

HERITAGE DISTRICT AREA PLAN CITY OF MARICOPA, AZ

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Purpose

Arizona Revised Statutes allow for municipalities to prepare and implement a redevelopment plan. The purpose of a redevelopment plan is to identify goals and objectives for a specific area which culminate in a unified, cohesive strategy for facilitating the long-term prosperity, health, and welfare of the area. This redevelopment area plan provides the community with greater flexibility in encouraging desirable projects with incentives and assistance, while promoting and facilitating investment and appropriate development in the area.

In recognizing the importance of Maricopa's historical center for commerce, transportation, housing, recreation, and education, the city's leaders, residents, and businesses have come together to develop and implement this City of Maricopa Redevelopment Area Plan Update.

The City of Maricopa, Arizona serves an area of approximately 43 square miles with an estimated population of 71,140 (City of Maricopa estimate). Based upon current growth patterns, the city will have a population of more than 85,000 by 2030. Presently, the majority of city residents are new to the community as it has grown rapidly due to a massive residential housing boom between 2003 - 2009.

It is critical for the sustainability of the community that the city ensures that an urban core, embracing Maricopa's uniqueness and a place where the community can live, work, and play, be realized. In identifying the redevelopment area and setting forth the objectives of this plan, Maricopa has embarked on this realization.

The community is committed to focusing public resources in the redevelopment area to achieve its vision for the City of Maricopa. This plan provides a framework for policies and actions, both public and private, for guiding investment and growth in the redevelopment area.

Note: Throughout this plan, the redevelopment area, redevelopment district and planning area are used interchangeably and are often abbreviated as "RDA"

General Plan Direction and Parks, Trails, and Open Space Master Plan Direction

This section discusses existing policy direction which informs and guides the framework of the redevelopment planning effort. The overarching land use and growth policy for Maricopa is the City's General Plan. In addition, the city has functional plans which concentrate on specific areas of policy, which influence the redevelopment planning process. These functional plans consider parks, recreation, trails, and open space, as well as regional transportation issues. (see Appendices A - C for analysis)

Public Process to Establish Initial Findings and Establish Boundaries

In early 2008, City representatives began working to identify methods in which to create a vibrant downtown core and encourage private investment in a manner guided by the needs and wishes of the residents. This project began to move forward in July of 2008 when a legal description and map of an area identified as needing redevelopment was drafted and a list of all property owners within the proposed boundaries was obtained from Pinal County Assessor records. (See adopted resolution, page 60.) Per State Statute, as amended by Proposition 207, staff mailed notices to all landowners within the proposed redevelopment district boundaries providing notification that the City Council would be adopting a resolution for the creation of a redevelopment plan.

On September 2, 2008, a legislative finding and declaration of necessity was declared by the City Council of Maricopa and the original redevelopment district boundary was created. Subsequent to the original boundary adoption, Staff developed the original Redevelopment Area Plan to the City

Council on June 16, 2009, where, under Resolution 09-24, the City Council adopted the City of Maricopa Redevelopment Area Plan (RDA).

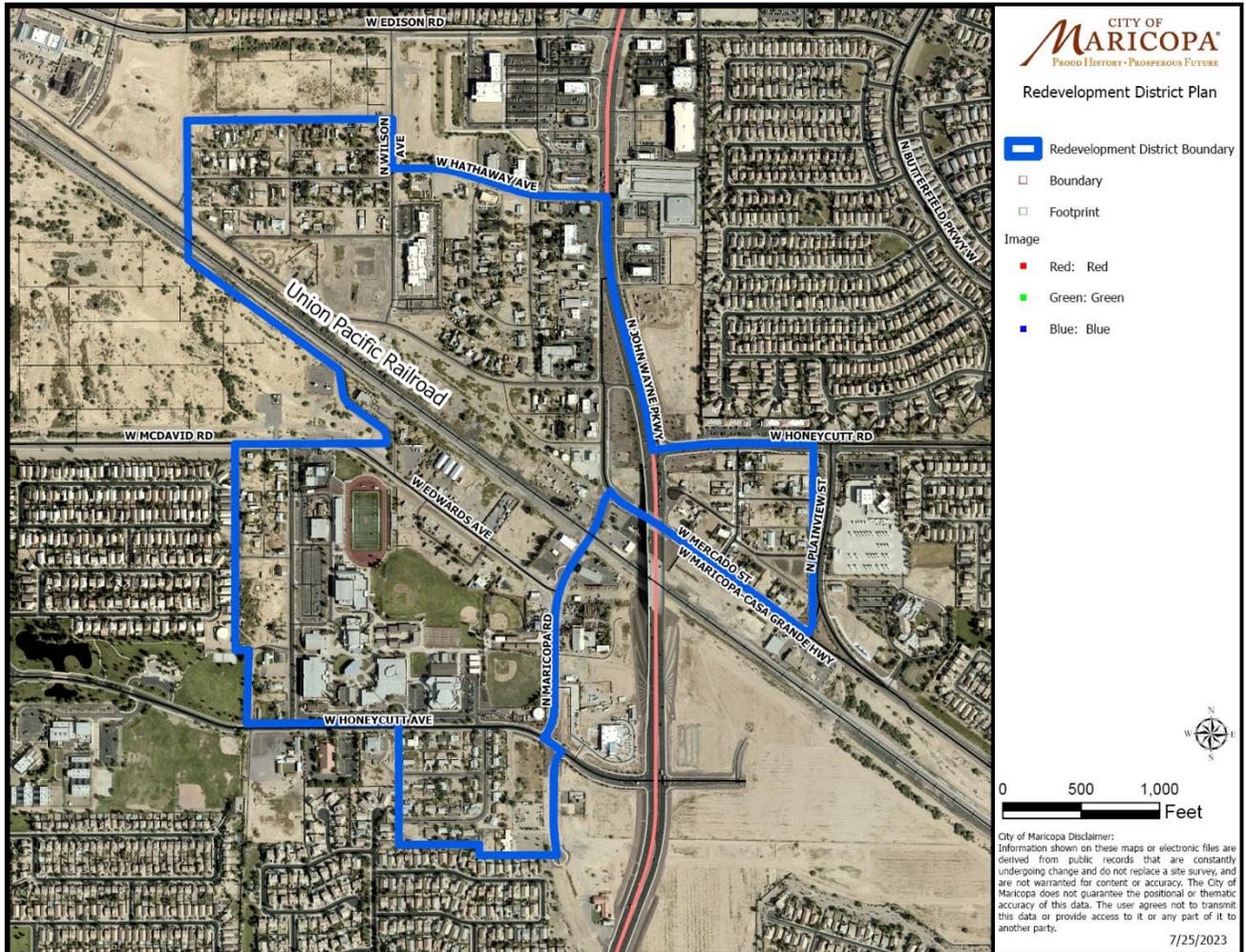
As the city continued to develop, the original RDA boundaries were amended by the City Council on August 18, 2020, under Resolution 20-33, to the boundaries that exist today. As a part of this boundary reduction, and in conformity with applicable statutes, city staff prepared a 15-year update of the RDA (this document).

This update was developed by city staff through the fall of 2022 into the summer of 2023. Staff researched and identified current conditions of the area, assessed the progress made since adoption of the original RDA, and established updated goals objectives for the Plan. Draft versions of the RDA Update were presented to the public in a series of Planning and Zoning Commission and neighborhood meeting to gather further input and refinement of the goals and objectives. The 2023 Redevelopment Area Plan Update was presented to the City Council at their November 7, 2023, meeting where it was adopted by resolution.

Map and Description of Boundaries

The redevelopment planning area is generally located in the northwest area of the City of Maricopa, comprising a diverse approximately 0.36 square mile area. This section of Maricopa contains the original town site, known as Old Town, which was the commercial, industrial, agricultural and residential center for the larger community. This entire area has developed gradually over many years and contains many of the community's identifying markers, cultural resources, and oldest structures. (See Fig. 1)

Figure 1: Boundary Map



Existing Conditions

This discussion concentrates on those conditions that specifically contribute as obstacles to the redevelopment process and the greater vision of the community for the area.

1. Inadequate water and sewer service

Properties in the RDA receive water services from Maricopa Consolidated Domestic Water Improvement District (MCDWID) and Global Water. Originally a private water company, the MCDWID serves an area of approximately one-half square mile in and around the RDA, with an estimated customer base of a few hundred residences.

In 1999, the MCDWID system was rehabilitated and at that time generally provided adequate fire protection for existing single-family residences. In some areas, the current MCDWID system still utilizes four-inch lines, which is an undersized line by current standards for its service area needs. These areas have been analyzed for assurances that adequate water flow for fire protection can be provided from these lines. Flow tests have failed to demonstrate that MCDWID has the capacity to meet current fire code requirements for its service area. This area also problems with fire hydrants spaced too far apart that should be corrected to provide adequate levels of fire protection. Most commercial properties within the RDA do not have sprinkler systems and are limited to providing them based in these inadequacies.

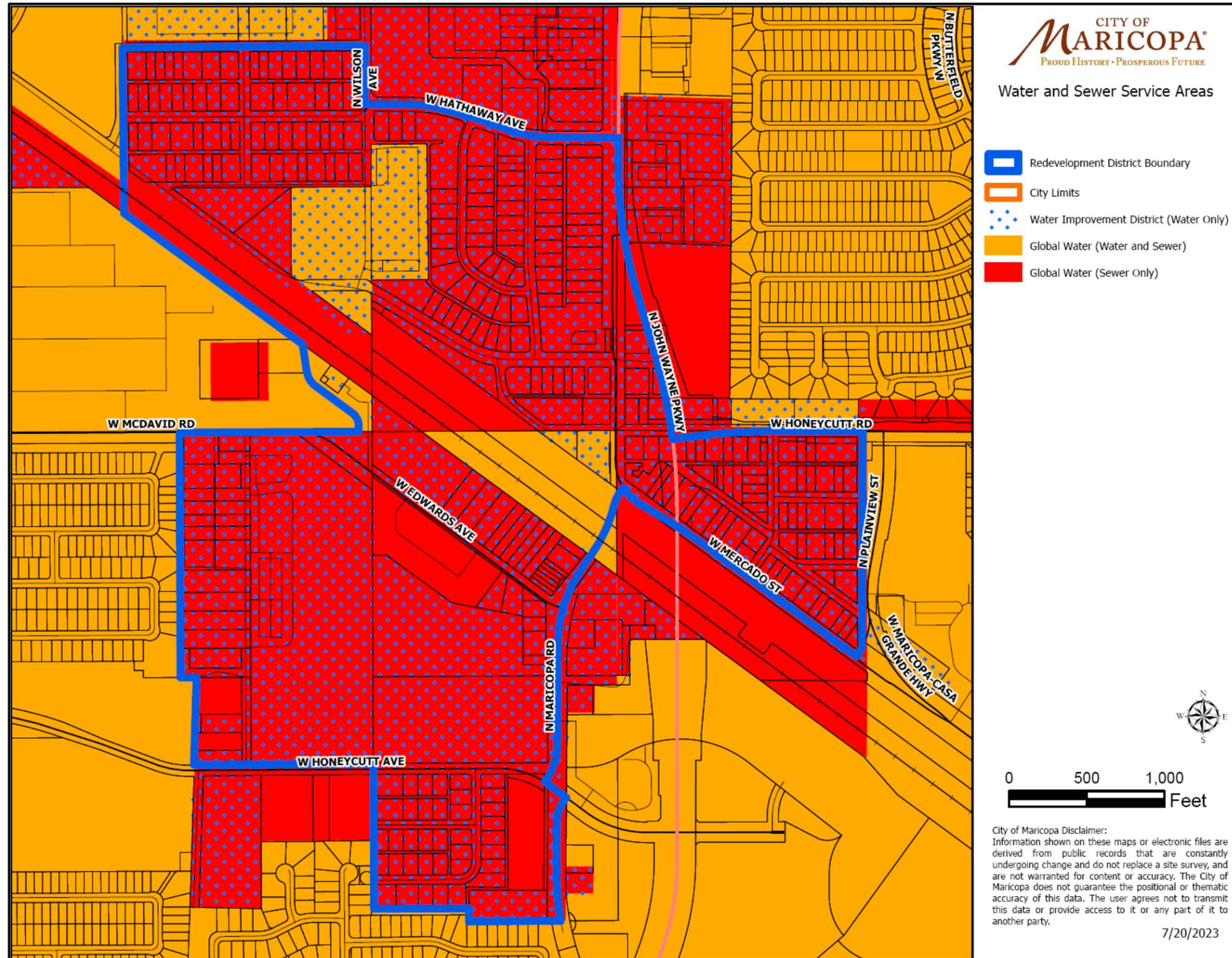
If development and redevelopment occur within the RDA that is more intense than single-family residential, additional water storage facilities will likely be needed along with the potential for upgraded piping systems. MCDWID does not provide sewer service. Properties served with water by MCDWID are generally on septic tanks and some nonresidential properties receive sewer service from Global Water.

Global Water provides water and sewer service to some nonresidential parcels in the RDA and to a much larger service area outside of the RDA. Any expansion of its service area within the RDA must be approved by the Arizona Corporation Commission. The Global Water system in the RDA is relatively new, developed in 2004 and later. While Global has agreed to provide sewer service to a few parcels served with water by the MCDWID as shown on the map in Figure 2.

Use of septic tanks on small lots, similar to what now exists within the MCDWID area, is not a recommended practice.

Records provided by Pinal County indicate that the septic installations range from 1958 thru 2018 with minimum replacements. As mentioned, these septic tanks must be pumped regularly and replaced periodically. Unfortunately, Pinal County was unable to locate septic records for the majority of parcels in the RDA, which means that 57% of the current septic tanks may have failures that are not documented and/or potentially in need of replacement. The lack of adequate sewer system has become an issue for future development. Limited sewer capacity has constrained the development and redevelopment potential of parcels in the RDA. Development of a separate sewer system is a costly endeavor however it is highly recommended take on to enhance future growth and address the potential health and safety hazard currently. Residents and businesses would benefit from improved water and sewer services. Some new business developments were designed/constructed to eventually connect into sanitary sewers, should they become available.

Figure 2: Water and Sewer Service by Provider Map



2. *Unscreened and open commercial uses*

In the RDA there are open commercial uses and unscreened storage. There is unscreened trash, abandoned cars, appliances, and other detritus on some residential lots in all four of the Old Town Neighborhoods. Much of this outside activity began prior to incorporation in 2003 and was “grandfathered in” as part of the city’s incorporation process. This excluded residences from compliance with citywide codes for outside storage and abandoned vehicles. However, this “grandfathering” has since expired and all properties, residential or otherwise, in the RDA must comply with current city code regulations and standards.

Figure 3: Unscreened Storage



3. *Floodplain designation and local drainage*

While almost all of the RDA, and all but four residential home sites, have been removed from Federal Emergency Management Administration (FEMA) floodplain areas, per FEMA’s August 12, 2022, Letter of Map Revision (LOMR), there still remains small pockets of land with designated floodplain mapping. These pockets include some residentially developed properties, commercially developed properties, portions of the high school property, as well as some as vacant lands. The floodplain designation requires property owners with mortgages to carry flood insurance policies. The city has worked with consultants and developers to construct flood channels and/or retention basins to carry the water northwest to existing washes and prevent flooding as part of the LOMR approval process. Full removal of the area from floodplain designation is an ongoing effort and requires drainage improvements outside of (south of) the RDA from where the floodwater originate. Once these improvements are completed, the floodplain map designations will be completely removed from the area. Further steps may require acquisition of vacant or developed land and/or construction of drainage ways and basins within and outside of the RDA. These efforts will reduce the financial burden for these properties and possibly incentivize further development.

