

CITY OF APACHE JUNCTION HOUSING ASSESSMENT & STRATEGIC PLAN



Arizona
Department
of Housing



THE DRACHMAN INSTITUTE
COLLEGE OF ARCHITECTURE AND LANDSCAPE ARCHITECTURE
THE UNIVERSITY OF ARIZONA TUCSON, ARIZONA

JUNE 2010

Credits

The information in this report is intended as guidance for the City of Apache Junction in informing decisions related to this project. The research, evaluation, and recommendations were achieved to the best knowledge and judgement of the Drachman Institute staff, students, and faculty, and is subject to verification by the City of Apache Junction or other parties prior to implementation of any action.

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June 2010

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



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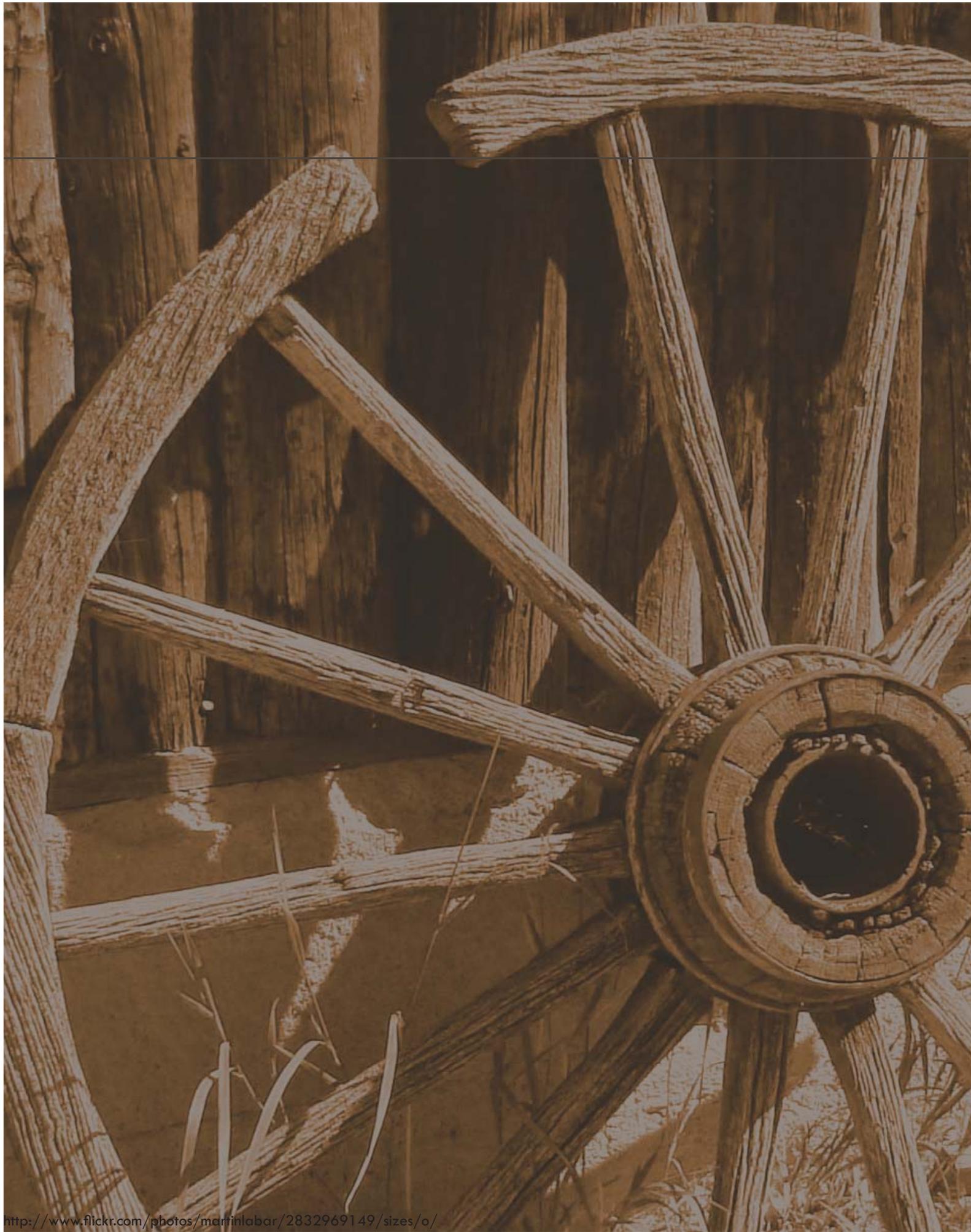
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INTRODUCTION

This assessment and evaluation of housing conditions was conducted with the goal of developing recommendations for improving the housing supply, conditions, affordability, and livability in the City of Apache Junction. This Introduction chapter provides a history, background, and overview of the project.

Background

**INTRODUCTION**

In August 2009, the Arizona Department of Housing accepted an application from the City of Apache Junction for a technical assistance grant to work with the Drachman Institute to identify housing and affordable housing issues in a specified target area and within the context of the City, as well as to develop recommendations based on the needs identified through a Housing Assessment.

City of Apache Junction and Drachman Institute staff collected and evaluated data on population, economics, housing statistics, and housing conditions through a variety of sources and activities. Data came from American Fact Finder (2000 Census), CityData, local real estate data, and other reports and studies regarding Apache Junction. Additionally, with the help of City staff and others, the Drachman Institute conducted a windshield survey of a sample neighborhood in a target area to assess existing housing conditions.

This document presents the findings and analysis of that research, and will provide a baseline and format for assessing housing needs citywide as the windshield survey is continued by City staff, and as update data from the 2010 census becomes available. Additionally, this document outlines a series of recommended strategies that address the needs identified based on that research and from feedback from the City of Apache Junction staff and residents.

Process

Application August 11, 2009
The Arizona Department of Housing (ADOH) approved the City of Apache Junction's application for a technical assistance grant to develop a housing assessment for the City.

Kick-off Meeting September 29, 2009
A planning meeting, or 'kick-off' meeting, with staff from ADOH, Drachman Institute, and the City of Apache Junction was held in Apache Junction to discuss the Scope of Work and project details.

Windshield Survey December 02, 2009
A windshield survey of existing housing conditions in a 'sample' target area was conducted by the Drachman Institute, with staff from the City of Apache Junction and ADOH.

First Presentation March 15, 2010
Based on data research and analysis, Drachman Institute staff made a presentation of existing conditions to the City of Apache Junction staff and residents for review and feedback.

General Plan Open House April 29, 2010
Drachman Institute and City of Apache Junction staff presented housing data and received feedback from residents regarding housing related issues at a City General Plan Update Open House at City Hall.

Document June 2010
This document - *City of Apache Junction Housing Assessment and Strategic Plan* - reflecting feedback throughout the process, was developed and published as the final product of this project.



