy and absorption, there could be a strong appetite for office space in Apache Junction once the market rebounds.
- Apache Junction's housing stock is largely composed of mobile homes, a portion of which may be in need of replacement. Housing demand findings do not distinguish between housing types or potential desire for redevelopment.

- In the short term, there is very limited or no demand in retail, office and housing, however there is potential for a rebound in the market and for each product type. Much is dependent on the general economic recovery of the area.

X. Community Ownership and Outreach

An integral part of a successful downtown program is the active engagement of the City Council, community, city staff, property and businesses owners in the Downtown. Consequently an outreach program has been actively pursued in many different venues to develop the DRIS. There have been quarterly meetings with the members of City Council over the one year of the development of the DRIS with public presentations on the status of the work program and discussion on the key issues or questions where direction was needed. In addition to the public Council meetings there have been numerous individual meetings to ensure Council comment and input was achieved.

A second avenue of outreach was the City staff in the form of a Technical Advisory Committee (TAC) which met every two weeks during the one year study. The TAC was composed of key staff and provided feedback and a source of information (See Appendix D for a list of the TAC members).

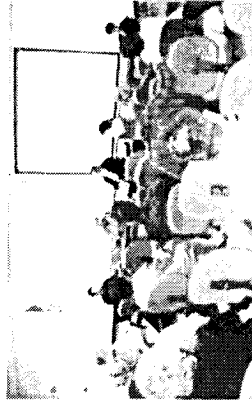


Stakeholders Group

The third focus of the formal outreach program was the creation of a Stakeholders Group made up of representatives from the key commercial and property owners in the project study area. Representatives from the neighboring residential areas, and various civic and educational representatives were also active participants in the Stakeholders Group. The intent of this group was not to be a recommending body, but rather to serve as a sounding board and a reality check for the implementation strategy. Their assessment of problems, opportunities, perceptions and deal-killer issues were essential in successfully guiding this

effort through the mistakes of the past (See Appendix E).

The outreach to the larger community also included an Expert's Panel where local and national experts on a variety of downtown subjects conducted a half day workshop with the city staff and an evening session hosted by the Stakeholders Group with over 25 people in attendance. The experts represented diverse areas such as housing, economics, architecture, branding, and downtown development.



Expert Panel

The other major public outreach session was a Business Development Seminar with over 60 business owners in attendance on how to "Thrive During Difficult Times" conducted by a national business coach and speaker.

In addition to the more formal outreach program, other efforts were made to ensure there was as wide of range of viewpoints. This included having a local office and creating a downtown web site (www.downtownaj.com), posting all reports and presentations on the web site, and numerous one-on-one meetings with property and business owners in the downtown. This extended outreach effort also included numerous presentations to groups including the Chamber of Commerce, Apache Junction Citizen's Leadership Institute, Superstition Mountain Horseman's Association, Superstition Area Networking and Development (SAND), Central Arizona College Student Council, and Central Arizona Association of Governments.

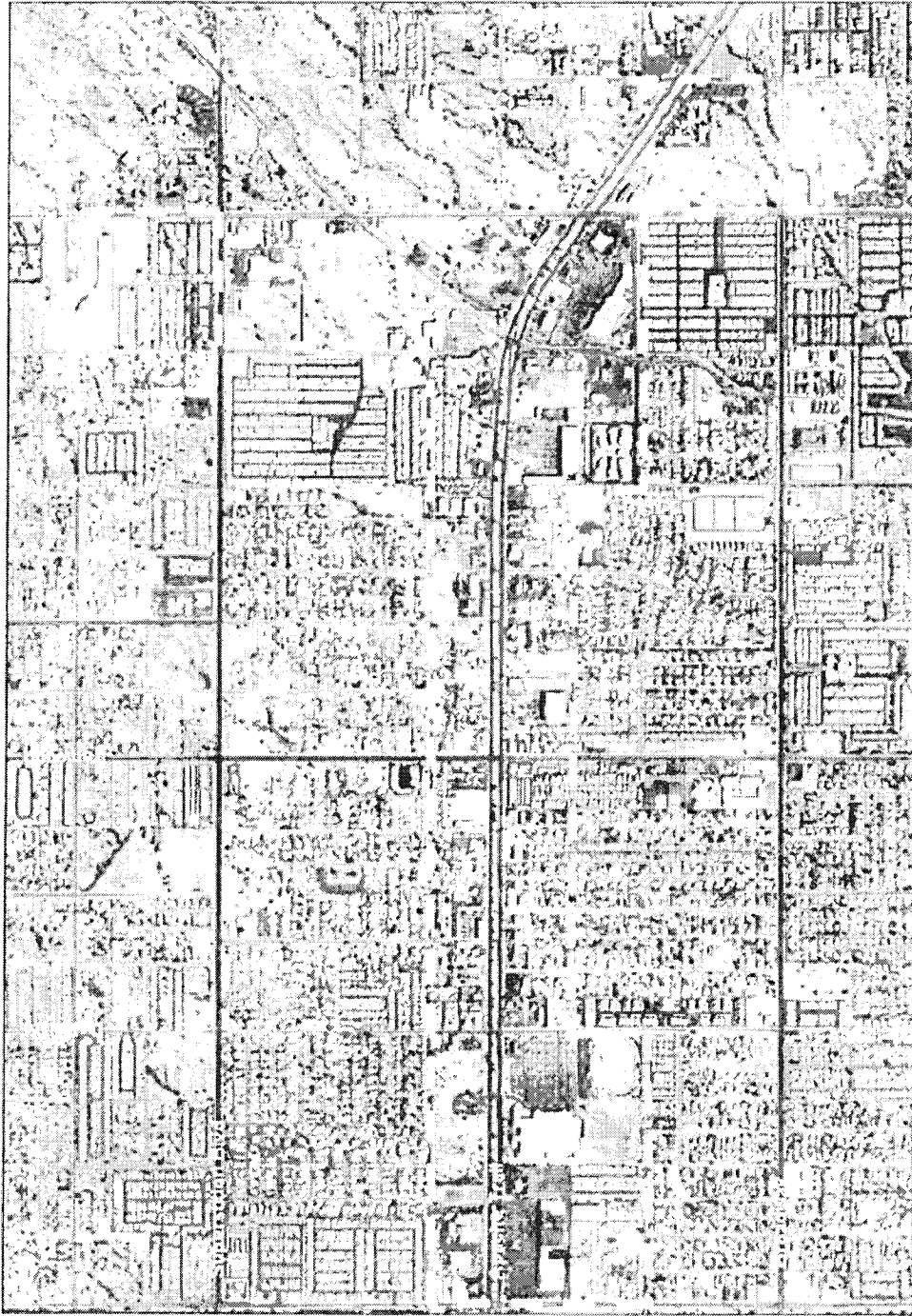
An important part of the outreach program was the location of a separate downtown office on Apache Trail. All of the stakeholders meeting were held there as well as many informal meetings with staff and residents. A separate office focusing on the Downtown underscored the significance of the study and allowed the integration of the work effort into the fabric of the Downtown.

The objectives of the outreach program were to ensure that the community was intimately involved in the formation of the Downtown Revitalization and Implementation Strategy, that it is a community product, that agreement was reached on a shared vision and that a shared understanding of the implementation steps was achieved.

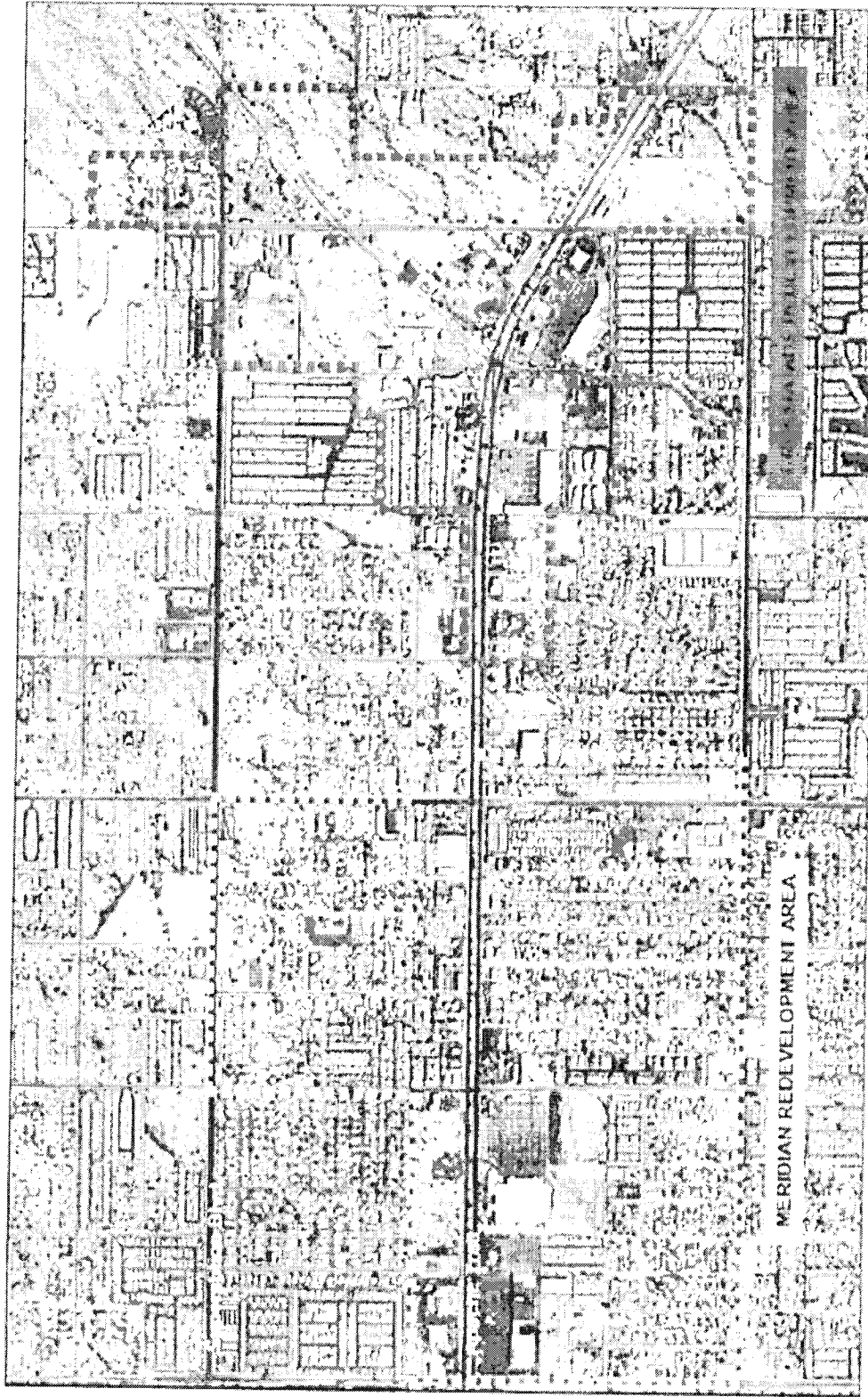
“The greatest danger for most of us is not that our aim is too high and we miss it, but that it is too low and we reach it.”
-- Michelangelo

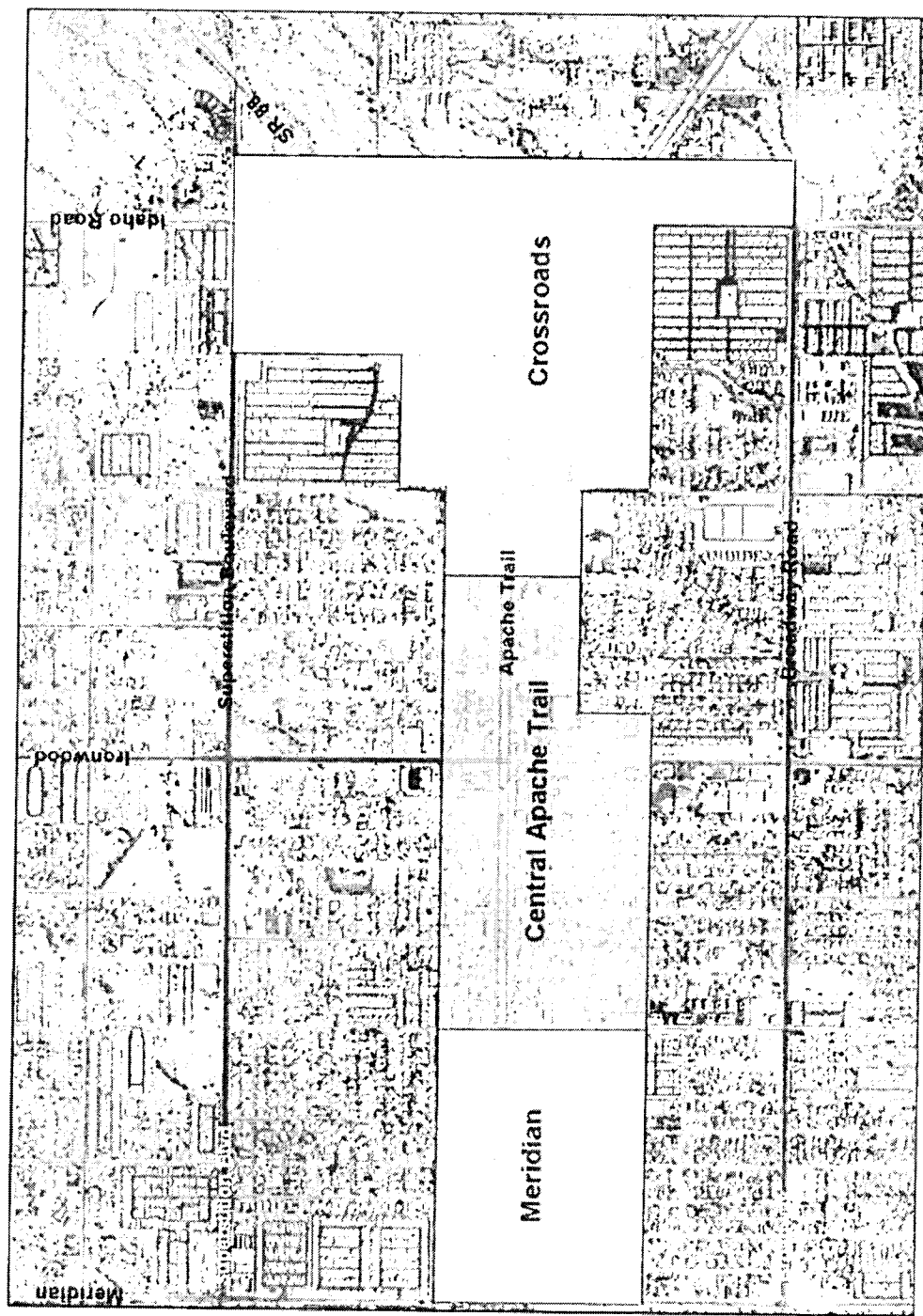
XI. Appendix

A. Base maps	A-1 to A-14
1. Project Study Area	A-1
2. Redevelopment Districts	A-2
3. Infill Incentive Districts	A-3
4. Downtown Zones	A-4
5. Apache Trail Median	A-5
6. FEMA Flood Zones	A-6
7. Downtown Core	A-7
8. Conceptual "Main Street" Design	A-8
9. Downtown Circulation Map	A-9
10. Main Street Program Boundaries	A-10
11. Single Central Business District	A-11
12. Existing Downtown Zoning	A-12
13. Water District Boundaries	A-13
14. Sewer Service and District Boundaries	A-14
B. Proposed Downtown Work Plan	B-1 to B-9
C. Traffic Analysis and Impact Criteria	C-1 to C-11
D. Technical Advisory Committee	D-1
E. Stakeholders Group	E-1
F. Sign Code Matrix	F-1 to F-5
G. Downtown Zoning Checklist	G-1 to G-3
H. Characteristics of a Great Downtown	H-1