Figure 4: Floodplain Areas Map

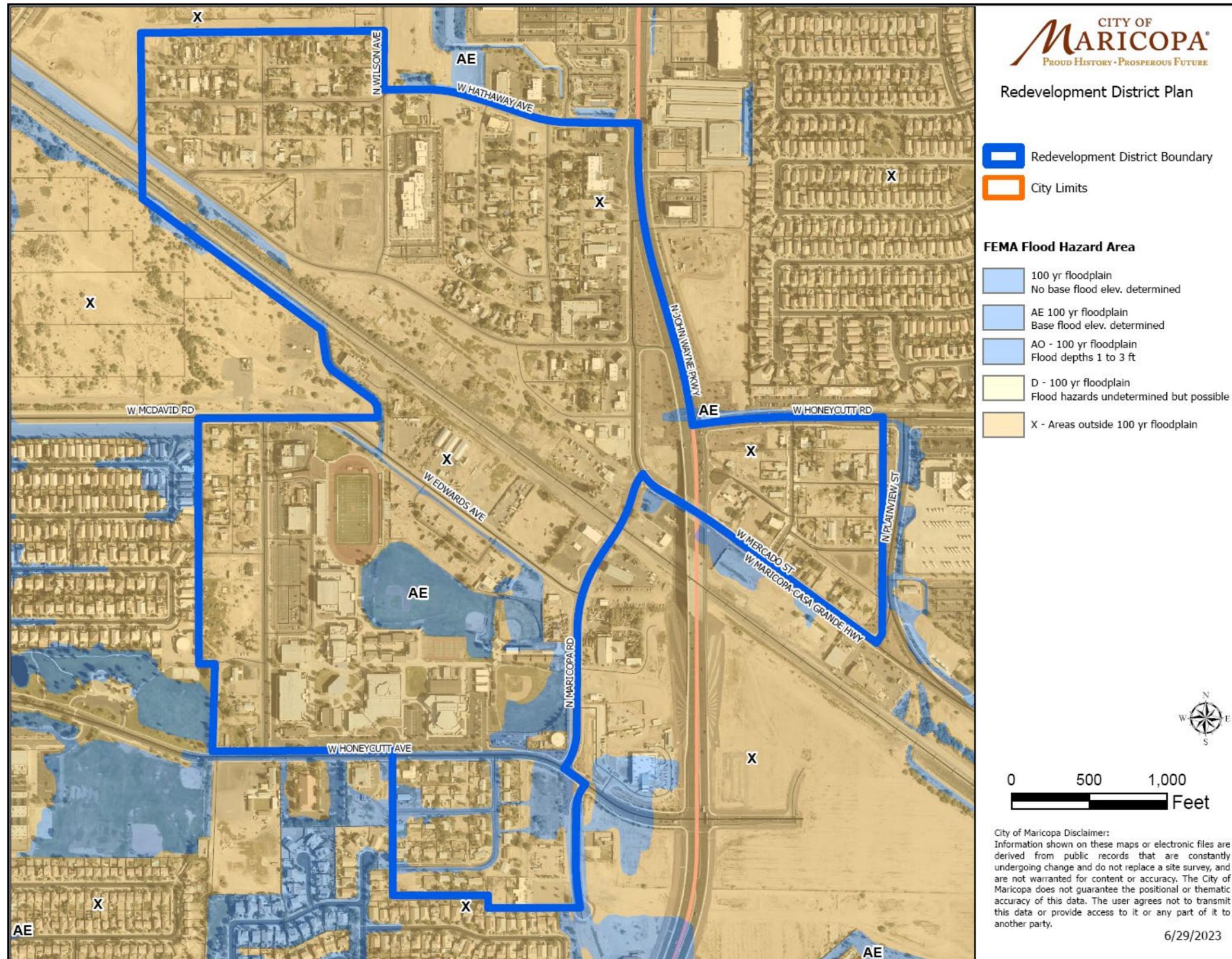


Figure 5: Water Retention in Street in Area Scheduled for Retention Basin



Neighborhoods, housing and nonconforming uses

The RDA contains four neighborhoods built over many years prior to the city's incorporation. Typical lots are 60 feet wide by 140 feet deep. Almost all the homes are single-family detached with a high percentage being single and double-wide manufactured or mobile homes. There are also frame and stucco and mason block homes of various ages. There are a few duplexes and an aging single-story multi-family complex at the northeastern edge of Maricopa Townsite. There are few block walls between neighbors, but there are some chain link fences and partially open, decorative walls. Residences in the neighborhoods have significant amounts of unscreened outside storage.

Figure 6: New Manufactured Housing and Newer Home



North Maricopa

This neighborhood consists of four blocks with sixteen lots per block on an east-west orientation. There are two unpaved alleys that suffer from poor drainage and flood often during rain events. There are eight vacant lots and a few distressed or boarded up mobile homes scattered throughout the neighborhood. There is one duplex and one church in the neighborhood and several possible home occupations. Home occupations are businesses that are run out of homes where residents also live. Depending on their size and characteristics, they may be legal, legal nonconforming, or illegal. The streets in the neighborhood are paved but there are no curbs, gutters, or sidewalks, and a lack of streetlights throughout the neighborhood. To the north and west of the neighborhood multi-family style apartments and bungalows are currently under development. To the south of the neighborhood is vacant land and the MCDWID offices. To the east of the neighborhood is vacant land and Pinal County government offices. While it is accessed by local streets on several sides—Garvey Avenue, Wilson Avenue, and Hathaway Avenue, - the latter is the most direct path to John Wayne Parkway (SR-347).

Maricopa Manor

This neighborhood consists of two and a half blocks with single and double-wide mobile homes and stick built homes located on three streets. It is located between Hathaway Avenue on the north and Garvey Avenue on the south. The neighborhood is flanked on its east side with various commercial uses that front on John Wayne Pkwy. There are approximately six vacant lots in the neighborhood. The streets in the neighborhood are paved but there are no curbs, gutters, sidewalks or streetlights. The west side of the neighborhood backs up the recently constructed one story Pinal County government and court building. At the north end are a church and church-related buildings. The vacant land in the immediate north and west areas could accommodate additional homes. The homes fronting on Garvey face a mostly vacant strip of land across Garvey and have views of the UPRR tracks, and various commercial and industrial uses south of the UPRR tracks.

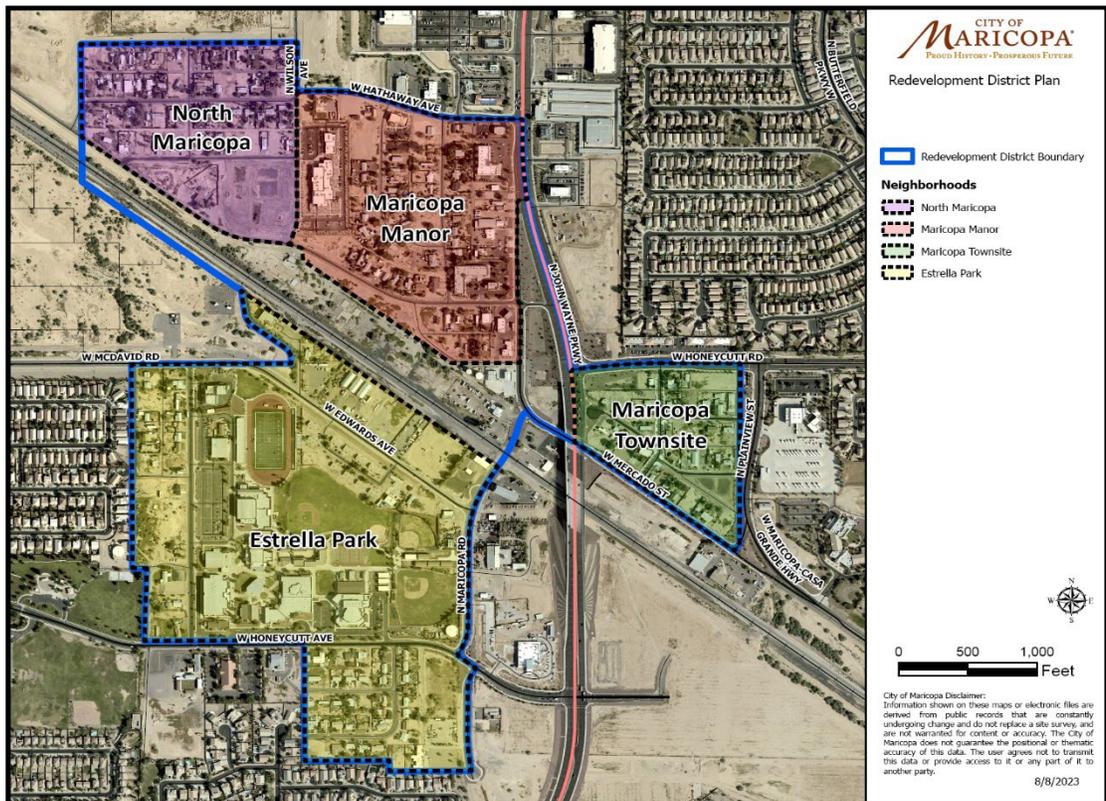
Old Maricopa Townsite

This neighborhood is the oldest and abuts commercial streets or activity on all sides. It consists of five blocks of various shapes. On the south side are homes that face Maricopa-Casa Grande Highway, which is three lanes in this area. The homes all face commercial development across the street or vacant land. The John Wayne Parkway overpass cuts off access to John Wayne Parkway. On the east side, the neighborhood is adjacent to the Maricopa Unified School District main offices and bus maintenance facility. On the north side, the neighborhood abuts commercial development on Honeycutt Road and some vacant land. Some older homesites facing Honeycutt Road have been sold and cleared for future redevelopment. As redevelopment in the area has occurred, Honeycutt Road has been widened from two to four lanes. The area includes more vacant land and abandoned structures than the other neighborhoods. On the west side a few homes abut the John Wayne Parkway overpass. An informal survey of the thirty-one internal parcels found that most are single-family owner occupied, twenty-two are vacant parcels, and one is a mosque. It is possible that some of the interior lots could have new homes built or placed on them, but development is limited by the availability of infrastructure. This is less likely on neighborhood's exterior facing lots.

Estrella Park

This neighborhood is the only one in the RDA south of the UPRR tracks. Housing is located on large, scattered lots west of the high school, and smaller lots within an old subdivision south of the high school. The homes on the west side of Taft Avenue, south of McDavid Road, facing the high school, are subject to heavy on-street parking, school buses, and significant traffic delays. Behind the homes on Taft Avenue are a row of homes on Hamilton Avenue facing the rear of a newer subdivision. The street is unpaved, and lacks curbs, gutters, sidewalks, and streetlights. A Pinal County multi-family housing complex of 10 duplex buildings fronts on Edwards Avenue and faces industrial type development that back to the UPRR tracks.

Figure 7: Neighborhoods Map



Types of code violations

Almost all the housing in the RDA was built or located prior to incorporation. A majority of the homes would not meet current building or environmental code standards. There are many older mobile and manufactured homes in the RDA not subject to local government construction codes. Many of these would not meet current state codes for mobile or manufactured housing. There is evidence of structural deterioration, roofs needing repair, inadequate foundations, inadequate electrical service, and inadequate light and ventilation. All observations were made offsite. As previously described, all single-family homes are on septic tanks, with many on lots of less than 10,000 square feet.

Housing deterioration is most visible in the Maricopa Townsite area, the oldest of the neighborhoods. In North Maricopa and Maricopa Manor some block faces have

homes in better condition than others and have well maintained yards. There are examples of well-maintained homes and pride of ownership next to neglected properties with dirt yards. Of the 182 residences in the North Maricopa and Maricopa Manor areas surveyed, approximately 60% showed signs of deterioration, distressed, or dilapidated conditions.

Figure 8: Old Town Housing with Code Violations



4. *Unpaved streets and alleys*

The RDA has approximately 22,000 linear feet of unpaved streets and alleys or streets requiring improvements. In some cases, streets have gravel which helps reduce airborne particulates. Alleys only have dirt surfaces. Some homes are located on dirt streets in the more remote western locations of the RDA that are more akin to rural areas than the centrally located urbanized area where they are located. Over the years, the city has used Community Development Block Grant funds to pave and repair streets in the RDA.

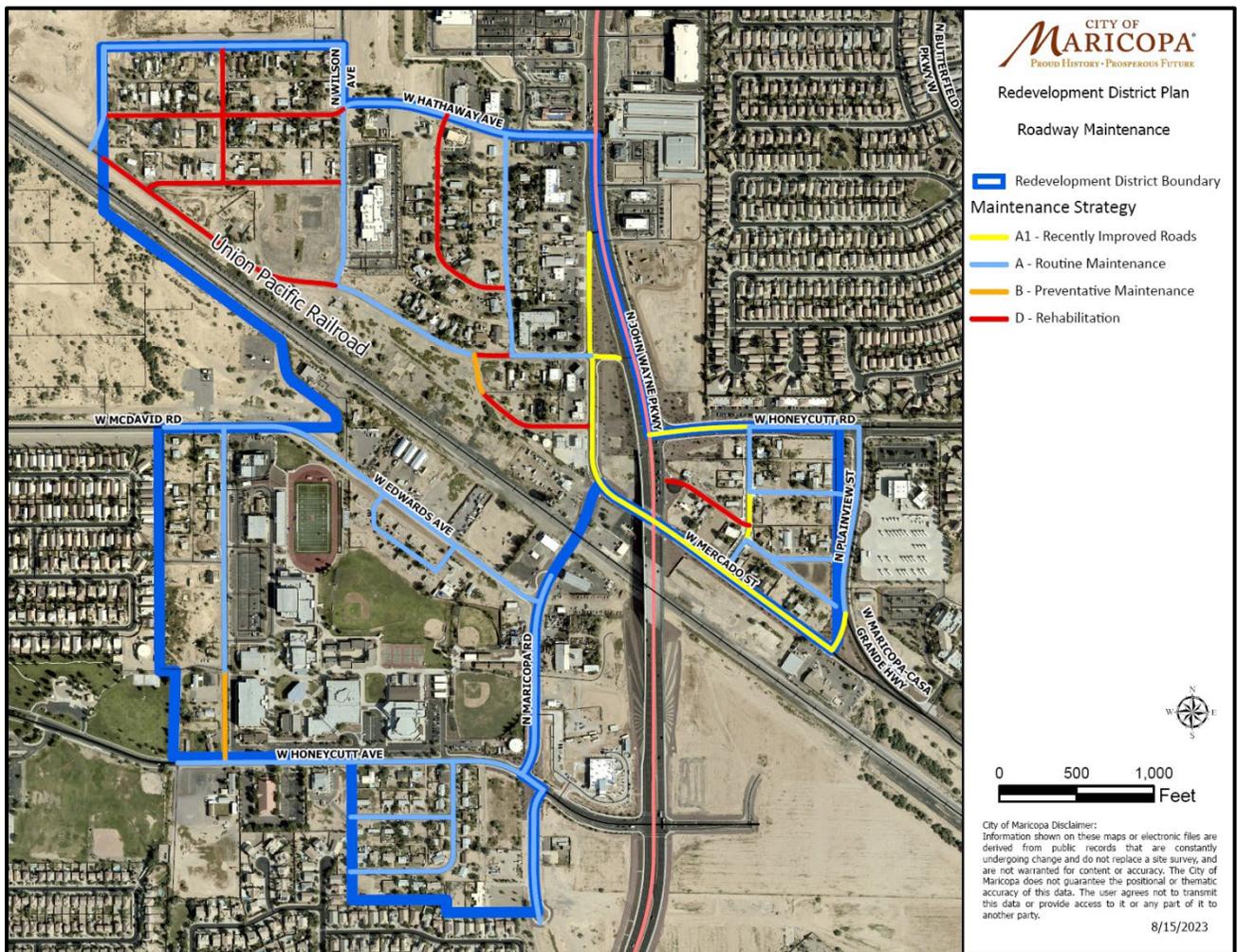
As part of this update, the city conducted an analysis on the cost to replace existing streets with new pavement, curb, gutter, and sidewalk. The analysis concluded that the cost is approximately \$1,042 - \$1,575 per linear foot, for a total of approximately \$22.9 million - \$34.6 million.