Scope of Work Overview

INTRODUCTION

The Scope of Work was developed in September 2009 by the Drachman Institute. This overview, taken from the original Scope of Work, describes the basic process and how the project was initially defined.

Based on the previously approved application to the ADOH by the City of Apache Junction, the Drachman Institute will generate a baseline of the City's demographics and existing housing stock, from work and data compiled by the City of Apache Junction. A windshield survey of housing units, property conditions, and land use will be conducted by the Drachman Institute on selected target areas of the City (City of Apache Junction staff may participate with the Drachman Institute on some of the windshield survey collection in order to understand the process for future conditional surveying by the City). Together with the data collected, this will be used to determine the general physical condition of existing housing stock within the target areas. Target areas will be selected by the designated representatives of the City in consultation with the ADOH and the Drachman Institute.

Through these efforts, affordable housing needs including types, sizes, and levels of affordability will be identified and estimated, and recommendations in the form of a strategic plan will be developed. The Drachman Institute will provide a completed Housing Assessment and Strategic Plan in report format and will present relevant information to the City of Apache Junction at two public presentations: one interim meeting and one at the conclusion of the study. The City of Apache Junction is responsible for advertising and arranging public meetings and assisting in coordination of appropriate dates and times for presentations and public meetings.

Executive Summary

Overview

The *City of Apache Junction Housing Assessment and Strategic Plan* document provides an in-depth examination of housing conditions and needs in the City of Apache Junction. The report also details general and specific strategies for improving housing conditions in Apache Junction.

Through a grant from the Arizona Department of Housing (ADOH), the Drachman Institute provided technical assistance for the City of Apache Junction to assess the housing needs of a target neighborhood within the context of the City. This assessment provides a baseline for assessing housing needs citywide. Staff from the City and the Drachman Institute have collected and evaluated data on population, economics, housing statistics, and housing conditions through a variety of sources and activities.

Findings

An evaluation of the various data collected led to the following findings:

- Apache Junction median income is significantly lower than both Maricopa and Pinal Counties.
- Most working residents are employed outside of Apache Junction.
- Transportation costs are high, with limited public transportation options.
- There is a large population of retirees (“snowbirds”) who live only part of the year in Apache Junction.
- Vacancy rates are high during the summer months.
- While home prices have dropped significantly since peaking in 2006, low incomes keep home ownership unattainable for many.
- Although there is a relatively small rental population (17%), there is a high percentage of unaffordable rental units.
- 31% of the housing stock was built before 1970, with up to 364 houses lacking adequate facilities.

- There are pockets of mobile homes built prior to HUD regulations (1976).

Recommendations

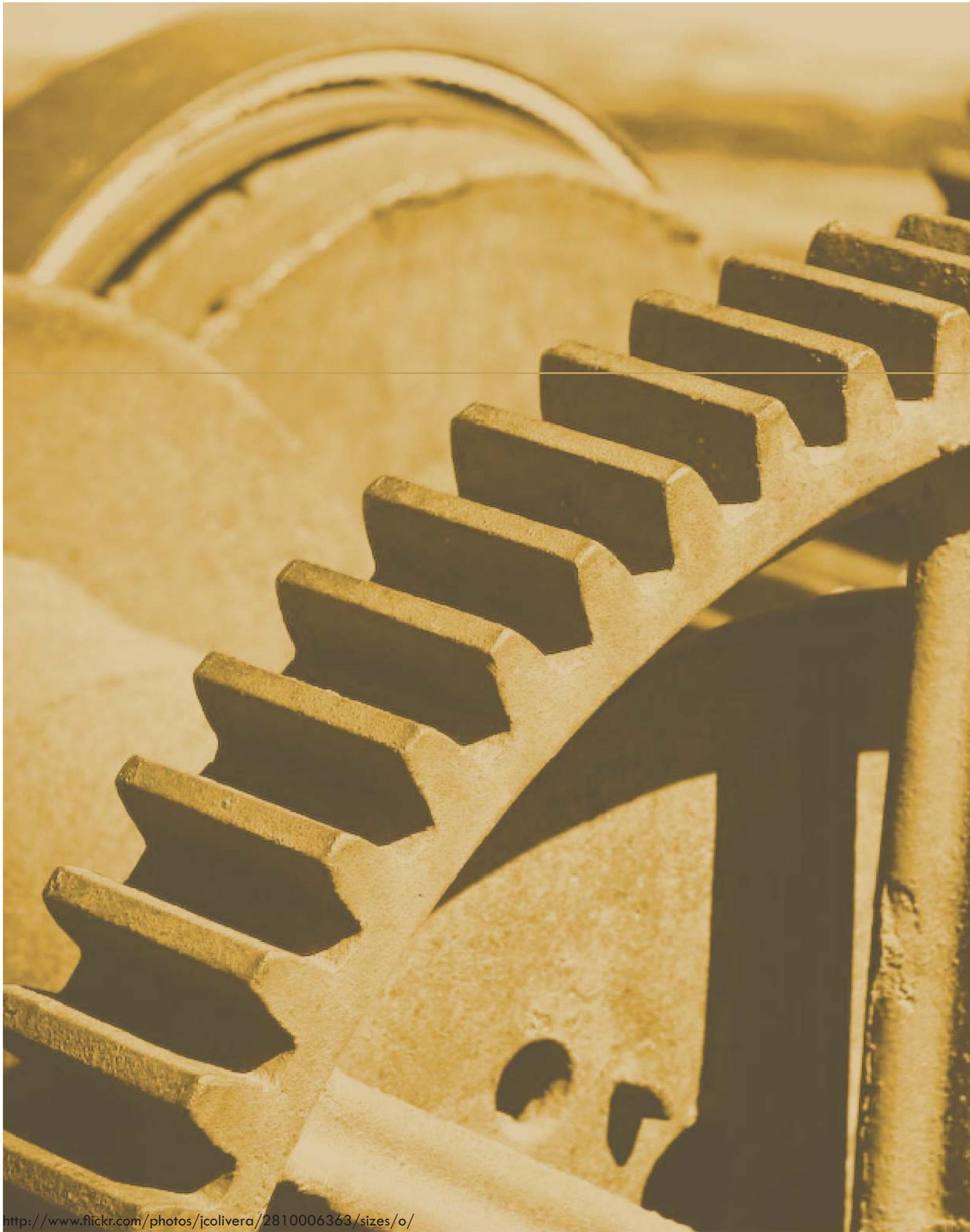
To address these findings, the Strategies and Recommendations chapter of the report includes both general tools and specific strategies for improving housing. Recommendations fall into two categories: housing and community. Based on the findings, the following recommendations have been made:

Housing

- Develop a manufactured housing repair and replacement program that provides opportunities to residents to replace old mobile homes with new, high-quality, energy-efficient homes and repair manufactured homes that are in serious disrepair.
- Seek to partner with the Arizona Community Action Association and/or the Community Action Human Resources Agency in order to assist low-income residents in receiving weatherization assistance.
- Begin administering a homeowner workshop series to give residents the tools they need to improve their housing conditions.
- Expand the availability of affordable rental housing by considering zoning and incentives that encourage development of higher density, mixed-use and mixed-income housing options.