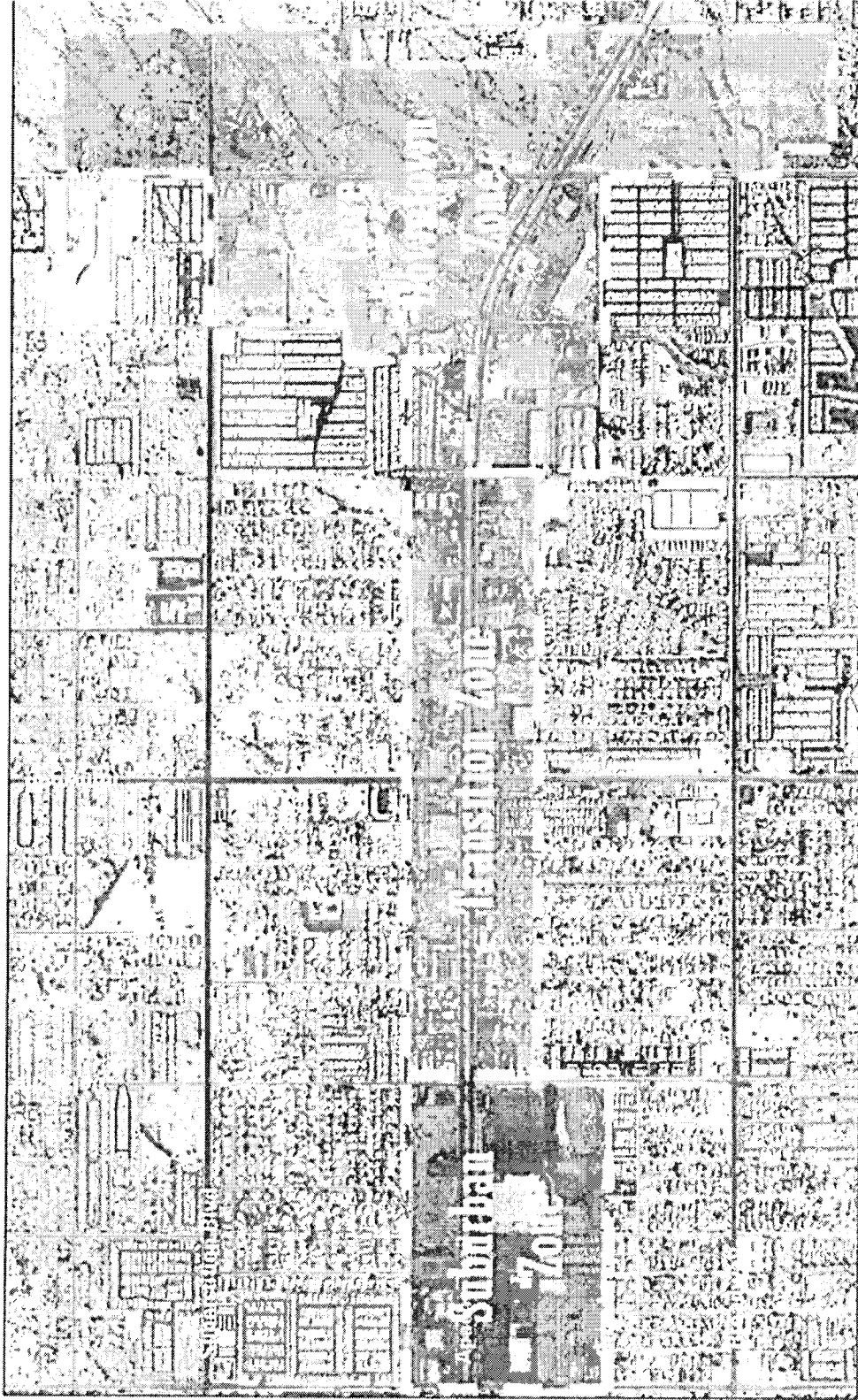


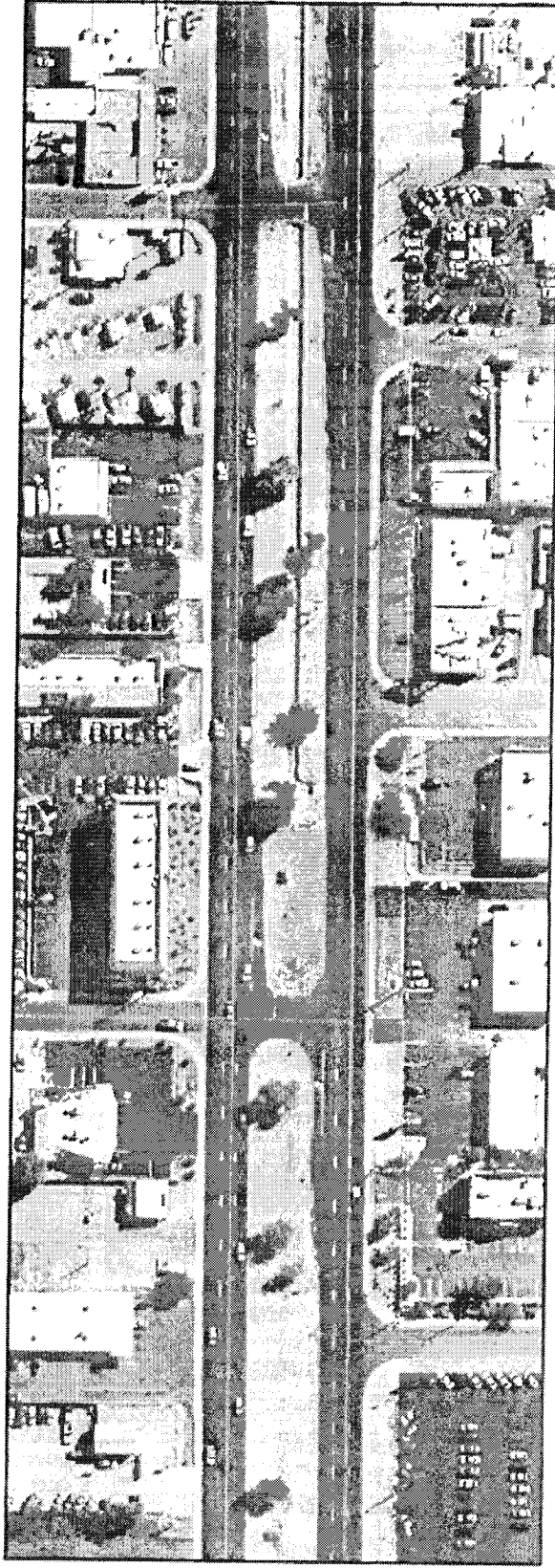
Redevelopment Districts



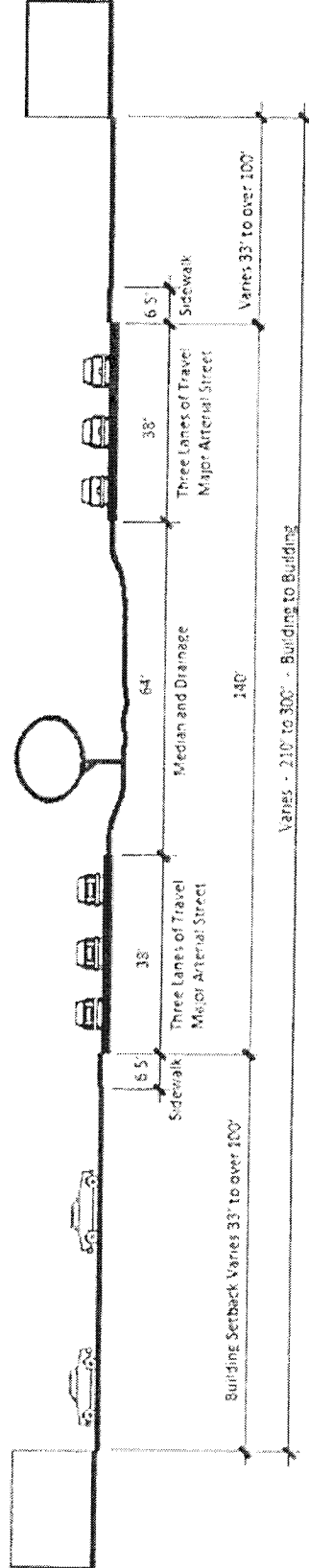


Downtown Zones

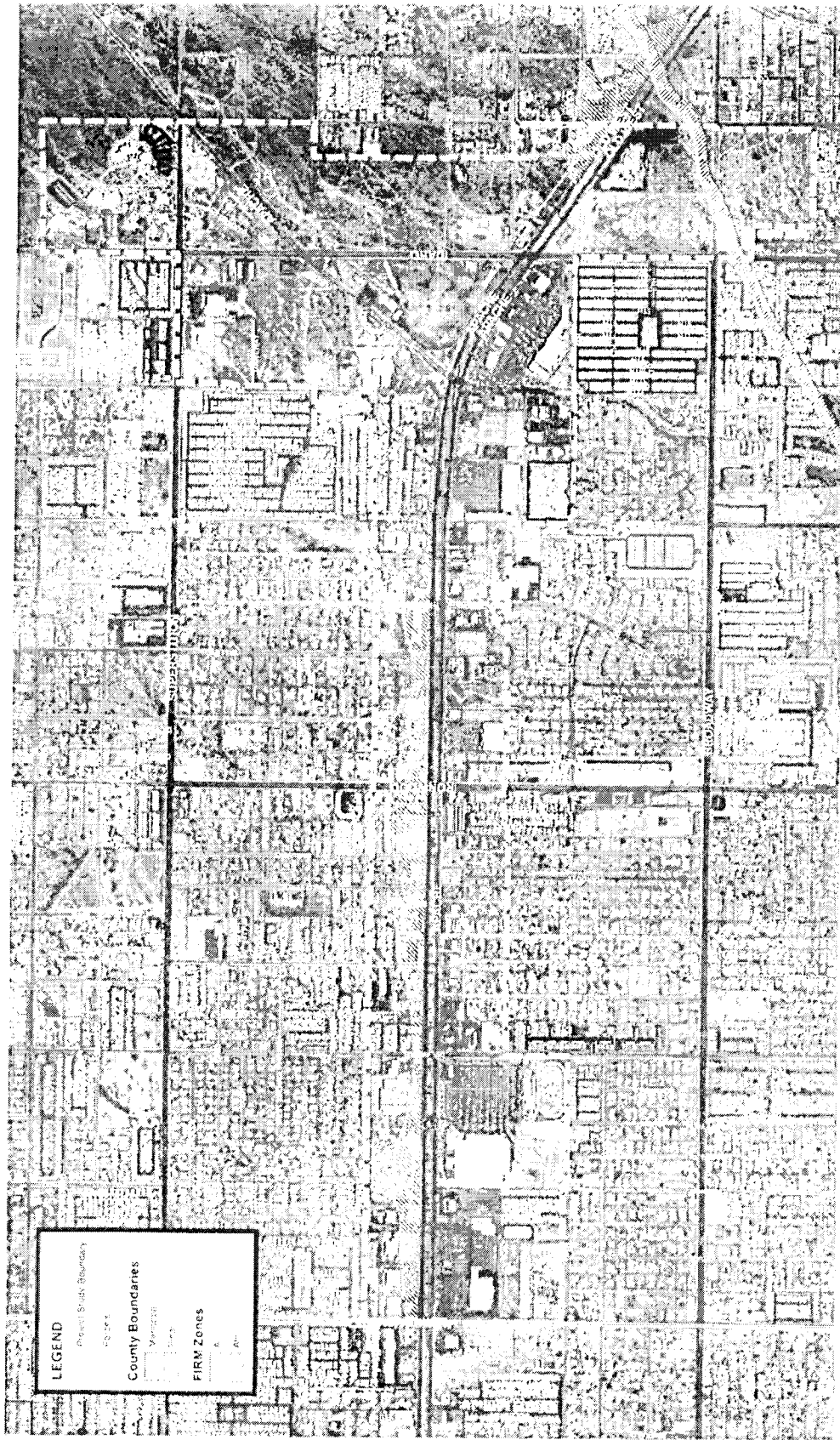




Apache Trail Median



DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY



Flood Zones

CITY OF APACHE JUNCTION

Downtown Core

Town Center

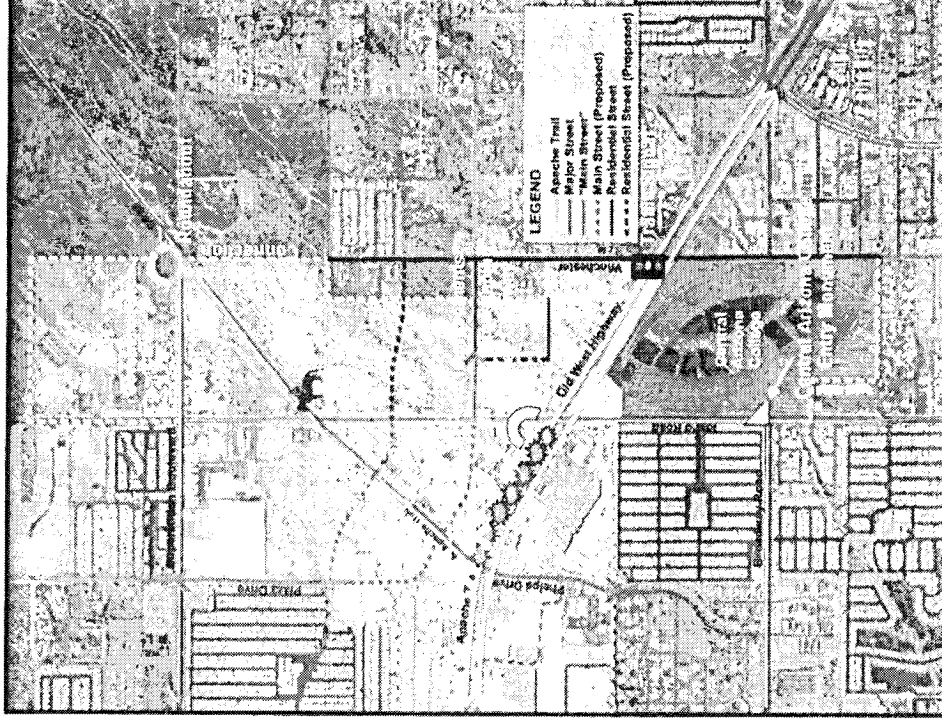
- Pedestrian
- Town Center
- Specialty Retail
- Office/Residential
- N. Apache Trail
"Main Street"