There are street segments in all four neighborhoods that are only dirt, gravel over dirt, or temporary chip seal. Within the North Maricopa neighborhood many of the streets are chip sealed over dirt without curbs or gutters and frequently have unrestrained dirt and gravel covering the chip seal. In Maricopa Manor the city has chip sealed all of the old dirt roads but without curbing, the neighborhood faces the same hurdles of dirt and gravel debris spilling across and covering the roadway surfaces. In the Maricopa Townsite neighborhood, the streets have been paved but lack curb, gutters, or sidewalks to prevent unrestrained dirt and gravel from intruding into the streets. In the Estrella Park neighborhood, Hamilton Avenue is unpaved and gravel. Other streets in all of the neighborhoods, even when paved, are in fair to poor condition and have a significant amount of surface gravel across paving surfaces.

Figure 9: Unpaved Alleys and Streets



Figure 10: Roadway Maintenance Strategy



5. *Lack of sidewalks and streetlights*

Local neighborhood streets that are paved almost universally lack sidewalks and have limited areas of rolled curbs. Streetlights are also missing within the neighborhoods and at key street intersections.

Figure 11: Streets without Sidewalks



6. **Building Conditions**

Within the RDA are various modular constructed commercial buildings. They are portable and often intended for temporary use. They are characterized by visible undercarriages or screened undercarriages with steps and ramps leading up to the doors. Some have windows. All have flat plain surfaces and a single use of color and materials. They may also lack landscaping and paved parking areas. They do not meet the same design and site improvement standards as stick-built construction. Some were placed on sites prior to incorporation; some were not. There are also examples of modular construction with at-grade access and some façade treatment, such as the MCDWID offices.

Chain link fences along major commercial streets do not screen parking from view and are not consistent with current city design standards for solid walls.

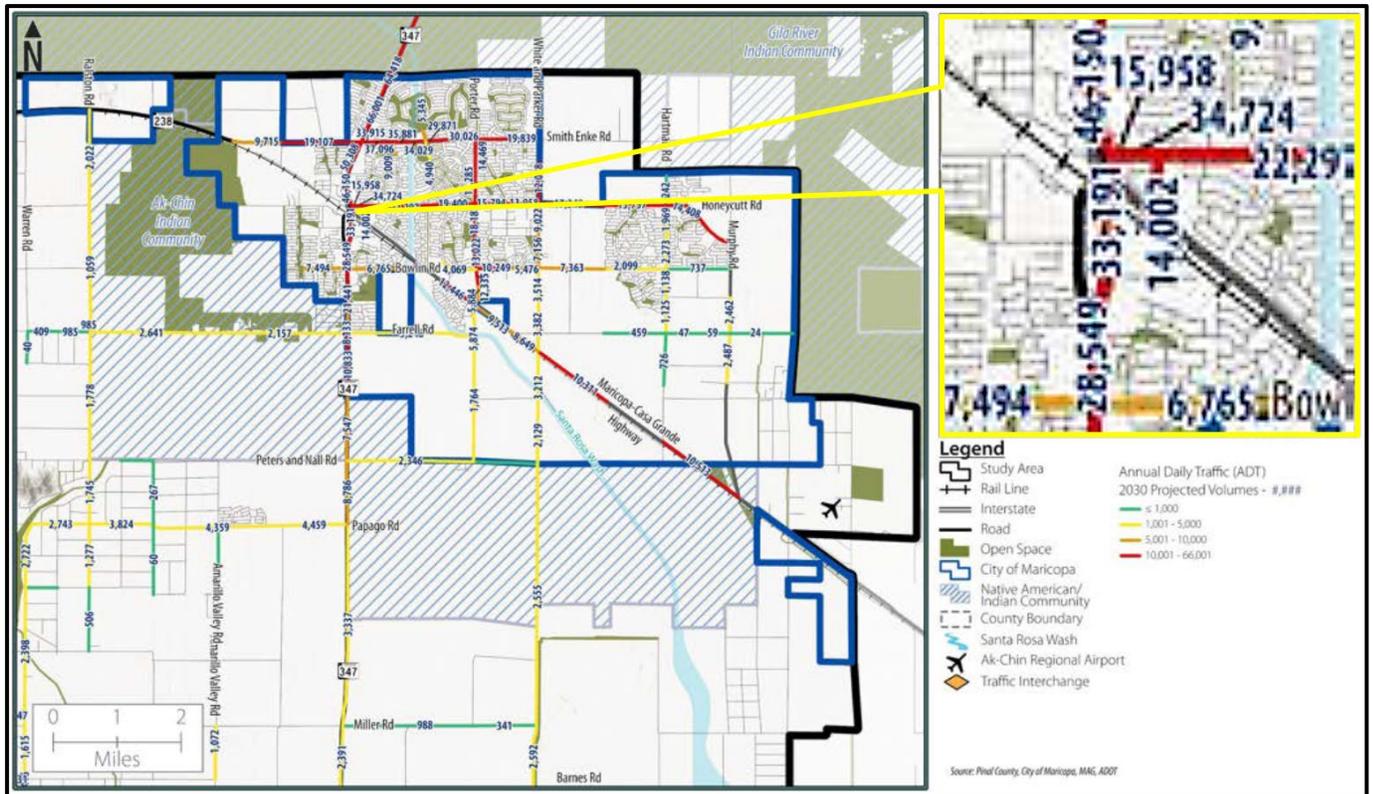
Figure 12: Portable and Temporary Structures



7. Traffic congestion

A major concern of RDA residents and property owners is traffic congestion. Congestion is caused by backups around and along portions of John Wayne Parkway (SR 347). Although construction of the UPRR overpass significantly reduced general congestion in the area, delays still occur from waits to turn onto SR 347 from east-west streets, including frontage roads, and along Honeycutt Avenue near Maricopa High School and the new hospital.

Figure 13: Area Traffic Counts



8. Railroad crossing safety concerns

The Union Pacific Railroad operates Arizona’s second busiest rail line with many trains exceeding one mile in length. The railroad is in the process of increasing its tracks between Los Angeles and El Paso, which will increase the number trains operating through the RDA. The SR 347 overpass has alleviated train/vehicular conflicts and delays for vehicular traffic in the area, but illegal pedestrian crossings continue to remain a significant issue as the overpass is not ideally located for pedestrian routes. The proposed pedestrian overpass, located over the tracks at the Old Maricopa Road crossing, will provide a safer train/vehicle separated pedestrian route, which will help alleviate these illegal crossing, but as residential growth in the area continues additional vehicular and pedestrian overpass crossings will be needed.

9. Historic structures

The city does not have historic preservation ordinances or provisions for local designation. Many potentially eligible properties have been demolished while other properties may have had sufficient exterior alterations that render them no longer eligible. Designation on the National Register of Historic Places and the State Historic Property Register would bring eligibility for state and federal rehabilitation funds and lower property taxes. Designation requires owner initiative and entails some costs for application documentation. It is possible for several property owners to hire a consultant to determine potential eligibility and prepare the paperwork. Some potentially eligible non-residential structures include the Old Water Tower and Headquarters.

Figure 14: Headquarters and Water Tower



Existing Zoning and Land Use

Existing Zoning

The zoning of property within the RDA is relatively diverse. The districts reflect the types of zoning categories found in the City of Maricopa and Pinal County Zoning Ordinances. The breakdown of zoning districts within the RDA follows a logical pattern given the historic development trends in the area, see Figure 15.

Figure 15: Existing Zoning Map

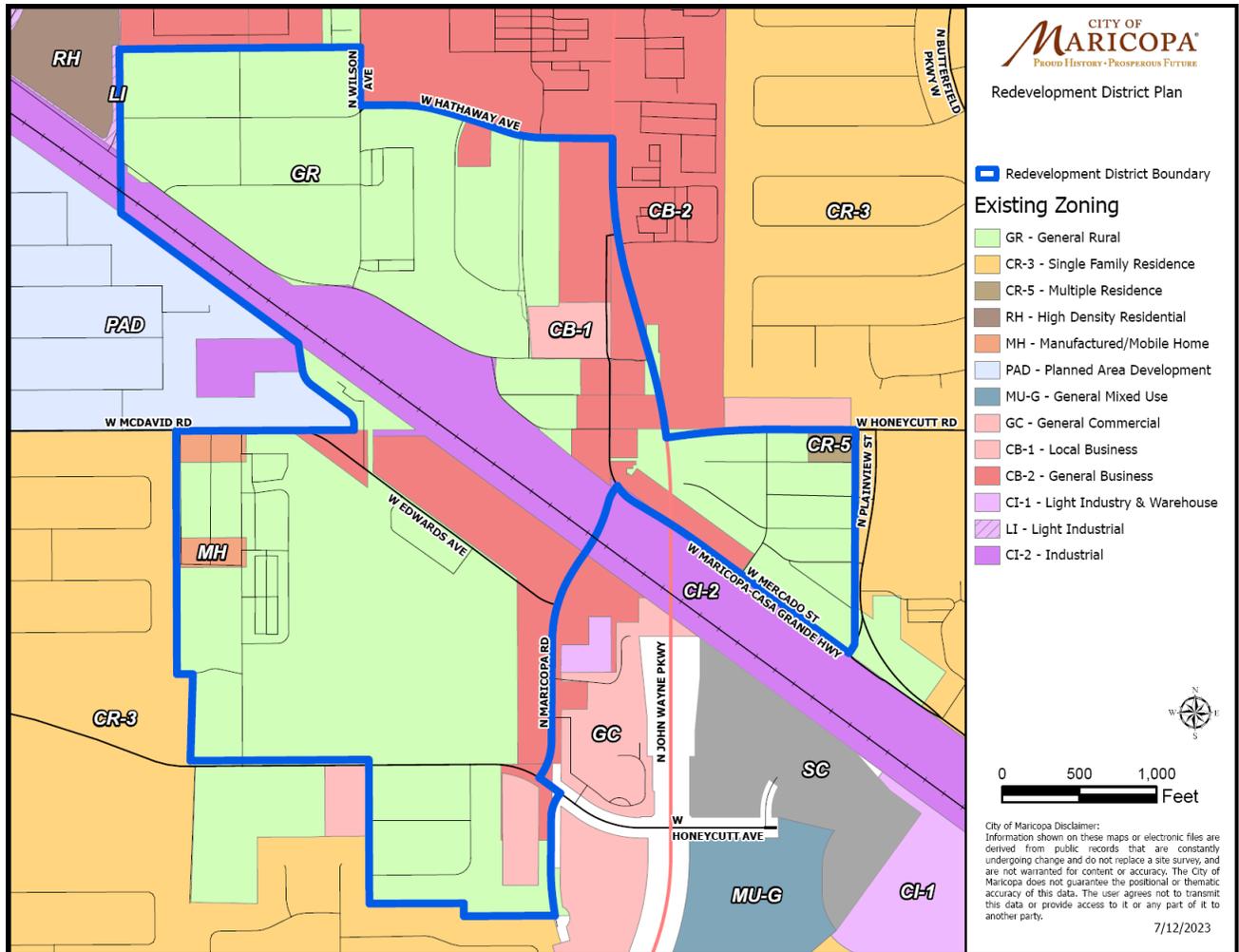


Figure 16: Zoning Summary Table

Zone	Abbreviation	Square Feet	Acres
General Business Zone	CB-2	960,692	22.1
General Commercial	GC	112,794	2.6
General Rural Zone	GR	5,814,294	133.5
Industrial Zone	CI-2	731,898	16.8
Local Business Zone	CB-1	90,562	2.1
Manufactured/Mobile Home Zone	MH	125,712	2.9
Multiple Residence Zone	CR-5	30,261	0.7
Grand Total		7,866,212	181

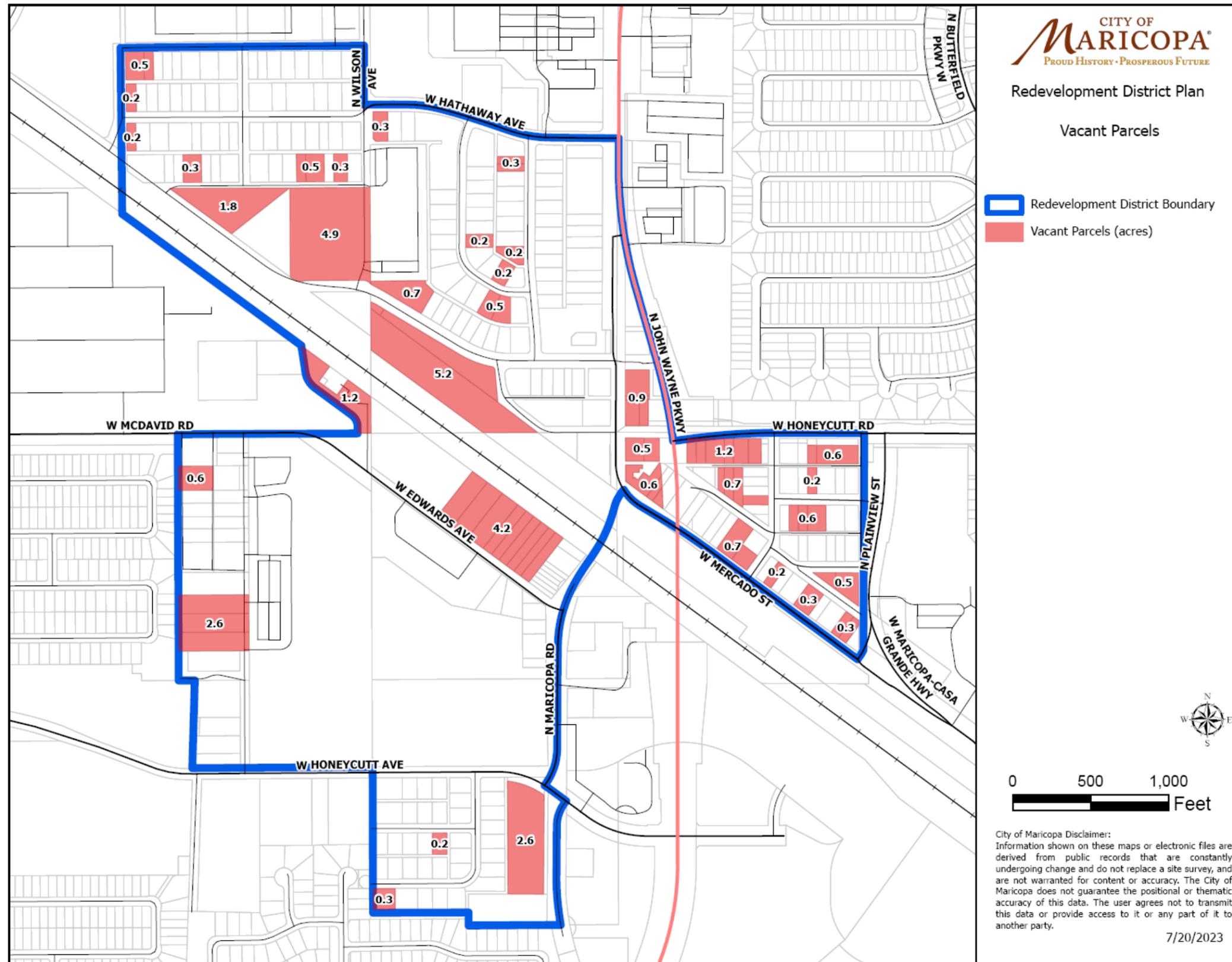
Existing Land Use

Approximately one-quarter of the redevelopment area is comprised of vacant land (over 35 acres). These developable areas are scattered throughout the planning area, with key locations at major cross streets being vacant. The remaining 146+ acres are devoted to a wide range of uses. Several institutional uses are located within the RDA, including religious institutions and schools; as well as several public building and facilities. There are close to 55 acres of residential development in the RDA ranging from larger lot single-family development to manufactured housing, as well as attached and detached multi-family units. Approximately 18 acres in the RDA are devoted to industrial or commercial land uses. While the industrial land uses are tightly connected to the railroad corridor, and slowly being phased out, the commercial properties are located along the John Wayne Parkway corridor and are slowly expanding outward from the area.