Community

- Strategically research and plan for incentives and develop partnerships to encourage and/or develop opportunities for transit oriented development.
- Improve connectivity throughout the City by incorporating street improvements into downtown revitalization efforts, and implementing a network of pedestrian and bicycle corridors.
- Take steps to encourage citizens to become more involved in their local government and increase community pride by initiating and supporting the creation of neighborhood associations.





ASSESSMENT

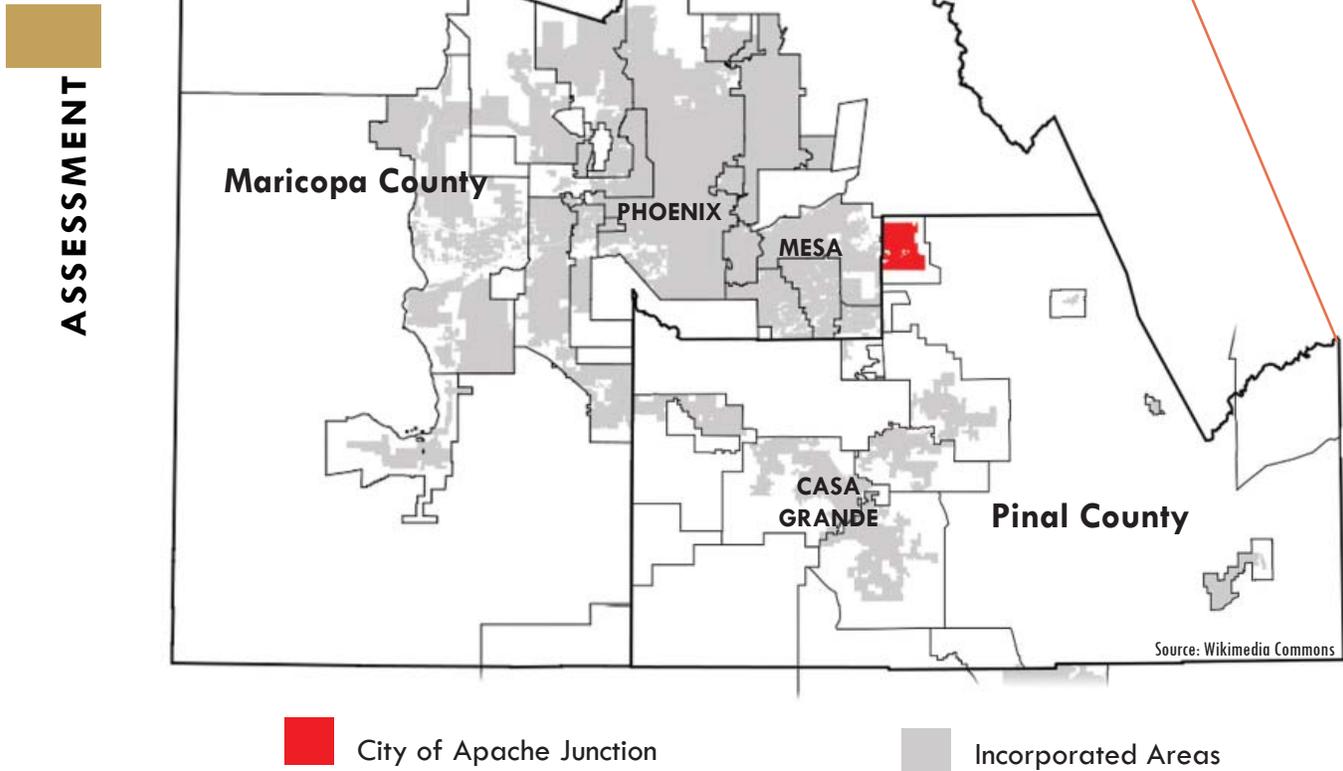
The assessment phase of the study gathers data from diverse sources and begins to identify issues that are then further explored and addressed in subsequent sections of the document. The information presented here provides a basis for understanding who is in need of housing, how great that need is, and what the condition of available housing is determined to be.

The assessment can be divided into three main categories: physical assessment; statistical assessment; and existing studies, reports, and plans. The ***physical assessment*** utilizes maps to illustrate how the city is laid out, and how various aspects of the community relate to one another. The other important aspect of the physical assessment is the windshield survey, or a visual evaluation of the condition of housing units.

The ***statistical evaluation*** draws on sources such as the 2000 U.S. Census to provide specific data on demographics, economics, and housing characteristics. Finally, ***existing studies, reports, and plans*** looks at previous work that has been done regarding housing and housing-related issues in Apache Junction. This work can thus build off of previous work rather than duplicate efforts. In some cases, reports and plans provide valuable information about challenges and the success rate of any solutions tried.

Physical Assessment- Maps

Regional Context



Apache Junction lies on the fringe of the greater Phoenix Metropolitan Area. Most of Apache Junction is located in the northeast corner of Pinal County, with parts of the city crossing over into neighboring Maricopa County. The Superstition Mountains and Tonto National Forest are situated northeast of the city and serve as popular regional outdoor recreation venues.