Governmental Center

- City Complex
- Pinal County
- Federal

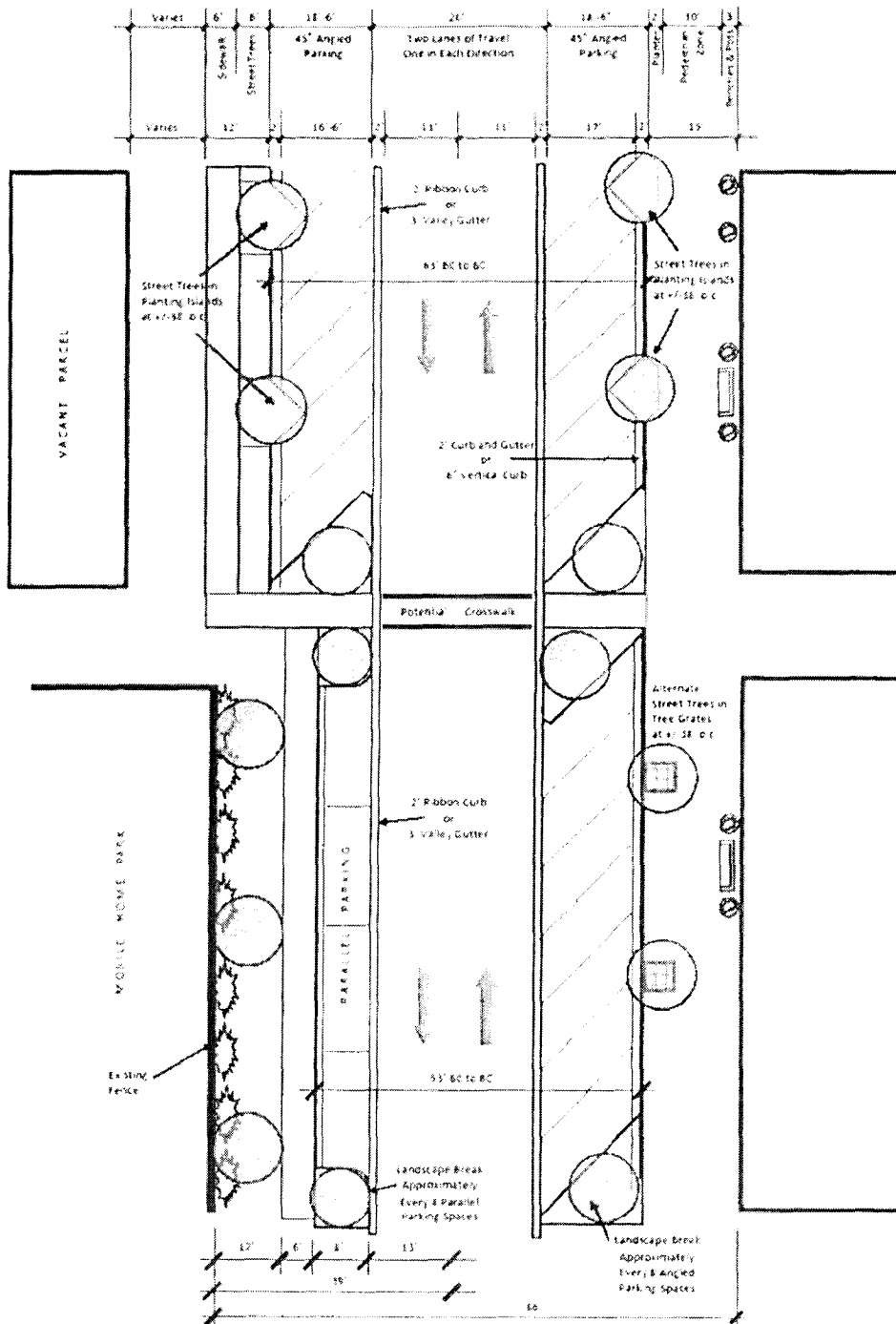
Educational Center

- Central Arizona College

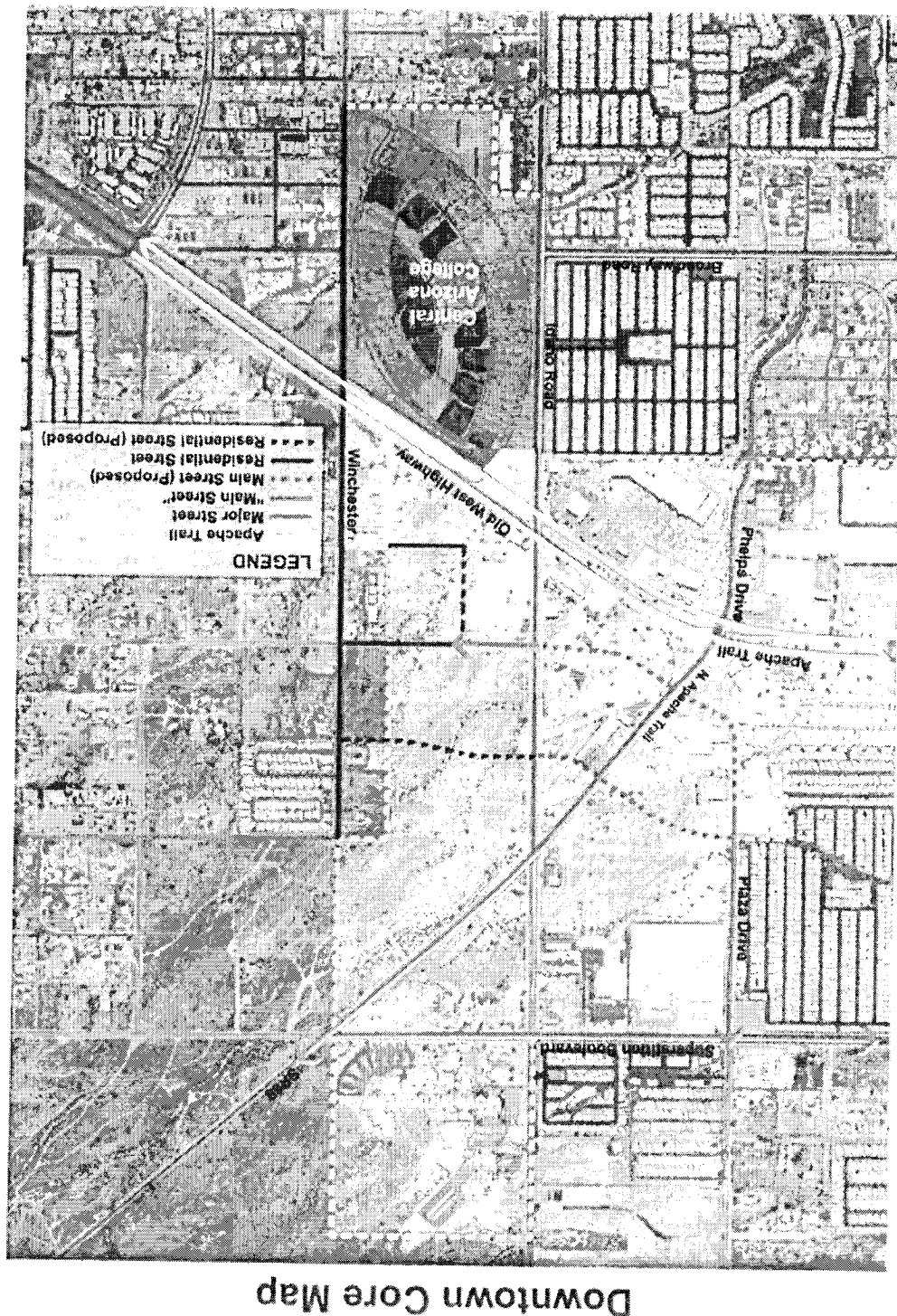


Downtown Core

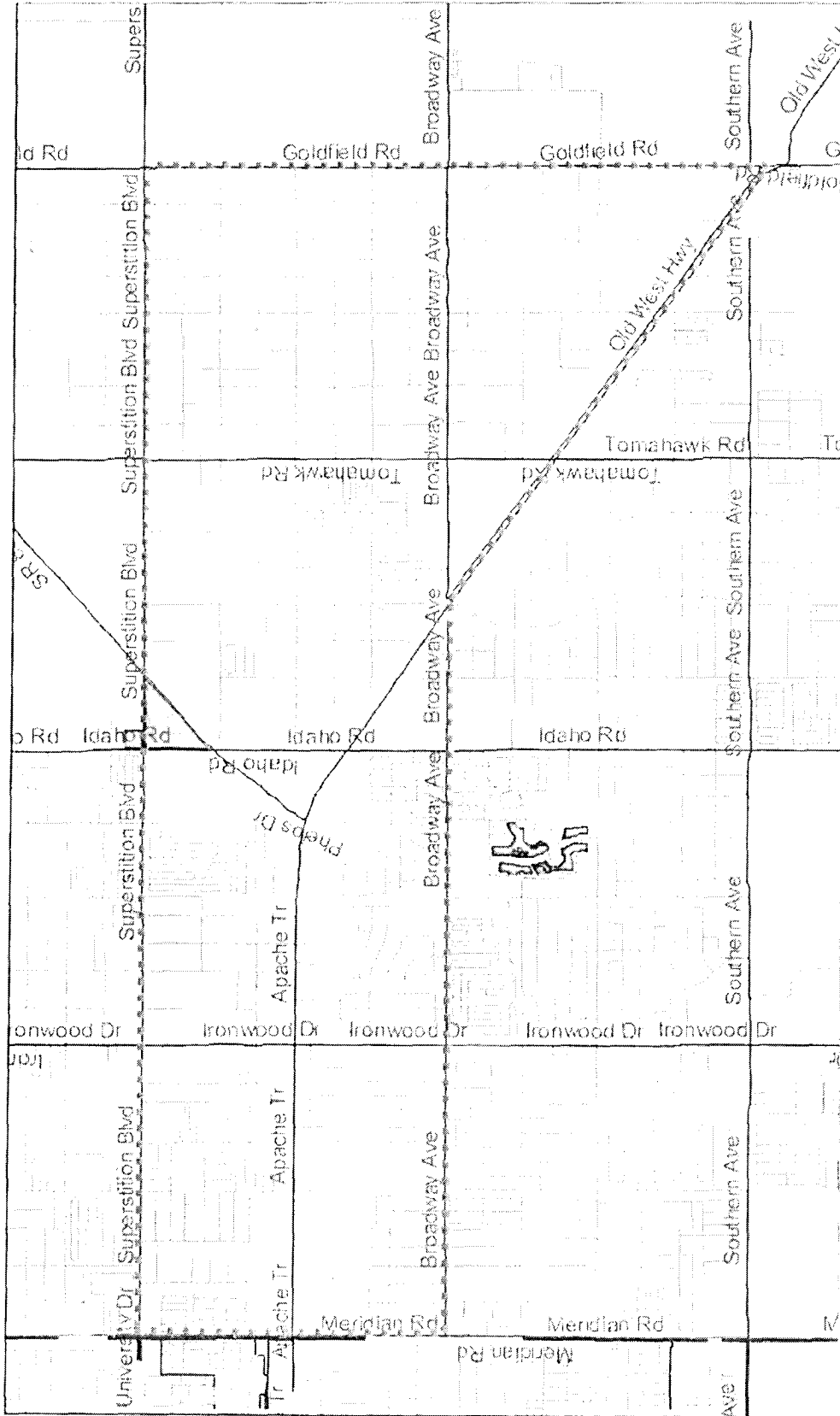
Conceptual "Main Street" Design



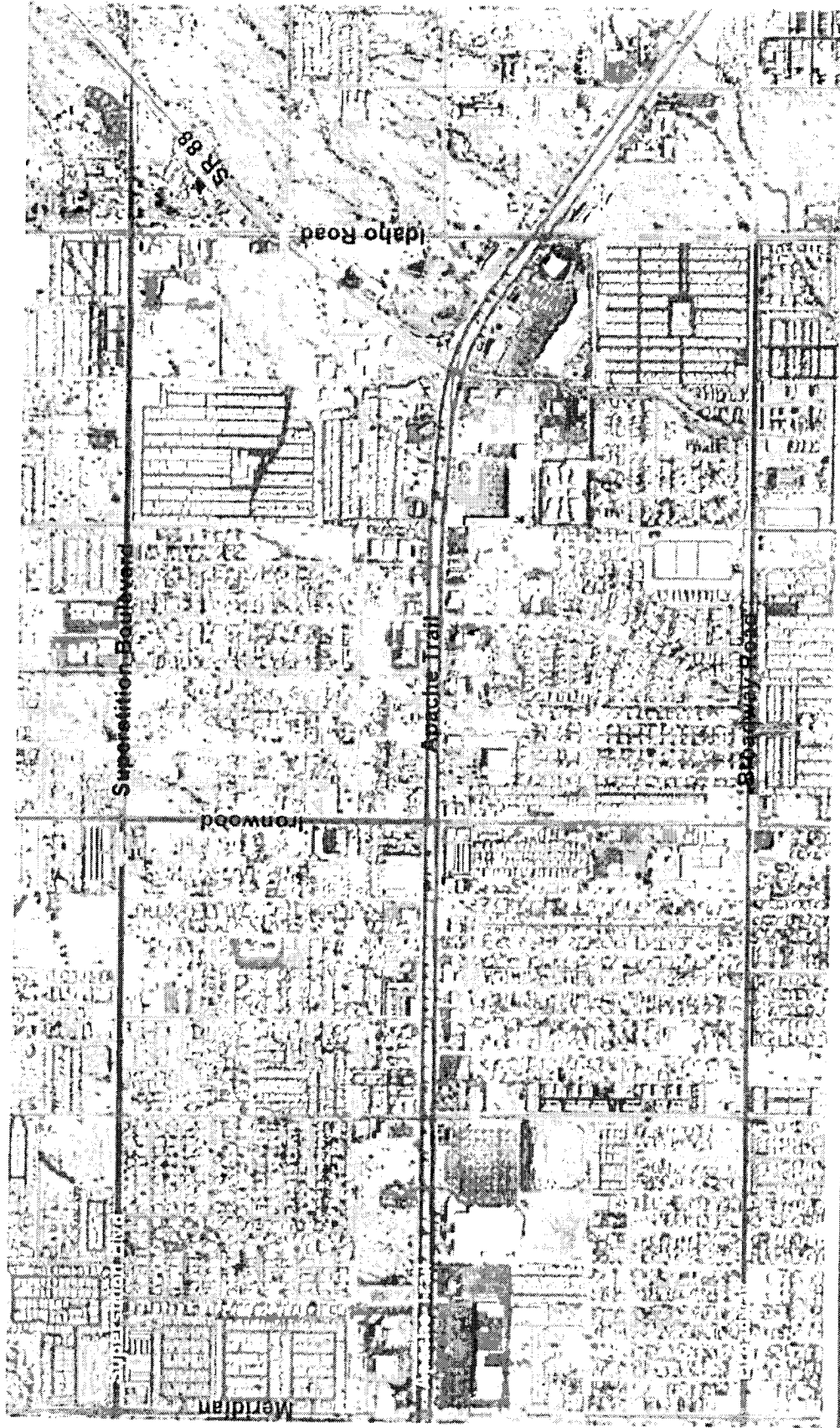
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Main Street Program Boundaries