Figure 17: Existing Land Use Summary Table

Existing Land Use	Square Feet	Acres
Vacant	1,537,668	35.3
Schools, Churches, Institutional	2,206,749	50.66
Residential	2,292,562	52.63
Commercial	716,997	16.46
Government, Utilities	632,491	14.52
Industrial	494,406	11.35
Parks & Open Space	0	0
Total	7,880,873	181

Figure 18: Vacant Land Parcel Map



Summary of Blight and Slum Conditions

1. *Summary Description of Blighted Conditions*

To meet the definition of blighted area, one or more of nine conditions must be found.

The RDA meets at least four of these conditions:

- a. "Unsanitary or unsafe conditions"—There is a lack of sanitary sewer systems to serve small lots, outside unsanitary residential and commercial storage, inadequate water volumes and excessive fire hydrant spacing for fire suppression.
- b. "Deterioration of site and other improvements"—There are dirt alleys and unpaved streets, dilapidated or deteriorated structures and fencing.
- c. "Existence of conditions that endanger life or property by fire or other causes"—Older deteriorated and distressed properties that would not meet current building code standards, in combination with a lack of or too distantly spaced fire hydrants create conditions where fire suppression in the area is a concern.
- d. "Faulty lot layout"—Some parcels are very long and narrow or oddly configured that prevents easy development, reduces visibility, or hinders access. Many of these are in fragmented ownership. Undeveloped parcels that were platted to be streets or alleys have never developed and create fragmented and confusing conditions.

2. *Summary Description of Slum Conditions*

To meet the definition of a slum area, there must be a "predominance of buildings or improvements, whether residential or nonresidential" and "the public health, safety, or welfare is threatened" because of any of four conditions. The RDA meets at least three of these conditions:

- a. "Dilapidated, deteriorated, aging or obsolescent buildings or improvements" - There are many dilapidated or deteriorated buildings or improvements and many aging and obsolescent homes, nonresidential structures, and improvements. A 2022 city assessment of structures in the RDA indicated that approximately 65% or more of buildings as slightly deteriorated to deteriorated or dilapidated.
- b. "The inadequate provision for ventilation, light, air, sanitation, or open spaces" - Many homes and some businesses are on septic tanks on small lots that would not meet current environmental standards. There is no developed public park in the entire RDA and no improved open. New residential subdivisions elsewhere in the city dedicate up to 20% of their land area for improved open space for their residents.
- c. "The existence of conditions that endanger life or property by fire or other causes"—There are inadequate water volumes for fire suppression. There is development in floodplain areas, and there are delays for public safety vehicles in reaching incidents inadequate infrastructure conditions.

Goals and Objectives

This section is critical to the overall success of the redevelopment area. In this section, goals and objectives for the refinement of the overall vision are identified. Additionally, the context for realizing that vision is established. Each goal is discussed in terms of specific objectives for reaching the goal, forming more specific policy, and carrying out targeted and strategic actions. The goals and objectives are not presented in any priority order.

Throughout this section, there will be special callouts, “*2023 Update” with a statement that responds to the particular goal or objective and a status update on whether the goal or object has been completed or if it’s ongoing item.

Goal 1 – Character, Identity and Downtown Destination

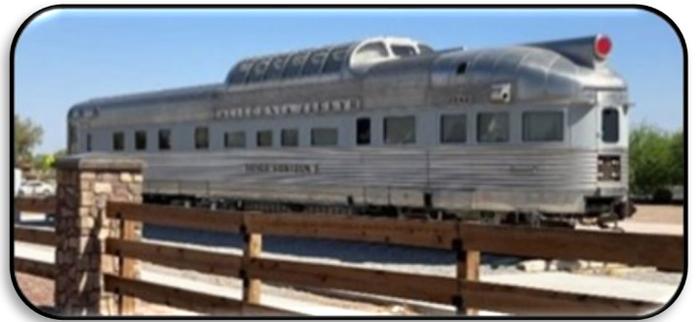
Maricopa should have an identifiable urban core; this “heart” is the RDA. The RDA celebrates its culture and history through its architecture of public and private buildings, its streetscape, and small town, pedestrian friendly environment.

Objective 1 – Establish a Railroad Heritage Park and Visitor Center around the water tower and a relocated Zephyr train; encourage historic designation of eligible historic properties nearby.

- The water tower is unique, visually interesting and a reminder of Maricopa’s identity within the physical environment. This icon can and should serve as the foundation for a destination for both resident and visitor.
- A Railroad Heritage Park should be developed around the water tower; the facility should include a visitor center for the city with information about what to do and see, as well as historical information and interpretive displays which communicate the area’s rich heritage.
- As a destination, the park could be supported with private investment and management; the opportunity for small-scale retail services to be incorporated into the park’s design is significant. These opportunities include restaurants and gift shops.
- The park should also tie in surrounding historic structures and markers and serve as the center point for a greater heritage district. The district should have historic preservation planning components, including specific design guidelines for its development.
- The Zephyr train’s relocation to the park would provide an instant visual draw while providing a logical complement to the park’s theme.

****2023 UPDATE:** During the John Wayne Pkwy overpass construction, the Zephyr train was relocated to the old Rotary Park area adjacent to the newly renovated modular building that currently houses the Maricopa Museum and Visitor Center. Progress is being made for a proposed Heritage Park that will be developed around the relocated Zephyr railcar. This objective is ongoing.*

Figure 19: Maricopa Museum, Visitor Center, and Zephyr Train



Objective 2 – Rebuild the historic train station as part of the Transportation Center to serve as the Amtrak train station as well as a restaurant and entertainment venue.

- Before the old train station burned down in 1930, it symbolized the history and architecture of Maricopa. It was two stories with a peaked roof and parallel roof overhangs on the first level. The windows are outlined in darker painted trim that goes to the base of each story. The building had two chimneys. The telegrapher and station agent and his family lived on the second floor for a time. At times as many as 250 people waited for the train there. The current train station is a single-story modular building that is closed most of the time.
- A replica station could serve not only train passengers, but restaurant and lounge patrons. It could become a destination and eventually serve commuter rail as well. The station would be located on railroad right of way, and its design would have to be approved by Amtrak to meet their needs. It could be a public/private venture.

****2023 UPDATE:** The city developed a vision plan in 2020 that complimented the city's adopted Maricopa Station Overlay. The vision plan provided a conceptual train station area plan that captured the idea of a civic identity that can help establish character roadways near the train station's proposed relocation. This objective is ongoing.*

Figure 20: Conceptual Train Station



Objective 3 – Build gateways at four entrances to Downtown Maricopa to announce arrival and strengthen identity.

- Gateway features are important features for any corridor or district; the sustaining building block for establishing a unique and identifiable area is the gateway feature that ties the interests and qualities of an area together.

- The redevelopment area gateway features should, at a minimum, be located on the southwest and southeast corners of Edison and S.R. 347, on the Maricopa-Casa Grande Highway before the cutover to Honeycutt, on S.R. 238 at the western edge of the redevelopment area, and the southwest and southeast corners of Alterra Parkway/ Desert Cedars and S.R. 347. These intersections and corridors, respectively, represent the physical and representative entrances into the redevelopment planning area.
- Gateway design should echo the western architecture styles envisioned for the redevelopment area; these features should be visually interesting and designed at such a scale so as to stand out from surrounding physical features. Design should also consider viewsheds, such as lines of sight to surrounding mountains, existing and future development, and transportation systems.
- Gateway features should be constructed of highly durable materials and maintained in a condition representative of the pride citizens have in the redevelopment area. Often times a stone base material is appropriate for its resiliency.
- Include the community in the design of the gateway features; consider organizing a design competition for the gateway feature characteristics.



****2023 UPDATE:** Redevelopment gateway features are currently located on N. Maricopa Rd. south of the John Wayne Pkwy (SR 347) overpass split, and on Maricopa-Casa Grande Highway before the cutover to Honeycutt Rd. Additional gateway features should be established south of the John Wayne Pkwy (SR 347) overpass and UPRR at the corner of N. Maricopa Rd. and W. Honeycutt Ave. or SR 347 and W. Honeycutt Ave. to celebrate the southern portion of the RDA Heritage District. These intersections signify the physical and representative entrances into the RDA planning area **This objective is complete.***

Objective 4 – Develop a consolidated Government Center and Town Square special events park to establish a focal point and destination for residents and to encourage other development.

- Interim City Hall, a city/county court, and police and fire administration offices are all located in temporary buildings in the RDA. There is no public park within the RDA. All participants in the RDA public involvement process supported the idea of a consolidated Government Center and Town Square to permanently establish the RDA as the historic central place, heart, and government focal point for Maricopa.
- The Government Center would be close to the Transportation Center and would allow private offices, restaurants, higher density housing and cultural facilities to locate interspersed to create a 24/7 pedestrian environment and maximize use of a shared parking garage. Thus, the Government Center would also serve as a catalyst for private development and help support upgraded infrastructure in the area.
- The longer-term needs for the GC are for 40 to 50 acres including a 10-acre park around which public and private uses would locate. A vehicle maintenance facility could be located nearby. There are two vacant parcels south of S.R. 238 adequate to accommodate the Government Center. Access would be from S.R. 238 via Loma, Edison, and Garvey. Both sites could be served by Global, although neither is in any service area now.
- Buildings should be taller, such as four to five stories, to reflect their importance and need for efficient use of land. There could be a taller tower to serve as visual reference point.
- The public offices could be developed by the City or through a public/private partnership with long term leases, turnkey, or lease to purchase options. The park could serve residents and employees.

****2023 UPDATE:** In 2012 City Hall was relocated from the Redevelopment Area to its current location off of White and Parker Rd. Pinal County Court House expanded its facility*

*in 2020 by adding 30,000 SF of office space that provides expanded court and other county services. The City of Maricopa currently owns the old city hall lot and it is intended to be redeveloped that will complement the area. **This objective is ongoing.***

Figure 21: Pinal County Government Complex



Objective 5 – Adopt design guidelines to promote use of Western and Agrarian/Railroad related design themes with shade features. This would require the City to adopt a separate amendment to the City design guidelines.

- Perhaps the most unifying element of any area is the architecture; the City should develop and adopt design guidelines specific to the redevelopment area.
- The desired architecture for development in the planning area is Western and Agrarian/Railroad.
- Western architecture should be particularly important in regulating commercial development in the planning area, themes from this style (such as shaded, wraparound porch features and brick facades with timber framing elements) are easily translated into modern office and retail structures.
- Agrarian/Railroad features (territorial, ranch and bungalow styles are common throughout the southwest’s residential design character) can be easily translated in the design of residential structures and should be emphasized for this type of development.
- Locate building walls closer to streets to frame the street, move retail and other new buildings along S.R. 347 closer to street, put parking on side or behind and create stronger corners and intersections to overcome 6 lane streets.
- Pedestrian scale Government Center and surrounding area; center buildings around a 10-acre park with local street abutting on all four side. Create a mix of uses for 24/7 activity: offices, retail and apartment/condo housing with shared parking. Have one area in the city where people can walk among uses Ex. Verrado Town Center. Provide for shared parking for all except residential owners or tenants’ parking.
- Encourage climate sensitive design; minimize asphalt parking lots and shade walkways and parking lots to reduce impacts of urban heat island, use white or light-colored roof materials and incorporate solar panels where feasible and use overhangs and awnings to promote shade and pedestrian comfort and reduce energy use.
- Ensure mountain view corridor protection to the west by breaking up building masses.
- Recognize the importance of building height in defining the central core, height is the most important aspect in calling out the urban heart of the city; allow City Hall to be four to six stories with a tower visible from S.R. 347; promote three and four story offices and

- mixed use buildings around the 10 acre civic event park; taller buildings should be set back sufficiently from single-family residences to avoid blocking their sun and rear yard privacy.
- Ensure appropriate ground level physical and visual access for all public buildings. Design public buildings to be entered without steps and with glass windows at ground level so public can see in and feels welcome. Incorporate building entrances from sidewalks and streets, not just parking lots or garages. Minimize blank walls at ground level by incorporating windows and doors and shadow boxes for public art or photos of the city or announcements when windows are not feasible. Avoid dead space by putting parking structures and parking lots to the side or behind all public and private buildings.
 - Little remains of significant buildings from the past in Maricopa and Maricopa Wells, so information on architectural styles is based on photographs in *Reflections of a Desert Town* by Patricia Brock.
 - Before establishment of Maricopa, a place called Maricopa Wells was established on cross country stage routes. The main building at Maricopa Wells was a rectangular compound housing the several uses of the stage service activity. The building was constructed of adobe with a pitched roof of rush covered polls with adobe on top. The distinctive feature of the building was a sloped shade structure just above door height with a shingle covering. The adobe wall including a parapet extended above the shade structure.
 - When Maricopa was established at its current location the initial buildings appear to be of frame construction – the Hotel Williams and the train station. Both were two stories. The Hotel has a fake rectangular facade facing the tracks. The train station had a unique design with sloped shade structures extending at both the first level above the door heights and also at the second level over the windows. Both buildings had peaked roofs. Both were lost to fires. The train station might work as a model for a replacement structure or even new City offices.
 - The Edwards/McCarthy House was a two-story frame with a shaded second story walkway and an open wooden balustrade. The house seemed of a similar style to that common in other parts of the U.S.
 - The Goodson homestead appears to be of adobe with wood frame windows with a Spanish Colonial design. Using this detail might be another opportunity for a connection with the past.
 - The Maricopa Hotel and Café was constructed after the train station burned down. It had a peaked roof and an interesting walkway on one side. The structure appears to have a stucco surface and some architectural details in the stucco. The walkway was covered with a roof supported by columns and peaked arches.
 - The Redbrick School had a peaked roof with arches over the entry doors and side windows.
 - The Maricopa Shopping Center South looks like wood frame with peaked shingle roof. The covered walkways with a hitching rail are much like old town Scottsdale.
 - The common themes in architectural style are peaked roofs and covered shade structures over walkways adjacent to the buildings. The Maricopa Wells building and the original Maricopa train station provide the best opportunities for picking up characteristic historical elements for use in new buildings. Caution is needed that this doesn't result in a Disney "West's most western town" look.



****2023 UPDATE:*** *In 2011 the City of Maricopa adopted the first Heritage District Design Guidelines. These guidelines incorporated many of the statements within this objective. In addition, in 2019, the City also created the Maricopa Station Overlay District, which also included separate Design Guidelines for the Maricopa Townsite area. This objective is complete.*

Objective 6 – Use the railroad overpasses as an opportunity to depict the heritage of Maricopa.