Physical Assessment- **Maps**

Aerial Photo



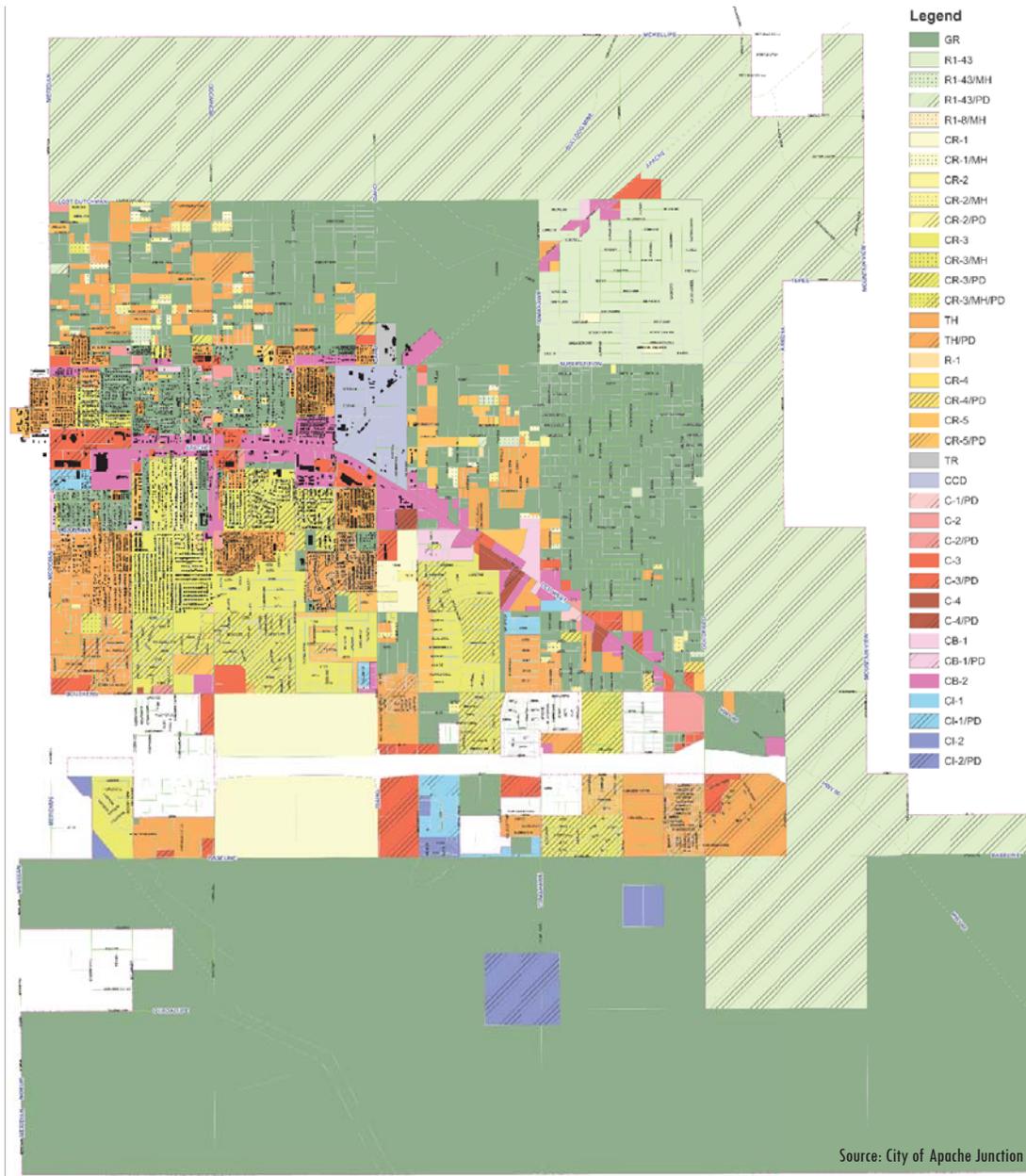
A recent aerial photograph of Apache Junction illustrates the transition from urban development to rural lands. The white areas within the city's boundary represent unincorporated county islands.

US 60 (Superstition Fwy), a major thoroughfare for commuters, runs through the southern part of the city. Apache Trail/Old West Hwy forms the spine of the city's downtown, and connects to neighboring Mesa's Main Street.

Physical Assessment- Maps

Zoning Map

ASSESSMENT

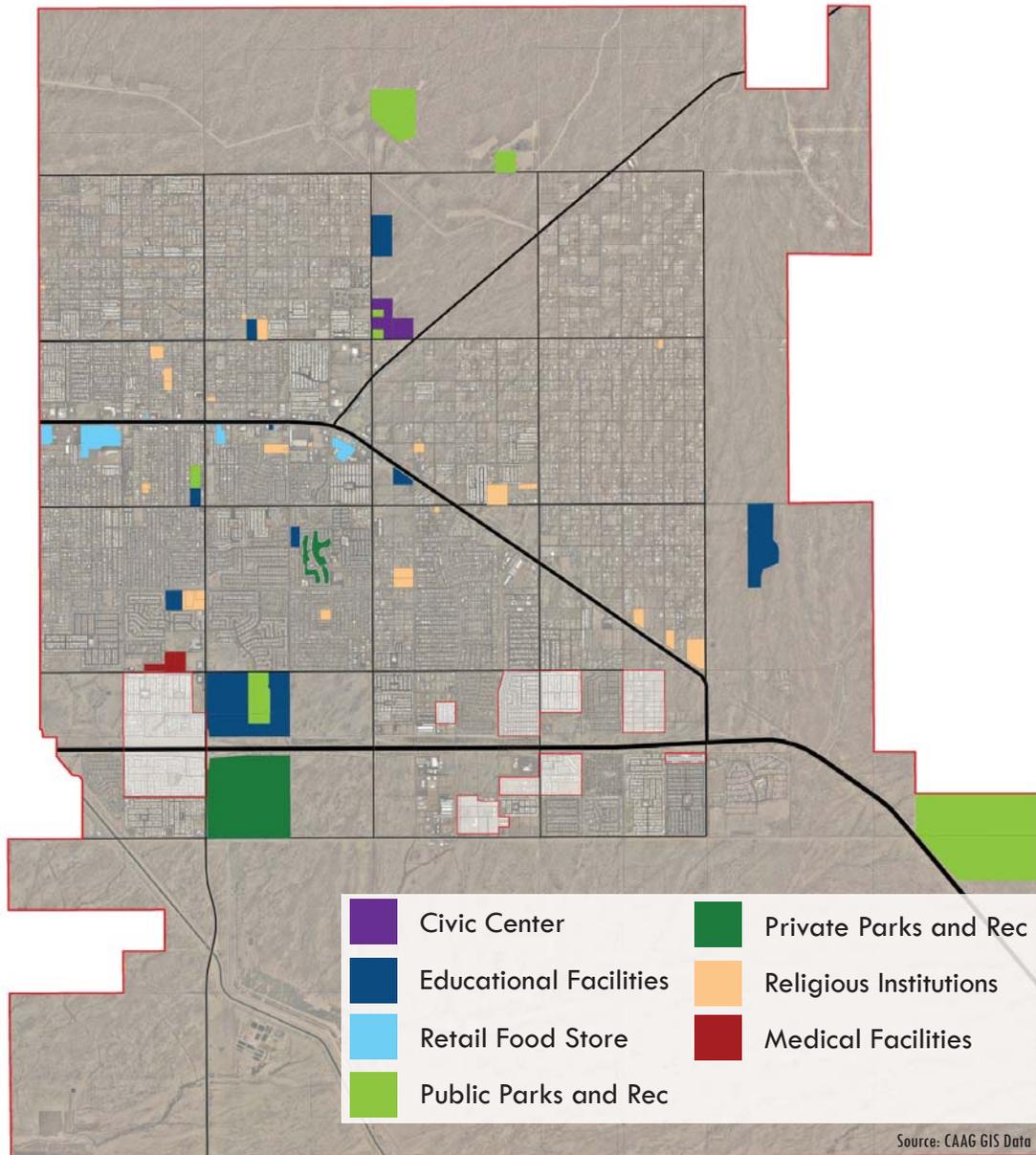


The zoning map for Apache Junction shows the designated land uses within the incorporated city area. Like the aerial photograph, this map illustrates that much of Apache Junction still retains more of a rural character. Residential land uses occupy most of the land between Superstition and Southern Boulevard. General

Rural zoning allows for a variety of land uses such as residential, equestrian and other low density, low intensity purposes. This zoning, in green, limits density to lots of 1 1/4 acres, minimum. Commercial zoning and higher density housing are concentrated primarily along and to the south of Apache Trail.