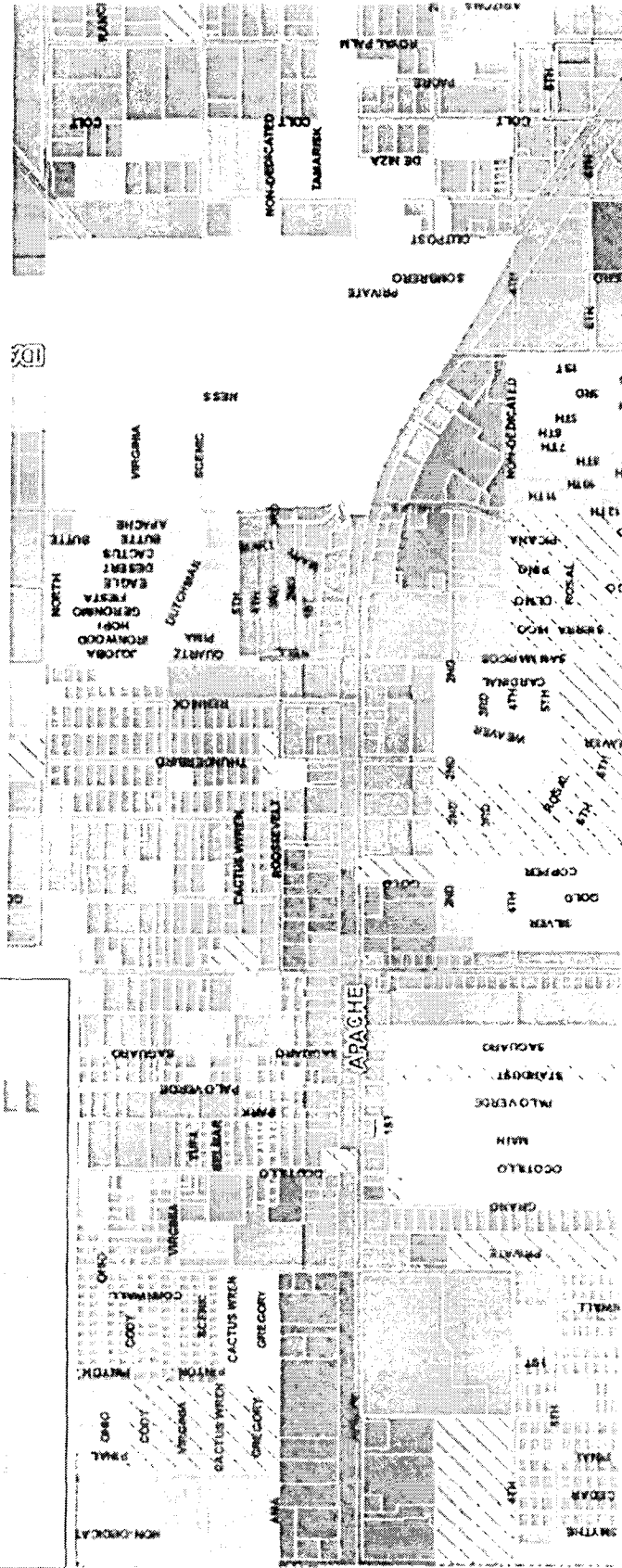
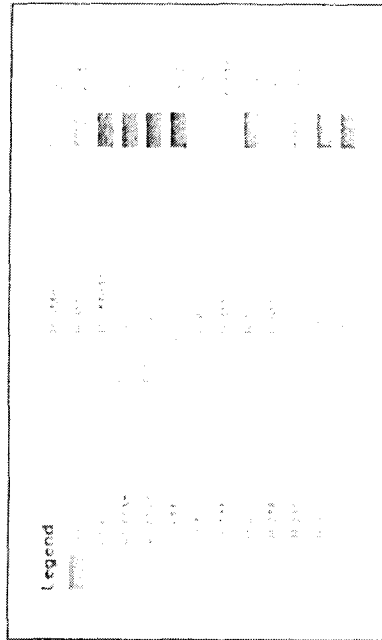
CITY OF APACHE JUNCTION



Single Central Business District

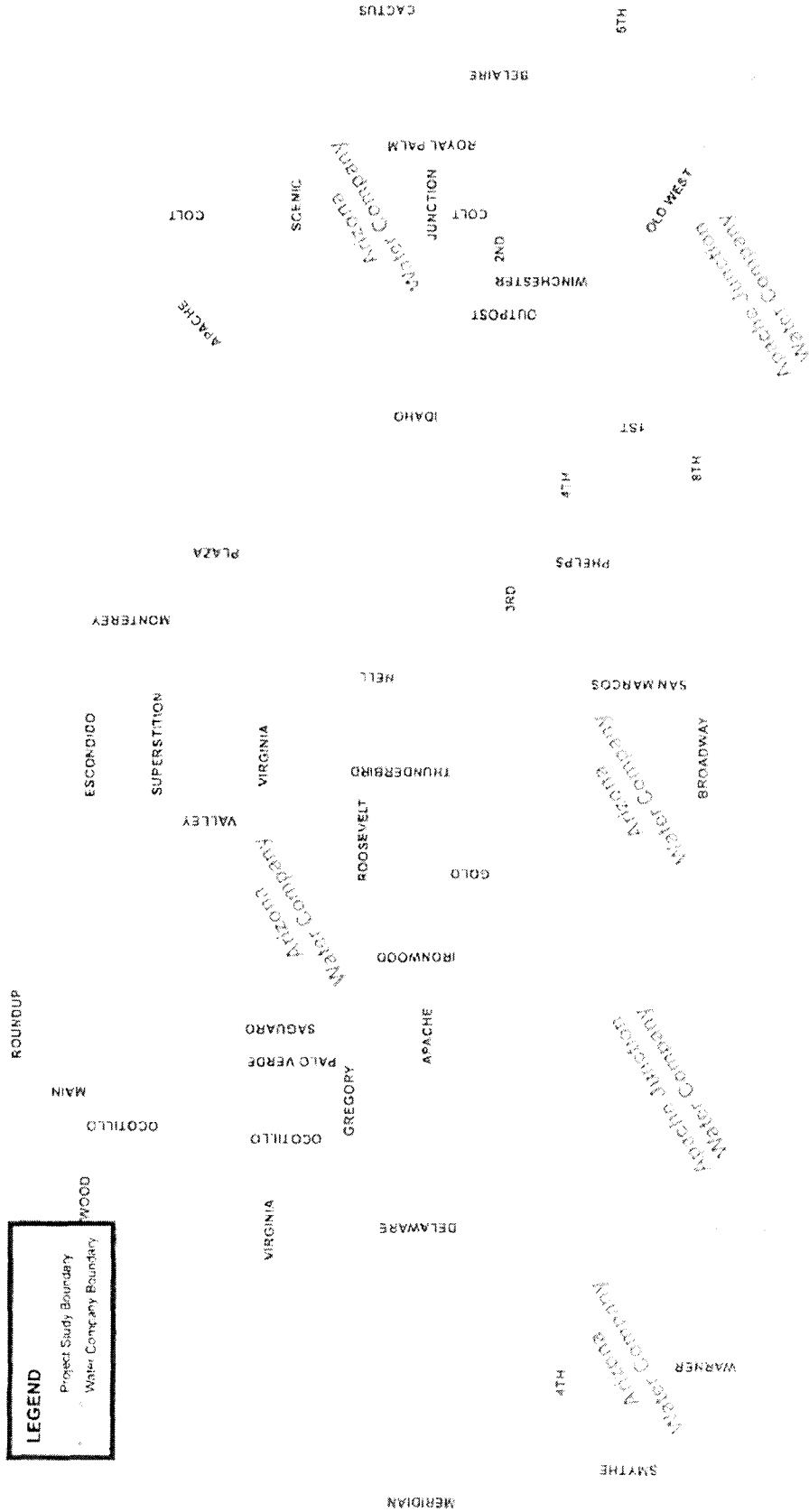
Existing Zoning

Existing Downtown Zoning



CITY OF APACHE JUNCTION

Water District Boundaries



LEGEND

- Project Study Boundary
- Water Company Boundary

WORK PLAN - DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

1. UNIQUE IDENTITY/BRANDING							
GOAL 11 - Adopt a consistent brand that focuses on the Superstition Mountains as the main image for the community and downtown and incorporate the "Western" feel of Apache Junction in areas such as signage, historical signs, survey and style, interior and exterior signage.							
STRATEGIES							
a) Include a consistent "brand" in the promotion of the downtown.	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
b) Consistency with the "brand" as reflected in different downtown zones should be encouraged.	B	\$					
c) Funding should be set aside each year to promote the brand.	B	\$					
d) Adopt a logo and color palette consistent with brand and apply to public improvements.	C	\$					
e) Emphasize the brand in business recruitment and retention efforts as well as special events.	A	\$					
f) Create a western image incorporating an Old Arizona feel for the Transition Zone.	B	N/A					
	B	\$					
GOAL 12 - Clearly define the edges or center of the community and the downtown to create a unique identity and brand for the community, and to create a sense of arrival into the downtown.							
STRATEGIES							
a) Gateways should be installed at key locations in the downtown.	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
b) Specific improvements should be made to define the major entries into Apache Junction.	C	\$					
	B	\$S					
GOAL 13 - Develop a comprehensive wayfinding program that identifies downtown Apache Junction and the major holidays and activities within the downtown.							
STRATEGIES							
a) Develop a sign template that can be used for public roadway signs.	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
b) Upgrade the existing signs along the roadways identifying city facilities.	B	\$			2010-2011		
c) Erect new signs that identify federal and county building locations.	B	\$			2011-2012		
d) Install seasonal banners along Apache Trail that celebrate the history of Apache Junction.	B	\$			2011-2012		
e) Work with local major attractions on installing wayfinding signage.	C	\$S			2012-2013		
f) Provide secondary street signage to Downtown Apache Junction and to its "major attractions"	B	\$			2011-2012		
	B	\$			2011-2012		
GOAL 14 - Strategically focus the branding and advertising to attract winter visitors and special activities.							
STRATEGIES							
a) Establish a program to collect "hard" data on winter visitor statistics.	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
	B	\$			2011-2012		

8/24/2010

DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

B-1

b) Working with local businesses jointly promote or sponsor events and activities.	A	\$			2010-2011	
c) Identify ways to attract horse owners and explore the construction of a trailhead.	B	\$			2011-2012	
d) Provide opportunities for stables adjacent to RV parks.	C	N/A			2012-2013	
e) Focus advertising and media outreach on outdoor recreation.	B	\$			2011-2012	
f) Provide a local events calendar of scheduled activities and events for residents and visitors.	A	\$			2010-2011	

2. THREE ZONE CONCEPT

GOAL 21 - Create a manageable, pedestrian scale downtown in a commercial area that is two miles in length from Meridian to Winchester along Apache Trail.						
STRATEGIES						
a) Divide the downtown area into three distinctive zones for work program.	A	N/A				

GOAL 22 - Modify the General Plan, city codes and policies to reflect the special nature of the downtown and uniqueness of each of the three districts.						
STRATEGIES						
a) Create a zoning overlay zone for each of the three districts.	A	\$				
b) Develop new Design Guidelines for each of three Downtown Zones.	B	\$				
c) Allow non-conforming properties more latitude in redeveloping by modifying the zoning code.	A	\$				
d) Modify the General Plan to represent the downtown area as a mixed use designation.	A	N/A				
e) Amend the zoning code to allow mixed uses by right in all zoning districts in the downtown.	C	N/A				
f) Revise the sign code to allow signs reflective of each district.	A	\$				
g) Consider the use of "revocable permits" for ground mounted signs along Apache Trail	C	N/A				

3. APACHE TRAIL MEDIAN

GOAL 41 - Visually tie the downtown together through the enhanced treatment of medians in the downtown area along Apache Trail						
STRATEGIES						
a) The number of lanes on Apache Trail should remain as 6 lanes.	A	N/A				
b) The width of the center median on Apache Trail should remain intact and preserved.	A	N/A				
c) The medians from Meridian to Winchester should be enhanced to visually link the three zones.	A	\$				
d) The median improvements should include lighting, public art, signage and additional landscaping.	B	\$				
e) On-street bike lanes should be added along Apache Trail.	B	\$				

8/24/2010

GOAL 32 - Median improvements should be constructed in a systematic way with a consistent set of improvements over the multi-year project.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) The improvements on the median should be done systematically and in a phased fashion.	H	N/A				
b) Landscape center medians should be added on key adjacent streets.	C	\$\$\$				

GOAL 33 - Provide safe and convenient non-motor access along and across Apache Trail.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Provide an 8 foot wide sidewalk along both sides of Apache Trail	C	\$				
b) Provide striped crosswalks at signalized intersections and provide midpoint signals in the medians.	R	\$				
c) Signalize the Winchester-Old West Highway intersections.	H	\$				
d) Assess connecting future trails into the Town Center.	R	\$				

4. REVITALIZATION/ECONOMIC VITALITY

GOAL 41 - The benefits to revitalization of small properties (especially in the Transition District) should be integrated.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Encourage commercial buildings to connect to existing sewer lines through financial incentives.	E	\$				
b) Address the existing flood plain designation along the north side of Apache Trail.	H	\$				Pres. County Cent.
c) Impact fees waived for new development less than 20,000 square feet in Transition Zone.	H	N/A				

GOAL 42 - Support the revitalization of existing buildings and smaller properties in the Transition Zone as a unique commercial entity.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Adopt design guidelines for Transition Area in order to achieve a more southwestern image.	E	\$				
b) Establish an ongoing Transition District Business Owner Association for this area.	H	N/A				
c) Sponsor a series of businesses development seminars to promote the area.	R	\$				
d) Secure federal, state, or county monies for an ongoing facade matching grant program.	H	N/A				
e) Identify key locations within the district to erect western features to support the brand.	C	\$				
f) Facilitate adjacent property owners working together to improve access.	H	N/A				
g) Provide free initial architectural design assistance to properties that are proposing to remodel.	E	N/A				

GOAL 43 - Develop a historic district and its image without its historical and historic scenery oriented use along US 91.						
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8/24/2010

STRATEGIES						
a)	The zoning code should be revised to reflect the unique characteristics of each zone.	Priority	Cost	Lead Person	Support Dept.	Time Frame
b)	Offer three year partial tax rebate to local businesses to relocate downtown.	B	N/A			
c)	Allocate percent of new city sales tax from development outside downtown to DT.	C	\$			
		B	N/A			

GOAL 1: Identify and activate vacant small local, owner businesses and businesses in downtown organizations for the transition district and the town center.						
STRATEGIES						
a)	Make personal contact with targeted businesses in adjacent communities.	Priority	Cost	Lead Person	Support Dept.	Time Frame
b)	Participate and make presentation to local civic groups on Downtown A.	A	N/A			
c)	Establish an annual award given to most significant revitalization contribution.	A	N/A			
d)	Consider forming a BID for enhanced services.	C	\$			

GOAL 2: Promote tourism in Apache Junction and the downtown is the town base or trail head for visiting the area's attractions.						
STRATEGIES						
a)	Work with local and regional agencies to coordinate and promote the downtown area.	Priority	Cost	Lead Person	Support Dept.	Time Frame
b)	Establish a community based organization with representatives from major tourist attractions.	A	N/A			
c)	Consider dedicating a portion of the City of Apache Junction's Transient Lodging Tax for tourism.	B	\$			

GOAL 3: Promote public art and local artists as a unique feature of public and private downtown development and for creating a unique niche in the downtown.						
STRATEGIES						
a)	Allocate 1% of the construction cost of new public projects for art within downtown.	Priority	Cost	Lead Person	Support Dept.	Time Frame
b)	Public art projects should attempt to select artists from the area.	A	N/A			
c)	Invite volunteers from the arts community to review new city public projects.	B	N/A			
d)	Involve students at CAC in a local downtown arts competition.	C	N/A			
e)	Work with the arts community to secure a building for a local retail outlet for local artists.	C	\$			

GOAL 4: Enhance and support existing residential neighborhoods that are close to the downtown.						
STRATEGIES						
a)	Program infrastructure improvements (water, sewer, streets) to eliminate deficiencies and enhance livability.	Priority	Cost	Lead Person	Support Dept.	Time Frame
b)	Provide safe, convenient pedestrian connections between neighborhoods and downtown, particularly to Downtown Core.	B	\$			
c)	Initiate occasional neighborhood cleanup events, with city staff assistance and a picnic hosted by the	C	\$			