- Rather than building merely functional concrete overpasses, the City has the opportunity working with state and federal funding agencies to incorporate public art into the surfaces in a way that reflects the history of Maricopa and makes them an attraction and point of pride. Possible funding sources could be a local Percent for the Arts program, using 1% of all bond funding for a facility, or an Overpass Mitigation Bond Fund designed to mitigate any negative impacts on surrounding properties. Designs could be developed through a juried competition that could involve local students working with artists. There are many examples in Arizona of successful incorporation of art into freeway over and underpasses.



****2023 UPDATE:** Rather than building merely functional concrete and metal overpasses, the city has embraced the opportunity to incorporate architectural themes consistent with the objectives of the RDA in the John Wayne Pkwy (SR 347) vehicular overpass. This objective is complete.*

Figure 22: Freeway Overpass Art



Objective 7 – Promote an enhanced streetscape along S.R. 347 within the RDA boundaries to improve the image most viewed by residents and visitors.

- Like the grand boulevards of countless European cities, S.R. 347 should function not only as means for regional circulation into and out of the redevelopment area, but it should also incorporate features for comfortable, attractive, and safe pedestrian circulation and enjoyment. This notion has the side benefit of ensuring motorists have a positive impression from the Parkway.
- Specific design guidelines which should be considered include the use of detached 5 ft. sidewalks and low water use trees south of Edison Road to Alterra Parkway or Honeycutt Avenue; the control of sign clutter and sandwich boards; and the requirement for double tree lined streets leading to the Government Center from all directions.
- Shade features are critical to promoting S.R. 347 as a multi modal corridor and ensuring pedestrian usage.

- Perimeter walls fronting S.R. 347 should have architectural embellishments to ensure visual interest and help frame the roadway.



****2023 UPDATE:** Over the past 10 years various improvements to John Wayne Pkwy (SR-347) have been made. Such improvements include sidewalks, median landscaping, and screen fences. In addition, has taken sole responsibility of John Wayne Pkwy (SR-347) within the city limits, further allowing to continue make other beautification improvements in the near future. Although John Wayne Pkwy (SR 347) is currently a six-lane divided highway, thoughtful graduated treatments and design tweaks could transform the roadway into a “grand boulevard” type roadway, where vehicular and pedestrian scale functions are intertwined and the roadway no longer serves as a simple means for regional circulation into and out of the RDA The City of Maricopa should continue applying design guidelines that consider the use of varying width detached sidewalks, low water use shade trees, and architectural shade elements; the control of sign clutter and unfixed signage; and the requirement for double tree lined streets leading to the Redevelopment Area District from all directions. **This objective is complete.***

Figure 23: Median Landscaping



Objective 8 – Improve the appearance of temporary modular buildings and their sites.

- There are public, institutional and private temporary, modular buildings in the RDA. Some have stairs and ramps to access the entrances; some have minimal façade treatment and are basic boxes. Some sites have no paving, or if paved, no landscaping. It is possible to add a façade treatment that makes the buildings look more like standard construction with stucco surfaces, multiple colors, ground level access, and varied roof lines. Loans and grants should be sought to help owners of existing temporary buildings improve their appearance if they are legal and there are no plans for replacing them in the near future.
- Portable buildings: do not allow at grade access, lack multiple plains, finishes and color differentiation. They imply temporary development and lack of long-term commitment to the site, or they are an attempt to avoid the time and cost of more permanent

development. Even when intended to be temporary, they often can remain for many years. It is hard to set a time limit and then evict a business or demolish or remove structures.

- The City should ensure that building permits are processed in a timely manner so that delays in reviewing stick-built development are not an excuse for choosing modular buildings. Enforcement of codes should be pursued if temporary buildings are not legal. Future temporary looking buildings should be prohibited or strongly discouraged.
- Chain link fences should be prohibited in all new developments in the RDA except where not visible from any public street or residential development. All fences should require a building permit to ensure proper placement and materials.
- Chain link fences tend to locate at property lines, do not screen outside storage, or vehicles, and do not signify quality development. Block walls or wrought iron fencing are better alternatives. Hedges provide visual screening, also.
- Require shade trees, shrubs and some plant material for ground cover in addition to decomposed granite. Decomposed granite as a predominant surface material, sometimes called moonscape, is hot and unattractive even in mounds with boulders. Lack of trees and other live landscaping materials causes increased urban heat island impacts and higher utility bills.
- Require that all new signage be monument style in the RDA, not sandwich board or ground signs on poles. Portable and temporary signs, either sandwich boards or temporary signs on poles, are unattractive and tend to block the right of way. A row of ground level signs distracts drivers, causes sign clutter and can block sidewalks. Quality commercial development uses monument signs and wall signs to identify tenants and business names.
- Scattered site mobile homes should not be permitted on land designated for other uses in the redevelopment area. Outside of existing neighborhoods where they have been present for many years, they become isolated from a residential environment and lack a permanent feel. Modular housing or mobile homes with at grade entrances, façade treatments and landscaping should be considered subject to some design review.



****2023 UPDATE:** Several accomplishments to this objective have been made. For example, the city has successfully been enforcing the restriction of chain link fencing when visible from a public Right of Way (ROW). Signage regulations of sandwich board signs have been properly controlled to reduce sign pollution and lastly, any modular buildings for public use are heavily scrutinized to enhance architectural standards as required per the adopted Heritage District Guidelines. **This objective is complete.***

Goal 2 – Adequate Infrastructure

The infrastructure of the area, including streets, sidewalks, streetlights, retention basins, and water and sewer systems, should be improved to current standards without creating unaffordable burdens on existing residents.

Objective 1 – Explore affordable options to provide adequate and reliable water volumes and sewer service to all parcels in the RDA not adequately served.

- There are at least three possible options for providing adequate water and sewer service in the RDA to customers of Maricopa Domestic Water Improvement District (MCDWID). It is assumed that Global will pick up water and sewer service in most of the undesignated areas; however, there are some areas that are of interest to MCDWID.

Option (1) Assist MCDWID in obtaining federal funds to upgrade its system by adding additional storage tanks and hydrants. If it appears that the cost impact would be too great

on existing residents, the City should consider selling bonds to fund an improvement district with some percentage paid by residents and some through Community Development Block Grant funds or other sources. This option still leaves the existing neighborhoods without sewer service. It is not feasible for MCDWID to build a sewer system to serve so few customers. The only feasible option is to connect to the Global system. Global is not interested in providing sewer service to residential customers when they do not provide water service because of concern about nonpayment and inability to shut off service. The option of owners' buying insurance to cover nonpayment or the City creating a fund to reimburse Global could be explored.

Option (2) Third party purchase of MCDWID by Global Water or some other entity. This would require the purchaser to pay back MCDWID's federal debt which is through the U.S. Department of Agriculture (USDA)-Rural Development. MCDWID has reported that Rural Development will require a private, non-governmental purchaser of the MCDWID system to payback all federal loans and grants, totaling approximately \$2.4 million. The purchaser could also incur costs to upgrade the system to improve storage volumes, hydrant spacing, and pipe capacity.

Option (3) The third option is purchase by the City of Maricopa. The City could then subcontract with Global to operate the system. While the City would not have to pay back the grants as ownership would remain in public hands, they would still need to repay the federal Rural Development loans totaling approximately \$400,000 and find funds to upgrade the system as well as pay any additional costs to purchase the system. The total cost of purchasing the system as well as funding options to upgrade the system should be explored. It could be a combination of revenue bonds, general obligation bonds, and federal funds.

****2023 UPDATE:** Since the adoption of this plan, small upgrades have been made to the exiting water system managed by Maricopa Domestic Water Improvement District. Such improvements included adding water storage capacity and adding additional fire hydrants to increase fire protection. This objective is ongoing.*

Objective 2 – Develop a plan to pave all unpaved streets in the RDA.

- The City is already using Community Development Block Grant funds to pave streets in Old Town neighborhoods. They should continue this practice to complete approximately one mile of remaining interior or bordering streets. Other dirt streets are more likely to be paved with redevelopment.

****2023 UPDATE:** The city is already using Community Development Block Grant funds to pave streets in RDA neighborhoods. The city should continue this practice to complete paving of all interior or bordering streets. Other dirt streets are more likely to be paved with redevelopment. All street paving should follow "Complete Streets" design guidelines and incorporate multimodal systems such as bike lanes within the designs where feasible. All street paving should include curbs, gutters, and stormwater drains or other methods to keep streets clear of runoff and convey stormwaters away from properties in a safe and efficient manner. This objective is ongoing.*

Objective 3 – Determine the cost to install sidewalks and streetlights at intersections and determine resident interest.

- The issue of retrofitting sidewalks and streetlights in existing neighborhoods is very important to the community.
- The City should devote resources to studying this issue in depth and facilitating an ongoing dialogue with residents until the desired improvements can be planned and constructed.
- Through this process, the City needs to determine the specific costs associated with these improvements so that the best, most appropriate, financing tools can be determined.
- As financing options are determined, community input will again be critical so that priorities and phasing can be identified based on needs and balanced by fiscal realities.

**2023 UPDATE: Since 2009 several projects have occurred that included the installation sidewalks streetlights. Main Street is a prime example of retrofitting a street with a design concept that will encourage revitalization within the area. This is a going effort as funding becomes available. This objective is ongoing.*

Figure 24: New Sidewalks



Objective 4 – Develop a program and funding to remove portions of the RDA north of the railroad tracks from a FEMA flood plain designation.

- The City has contracted with engineering consultants to develop alternatives to solve the flooding problem as described under “Existing Conditions.” The least expensive solution involves taking the water underneath the railroad tracks and carrying it via a 200-foot-wide channel to the wash along the Green alignment. Cost estimates exceed \$10 million.
- This would impact a few developed properties within the RDA although most of the land is vacant. The drainage way could become a recreational trail system when dry.



**2023 UPDATE: In 2019, the city pursued a Floodplain study to remove the entire Redevelopment Area District from the Flood Zone. In 2021, the city obtained a CLOMR that pulled the area out of the flood. This objective has been completed.*

Goal 3 – Existing Neighborhood Protection

Existing neighborhoods should be upgraded and preserved for the benefit of those who wish to continue living in them.

Objective 1 – Establish land use policies and designations to protect existing Old Town neighborhoods, #1, #2, and #3 for continued residential use and to support replacement of single-family homes with new or upgraded ones by existing owners or those developing on vacant lots.

- The land use plan in the Redevelopment Area Plan and the General Plan Land Use Plan should show the neighborhoods as single-family to protect existing residents who want to remain as shared through public input in the development of this plan. There are a few vacant lots in both #1 and #2 that would accommodate new single-family stick built or mobile homes.



****2023 UPDATE:** Two overlay zones have been approved for the RDA to help guide redevelopment opportunities. One is called the Mixed-Use Heritage and the second is the Maricopa Station. These overlays allow for the existing uses to continue and even improve existing homes for expansion and additions. **This objective has been completed.***

Objective 2 – Adopt transition policies to allow more intense uses at the southern edge of Old Town #2 and at the northern and southern edges of Old Town #3 or by block face or block with resident support in #3.

- The southern edge of #2 includes lots that face Garvey Avenue, which will carry more traffic in the future. They face nonresidential development and vacant land as well as train traffic. Any transition should not leave individual homes isolated or make major character changes while residents remain in homes.
- There have already been some land assemblages on the northern edge of #3 along Honeycutt Road. Homes have been cleared. Some rezoning is also in progress behind the La Roca, near S.R. 347. The need for widening the road to four lanes when the overpass from Maricopa-Casa Grande Highway is completed may result in acquisition of land for right of way by the City or dedication by developers on the south side. All south side lots face new commercial development or vacant land on the north side of Honeycutt.
- Both homes and businesses face Maricopa-Casa Grande Highway on the southern edge of #3. The south side of that road is vacant land, open storage, industrial uses or stores. Transitional uses could include stores, offices or higher density housing. New open commercial uses should be avoided to protect the existing residents. Any nonresidential use should be screened and buffered with walls and landscaping from single-family uses.
- There have also been some internal assemblages that include most of a block face. Any transition to higher density, office or other nonresidential use that does not use existing structures should not be done on single lots but should require a minimum of a block face to protect existing residents from living on orphan lots. Nonresidential uses should take place within enclosed buildings.



****2023 UPDATE:** Both Mixed Use Heritage and Maricopa Station overlays provide additional land use opportunities and development standards that would enhance the built environment within the RDA. **This objective is complete.***

Objective 3 – Demolish abandoned and boarded up homes or structures and provide assistance with periodic neighborhood cleanups.

- The City should continue its previous efforts to coordinate and provide the tools necessary for neighborhood cleanup efforts; the City has successfully utilized neighborhood cleanup programs to address visual nuisances in the area.
- The City should proactively engage absentee landowners with structures which are dilapidated or vacant lots which are properly secured and maintained.



****2023 UPDATE:** As part of the John Wayne Pkwy (SR 347) overpass project, several abandoned properties were purchased as part of road acquisition and other properties were identified as unsafe and not habitable due to its conditions. This objective is ongoing.*

Objective 4 – Identify loans and grants to help residents upgrade their housing.

- There are numerous opportunities for residents to seek assistance with housing improvements. The City should provide easily accessible information on these programs and designate a point of contact for all inquiries from the community.
- The City should maintain a comprehensive listing of available grants on its website.
- Examples of the tools available include the Community Development Block Grant (CDBG), HUD Title I Home Improvement Loans, HUD Section 108 loans, HUD 203 (k) Rehabilitation Program, HUD HOPE VI, HUD HOME programming, EPA Community Wide Assessment, Arizona Department of Housing Low Income Tax Credits and Housing Fund program, and USDA Rural Development Housing Program.

****2023 UPDATE:** This objective is ongoing.*

Objective 5 – As properties redevelop, require conformance with all citywide codes, ending grandfathered exemptions.

- Many areas within the redevelopment district are exempt from portions of the zoning ordinance and city code regulations addressing property maintenance and neighborhood welfare.
- As properties redevelop, a condition of approval should be full compliance with these regulations.
- In addition, near term solutions should be discussed with property owners who do not wish to redevelop (these solutions may include the voluntary cleanup efforts discussed previously).
- It is important for the entire redevelopment area to be maintained in a safe condition which communicates the pride community members have in this special area.

****2023 UPDATE:** Code Enforcement Division are actively enforcing property maintenance to create positive community environment. This objective is ongoing.*

Goal 4 – Improved Traffic Circulation

Traffic circulation should be improved by providing overpasses for the railroad crossings and upgrading streets to remove safety hazards and bottlenecks.

Objective 1 – Overpass design should consider the eventuality of four tracks and the need for multiple overpass points.

- As described under “Existing Conditions,” delays of 10 minutes or longer are not uncommon multiple times per day as freight trains pass through the city. Train traffic will only increase with the completion of the double tracking and the addition of a third and fourth track at some point in the next fifteen to twenty-five years.
- A study of potential alignments was completed in August 2007 and is now being considered by the Arizona Department of Transportation. Although no alignment was selected, the most likely option showed the realignment of S.R. 347 to be a continuously direct north-south roadway at the overpass. This realignment would enable the existing pavement south of the railroad tracks to serve as a frontage road providing access to the properties on the west side of S.R. 347 thereby eliminating direct access to S.R. 347 and easing congestion on S. R. 347.
- The cost of the S.R.347 overpass could exceed \$100 million. To pursue federal funding based on concerns about safety issues previously described; the City of Maricopa hired a well-known lobbying firm to represent their interests in Washington on this issue.
- A second overpass along the Loma alignment or extension of Hogenes Boulevard would provide a second crossing and direct link to S.R. 238. Hogenes Boulevard connects back to S.R. 347 via Honeycutt Avenue and Bowlin Road. The Loma overpass would be less expensive due to less costly land acquisition and a four-lane width versus a six-lane width for S.R. 347.
- Of the numerous options considered and the five final options studied for this plan, Option E minimizes changes to the street system, utilizes existing collector streets, minimizes overpass costs, and eliminates two intersections that would no longer exist with the overpass for S.R. 347. The existing Edwards intersection with S.R. 347 south of the railroad tracks would be eliminated. The existing extension of Honeycutt Road immediately north of the railroad tracks would also be eliminated. (Need to revise the map) Closure of MCGH on the east side will occur with construction of the bypass to Honeycutt Road. Elimination of the current Edwards intersection on the west side will require purchase of additional right of way to extend it south to intersect with Honeycutt Avenue. This realignment would be necessary sooner if the adjacent properties were to redevelop prior to the overpass construction. This option avoids encouraging more traffic along Taft Avenue which currently has homes on the west side and the high school’s main bus access on the east side.