Physical Assessment-Maps

Amenities Map



Livability is an inclusive definition encompassing numerous factors that affect the quality of life and well-being of a community. A driving force in assessing a community's livability is the availability and proximity to amenities. The map above provides a visual overview of the location of amenities in relation to the surrounding

community. The city is served by one high school, two middle schools, and five elementary schools. General shopping areas are concentrated along Apache Trail. Notably absent is any form of public transit, and there is a shortage of public open spaces within the developed city area (walkable from housing).

Physical Assessment- Windshield Survey

Windshield Survey

A windshield survey is a visual assessment of the condition of a home based on its exterior state. Factors considered in this assessment are the general conditions of the site including the condition of the roof, structural integrity of the building, condition of windows and doors, exterior paint, and other apparent issues. Windshield surveys are an evaluation only of conditions, not aesthetics.

Areas for the survey were selected by the City of Apache Junction's staff based on their knowledge of existing housing stock in the city. The intent with this windshield survey was to impart the skills to perform the analysis to city staff. This educational aspect came at the request of the city, and has provided them with the tools to complete a visual survey of all housing in Apache Junction.

Two members of the City staff participated in the initial survey (presented here) and training; also present was a representative from Arizona Department of Housing (ADOH). Two Drachman Institute staff led the work. Homes are evaluated on the criteria listed at right. Prior to the study, teams gathered to establish a baseline as to what these categories meant in real terms so that the survey would be consistent.

It is recommended that results of windshield surveys be made available by neighborhood or city-wide and not disclosing results by parcel.

The following pages contain the results of the initial survey area, which is assessed by neighborhood.

Visual Survey of Housing Stock

Excellent = \$0

Like new, everything is kept up; no money needs to be put into the home.

Good = up to \$5,000

Needs minimal improvement; normal maintenance; cosmetic.

Fair = \$5,000 to \$15,000

"Fixer-upper"; structure and general situation are good, but needs some work.

Poor = \$15,000 to \$60,000

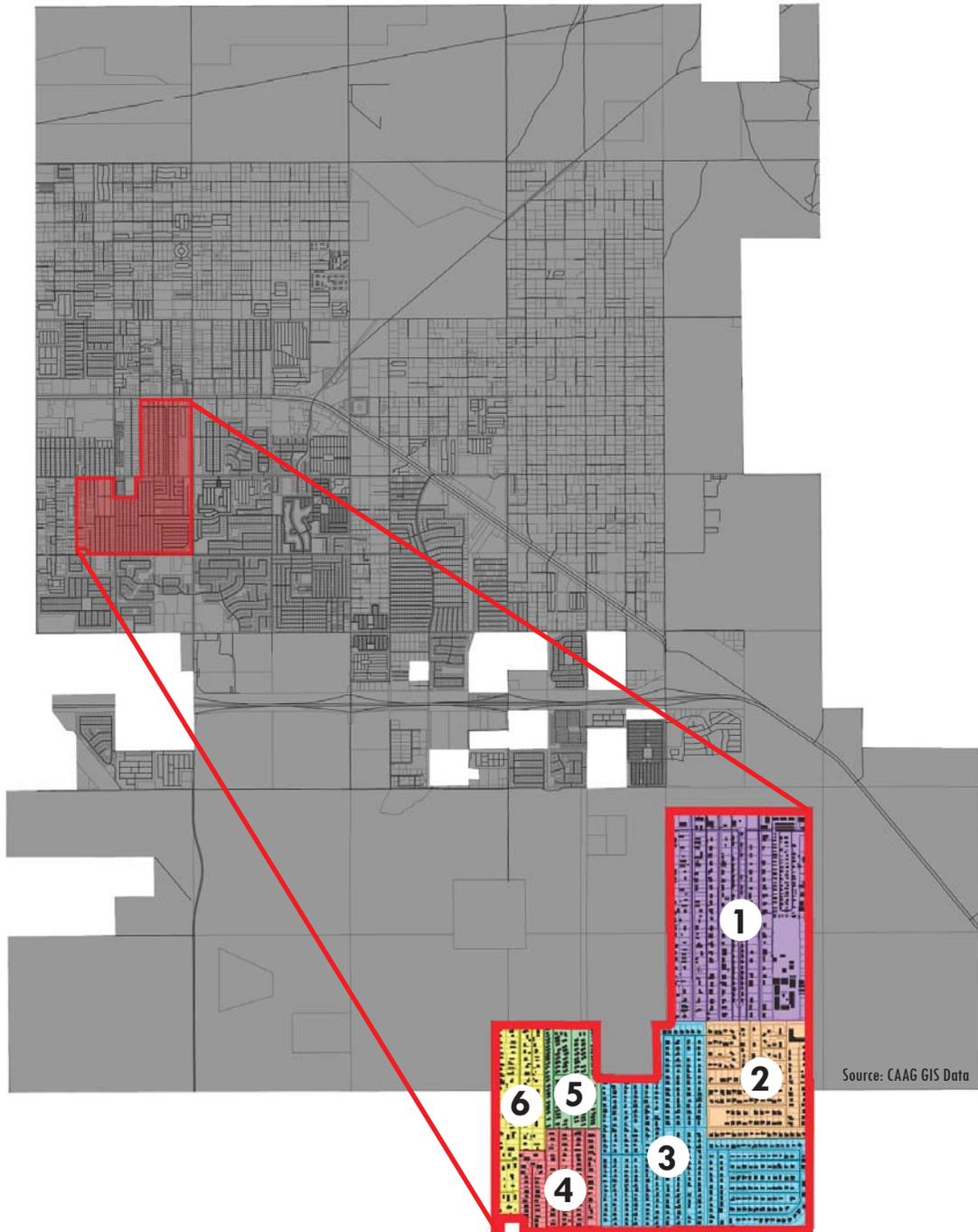
Needs a major investment, but is worth repairing.

Replacement

Cost to repair is greater than cost to replace; no historic value; includes severely dilapidated or abandoned structures.