8/24/2010

CITY OF APACHE JUNCTION

Goal 4.5 - Focus on attracting additional quality housing in or near the downtown to support the commercial area and to provide alternatives for existing and new residents.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Allow mixed uses by right in all three downtown zones.	B	N/A				
b) Develop programs to recruit specialty housing for unique groups such as students from Yale, tourist visitors, and...	B	N/A				
c) Provide a density bonus for market-rate multiple-family housing that provides 10 per cent of its units as affordable.	B	N/A				
d) Pursue federal, state funding that provide assistance for high quality affordable housing that meets design guidelines.	B	N/A				

Goal 4.6 - Provide a program for upgrade or transition to a more supportive land use.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Establish a vacancy center housing assistance program to aid relocation or relocation of unoccupied residential complementary uses.	B	N/A				
b) Conduct regular inspections of developments that have repeated code violations or frequent police calls for service.	A	N/A				
c) Help property owners secure vacancy, state of vacant matters to upgrade existing structures, obtain new tenants.	A	N/A				

5. DOWNTOWN CORE

Goal 5.1 - Create Downtown Core that is the symbolic center of the community.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Organize the Downtown Core into three identifiable centers.	A	N/A				
b) Reinforce "T" intersection as center of downtown to establish community identity.	A	N/A				
c) Modify the Meridian Redevelopment Area to include the gap in the downtown.	A	N/A				
d) Upon request expand the City Center District Zoning to include the entire Town Center area.	A	N/A				

Goal 5.2 - Incorporate urban and uniquely Apache Junction design elements in the building of the Town Center.						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Approve a new downtown "Main Street" design as a pedestrian oriented street.	A	N/A				
b) Build new "Main Streets" in the core of downtown.	C	\$\$\$				
c) Improve existing streets as a "Main Street" in downtown core.	A	\$\$\$				
d) Incorporate the Elements of a Great Downtown into mandatory design guidelines.	D	N/A				
e) Incorporate sustainable elements in the downtown as a requirement for new development.	C	\$				

Goal 5.3 - Support opportunities to spur development in the Town Center.						
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8/24/2010

DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

B-5

Downtown Work Plan

STRATEGIES						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Explore the purchase of land to connect Idaho and North Apache Trail	B	\$5				
b) Consider partnerships with the owners of the existing lands within the Town Center.	C	\$				
c) Work with the property owner of older shopping centers to improve commercial viability.	C	\$				
d) Encourage owners of commercial properties to work together to create a new "Main Street".	C	\$				

STRATEGIES						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Improve North Apache Trail as a "Main Street"	B	\$55				
b) Consider the potential of acquiring the two four unit buildings along North Apache.	B	\$5				
c) Design the reconstruction of North Apache Trail as a facility that can accommodate special events.	A	\$5				
d) Consider incorporating a roundabout in North Apache Trail with a stage in the center of street.	A	\$				

STRATEGIES						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) High density housing should be concentrated along Idaho and along the North Apache Trail	A	N/A				
b) Lower density housing should be focused along Winchester north of the Old West highway.	A	N/A				
c) Housing over 2 stories should be of varying heights especially if next to residential areas.	C	N/A				
d) Activities with noise should be located in the middle of the Town Center.	B	N/A				

6 Supporting Principles

STRATEGIES						
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Incorporate southwestern architecture as the primary design requirement.	A	N/A				
b) Connect all areas of the Downtown Core with shaded sidewalks w/new development	A	N/A				
c) Select Street Furniture that reflects a southwestern image.	A	\$				
d) Install a continuous row of unique street lights along Apache Trail	C	\$5				
e) Provide a variety of building heights in the Town Center to create the impression buildings evolved over time.	A	N/A				
f) Create a sense of excitement by using color, lights, signs and banners, particularly in Town Center.	B	\$5				
g) Enhance Focal Point by improving adjacent corners (Welcome sign on NW corner).	A	\$				

8/24/2010

Goal 6.2 - Provide accessibility and basic infrastructure system to support development.

STRATEGIES						
	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Roads						
i. Install roundabout at Superstition/SR 88.	B	\$				
ii. Repave Apache Trail to create three 10 foot lanes with a 6-foot bike lane.	B	\$				
iii. Use landscaping curbs, or other device to protect pedestrians at driveways and along major streets.	B	\$				
iv. Install curb and gutter and use straight tapered transitions for turn lanes/Apache Trail	B	\$				
v. Realign Scenic Drive. Create Plaza Dr. connections in two locations.	C	\$				
vi. With Town Center, consider trolley to connect CAC, neighborhoods with DT Core.	C	\$				
vii. Install landscaped median on Idaho Rd.	C	\$				
viii. Require new development to build "Main Streets" at time of development.	A	N/A				
b) Trails						
i. Connect the downtown to the larger community horse and bike trails system.	A	\$				
ii. Install horse facilities in Town Center as terminus for community trail system.	C	\$				
iii. Establish an equestrian/multi-purpose trail head convenient to Downtown.	C	\$				
iv. Develop a comprehensive Pedestrian Circulation Plan that connects 3 areas of Downtown Core.	B	\$				
v. Explore securing grant for "Park and Share" facility for carpooling and special event parking.	B	\$				
c) Water and Sewer Service						
i. Enlarge the water line to 12" on Apache Trail as part of its reconstruction.	B	\$				
ii. Offer incentives for existing development to connect septic system to SMCDD #1	B	N/A				
iii. Work with property owners east of Idaho Rd. to gauge interest in improvement district	C	N/A				
d) Flood Control						
i. Conduct study to for handling drainage in Downtown and in flood zone.	A	N/A				
ii. Develop a comprehensive approach to storm water management	B	\$				

Downtown Work Plan

Goal 6.3 - Plans of the urban landscape at key locations should be considered in new developments

STRATEGIES						
	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status
a) Preserve the view, if possible, of Superstition Mountains from the "Y".	A	N/A				
b) Require a variety of building heights in large developments to ensure view corridors	B	N/A				
c) Protect the Four Peaks view along N. Apache Trail with the "Main Street" design	A	N/A				

Goal 6.4 - Identify a variety of green spaces and activities that will attract residents and visitors alike into the downtown or the region.

STRATEGIES						
	Priority	Cost	Lead Person	Support Dept.	Time Frame	Status

8/24/2010

DOWNTOWN REDEVELOPMENT AND IMPLEMENTATION STRATEGY

Downtown Work Plan

a) Work with Pinal county to acquire rodeo grounds.	B	\$\$\$				
b) Incorporate Public Space into design and construction of N. Apache Trail	A	\$				
c) Program this Public Space for live entertainment activities, such as weekend music jamboree.	C	\$				
d) Work with region to attract and program special events in the Downtown (Day of the Cowboy, etc)	C	\$				
e) Identify existing activities, such as Barleem's, that could be connected or attracted to Downtown.	A	N/A				

Goal 6.5 - New development in the Downtown Core shall utilize the principles of sustainability and serve as a local example of a model 21st Century downtown.

STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Explore the use of solar collectors to power decorative tree lights in the median and right-of-way.	A	\$					
b) Consider alternative paving design that is porous for the on-street parking on "Main Street".	A	\$					
c) Promote the Downtown as a "Green City" as part of its 21st Century City image.	A	N/A					

Goal 6.6 - Within the downtown the City Council should be pro-active in eliminating blight and indicators of decline (Graffiti, Abatement).

STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Continue a proactive code enforcement program in the downtown focused on blight and visual issues.	A	\$					
b) Aggressively and proactively enforce the city codes regarding vacant buildings and buildings in disrepair.	A	\$					
c) Utilize community service workers to do regular maintenance on city property, non-income private.	A	N/A					
d) Establish a downtown "Spring Clean-up" in the fall of each year prior to the arrival of winter visitors.	A	\$					
e) When normal enforcement is not effective the city should use abatement procedures to clean up properties, bill owners.	A	N/A					

7. Implementation and Measuring Success

Goal 7.1 - The Downtown revitalization program should be organized to a long-term effort by the City of Apache Junction, government, residents, businesses, and property owners.

STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Develop Capital Improvements Program to include Downtown projects.	A	N/A					
b) Develop an annual Work Program with an Implementation Matrix.	A	N/A					
c) City Council should adopt the Downtown Annual Work Program as part of its budget process.	A	\$					
d) City should cooperate and develop strong alliances with existing downtown-supporting organizations.	A	N/A					

Goal 7.2 - The city organization should place a high focus on implementation of the Downtown Strategy and the implementation of the Downtown.

STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Create staff Downtown Technical Committee with responsibility to implement Annual Work Program.	A	N/A					

8/24/2010

b) Assign a staff person as Downtown Coordinator.	A	N/A					
c) Assign additional staff support to augment the Downtown Coordinator.	A	N/A					

Goal 1.3 - The city should review all of its codes, processes and procedures to determine if development in the downtown is more consistent support for the revitalization program.

STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Amend Zoning Code to allow staff-level approval for small projects in Transition Zone.	B	\$					
b) Modify the Meridian Redevelopment Area boundaries to correspond with Project Study boundaries.	A	N/A					
c) Amend Zoning Code to reflect three Downtown Zones.	B	N/A					
d) Develop Economic Development website focused on the Downtown to provide information to the public.	A	N/A					
e) City Toolkit should be up-dated to reflect correct information.	B	N/A					

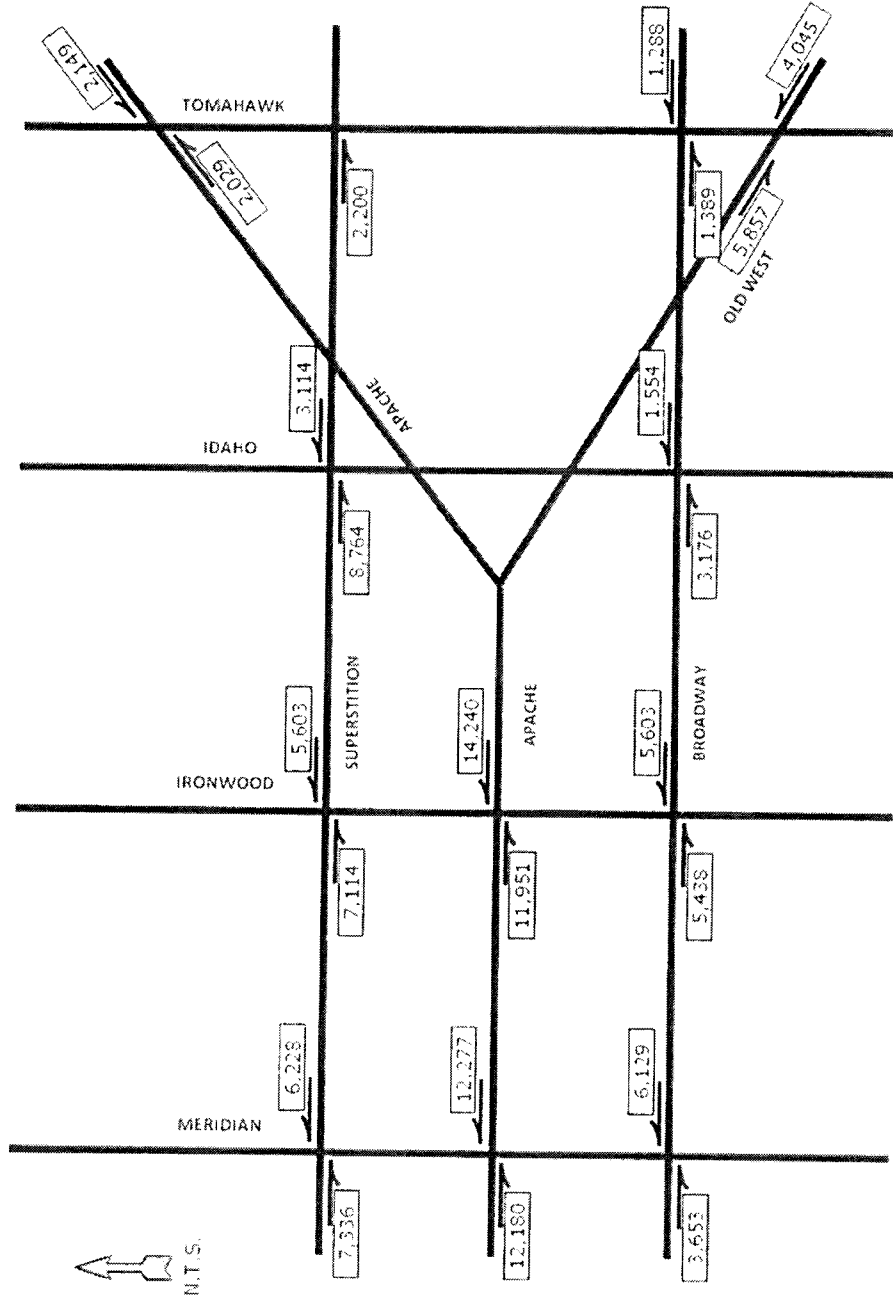
Goal 1.4 - The development process improvements should consider how to make the review and process for new development and building permits in the downtown area more efficient. This should, where appropriate, facilitate faster small developments and larger developments.

STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Establish a development project tracking system to document predictability for applicant.	A	N/A					
b) Require staff comments prior to Preliminary Development Review meeting.	A	N/A					
c) Written comments should be given to applicant at beginning of PDR meeting.	A	N/A					
d) Appoint and train Planners to be Project Managers as single point of contact.	A	N/A					
e) Track development projects and time in the process.	A	N/A					
f) Prepare an ongoing report on the status of each project and permit on a bi-weekly basis.	A	N/A					
g) Conduct semi-annual training program on customer service.	B	\$					
h) Establish an ongoing customer feedback system for each application.	A	N/A					
i) Revise the Infill Incentive District to reflect actual incentives.	A	N/A					

Goal 1.5 - The city should pursue federal and state grants and programs to revitalize downtown neighborhoods in commercial areas and determine annually, as part of the budget process, what is the most effective way to spend public dollars to revitalize downtown.