****2023 UPDATE:** John Wayne Pkwy overpass project was completed in 2019 alleviating the circulation issues within the RDA. This objective is complete.*

Objective 2 – Develop additional collector and arterial streets to serve proposed development.

- The development of a concept for extending collector and arterial streets to serve the larger vacant parcels west of the Green Alignment, including the westernmost 160 acres which abut the Ak-Chin reservation on three sides, is critical. These road locations are not adopted as precise alignments but indicate a hypothetical, well-designed system. Collector streets are shown passing through the dairy when it is redeveloped. All alignments are designed to allow 90-degree angles at intersections.

****2023 UPDATE:** The city has plans extend Green Rd alignment, via overpass, and connecting to SR-238 allowing additional circulation and alleviating congestion at John Wayne Pkwy and Honeycutt Rd. This objective is ongoing.*

Objective 3 – Limit curb cuts along S.R. 347 wherever possible by diverting site accesses to side streets that have signalized intersections (traffic lights) or by combining several commercial properties’ accesses into one shared access.

- The purpose of this objective is to ensure safer access onto S.R. 347 minimizing left-turns into and from accesses across an eventual three lanes of traffic and long backups.

****2023 UPDATE:** This objective is ongoing.*

Objective 4 – Develop a Transportation Center in the RDA. Co-locate multiple types of transit options and provide support service and transit-oriented development, providing more options to reduce auto dependence and usage.

- A multi-modal transportation center in the heart of the redevelopment area will provide a mechanism for ensuring the city’s sustainability as well as a catalyst for high quality urban development.
- The transportation center should be located in close proximity to the future governmental center. However, if the government center is not located in the planning area, the redevelopment area should still be considered for the location of the transportation center because of existing infrastructure benefits and the future intensities and densities expected in the RDA.
- The center should include a Park n Ride lot, structured parking for cultural facilities which could also serve as park-n-ride during the day and overflow parking for special events, the relocated Amtrak station, a local bus station for in town service, regional service to Tucson, Casa Grande, etc., a local bus station for in-town shuttles, and opportunities for connectivity with bike trails coming in from washes as well as the railroad corridors.
- The transportation center should also project the rich transportation heritage of the area through its architecture and public art.

****2023 UPDATE:** This an ongoing effort to establish a transit center around the existing Amtrak Station. Efforts also include relocating the Amtrak station perpendicular to Main St and Mercado St to establish a centralized area that will complement other efforts in creating a vibrant destination center. This objective is ongoing.*

Objective 5 – Develop a trail system using streets already designated for trails, washes, and retention areas to connect with a regional trail system and allow pedestrians and bicyclists to access schools, parks, other public facilities, and shopping.

- Trail access design should be a standard component of the land planning and development review process.
- Trail systems planning should occur at a very detailed level for the entire redevelopment area so that future opportunities and connections are realized.
- Trailheads should be designed and installed which reflect the uniqueness of the redevelopment area.
- The redevelopment area should have a diversity of trail system types, ranging from the natural open space orientation to the urban network; each trail context should have distinct amenities.

****2023 UPDATE:** With the overpass addition, pedestrian connectivity between the two areas (north and south of the railroad) lacks connectivity. Efforts are underway to create pedestrian connectivity from south of the tracks, connect to the northern side of the tracks via a pedestrian bridge and continue along Garvey Ave to the Loma Rd alignment connecting back to SR-238. This objective is ongoing.*

Goal 5 – Greater Variety of Land Uses

The redevelopment area should attract a greater variety of housing, medical, cultural, recreational, entertainment, shopping, civic, office and industrial uses to serve the needs of the residents, businesses, and visitors of the city.

Objective 1 – Adopt a Land Use Map that includes a greater variety of urban land use categories and shows potential locations for uses requested by stakeholders to include in the RDA. The proposed land use plan provides more detail and a greater mix of urban uses than the General Plan.

Residential categories

- The RDA plan map has only one single-family category which is 6 units per acre or less. Single-family development is not expected to be a major use by itself in this area. The designation is limited to one parcel currently designated M or 2 to 6 units per acre in the General Plan and zoned CI-2, and the existing Old Town three neighborhoods to reflect the predominant use in them.
- The proposed Mixed Density (MD) category allows a mix of densities and products that would be determined through site plan approval at the time of rezoning. There is no minimum or maximum density for any project within the category and no overall density limit. A height limit of four stories and parking requirements would effectively set some limit on density. Density limits beyond the single-family level are arbitrary. Two one-bedroom units of 1,000 square feet each and one two-bedroom + den unit of 2,000 square feet take up the same amount of space. The two-bedroom unit may require more parking, but its trip generation is a function of the number of residents and vehicles owned. However, the two one-bedroom units would be counted as double the density. The MD designation is used for sites of 40 acres or more generally to allow a greater mix of housing types. Mixed Density products could include apartments, condos, townhomes, live/work units, offices and affordable housing.

Residential and Mixed-Use Categories

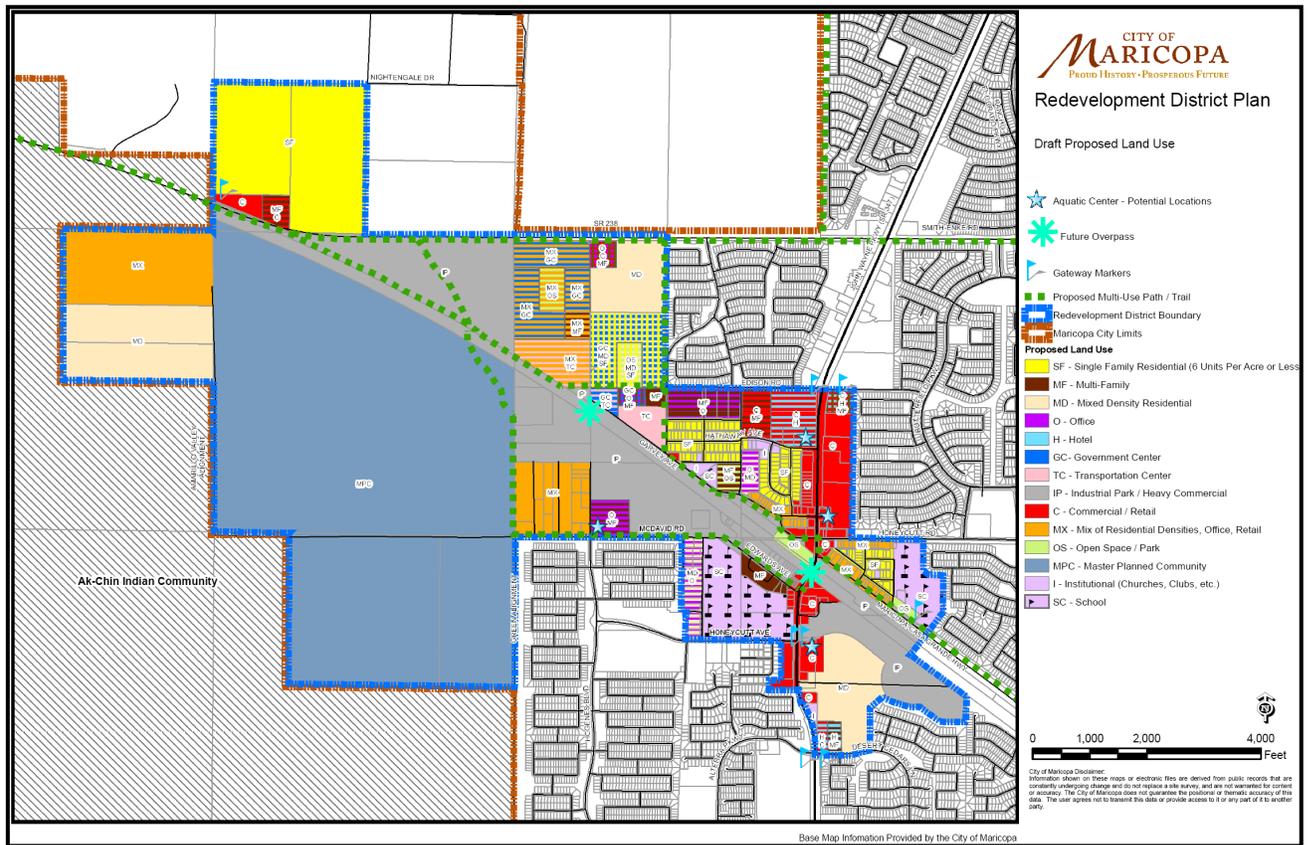
- The Plan uses the same Master Planned Community (MPC) as does the General Plan and places it on the entire 773-acre parcel in single ownership south of the railroad tracks. According to the General Plan, this category requires a minimum of 160 acres and allows a range of residential densities as well as supporting schools, churches, and neighborhood facilities. The overall density for the residential dwellings would be 3 to 10 units per acre. This category does allow for some unspecified amount of supportive commercial and employment uses.
- The RDA plan's Mixed-Use category (MX) is intended to allow on site or adjacent horizontal and vertical integration of higher density townhomes, condos and apartments with offices, shops and restaurants. There are no minimum or maximum densities or intensities. This category is ideal for pedestrian and transit-oriented development that has no or minimal yards, build to lines with wide sidewalks, shared parking garages and three to four stories in height. The practicalities of the market, including the need to

provide adequate parking, will determine the appropriate density. It should be located so as not to impact the views or privacy of existing single-family homes. This urban district is intended to allow a mix of uses that are compatible in use and scale characteristics. It should be considered for a new mixed use zoning district to be developed as part of the City's update of its zoning ordinance.

Specific Use Categories

- The RDA plan shows potential locations for hotels, offices, a Government Center, a Transportation Center, and an Aquatic Center. The purpose is to provide guidance as to desirable locations, but not to preclude other uses. This is appropriate for an area plan covering only 3 square miles but is not applicable to the General Plan as a whole.

Figure 25: Draft Proposed Land Use Map



Multiple designations

- The RDA plan shows two locations for a Government Center and two for a Transportation Center. In both cases only one site is needed. If the Council chooses to locate the Government Center outside of the RDA, there are alternative designations shown for both parcels. It is likely that one of the Transportation Center sites will be chosen. Other sites may show multiple designations that could work for any or all of the uses listed in any configuration or amount.

Open Space/Park

- This category is intended for public open space not open space required by subdivisions as part of site plan approval and intended for use only by the residents of the development. The approximate 10 ac. Open Space shown on the Government Center sites would be for a public park to be developed by the City in conjunction with the Government Center or as a public park to serve a higher density residential area. It is not intended to require a private owner to dedicate or develop a park separate from any normal open space requirements for site plan approval.

School and Institutional Categories

- The RDA plan distinguishes between Schools and Institutions such as churches and clubs because of the small scale of the plan and the importance of the high school in the area. For the same reason, the Government Center, Transportation Center, and Aquatic Center are called out specifically rather than being lumped under "Public/Institutional" as is appropriate for a citywide General Plan.

Commercial and Industrial Only Categories

- The plan's use of Commercial (C) is intended for primarily retail uses, but it would not preclude office uses or a hotel. It is not meant for residential or industrial uses.
- The category Industrial Park/Heavy Commercial is intended for manufacturing, research and development, warehousing, and large or outside commercial uses not appropriate to be located with housing. Sites designated could include railroad sidings, large trucking operations and uses that need some buffering from residential areas. It includes categories shown on the General Plan as Employment, Light Industrial and Research and Development. Preferred uses include lighter industrial uses such as light manufacturing and business park development, also professional offices, including medical facilities, clinics and associated office support services. Retail, office and even hotel uses could be included, but would not be the main focus.

Symbols

- The RDA plan also uses symbols for future overpasses and gateway markers as well as a green dashed line for proposed multi-use paths and trails based on the City's adopted Open Space Plan.

****2023 UPDATE:*** *The proposed land use plan is planned to reassess as part of the 10-year General Plan Update scheduled to be reevaluated and readopted by 2026. This objective is ongoing.*

Objective 2 – Consider land use criteria when locating retail, office, hotel, multi-family, government offices, and industrial uses in the RDA.

Retail development criteria

- Access/visibility to arterial streets
- Close to housing and employment
- Particularly vertical mixed-use arrangement
- Easily accessible parking
- Encourage parking variety; on-street, metered, surface, structured
- Ground level space with high quality streetscape
- Freestanding buildings on at least one acre
- Encourage larger structures with multiple users

Office development criteria

- Access to collector or arterial streets
- Shared parking model opportunity or parking at 1 space/300 sq. ft.
- Close to restaurants, shopping, and hotels
- Vertical mixed use (multi-family residential) desirable
- Close to transit

Hotel development criteria

- Visibility from arterial streets
- Insulate from heavy industrial operations
- Close to/integrate restaurants and shopping
- Close to employment centers, including government
- Encourage shared parking with some commercial uses
- Minimum parcel size of 1 acre with larger sites for full-service hotels

Multi-family residential development criteria

- Access/visibility to arterial streets
- Close to transit, recreation, shopping and services
- Set back/ buffered from railroad, industrial and noise
- Minimum size parcel of 3 acres

Future government center development criteria

- Create core/identity
- Public investment triggers infill and infrastructure
- Enable safe and diverse 24/7 pedestrian environment
- Establish critical density/intensity for shared parking and transit
- Achieve efficiency through consolidated public services

Industrial development criteria

- Close to arterial streets and rail
- Close to hotels and restaurants
- Close to transit service
- Set back from residential
- Use retail services as buffer
- Encourage co-location of similar industrial types
- Plan for unique infrastructure needs

****2023 UPDATE:** The proposed land use plan has is planned to be reassess as part of the 10-year General Plan Update in 2026. This objective is ongoing.*

Objective 3 – Allow greater heights, intensities, and densities in the RDA with sufficient buffers from single-family homes to create a more urban environment and act as an incentive to attract development in the RDA.

- The redevelopment area is to be the core of the city. Density, intensity and height minimums are critical to achieve the desired look, feel and function of a vibrant, attractive and active core.
- Medium to high multi-family densities allocated vertically over ground floor commercial services is the key land use pattern. This arrangement provides assurances that commercial services can flourish during non-event, non-peak hours and periods during the year.
- Taller buildings provide the added benefit of shade and street framing. Both these qualities contribute to a comfortable and desirable pedestrian environment.
- Mixed use development with higher density and intensity also sustains transit service and provides for greater diversity in mode choices.



****2023 UPDATE:** As previously mentioned, the area has two overlays that allows for greater development opportunities that will help create a more urban environment. This objective is complete.*

Objective 4 – Market the RDA for the list of land uses desired by stakeholders with use of appropriate financial and development incentives and assistance.