Physical Assessment- Windshield Survey

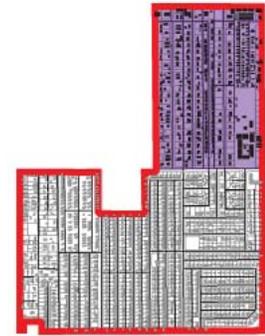
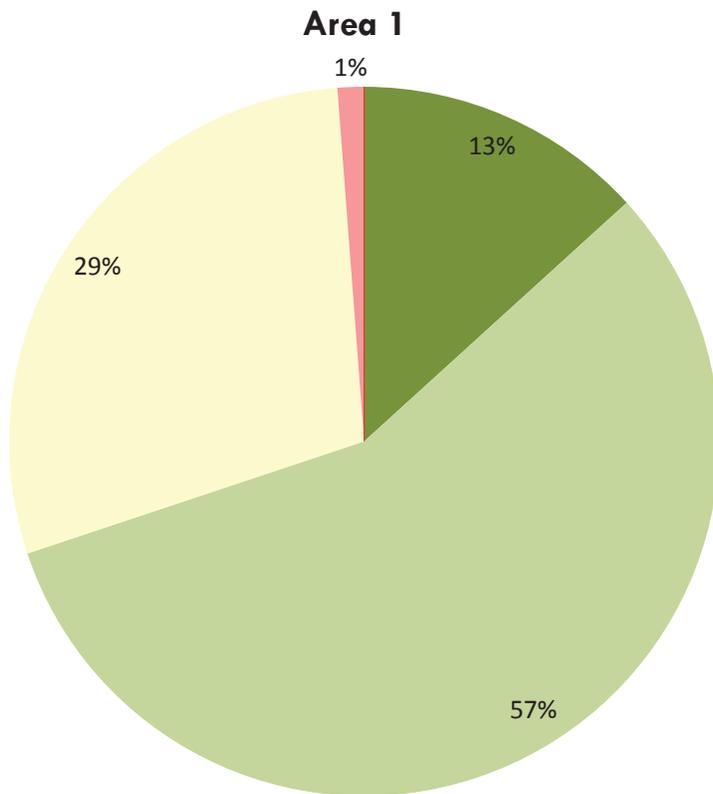
Windshield Survey Areas



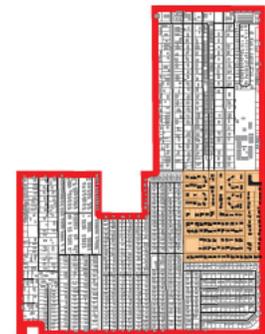
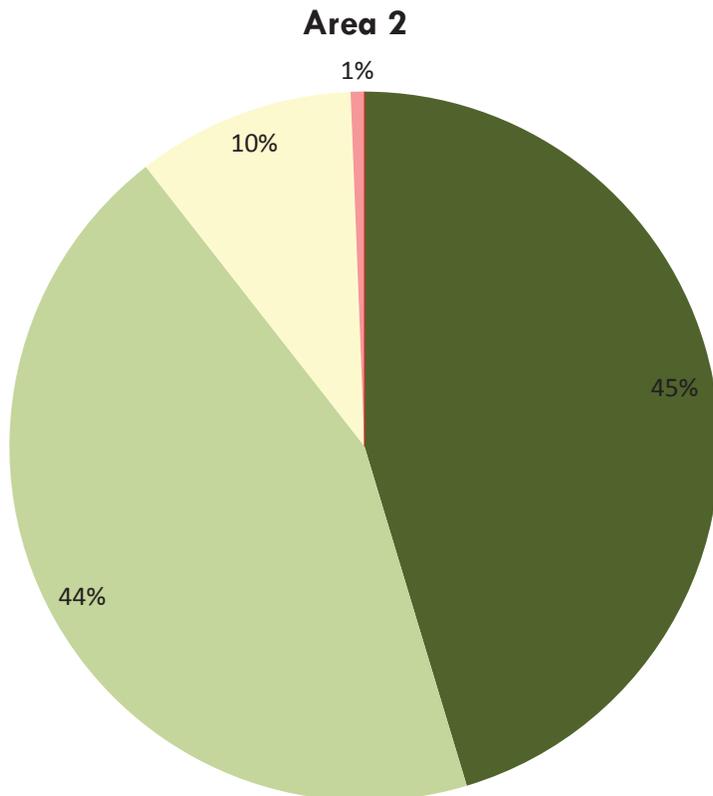
Six areas south of Apache Trail were analyzed for the windshield survey.

Physical Assessment- Windshield Survey

ASSESSMENT



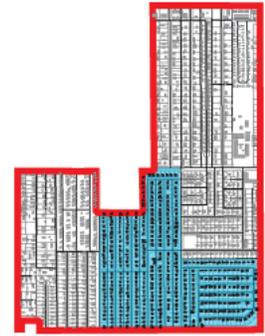
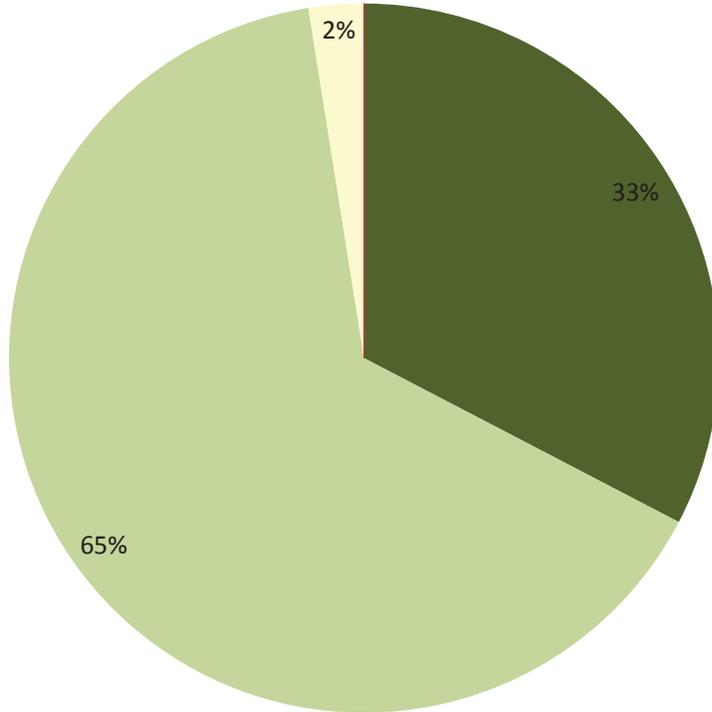
- Excellent
- Good
- Fair
- Poor
- Replacement