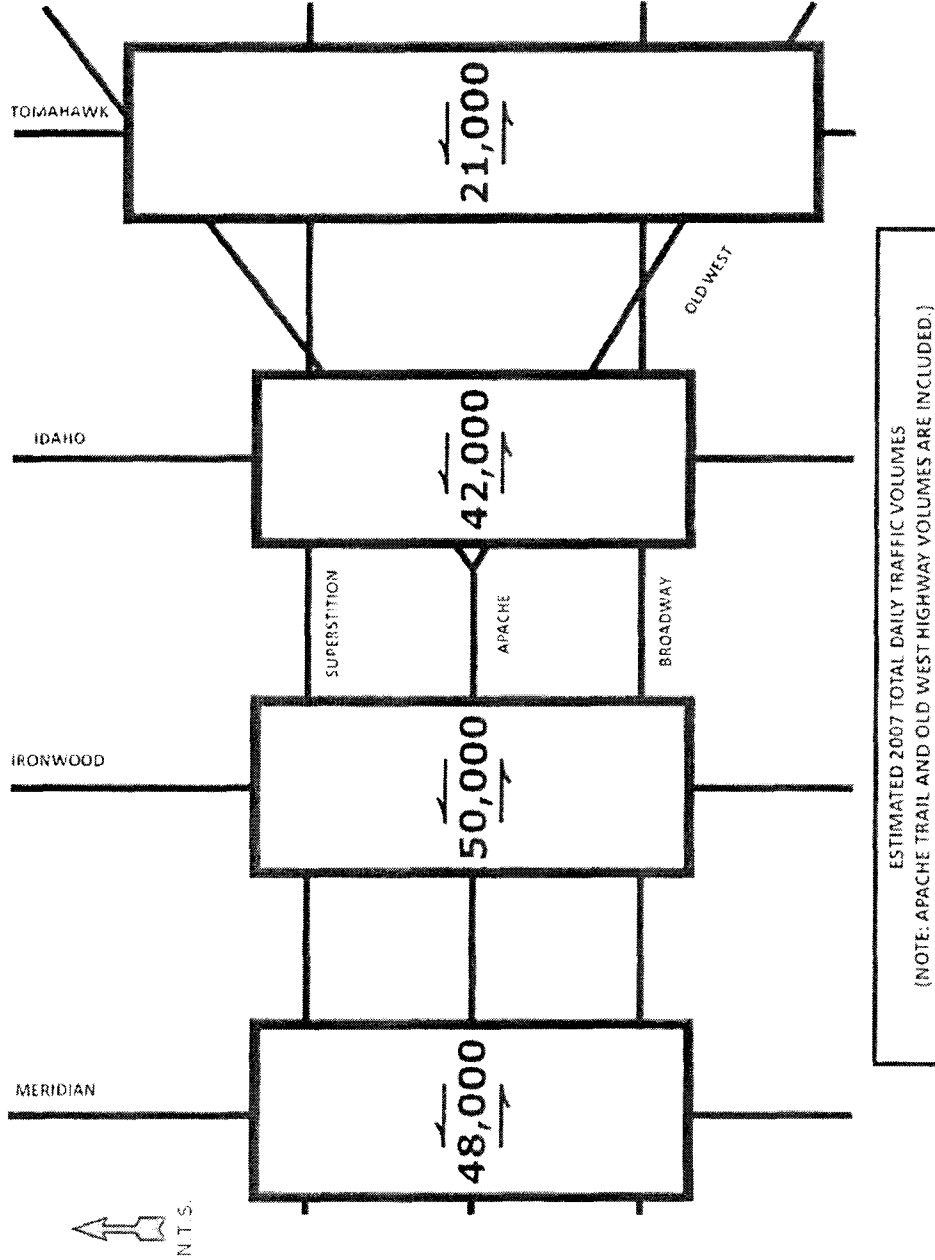
STRATEGIES	Priority	Cost	Lead Person	Support Dept.	Time Frame	Actions	Status
a) Utilize CDBG and State Housing Trust Fund dollars to continue with the city's housing rehab program.	A	N/A					
b) Explore Recreation Assistance Program for changes of use of existing substandard mobile home parks.	B	N/A					
c) Focus TEA-21 transportation enhancement funding toward downtown revitalization projects.	A	N/A					
d) Direct city's annual allocation of CDBG funds toward the revitalization efforts of Downtown.	A	N/A					

8/24/2010

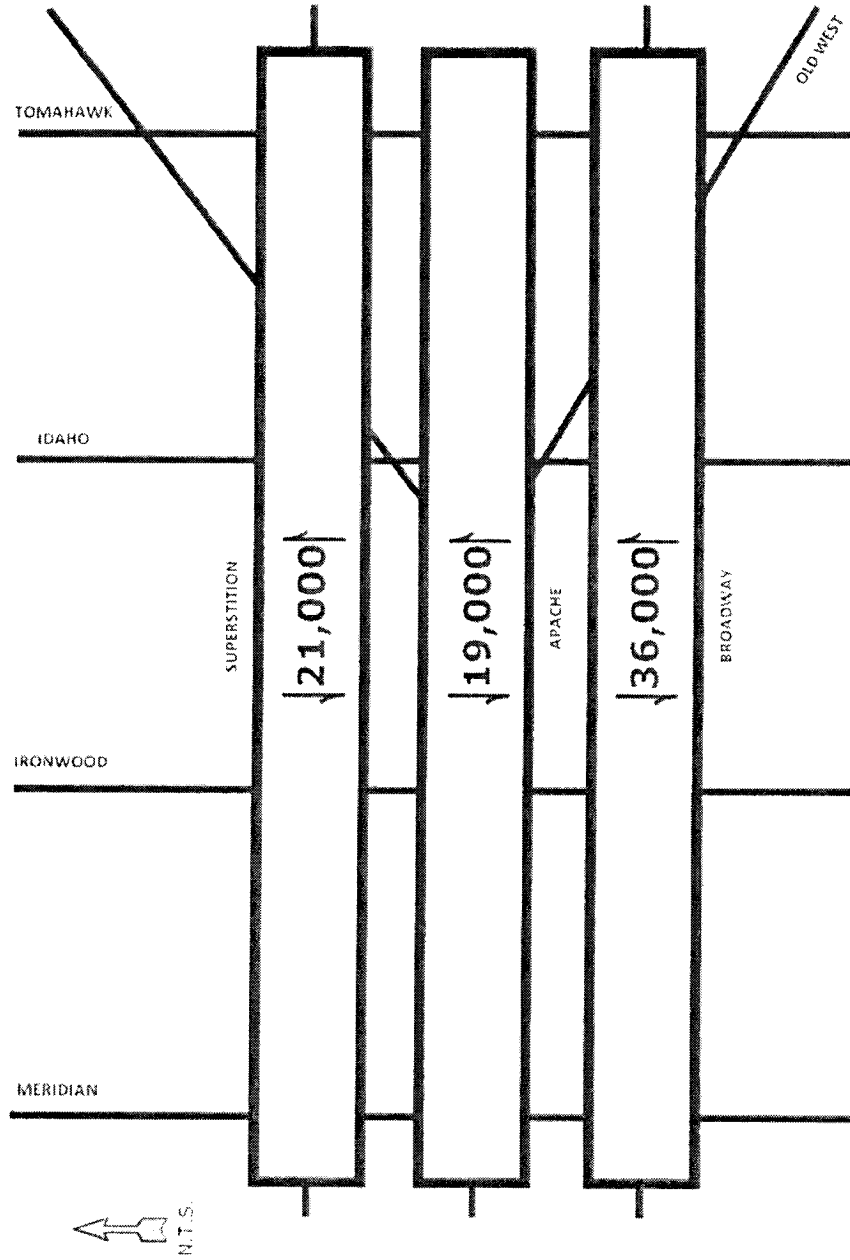


2007 DIRECTIONAL DAILY TRAFFIC VOLUMES

Traffic Analysis and Impact Criteria

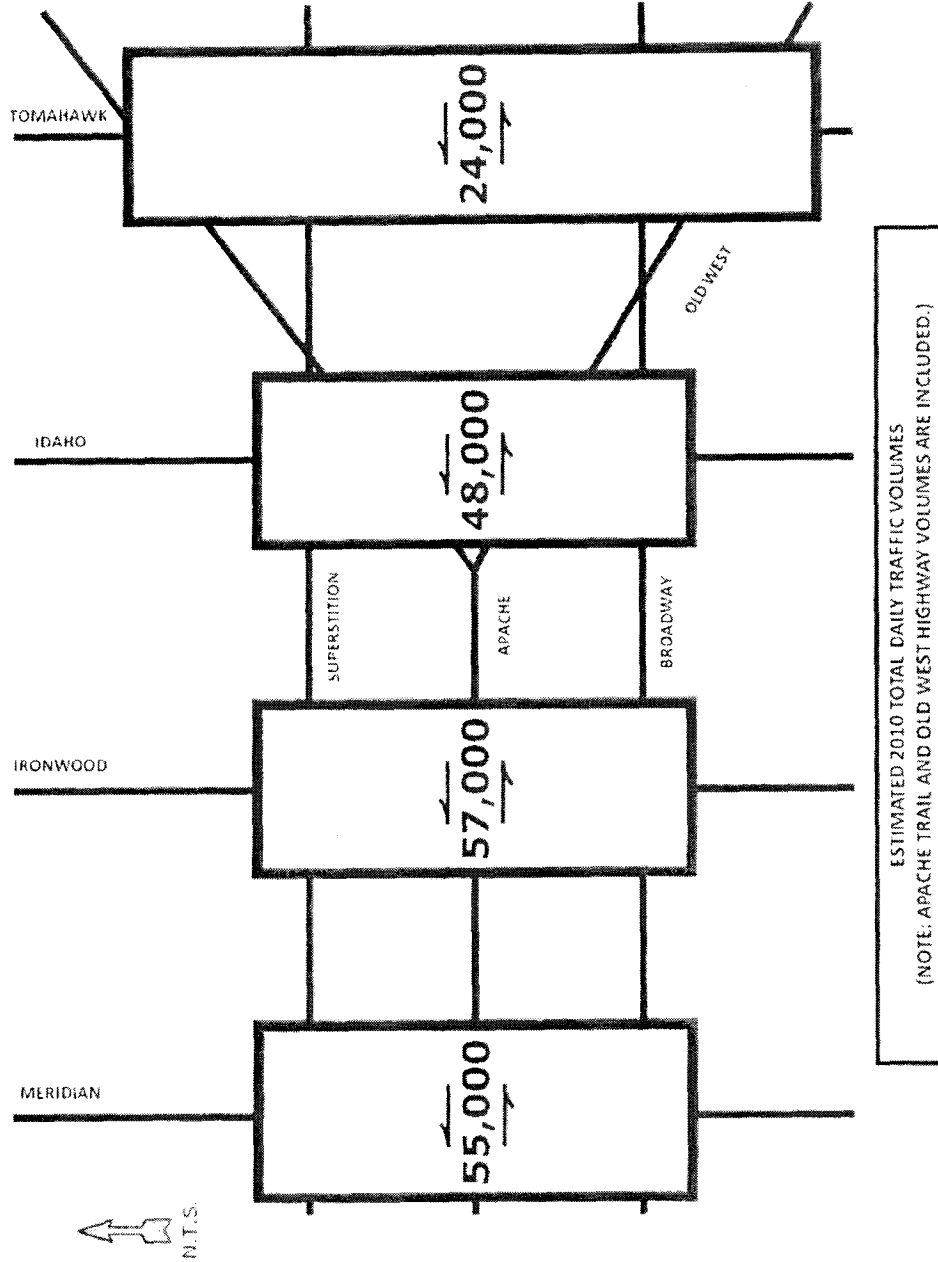


CITY OF APACHE JUNCTION

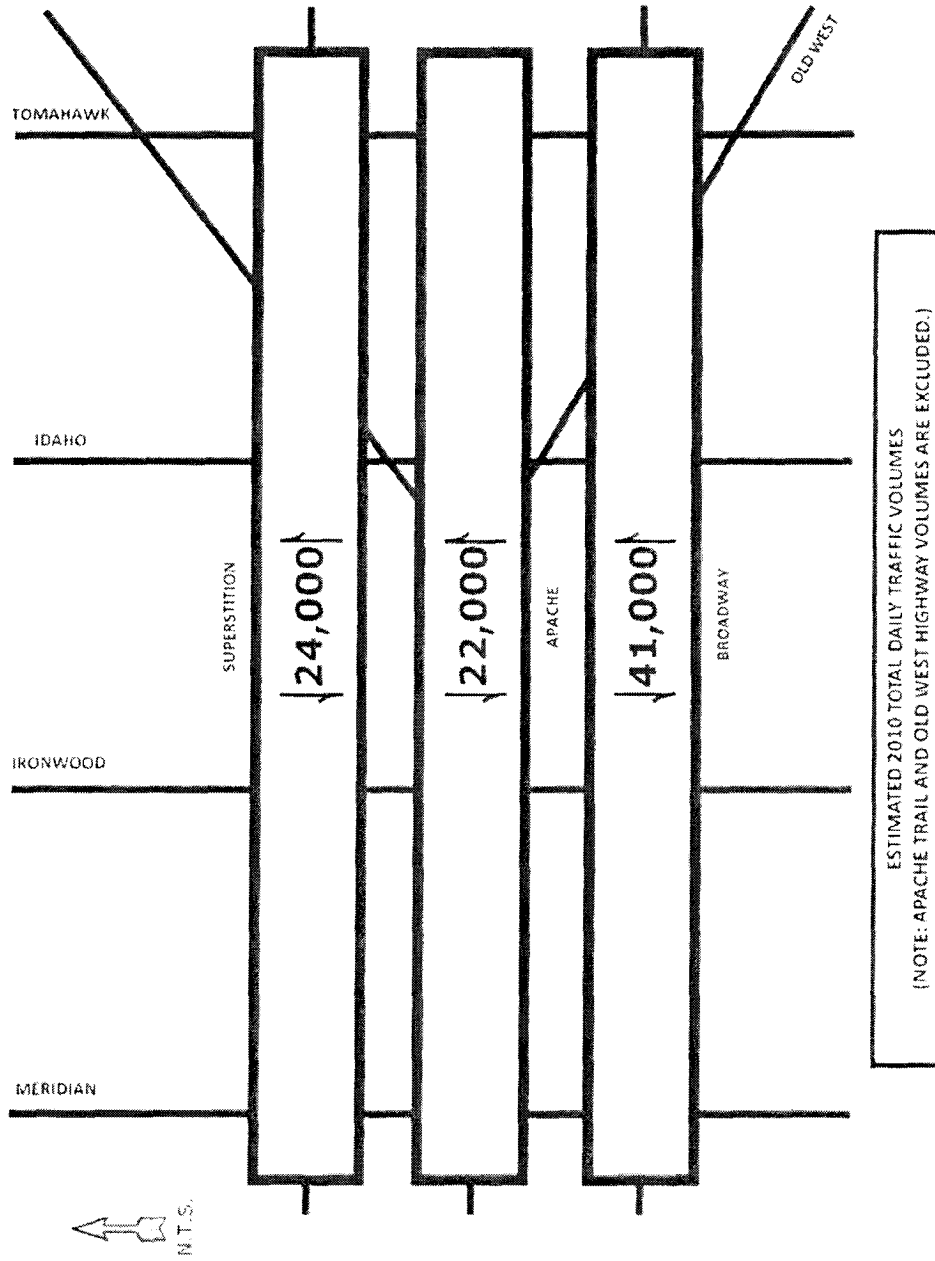


ESTIMATED 2007 TOTAL DAILY TRAFFIC VOLUMES
(NOTE: APACHE TRAIL AND OLD WEST HIGHWAY VOLUMES ARE EXCLUDED.)