Residential

- Townhouses
- Condo
- Senior housing
- Affordable housing
- Live/work units
- Existing housing upgrades

Commercial

- Hotels and resorts
- Automobile sales, services and repair
- Day care
- Movie theaters
- Bowling alley
- Ice rink
- Water park
- Local mom & pop stores
- Clothing stores
- Furniture stores
- Grocery stores
- Restaurants
- Health club

Medical

- Hospitals
- Clinics
- Offices

Public

- Municipal complex
- Neighborhood parks
- Regional park
- Town square
- Dog park
- Sports complex
- Aquatic center
- Large post office
- Cemetery
- Transit center
- Community college campus
- Large high school campus
- Library
- Museums
- Art walk
- Senior center
- Teen center
- Youth center
- Trails

Objective 5 – Encourage less intense land uses as a buffer adjacent to the Ak-Chin Indian Community.

- Although there is a recommendation in the General Plan calling for a 300-foot buffer of very low-density housing or open space, this recommendation would have too great an impact on some small properties. It is recommended that landowners abutting the Ak-Chin reservation work with city staff and reservation planners to fit compatible uses that work well adjacent to Ak-Chin farming on their sites to the extent feasible. Proposition 207 passed by Arizona voters in 2007 requires local governments to compensate any owner whose property values have been diminished by new regulations, such as zoning or planning requirements.



****2023 UPDATE:*** Resolution 12-63 was adopted by city council to create additional provisions for protecting the cultural resources of the Ak-Chin Tribal Community. The city requires all applicants for a subdivision to conduct a Phase I archeological survey on land within two and one-half miles of the Ak-Chin border or within the undeveloped floodplain within the city. The city also requires applicants for a subdivision to provide documentation that a site records check for potential cultural resources has been conducted in conjunction with the State Historic Preservation Office. **This objective is complete.**

Objective 6 – Ensure respectful treatment of Indian reservation land and proper notification of artifacts uncovered during excavations.

- In discussions with members of both the Ak-Chin and Gila River Indian communities concern was expressed about correctly following proper procedures if burial grounds or artifacts from earlier civilizations are uncovered during construction. The land base for the City of Maricopa was once the ancestral land base of the O’odham and all areas of the RDA have potential for inadvertent discoveries. The Ak-Chin Cultural Resource Office is the registered contact for the Arizona State Museum in this Land Management Area. Developers and anyone excavating shall follow proper procedure for compliance with the Native American Graves Protection and Repatriation Act. Maricopa is also governed by state law ARS 41-844 and ARS 41-865 and, pursuant to state law, if human remains should be discovered, work at the discovery is to stop, the location is to be secured, and the Arizona State Museum must be contacted immediately.” Anyone who uncovers artifacts while digging should immediately contact the City of Maricopa Planning Division, 520-568-9098, for names and numbers of the proper authorities to notify. Developers, residents, businesses and visitors are also reminded that dumping on, trespassing on, or accessing reservation lands by other than established roads are illegal under the Ak-Chin Tribal Code.
- Development and redevelopment of land in the RDA should not alter, impede or restrict the flow or capacity of any wash or wetland abutting or flowing into the Ak-Chin community.



****2023 UPDATE:*** Resolution 12-63 was adopted by city council to create additional provisions for protecting the cultural resources of the Ak-Chin Tribal Community. The city requires all applicants for a subdivision to conduct a Phase I archeological survey on land within two and one-half miles of the Ak-Chin border or within the undeveloped floodplain within the city. The city also requires applicants for a subdivision to provide documentation that a site records check for potential cultural resources has been conducted in conjunction with the State Historic Preservation Office. **This objective is complete.**

Goal 6 – Improved Property Values and Economic Activity

The plan should provide ways for the City and property owners to obtain grants and loans to improve the area through development of new facilities, jobs, and uses and should create incentives to attract investment to the area.

Objective 1 – Synchronize the RDA Plan with the city’s economic development plans, policies, and work program.

- It is envisioned that a holistic approach towards refining this plan’s strategies and executing development objectives will take place. To achieve this holistic approach, economic development planning and implementation must inform how this plan is carried out. Economic development is an ongoing process, able to swiftly adapt to the changing needs of the community and the dynamic nature of the economy.
- This plan provides a general framework for the types of development that will benefit the RDA over the long term. Near term actions, in carrying out this plan’s objectives, need to be driven by the most current data and understanding of trends and conditions. Synchronization of this plan with ongoing economic development activity is the means for ensuring the benefits of sound, long range planning are harnessed through informed, near-term decision making.

- Based on the economic analysis conducted for this plan, it is possible to develop estimates for targeting development. Strategies for targeting development should consider the projected development scenarios contained in the following tables. Ongoing analysis and data tracking should be conducted so that annual, or more frequent, reports on build out can be analyzed. It is envisioned that this frequent review of conditions will enable a more dynamic approach to economic development activities.
- The following forecast was developed to serve as a baseline for future economic development coordination. Anticipated development trends are provided by land use in terms of square feet, except for residential development which is expressed in terms of units. The first series shows the RDA forecast, the second series shows the city forecast.

Figure 26: RDA Development Forecast for New Development Table

	Redevelopment Area (RDA)				
	2010	2015	2020	2025	2030
Projected population		451	3,016	5,826	8,655
Projected supportable SF					
Neighborhood and community retail	-	58,521	107,991	177,465	271,830
Regional retail	-	9,757	18,970	33,066	53,876
Total industrial space - including owned	-	58,892	137,114	308,194	721,573
General Industrial	-	29,446	68,557	154,097	360,787
Incubator/R&D/Flex	-	11,778	27,423	61,639	144,315
Warehouse/Distribution	-	17,668	41,134	92,458	216,472
Total office space - spec only	-	12,505	29,688	68,507	166,201
Medical offices	-	13,548	27,612	43,757	67,012
Single family residential (1)	-	55	821	1,615	2,371
Multi-family residential (1)	-	127	395	734	1,119
Total SF, non-residential	-	153,222	321,376	630,987	1,280,492
Total # of units	-	182	1,216	2,349	3,490

Figure 27: Citywide Development Forecast for New Development Table

	City of Maricopa				
	2010	2015	2020	2025	2030
Projected population		13,992	29,773	45,494	60,931
Projected supportable SF					
Neighborhood and community retail	9,030	243,706	548,212	897,220	1,286,610
Regional retail	752	39,620	95,670	166,726	252,060
Total industrial space - including owned	3,760	230,486	692,884	1,569,166	3,188,159
General Industrial	1,880	115,243	346,442	784,583	1,594,079
Incubator/R&D/Flex	752	46,097	138,577	313,833	637,632
Warehouse/Distribution	1,128	69,146	207,865	470,750	956,448
Total office space - spec only	749	48,723	150,045	349,147	730,337
Medical offices	2,257	67,364	153,715	254,958	369,933
Single family residential (1)	119	4,988	10,461	15,754	20,796
Multi-family residential (1)	13	653	1,544	2,590	3,773
Total SF, non-residential	16,548	629,899	1,640,525	3,237,217	5,827,098
Total # of units	132	5,642	12,005	18,344	24,569

****2023 UPDATE:*** The city is actively working with private developers to consider the Heritage District for development to help create new retail, office space and other complimentary uses. Financial tools such as the Infill Incentive Program which was adopted several years ago allows the city to incentivize private developers through permit reduction, expedited review, and or relief from development standards. **This objective is ongoing.**

Objective 2 – Promote the RDA as a “favored” but non-exclusive place for important new development.

- The RDA should have favored status so that developers first consider this area, and property owners have incentives that help them overcome the disincentives of being in an area with older uses and utility systems. Favored but non-exclusive gives property owners in the RDA an advantage but not a monopoly.

****2023 UPDATE:*** Over the years, the area has undergone several improvements to create a sense of place. For example, at the Maricopa Townsite subdivision, which represents the Heritage District's core, improvements included the redesign of the perimeter roads through the overpass project, screening of unsightly areas with decorative fencing and landscaping, the addition of the sense of arrival type signage installed at strategic locations, adding decorative street sign poles and lastly improving street segments that foster walkability and comfort. **This objective is ongoing.**

Figure 28: Sidewalk and Streetscape Improvements



Objective 3 – Develop a tool bag of incentives to help residents, business owners, and potential developers upgrade and expand existing businesses and attract new ones.

Three types of tools are proposed: financial, public investment, and regulatory.

Financial Tools

- Tax abatement for larger projects: On an individual project basis, near and long-term benefits should be evaluated with respect to project impact on tax revenues, catalyst effect on other types of desired development, project performance with regard to addressing critical community needs and services, and other factors as determined. Where projects are judged to be beneficial to the long-term welfare of the community and redevelopment area, tax abatement should be used to ensure the project is economically feasible and realized. Through the designation of this planning area, the City has the ability to offer certain abatement action, such as the Government Property Lease Excise Tax program. Projects that will build up the synergy of the redevelopment area include offices, hotels, retail services and higher density housing opportunities.
- Partially funded Improvement District for infrastructure adequate to support dense urban development: As discussed earlier, it is possible to sell revenue bonds or general obligation bonds for an improvement district to upgrade water and sewer lines. The bonds could be paid back over a 10-to-20-year period from property owner monthly charges, City contributions, and federal grants. The time frame and percentage property owner contribution would be determined based on property owner support for the district and ability to pay. Examples of owner percentages could be 30, 50 or 70 percent with a differential for businesses which can expense the amount. Actual contributions are based on amount of lineal feet per owner. All resident owners would pay the same percentage while landlords and business owners could pay a higher percentage. Typically, a high percentage of owner support is required to approve a district as once it is approved, participation is mandatory. In addition, with water and sewer districts, owners would also be responsible for connections from their properties to the water and sewer lines in the public right of way or easement.
- IDA tax exempt bonds: The Maricopa Industrial Development Authority has the ability to sell tax exempt bond for projects such as affordable and senior housing, manufacturing plants, offices, incubator research spaces, business rehabilitation and expansion loans, repairs and construction of homes, a shared use parking structure, and public facilities such as a Government Center and Aquatic Center with some privately run functions. The key is that the proposed project must be determined to generate sufficient revenue to pay back the bonds and pay for the administrative costs. IDAs derive their authority under State Statutes. The Maricopa IDA is seeking projects that create jobs and projects that create benefit for the city. The bonds pay an interest rate that is attractive to high tax bracket individuals living in Arizona, as the interest is federal and state tax exempt.
- Infill Incentive District designation: The City could designate the Redevelopment Area as an Infill Incentive District under State Statutes as it is eligible based on meeting four of six eligibility criteria: 1. Vacant older dilapidated buildings or structures, 2. Vacant or underused parcels or property with obsolete or inappropriate lot or parcel size or environmentally contaminated sites. 3. Large number of nuisances. 4. Absences of development and investment in comparison to other areas of the city. The City may designate desired types of development to receive these incentives:
 - ✓ Fast track development and assignment of a project manager from staff
 - ✓ Lower fees than other areas of the city

- ✓ Different development standards than other areas—possible different standards could be greater height and density, shared parking credits, on-street parking credits, and “build to” lines for pedestrian environment.



****2023 UPDATE: This action has been completed.***

- Grants and loans: Numerous funding opportunities are available for projects that will contribute to the redevelopment area’s success. A number of federal, state and local funding sources give deference to projects that are based in a redevelopment area because this designation signals the importance of the project and the commitment of the community to utilize the funding appropriately and for the greatest benefits. Examples include the Greater Arizona Development Authority and Water Infrastructure Financing Authority program administered by the State of Arizona; both of these projects consider whether or not projects benefit a redevelopment district. Additionally, multiple programs administered by the Economic Development Administration, the Environmental Protection Agency, the Housing and Urban Development Agency, and many other federal agencies, view a project involved in a redevelopment area as being more competitive and in need, relative to non-redevelopment area projects. Redevelopment and infill growth is a key tenet of Smart Growth, as such; increasingly both state and federal funding programs will recognize the importance of this designation.
- Local rehabilitation low-interest loans and grants for façade improvements: The City could sell housing bonds to upgrade or replace temporary structures and to fix up existing housing for low- and moderate-income households. These loans could be combined with use of Community Development Block Grant funds for partial or further subsidized interest as federal money is not subject to gift restrictions of the Arizona Constitution.
- Partial sales tax rebates for major new generators of sales tax revenue or assistance with public infrastructure or public parking structure: Cities are allowed to rebate sales taxes to developers when they provide infrastructure or facilities that are of community benefit. This right is currently being subject to challenge in a lawsuit before the Arizona Supreme Court whose decision could change what is allowed under recently amended State Statues. Sales tax rebates have been used to attract large shopping centers, large hotels and auto dealers, all of which generate significant sales tax revenue. In these situations, sales tax revenues have been split for a number of years until a cap has been achieved. Specific use of sales tax rebates should await the court decision.
- Sale of City-owned land in RDA: The City owns a small amount of land in the RDA that could be sold for desired uses such as affordable multi-family housing or mixed-use development in conjunction with a Transportation Center, an Aquatic Center, or other development all or partially owned by the private sector or a non-profit. The City could also purchase land for public facilities or facilities benefitting the public. The City would use a request for proposal process that includes a list of desired uses and benefits, and design criteria. Interested developers would submit applications describing their projects, their capabilities and experience and how they best meet the City’s guidelines.
- Updating of the city’s recently completed Arizona Smart Growth Score Card: The State recently began administering the Smart Growth Score Card program. Through this program, the Arizona Department of Commerce evaluates all local governments in the State for consistency with Smart Growth principles. Those communities scoring the highest in this evaluation will receive preferential treatment in certain grant programs as well as specialized loan rates for other state funding programs. Through this redevelopment plan, the City of Maricopa becomes one of the few jurisdictions in the entire state capable of scoring in the highest score card category. The Score Card has several measurements that are satisfied by this plan. This means that various programs through the State departments

of Environmental Quality, Commerce, Transportation, Parks, Tourism, Health Services, and Housing are either currently, or will be, available for the City's utilization in a manner more affordable and more lucrative than that provided to other growing areas in the region. The card should be updated annually and should reflect adoption of the RDA plan.

***2023 UPDATE: Smart Growth Card program is no longer a requirement of the State of Arizona.**

Public Investment Actions

- Government Center location: Construction of the Government Center in the RDA would stimulate co-location of other private sector uses such as offices, multi-family housing, restaurants and other supportive retail and would enable construction of a multi-purpose parking garage sooner in conjunction with the Transportation Center.
- Construction of shared parking facilities: Unlike sprawling suburban development where the cost of providing parking areas is very low and limited only by storm water management and overall development area size; urban infill development parking can be difficult to plan, expensive to construct, and requires unique management and maintenance. In offsetting these issues, publicly driven parking structures have been a proven technique in stimulating urban development. Through public parking opportunities, shared parking models for use can be developed and parking allotments can be distributed among non-competing land uses for the parking supply. When programmed effectively, parking is utilized throughout the day and therefore yields the highest return on the public's investment. A public parking structure is a key part element in serving office, retail and public facilities in relation to the proposed transportation center.
- Transportation Center and enhanced transit service in RDA: The transportation center's potential impact on the redevelopment area is considerable. The existing railroad corridor and plans for future expansion provide an opportunity for the City to coordinate local, state and federal resources as well as the private sector, in maximizing the potential benefits to the community. Relocation of the train station to an area within the redevelopment area where the station can be integrated into a multi-modal, multi-use service and employment center will create a domino effect in the surrounding area. The potential for this domino effect to expedite quality, attractive and sustainable urban infill development and economic growth is why the transportation center is so critical to the future welfare of the redevelopment area and the implementation of this plan's objectives.
- Public-Private Partnership for developing Aquatic Center or Government Center: The City could explore the economic feasibility of developing an aquatic center with the private sector to run revenue generating services such as restaurant, day care, swim lessons and coaching, a physical fitness center, and massage therapy. The same concept could be considered for the Government Center with private office space, a restaurant/coffee shop, and multi-family housing with shared parking structure and possibly multi-purpose meeting space.
- Streetscape improvements and gateway signage: The redevelopment area gateway features should, at a minimum, be located on the southwest and southeast corners of Edison and S.R. 347, on the Maricopa-Casa Grande Highway before the cutover to Honeycutt, on S.R. 238 at the western edge of the redevelopment area, and the southwest and southeast corners of Alterra Parkway/ Desert Cedars and S.R. 347. These intersections and corridors will be identifiable markers for the unique experience envisioned for the redevelopment area. Land development opportunities around these markers will be very strong; these areas should be able to capitalize on the aesthetic resources provided by the gateway features. Another improvement that will provide both economic and social

benefit is the upgrade and installation of streetscape improvements. Street furniture such as benches, bicycle facilities, oasis areas, shade trees, colorful vegetation, interesting public art, and other types of improvements provide for an attractive and functional pedestrian environment. A usable pedestrian environment benefits commercial development as well as residential development; the benefit is also seen in the reduction of automobile use and the development of strong, unified identity for the area.