- Excellent
- Good
- Fair
- Poor
- Replacement

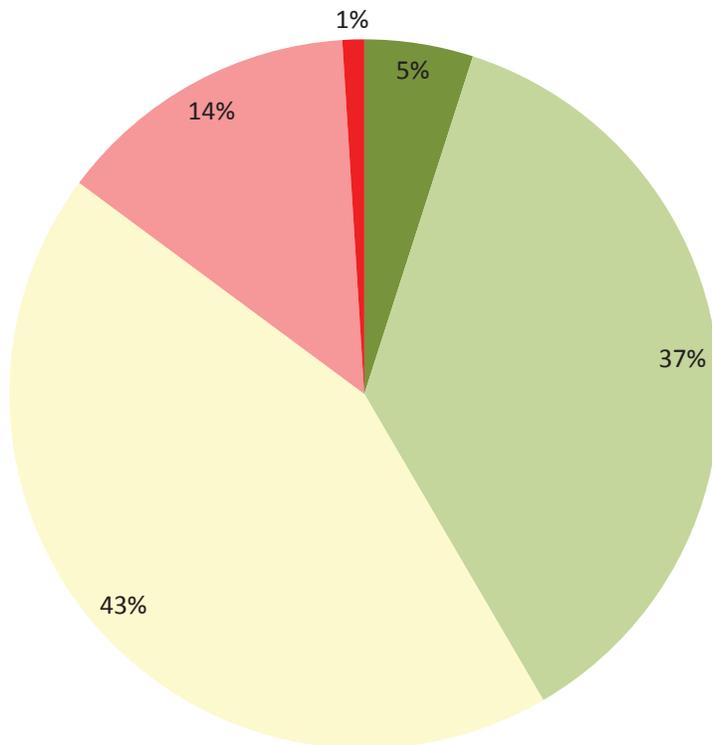
Physical Assessment- Windshield Survey

Area 3



- Excellent
- Good
- Fair
- Poor
- Replacement

Area 4

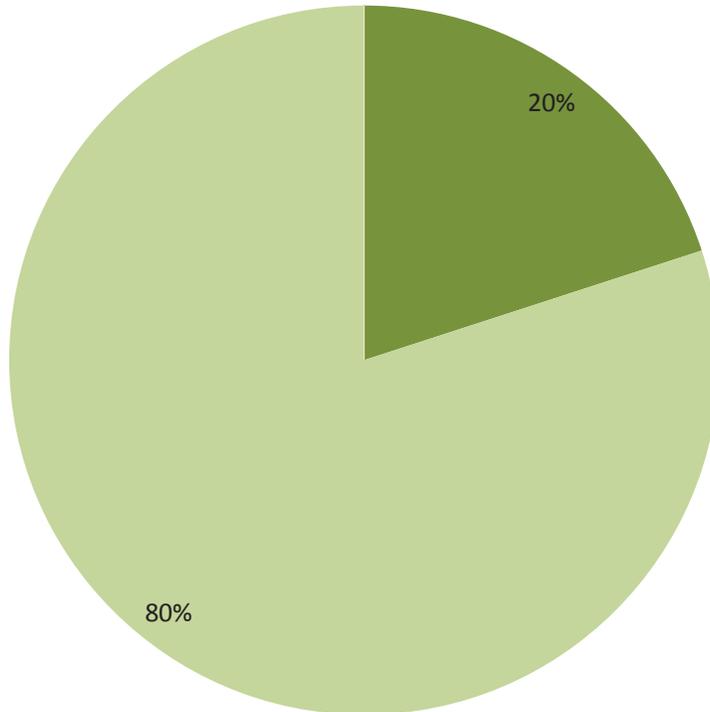


- Excellent
- Good
- Fair
- Poor
- Replacement

Physical Assessment- Windshield Survey

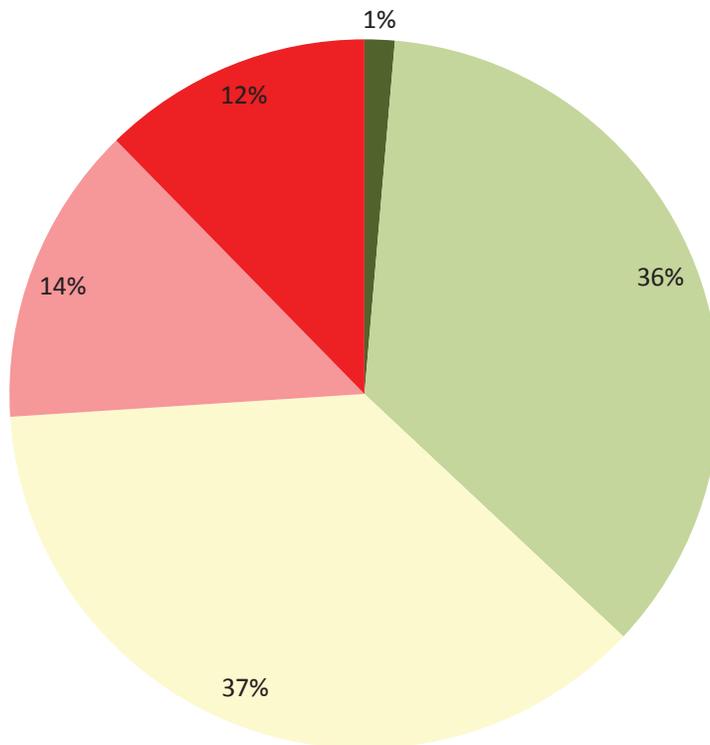
ASSESSMENT

Area 5



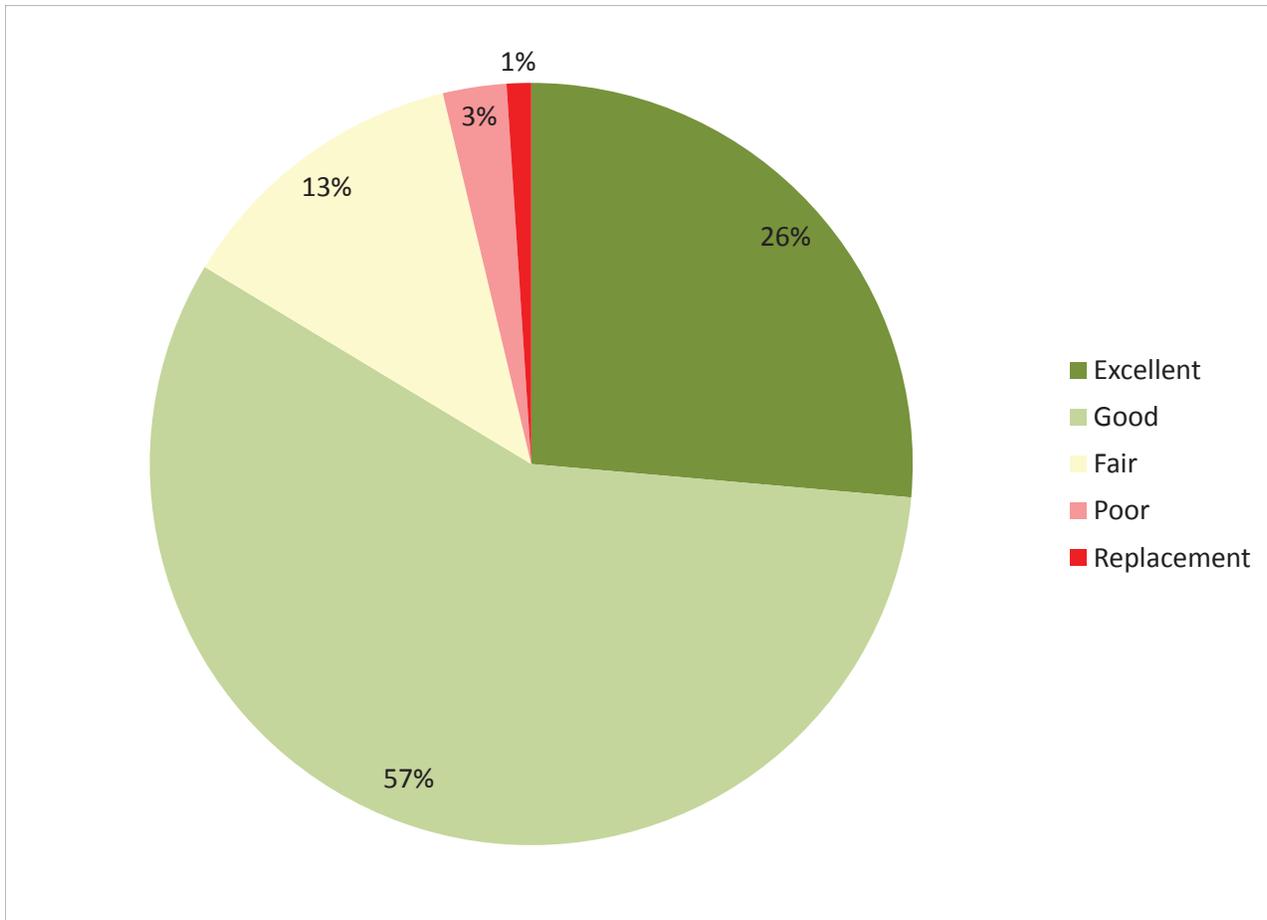
- Excellent
- Good
- Fair
- Poor
- Replacement

Area 6



- Excellent
- Good
- Fair
- Poor
- Replacement

Physical Assessment- Windshield Survey



Summary of Windshield Survey

Overall, the housing conditions in the area surveyed were primarily Good to Excellent. However, this highlights the importance of surveying small areas that