Traffic Analysis and Impact Criteria

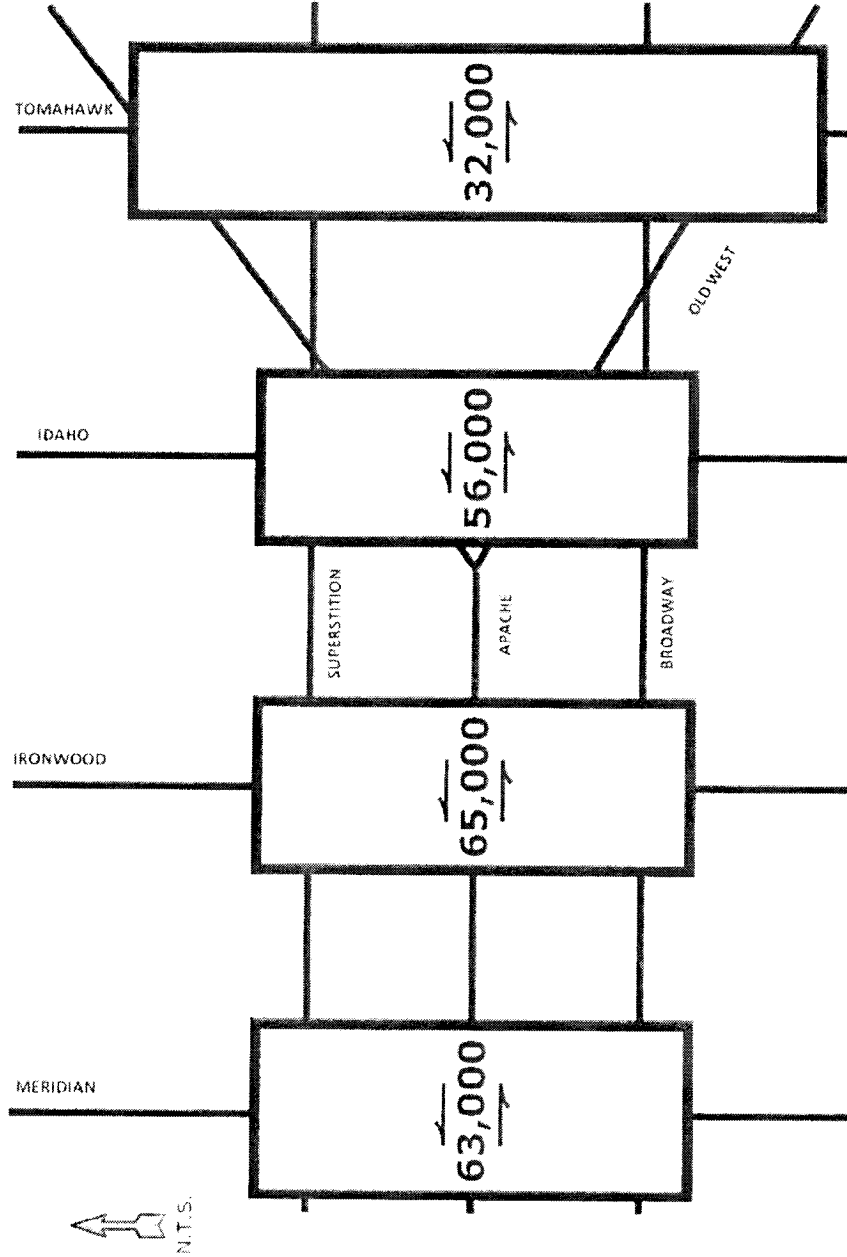


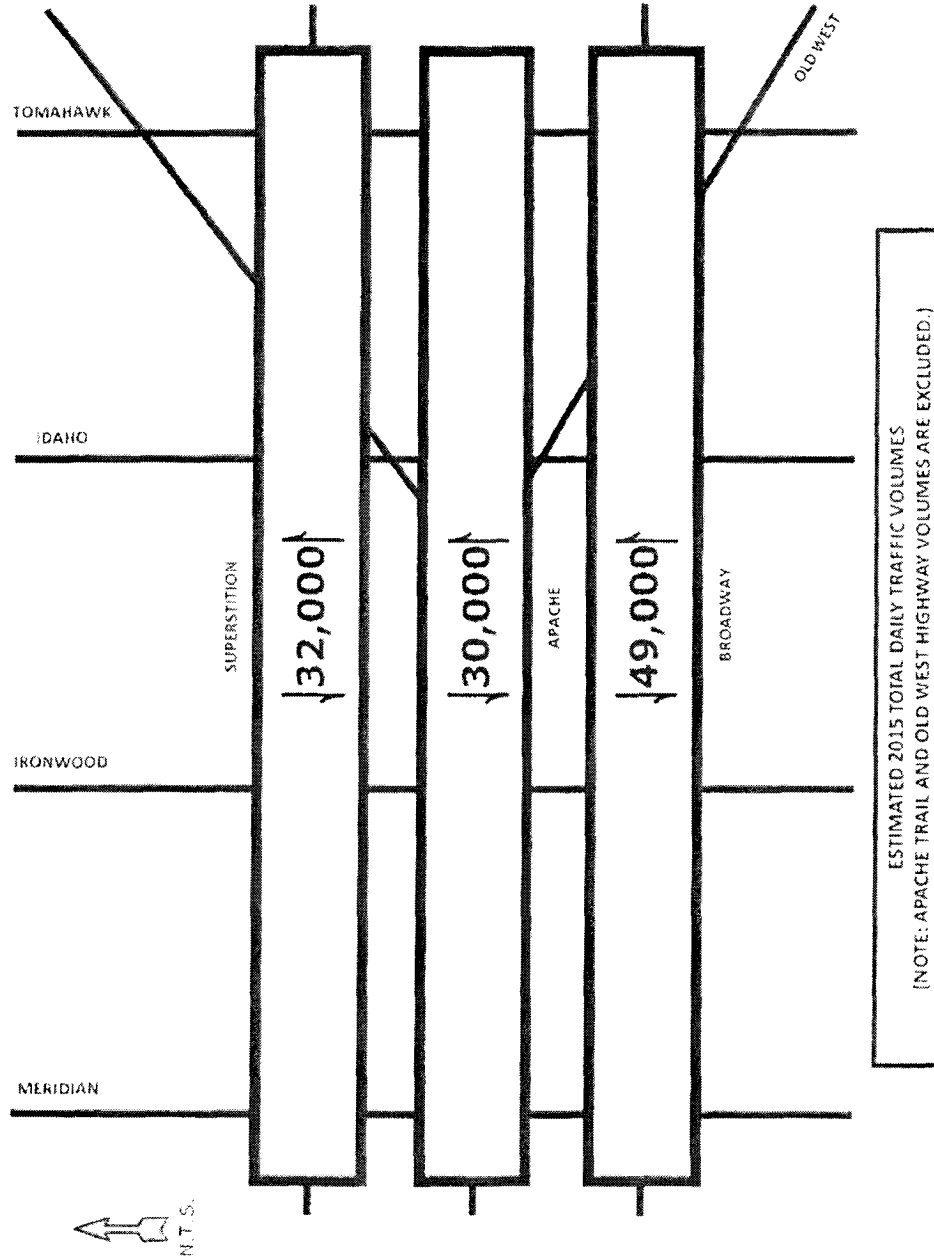
CITY OF APACHE JUNCTION



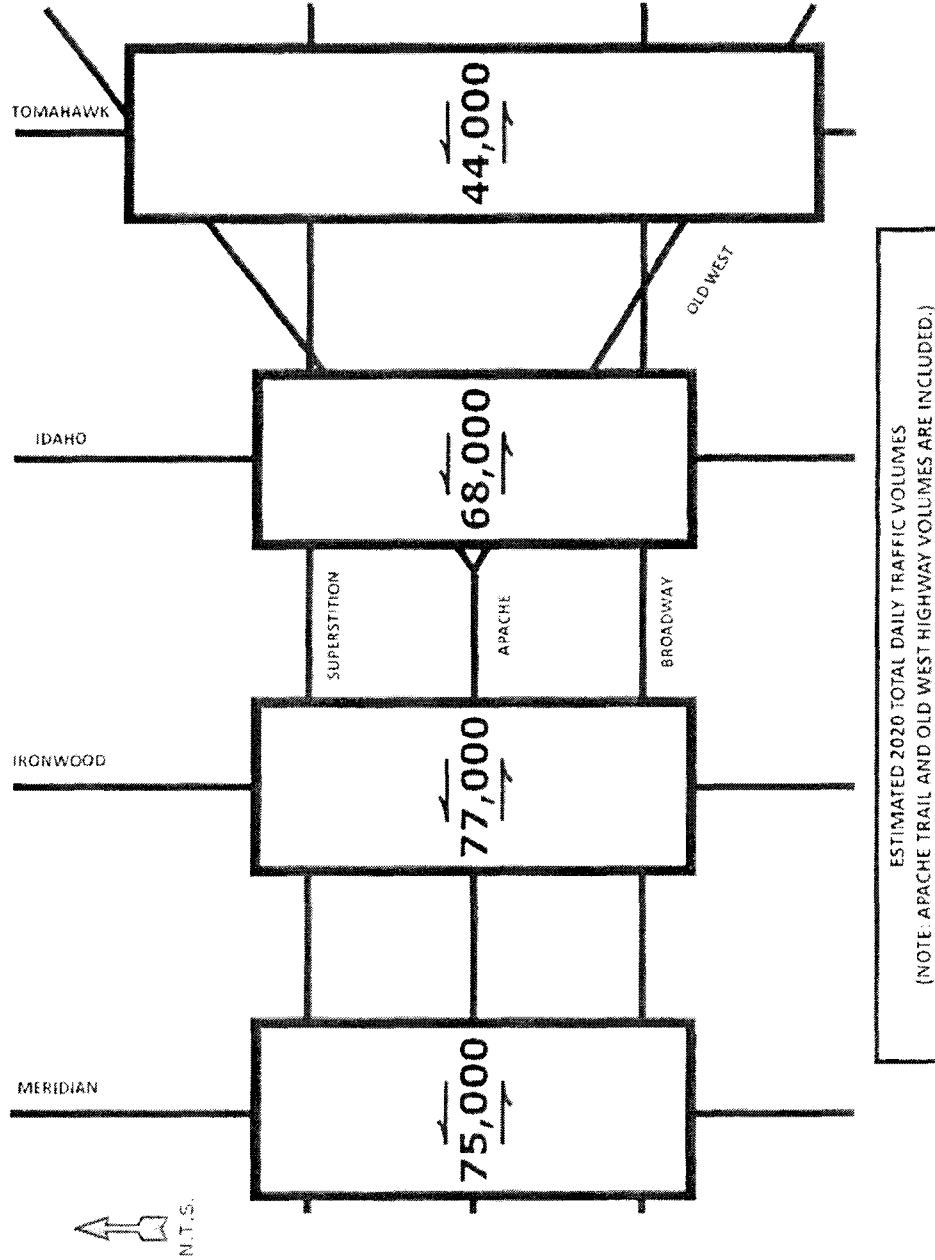
CITY OF APACHE JUNCTION

ESTIMATED 2015 TOTAL DAILY TRAFFIC VOLUMES
(NOTE: APACHE TRAIL AND OLD WEST HIGHWAY VOLUMES ARE INCLUDED.)

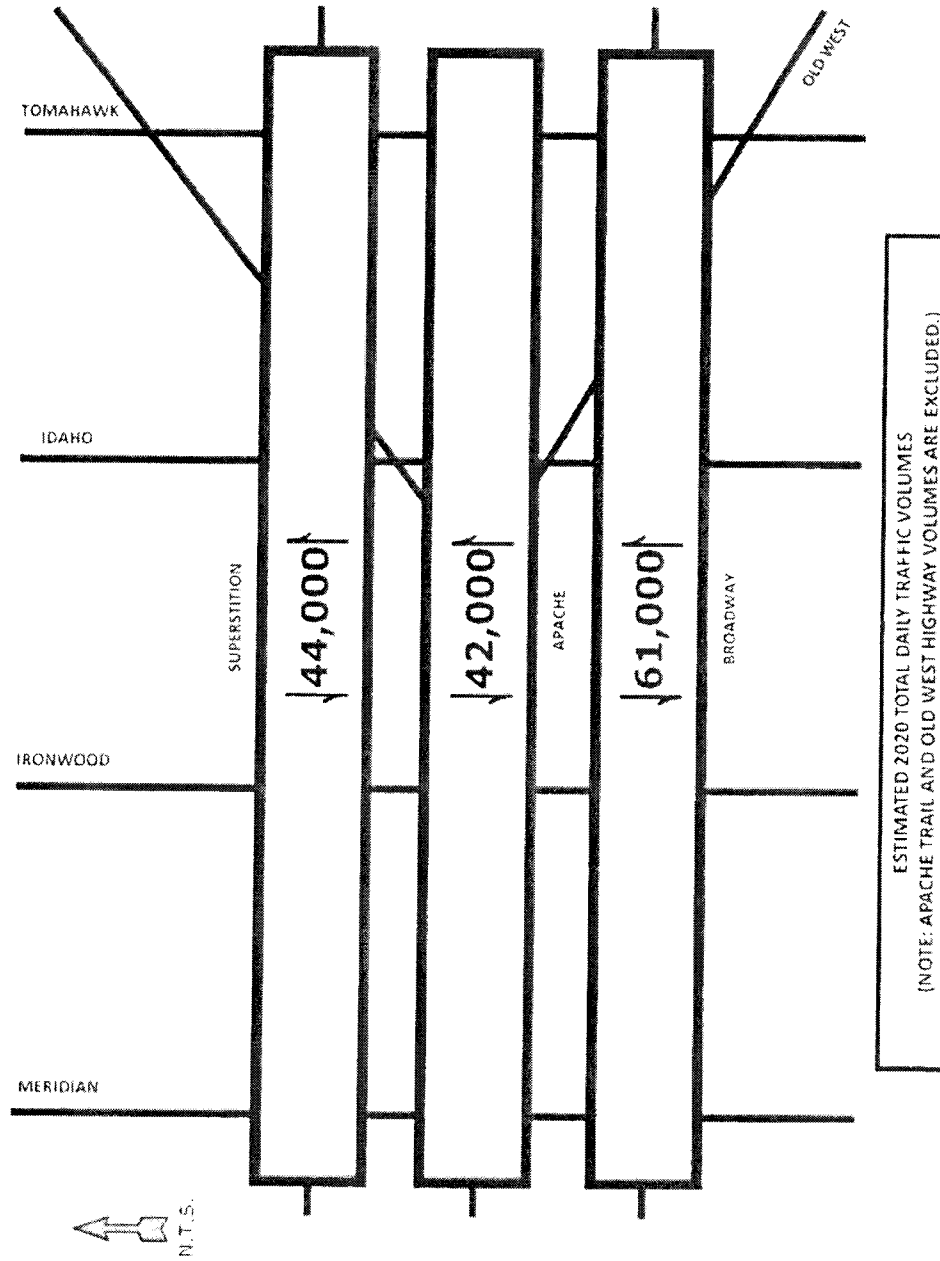




Traffic Analysis and Impact Criteria



CITY OF APACHE JUNCTION



**DOWNTOWN APACHE JUNCTION
TRAFFIC IMPACT STUDY REQUIREMENTS**

If a proposed development in downtown Apache Junction exceeds the sizes indicated in **Table 1**, a traffic impact study is required.

Table 1: Land Use Sizes Requiring Traffic Impact Study

LAND USE	SIZE
Residential or Hotel	800 Units
Retail or Restaurant	100,000 Square Feet
Medical Office or Clinic	150,000 Square Feet
Office	300,000 Square Feet

If a Traffic Impact Study is required, the following tasks should be accomplished in accordance with the most current editions of the most applicable references.

- 1) Documentation of existing conditions including traffic control, roadway geometrics, and surrounding land use.
- 2) Measurement of weekday turning movement traffic volumes during the peak three-hour periods in the morning and in the evening, in 15-minute increments, at each major intersection within one-half mile of the proposed development.
- 3) Measurement of weekday approach and departure traffic volumes during a 24-hour period, in 15 minute increments, at each major intersection within one-half mile of the proposed development.
- 4) Analysis of the morning and evening peak hour operation – without the proposed development – at each major intersection within one-half mile of the proposed development, with current conditions and with anticipated conditions five (5) years

subsequent to the development completion. An annual increase in non-development traffic of 3% should be utilized.

- 5) Recommend traffic control and lane configurations – without the proposed development – at each major intersection within one-half mile of the proposed development for the current conditions and anticipated conditions five (5) years subsequent to the development completion.
- 6) Calculation of the anticipated traffic generated by the proposed development at the site accesses and at each major intersection within one-half mile of the proposed development.
- 7) Analysis of the morning and evening peak hour operation – with the proposed development – at each major intersection – within one-half mile of the proposed development, with current conditions and with anticipated conditions five (5) years subsequent to the development completion.
- 8) Recommend traffic control and lane configurations – with the proposed development – at each major intersection within one-half mile of the proposed development for the current conditions and anticipated conditions five (5) years subsequent to the development completion.

Traffic Analysis and Impact Criteria

DOWNTOWN APACHE JUNCTION
PARKING REQUIREMENTS

The minimum and maximum number of parking spaces required for land uses in downtown Apache Junction are indicated in Table 1.