****2023 UPDATE: This action has been completed.***

- Public meeting space in RDA: Construction of public meeting space within the RDA, in or adjacent to a Government Center would meet a community need and encourage traffic to the area, supporting restaurants and convenience shopping.
- Removal of FEMA flood plain designation for approx. 400 acres in RDA: This action would save money for property owners that could be used for infrastructure.
- Improvement district payments and housing and business upgrades.



****2023 UPDATE: This action has been completed.***

- Open space amenities: Construction of open space amenities such as through a heritage railroad park and structures to create identity, a civic event park space and linear trails and connectors increase property values and encourage investment and visits to the area. Including attractive wayfinding signage, lighting and shaded benches further upgrade the streetscape and create a unified identity.
- Percent for arts program: Dedicating 1% of all bond fund or other budgeted funds to enhance the attractiveness and functioning of public improvements and facilities in RDA and citywide is a public investment that creates a more attractive environment and promotes pride in the community. It is important that the art enhancements be visible not only to users of the facility and improvement, but as wide an audience as possible. The Government Center or an Aquatic Center would be good opportunities.

Regulation and Policy

- Height and density: Zoning provisions which allow increased building heights and residential densities are needed to promote the urban core concept for the redevelopment area. These provisions need to address context, quality, function and other urban design considerations. Height and density are important because they reduce the real costs of infrastructure upgrades (a critical need in the redevelopment area), they ensure the viability of mixed use, vibrant activity areas, and they attract specific types of services and land uses that are desired by the entire community but will only locate where a certain level of density is attained and building height is allowed.



****2023 UPDATE: The adoption of the Maricopa Station and Mixed Heritage Overlays allows for height and density increase. This action has been completed.***

- Pedestrian and transit-oriented design standards: This plan recommends that zoning provisions which allow for transit and pedestrian oriented design be established to ensure a quality and sustainable urban environment within the planning area. Examples of these standards are reduced setbacks and mixed-use development, wider sidewalks, shade and street furniture requirements. These types of regulations have many benefits, these include:

- ✓ Increased Revenue - Local governments profit from increased sales tax and property tax revenue generated by development near transit as well as a more efficient use of public services and infrastructure.
- ✓ More Transportation Choices - More mobility choices are created; young people, the elderly, people who prefer not to drive and those who don't own cars have the ability to get around.
- ✓ More Affordable Housing – Costs for land and housing structures can be significantly reduced through more compact growth patterns. Transit Oriented Development can supply more affordable and more easily accessible housing.
- ✓ Reduced Pollution and Energy Consumption – By reducing the use of automobiles, households significantly reduce their rates of air pollution and energy consumption.
- ✓ More Disposable Income – Next to housing, transportation is the second largest household expense. By driving less, especially with the escalating price of gasoline, parking, tolls, etc., thousands of dollars can be saved annually by each household.
- ✓ Safer and Healthier Community – Walkable and bikeable communities promote healthy lifestyles for residents and a more active “eyes on the street” safer environment throughout the day and evening. Properly designed pedestrian facilities also increase safety by decreasing accidents involving pedestrians and automobiles.
- Shared parking provision: This plan recommends that development in the redevelopment area be allowed to reduce parking through a shared parking-modeling program. Parking reductions save money, increase development feasibility, reduce the urban heat island effect, retain developable land for more beneficial and desirable purposes and lead to safe traffic operations because motorists are not burdened or confused by scattered, disconnected parking areas. Shared parking models should recognize uses which not-competing parking demand functions as well as parking provisions such as on-street and tandem parking arrangement in satisfying minimum parking arrangements.



****2023 UPDATE:** The adoption of the Maricopa Station and Mixed Heritage Overlays allows for shared parking concept. This action has been completed.*

****2023 UPDATE:** Several incentive tools have been established for the area, such as the Infill Incentive Program, Adaptive Reuse Program, Mixed Use Heritage and Maricopa Station overlays. This objective is ongoing.*

Objective 4 – Eliminate or completely screen junkyards and monitor them for health and safety hazards.

- The presence of visible junkyards is a disincentive for adjacent property owners to upgrade their properties to any uses other than open storage and open industrial uses. It also sends a message to anyone passing by that this is not a desirable part of town. The distinction between open, unfenced commercial storage and discarded materials and vehicles is sometimes a fine line. The status of each area should be determined as to nonconforming, conforming or illegal. Those uses that are legal should be considered for loan assistance for improving the exterior appearance through taller, block walls with exterior landscaping if possible. Illegal uses should be removed. Zoning standards should be reviewed or modified to ensure no new uses can be established.

- Junkyards should be kept in an orderly manner with requirements for pest control services. Participants in the Redevelopment Area Plan development process expressed concerns about health hazards and vermin related to commercial outside storage.

2023 UPDATE: Code Enforcement Division is actively enforcing property maintenance to create a positive community environment. In addition, the 2016 Zoning Code Update improved standards to restrict the utilization of chain link fencing when visible from a public road. **This objective is ongoing.*

Goal 7 – Citizens Advisory Committee

The City Council should appoint a Citizens Advisory Committee consisting of residents, property owners, business owners, and other nearby stakeholders.

Objective 1 – The CAC should monitor progress toward achievement of the plan, champion specific projects, provide an annual report on implementation progress to the Council, suggest amendments as necessary, and develop a logo for the RDA to be used on all signs posted on all properties receiving any city assistance or action.

- It is important to capitalize on the enthusiasm shown throughout the planning process for the development of the plan and harness this energy to help implement the plan.
- Members could help plan events in the area such as periodic cleanups, painting parties, or gateway art contests.
- Members could also pick projects to work on that excite them such as involvement in the next steps to develop a Railroad Heritage Park and Visitor Center.



2023 UPDATE: A citizen advisory group was created however, due to lack of participation, the committee was dissolved. The city now requires any development proposal within the area to conduct a neighborhood meeting type setting for input on such requests. This type of meeting format has garnered more participation from residents than regular scheduled committee meetings. **This objective is complete.*

Implementation Priorities

2020-2030

- Promotion of new types of housing.
- Upgrade all inadequate water volume service and connect all properties to a sanitary sewer system.
- Adopted land use map amending General Plan.
- Policies to protect residential character and upgrade housing.
- Cost analysis for sidewalks and streetlights.
- Cost analysis of developing a Transportation Center with rebuilt historic train station and shared parking garage.
- Update existing guidelines. Western/Railroad/Agrarian design guidelines adoption.
- Improved appearance of temporary buildings.
- Develop Government Center with Town Square Park.
- Solution for adequate water and sewer system.
- Develop Railroad Heritage Park to preserve water tower and create visitors' center.
- Develop shared parking garage.
- Complete construction of pedestrian and Loma Rd overpasses with heritage theme art.
- Develop pedestrian and transit oriented mixed-use village near Transportation Center.
- Complete development of trails system using washes and sidewalks.

Ongoing

- Require demolition of all vacant and boarded up buildings with no plans for reuse after a specific time period
- Control sign clutter and unauthorized temporary structures
- Continue use of economic analysis data and tools to target feasible uses desired by the RDA community

Amendment Procedure

There are several State law provisions affecting amendment of a redevelopment area plan. If the plan is modified after sale or lease of property in the redevelopment area and that plan change affects a property purchased or leased after adoption of the plan and prior to the change, the change must be approved by the (re-)developer(s) of the affected land. This is to prevent harm to an investor who has proceeded in reliance of language or map designation in the plan. If a proposed modification to the plan will substantially change the redevelopment plan as previously approved, it shall be considered a new plan and subject to all notification, advertising, comment and hearing requirements as if it were the initial adoption. Since no criteria are provided to define a substantial change, it is recommended that amendments be infrequent and only when a substantial change is needed to avoid legal challenges as to improper procedure. When an amendment is necessary, the procedure is that used for the initial adoption of this plan, or as specified by Statute at the time of application.

The RDA Plan is a policy plan, and it is expected that timeframes and priorities will change and that small deviations from the land use map will occur. Any General Plan major amendment affecting the area that is not aligned with this Plan should be treated as a substantial change to this Plan and the Plan amendment procedures thence followed.

Statutorily Required Planning Statements

Arizona Revised Statutes (ARS § 36-1479) requires that the following planning statements be provided in the approved redevelopment area plan. The following list has been included to ensure

compliance with this requirement; the list provides an itemized listing of each required statement followed by a response how the approved plan complies with the requirement.

1. *Statement of the boundaries of the redevelopment area.*

The boundaries of the RDA are described and mapped on page 3.

2. *Map of the existing uses and conditions.*

A map of existing land uses is shown in on page 16. The conditions of real property are described on page 4 under the Existing Conditions section and within Appendix G: Heritage District Area Assessment. A significant portion of development in the area occurred prior to incorporation in 2003. Much of the housing is older single and doublewide mobile homes which are regulated by the state. Most of the housing, whether factory built or site built, is aging and obsolete. Some housing has deteriorated, and some is dilapidated. The absence of sanitary sewer service for all housing is a health and safety hazard.

3. *Land use plan showing proposed uses.*

A future land use plan for the area is shown on page 39.

4. *Proposed standards for population densities, land coverage and building intensities.*

The land use map shows areas for single-family and multi-family density. Single-family densities are those equal to or less than 6 units per acre. Multi-family densities are established at the time of rezoning or site plan approval through the land use regulation processes. Mixed density residential will follow the same process and is intended to allow a mix of higher density single-family homes and townhomes with some apartment developments in the same area. Mixed use development will allow apartments or condos to locate on the same site, adjacent or vertically integrated with commercial development.

5. *Proposed changes, if any, in zoning ordinances or maps, street layouts, street levels or grades, building codes or ordinances.*

Adoption of the Plan will not change the zoning on any property. It will not require any property owner to rezone. The city may require conformity with the plan's goals, objectives, and maps to receive financial incentives. Implementation of this Plan shall be incremental, and changes to the above shall be made as necessary during the administration of this Plan. Figure 25 shows proposed land uses and street layouts. It is possible that the plan may be amended over time to reflect new opportunities and market conditions. Discussion of more urban types of housing and mixed-use development may work best with new zoning districts to facilitate them.

6. *A statement as to the kind and number of site improvements and additional public utilities which will be required to support the new land uses in the area after redevelopment.*

Goal 2 has established objectives for adequate infrastructure. Options will be explored to upgrade water volumes available and provide sanitary sewer service where not currently provided. The city is working to pave all unpaved roads in existing neighborhoods and those needs have been identified in the section on Existing Conditions. Installation of sidewalks and streetlights in neighborhoods not served will be dependent on the interest and financial capability of residents to participate in improvement districts. If these neighborhoods are redeveloped in the future by the private sector, they would be required as a condition of entitlement approval.

Goal 4 has objectives for improving traffic circulation; funding for arterial streets is shared by developers and the city, partly through use of development impact fees. Collector streets are usually funded by developers in new areas. They will be upgraded using city

funds in developed areas as needed. Figure 9 shows the proposed roadway maintenance strategy for the RDA to improve circulation, access and drainage conditions that affect the area.

7. *A statement of the proposed method and estimated cost of the acquisition and preparation for redevelopment of the redevelopment project area and the estimated proceeds or revenues from its disposal to developers.*

Since the adoption of Proposition 207 by Arizona voters and preceding court cases, it is clear that cities cannot buy land using condemnation for anything other than a public use. It is possible that the city may purchase land within the area using city reserve funds, state and federal loans or grants, bond funds, and sale of city lands or funds obtained through tax abatement to develop public projects or to request private developers to build desired public uses. Financing of each project will be considered on a case-by-case basis considering market conditions and the city's financial resources and priorities.

8. *A statement of a feasible method proposed for the relocation of families to be displaced from the redevelopment project area.*

Families would only be displaced involuntarily for a public use project. Given the amount of vacant land within the area, no involuntary relocation is projected at this time, unless it involved a street widening or flood control facility. If federal funds are used, the requirements of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 or its successor will be followed in the same manner as in any city location. Any involuntary relocation not involving federal funds would follow State Statutes in the same way it would in any city location.

9. *A statement summarizing comments gathered from stakeholders regarding the potential incorporation of municipal facilities such as City Hall, Public Safety facilities, parking structures, etc. into the redevelopment area.*

Based on the public workshop and interviews with key stakeholder and property owners, it is clear that there is a desire for improved infrastructure facilities to help encourage other types of desired land uses such as offices, higher density housing, restaurants, entertainment and cultural facilities, and transit services to locate nearby.

Resolutions Establishing the Area

RESOLUTION NO. 20-33

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF MARICOPA, ARIZONA, APPROVING AND ADOPTING A MODIFIED REDEVELOPMENT DISTRICT AREA PLAN BOUNDARY MAP AND AUTHORIZING STAFF TO AMEND THE REDEVELOPMENT DISTRICT AREA PLAN AS NECESSARY TO REFLECT THE NEW BOUNDARIES.

WHEREAS, on September 2, 2008, the City Council approved Resolution No. 08-48 declaring declared 3.1 square miles of land within the City as a Redevelopment District pursuant to A.R.S. §36-1473; and

WHEREAS, on July 7, 2009, the City Council approved Resolution No. 09-24 adopting the Downtown Redevelopment Plan which regulated development within the Redevelopment District; and

WHEREAS, after review, staff has determined that the current boundary includes more than 1000 acres of undeveloped and vacant land, which they recommend be removed from the Redevelopment District and the development requirements related thereto; and

WHEREAS, the reduction of the Redevelopment District will necessitate an update of the Redevelopment District Area Plan including, but not limited to, revisions of the Drainage Way Map, Zoning Map, Land Use Map, and the General Plan Future Land Use Map.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Maricopa, Arizona, approving and adopting a modified Redevelopment District Area Plan Boundary Map as set forth in Exhibit "A" hereto and authorizing City staff to amend the Redevelopment District Area Plan as necessary to reflect the new boundaries.

PASSED AND ADOPTED by the Mayor and Council of the City of Maricopa, Arizona, this 18th day of August, 2020.

APPROVED:

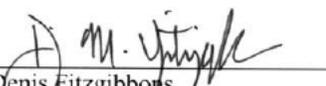

Christian Price
Mayor



ATTEST:


Vanessa Bueras, CMC
City Clerk

APPROVED AS TO FORM:


Denis Fitzgibbons
City Attorney

00124867

Resolution of Adoption

INSERT SCAN OF ADOPTING RESOLUTION