Table 2: Parking Requirements

LAND USE	1 parking space per	
	MINIMUM	MAXIMUM
Church	150 square feet	50 square feet
Fitness Center	150 square feet	50 square feet
Hotel	Unit	Half-unit
Medical Office or Clinic	200 square feet	50 square feet
Office	300 square feet	100 square feet
Residential - Single-Family	Half-unit	Quarter-unit
Residential - Multi-Family	Bedroom	Half bedroom
Restaurant	100 square feet	25 square feet
Retail	300 square feet	100 square feet
Self-Storage	5,000 square feet	1,500 square feet

Technical Advisory Committee

Bryant Powell - Assistant City Manager

Steve Filipowicz - Economic Development Director

Brad Steinke - Development Services Director

David Fern - Public Works Director

Janine Solley - Business Advocate

Dennis Dixon - Building Official

Nick Blake - Parks Superintendent

Rudy Esquivias - Senior Planner

Giao Pham - City Engineer

Fred Baker - Planning Manager

Emile Schmid - Senior Project Engineer

Heather Patel - CDBG Program Coordinator

Technical Advisory Committee

Downtown Stakeholders Group

Members:

Beverly LeResche	Superstition Harley Davidson
Chris Hansing	Arnold Automotive Center
Ed Braunger	Apache Racing
Beverly Hansen	Superstition Horseman's Association
Jack Beveridge	Empowerment Systems
Joanna Baker	Baker Realty
Jodi Ehrlich	Los Gringos Locos
John Irvine	Central Arizona College
Larry Johnson	Apache Junction Chamber of Commerce
Rene Rjlesieutre	Realtor
Rob Evans	Superstition Mental Health
Sharon Stinard	Central Arizona College

Stakeholders Group

DRAFT
TEMPORARY SIGNAGE FOLLOWUP TO CITY COUNCIL
DIRECTION

Introduction

On November 16, 2009 City Council asked G&G Consulting to review temporary signage and provide feedback on whether temporary sign policies should be altered to reflect the Council's recognition of the difficult state of the current business economy, the need to be competitive with other Valley communities, and the desire to support local businesses during the critical holiday/winter visitor season. While not intending to divert from the long-term goal of promoting and maintaining high community aesthetic standards for signage, City Council expressed the desire to respond to business concerns with a degree of urgency, and policy direction was given that:

- Although not specifically named in the sign ordinance, "fin" flags most closely function as a banner and may be classified as such until such time the sign code is updated.
- Code Enforcement will continue to enforce the signs code, but temporary signage will not be a high priority until the issue is revisited next Spring/Summer.
- An Ombudsman will make contact with property owners/business managers when violations occur, and will work with them to identify options for: a) signage allowed in the code and b) alternate options for business visibility and viability.
- A-frame signs are only allowed immediately adjacent to the business and when they are not intended for visibility from the street.

G&G Consulting was asked to return to the City Council with longer-term recommendations on what changes to the sign code, if any, are warranted.

Background

Several businesses in Apache Junction have expressed concern to City Council that in today's difficult economy something should be done to allow additional signage opportunities for small businesses. Additional signage options suggested by these businesses included temporary signs such as A-frame and "fin" signs. Fin signs are considered to be banners under the existing sign code and are allowed signs. A-frame signs have historically been prohibited in many communities, but there has been increasing pressure to rescind that prohibition and allow them as a part of a businesses sign program. Some cities (locally and nationally) have chosen to make a change and allow A-frames, either temporarily in response to the slow economy, or permanently. Other cities have maintained the ban on A-frames.

Generally, the types of signs allowed should reflect what is effective for the business while at the same time meeting aesthetic and safety standards of the community. Many cities, like Apache Junction, prohibit A-frames generally, but allow them under special circumstances in the most intensely developed portion of the downtown. A-frame signs can be an effective form of signage in core downtown areas that are pedestrian-oriented and where traffic is moving slowly. Buildings in downtowns are often limited in opportunities for other types of signs that are available to businesses outside of downtown, such as freestanding ground signs or multitenant monument signs.

Policy Implications

A decision on whether to amend sign standards (temporary signs or any other sign issue) should include discussion and resolution of the following questions:

1. Will the amendment enhance the viability of businesses within the community?
2. Will the amendment have an effect on the aesthetic standards of the community?
3. Will the amendment have any other unintended consequences?

Sign Code Matrix

Adequate signage is necessary for businesses to be successful. Signage is also a substantial component of the image a community projects to residents and visitors. Everyone has been in cities where the types and sizes of signage were highly restricted and the signage that was allowed was "quiet signage". The streetscape looked clean and unobstructed, but finding a business was sometimes frustrating. In other cities, it appears that there are virtually no restrictions on signage, and each business competes with their neighbor for the attention of passing consumers. The streetscape was cluttered by signs, and the end result was that a motorist was unable to process the information and the signs became at best ineffective, and at worst a public safety distraction. Striking the balance between allowing an adequate amount of effective signage and maintaining the aesthetic standards of the community is the challenge.

Categories of signs (Current sign ordinance)

1. Prohibited signs: A-frame signs and portable signs of any type (except as specifically allowed within the Center City District)
2. Temporary signs:
 - a. real estate signs
 - b. Contractor/subcontractor signs
 - c. Development signs
 - d. Subdivision signs
 - e. Off-premise signs
3. Permanent signs:
 - a. Wall signs

- a. Mounted to wall of a building
- b. Monument signs
 - a. Freestanding permanent ground sign
 - b. Single use or multiple-tenants represented
4. Other signs:
 - c. "Fin" Signs
 - a. Tall, narrow, freestanding with color and movement
 - b. Attached to ground
 - c. Can be located farther distance from street and still be effective
 - d. Are usually professionally constructed
 - e. Are being used much more by businesses recently
 - d. "Rolling" signage
 - a. Signs affixed to vehicles
 - b. If painted on or attached by adhesive or magnetic backing are allowed currently
 - c. Signs on portable trailers or other moveable structures
 - e. Banners
 - a. Up to 30 sq. ft. available to each use in a building

Sign Code Matrix

b. Located on a building wall

f. Flags

a. Not regulated if national, state, city flag

g. Pennants

a. Not regulated if business or product names not represented

b. Often used by auto dealers to draw attention with color, movement

Analysis of other cities - what do they allow?

Avondale

a. Allows A-frame signs with the issuance of a permit.

a. Maximum 6 sq. ft.

b. Construction and maintenance quality defined

Gilbert

a. Allows A-frame signs

a. Maximum 6 sq. ft.

b. One per business

c. No less than 20 feet apart

d. May be placed in right-of-way

e. Construction and maintenance quality defined

Gilroy, Ca.

a. Allows portable signs in all commercial districts

a. Maximum 10 sq. ft.

b. Requires insurance if placed on public sidewalk

Tempe

a. Downtown

A. Allows "wayfinding signs" only within the CC (core downtown) district

B. Are portable but may not be constructed as an A-frame or sandwich board

C. Maximum 8 sq. ft.

D. Must be approved by Merchant's Association

b. City-wide

A. Allows "boutique directional signs"

B. 4 signs, maximum of 3 sq. ft. each

C. Plan must be submitted to city defining locations

Queen Creek

a. Portable signs, including A-frame signs, are prohibited

Chandler

- a. Allows additional signage for "significant special events" for 21 days during any 6-month period

Observations

1. Some other cities have relaxed signage requirements or enforcement during prolonged economic slowdown.
2. Virtual non-enforcement of signage regulations along Apache Trail west of Meridian makes strict enforcement on the east side of Meridian (in Apache Junction) seem inequitable and puts AJ businesses at a competitive disadvantage.
3. Amendments to sign code can result in long-term changes in the aesthetic quality of the community and should be carefully considered. It can be difficult to "take back" relaxed regulations once the economy rebounds.
4. In addition to any new signs considered by Council, there are signage opportunities allowed in the current ordinance that are not being fully utilized by businesses.
5. Consistency is important

Recommendations

The following actions could be taken immediately to respond to Council's concern about the local economic climate.

1) Implement administrative policy changes

- a. Direct staff to pursue sign code enforcement on a complaint basis

- b. Identify a staff Ombudsman to work directly with businesses (enhancement of existing Business Advocate role)
- c. Create an enforcement process that includes:

1. Receipt of Complaint
2. Complaint routed to Ombudsman who, with Code Enforcement staff visits the site and advises the owner of the issue and discusses the range of signage opportunities available to the business, as well as other options to promote visibility and business identification (such as potential modifications to improve overall site signage and marketing and advertising).
 - a. If the sign is an A-frame sign or is in the right-of-way a Notice of Violation may be issued within a reasonable period of time.
 - b. Other signs may be given additional time to comply, provided that:
 - The signs are professional in quality and construction
 - The signs are designed and located to be within the context of the building and business
 - There are no more than 1 sign per business (multi-tenant building) or 2 signs per business (single tenant building)

3. Revisit to determine if compliance has been achieved and provide additional counseling if necessary.

4. Reinspection and issuance of Notice of Violation if necessary. Once a formal Notice of Violation has been issued the timetable for compliance is as defined currently.

Sign Code Matrix

2) Consider code changes that promote the goals and vision of the Downtown Revitalization and Implementation Strategy:

1. Allow specific types of portable or temporary signs (fin signs or real estate-type signs)
 2. Provide longer compliance periods during the holiday season or during winter visitor months
 3. Develop design guidelines for signs within the Downtown (specifically for the Transition Zone) and allow for a sign area bonus for signage that conforms to those guidelines. Examples of signs that could qualify for additional signage are mural signs
 4. Amend the zoning ordinance to allow for non-conforming signs to come into conformance (such as a non-conforming ground sign) without the requirement to bring all aspects of the property up to code requirements.
- 3) These changes are recommended specifically for Downtown signs. Sign regulations for areas outside of the downtown study boundary should also be evaluated, to make sure that the requirements city-wide are equitable, appropriate, and comprehensive.**

APACHE JUNCTION CHECKLIST FOR DOWNTOWN ZONING

- I. Three principles:
 - A. Calibrate regulatory standards in support of downtown's brand, goals and strategies.
 - B. Eliminate unnecessary procedural burdens or obstacles on the downtown development and redevelopment especially compared to other parts of town.
 - C. Support the market for downtown housing and commercial buildings; use the right zoning to strengthen it.
- II. Areas of zoning policy to check for needed repairs:
 - A. Zoning Districts
 1. Downtown commercial area should have its own zoning district, tailored to its needs.
 2. Downtown residential neighborhoods should have their own zoning district, tailored to their needs.
 - B. Setbacks and Build-To lines:
 - Downtown commercial: Use front lot line as build-to line.
 - Downtown residential: Measure the minimum and maximum prevailing historical setbacks, and set those as the minimum and maximum build-to lines.
 - C. Lot Size Standards:
 - Downtown commercial: No minimum.
 - Downtown residential: As a general guide, use the low end of prevailing lot sizes in the district as minimum; allow house on lots as small as 3000 square feet - but fit the standards to the neighborhood's particular needs.
 - D. Lot Coverage, FAR, Open Space
 1. Downtown Commercial:
 - Allow 100% lot coverage except for rights-of-way such as alleys
 - Downtown residential: No fixed percentage; let setbacks (building envelope) determine coverage.
 - Floor Area Ratio for smaller downtowns should be in the range of 1.8 to 2.2, but should be evaluated based on the context of the area.
 - Open space should not be required.
 2. Downtown Residential:
 - Lot coverage should not exceed 50% with exceptions based on underground parking.
 - Floor area ratio is not applicable urban housing, for neighborhoods adjacent to downtown commercial areas the open space requirement should not exceed 50% of the normal requirement.
 - Required open space should be minimal for urban housing and balconies should be considered appropriate in meeting the requirement.

Downtown Zoning Checklist

1. Do not allow individual driveway cuts for downtown commercial sites; use alleys for this purpose, if they exist.
2. Allow driveways on narrow residential lots only if prevailing historical pattern was built with driveways; no driveways where alleys exist.

D. Off-Street Parking

1. NO off-street parking requirement for individual downtown uses and sites
2. Exhaust parking management approaches before developing a downtown parking lot; and then only where it will not interrupt the primary retail street

E. Table of Allowed Uses

1. Prohibit uses that undercut downtown's brand identity:

- As a pedestrian place - automotive orientation or service: drive-in, standalone parking, repair should be limited to appropriate locations.
- As an environment for quality goods & services - limit or prohibit pawn, flea, thrift, adult uses, gambling, check cashing.
- As a place with aesthetic appeal - uses that are unsightly, noisy, or generate unwanted side effects should be controlled.
- As a critical mass of complementary uses - non-retail uses on the prime retail street face should be carefully regulated.

2. Allow uses that promote downtown's brand identity and downtown goals:

- Allow more than one use in a building or on a site and provide incentives for mixed use.

- Allow non-retail uses in appropriate locations: upper-floor housing, offices not on the primary retail street front Allow outdoor dining & beverage service, sidewalk displays, food carts, farmers markets, gardens.

3. Treat downtown residential neighborhoods as gently as outlying subdivisions.

4. Prohibit uses that discourage homebuyers in residential areas of downtown, uses such as apartments, duplexes, and commercial uses like Bed & Breakfasts are okay.

F. Development Standards

1. Conversions: Apply quality development standards to address impacts of office conversions, Bed & Breakfasts, and similar uses.
2. Buffering: No suburban-style buffering between different uses; apply quality development standards to build compatibly, and screen utility/vehicular areas.
3. Landscaping: Apply no requirement on individual sites. Apply downtown-appropriate standards: planters and flowerboxes, street trees in public space - implemented thru a master plan by City or downtown organization.
4. Utility Placement: Locate dumpsters, recycling, grease receptacles, HVAC, & loading areas at rear alley or along rear street where they are physically screened by buildings from view (if not, use wall or vegetation for screening)

G. Signage:

1. Ground monument signs along major roads are encouraged. Pedestrian oriented signs such as pole, wall-mounted, window lettering, shingle are

Downtown Zoning Checklist

preferred.

2. Do not use change-of-use to trigger compliance with development standards (discourages re-use).
3. Apply sensible rules to outdoor display: maintain clear zone on sidewalk, bring items inside daily, no boxes/pallets.

H. Zoning Procedures and Permitting

1. Under no circumstances make downtown subject to more extensive or uncertain procedures than other zoning districts. As a general rule, enact correct standards, and then allow development by right pursuant to those standards.
2. Never require exceptions, appeals, special staff determinations, etc. to allow downtown to develop according to its correct setting. Instead, calibrate the standards correctly for downtown to begin with, so that development can take place as-of-right whenever possible.
3. Don't rezone and extend infrastructure to create commercial areas that will compete for similar tenants and customers when downtown commercial space is struggling.

Characteristics of a Great Downtown

- ☐ People and Activity
 - Daytime and Nighttime Activity
 - Mix of Use
 - Proximity to Residential
 - Public Open/Gathering spaces
- ☐ Accessibility
 - Walkability
 - Connectivity
 - Defined Edges
 - Convenient Parking
 - People First – Cars Second
- ☐ Wayfinding
 - Signage
 - Organizing Structure
 - Branding
 - History
 - Identity
 - Traditions
 - Memories
- ☐ Details, Details, Details
 - Shade
 - Landscape
 - Animated
 - Public Art
 - Focal Points
- ☐ Urban Form
 - Buildings
 - Building Typologies
 - Iconic Buildings
 - Signature Buildings
 - Architectural Hierarchy/Diversity
 - Authenticity
 - Variety of Colors/Materials/Textures
 - Scale
 - Intimate
 - Horizontal Scale
 - Vertical Scale
 - Consistency of Scale