may have similar construction dates or types as the overall picture is at too large a scale to identify some issues. When neighborhood areas are looked at individually, it is possible to see that there are significant differences.

Areas 2 and 3 had the best housing conditions, with many units in Excellent condition. Areas 4 and 6 had generally the poorest conditions, with over 10% as candidates for Replacement in Area 6. This indicates that these areas might be

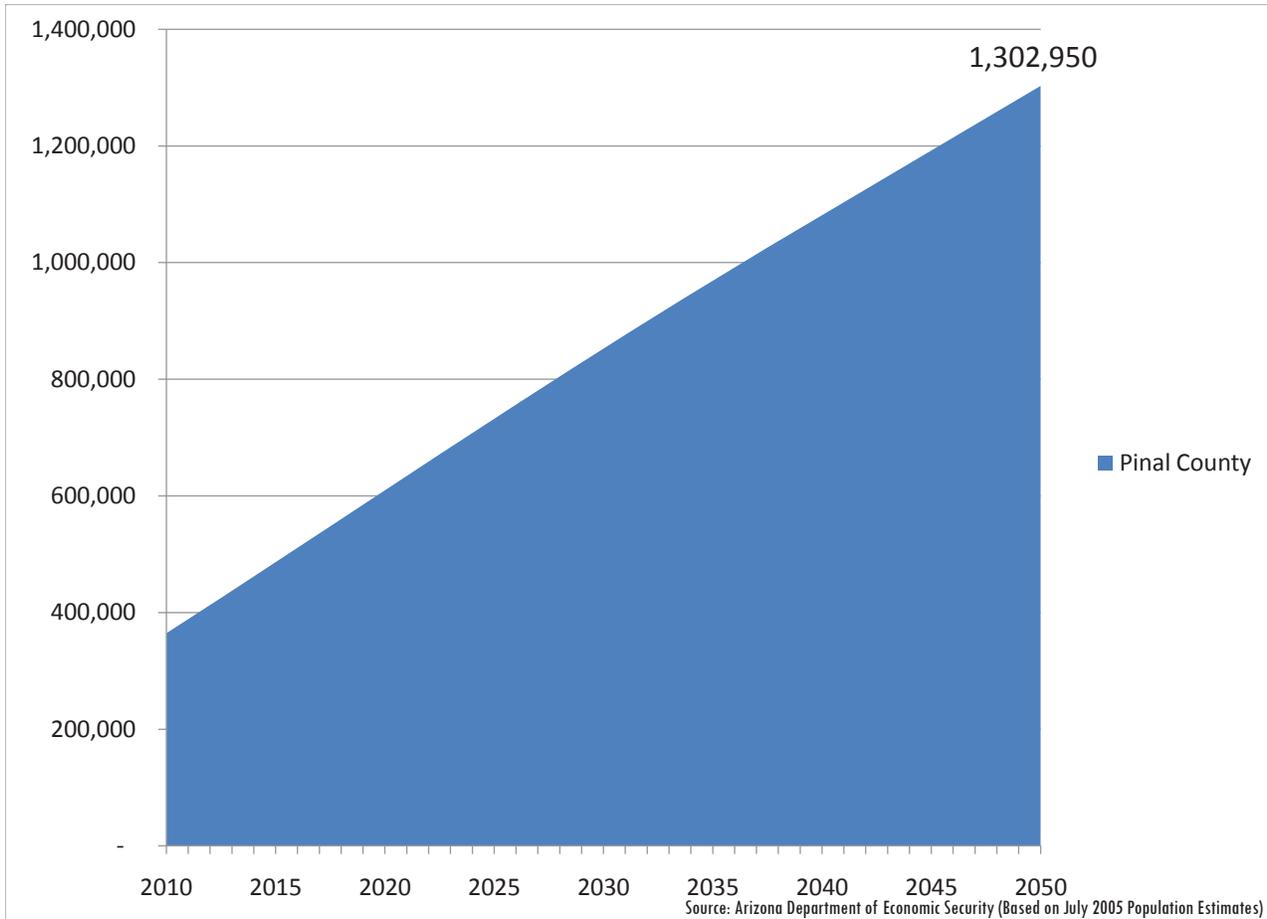
an appropriate target for housing rehabilitation or replacement programs.

Statistical Assessment- Demographics

Data for the statistical assessment makes comparisons between national, state, county, city, and block group data.

Population Projection

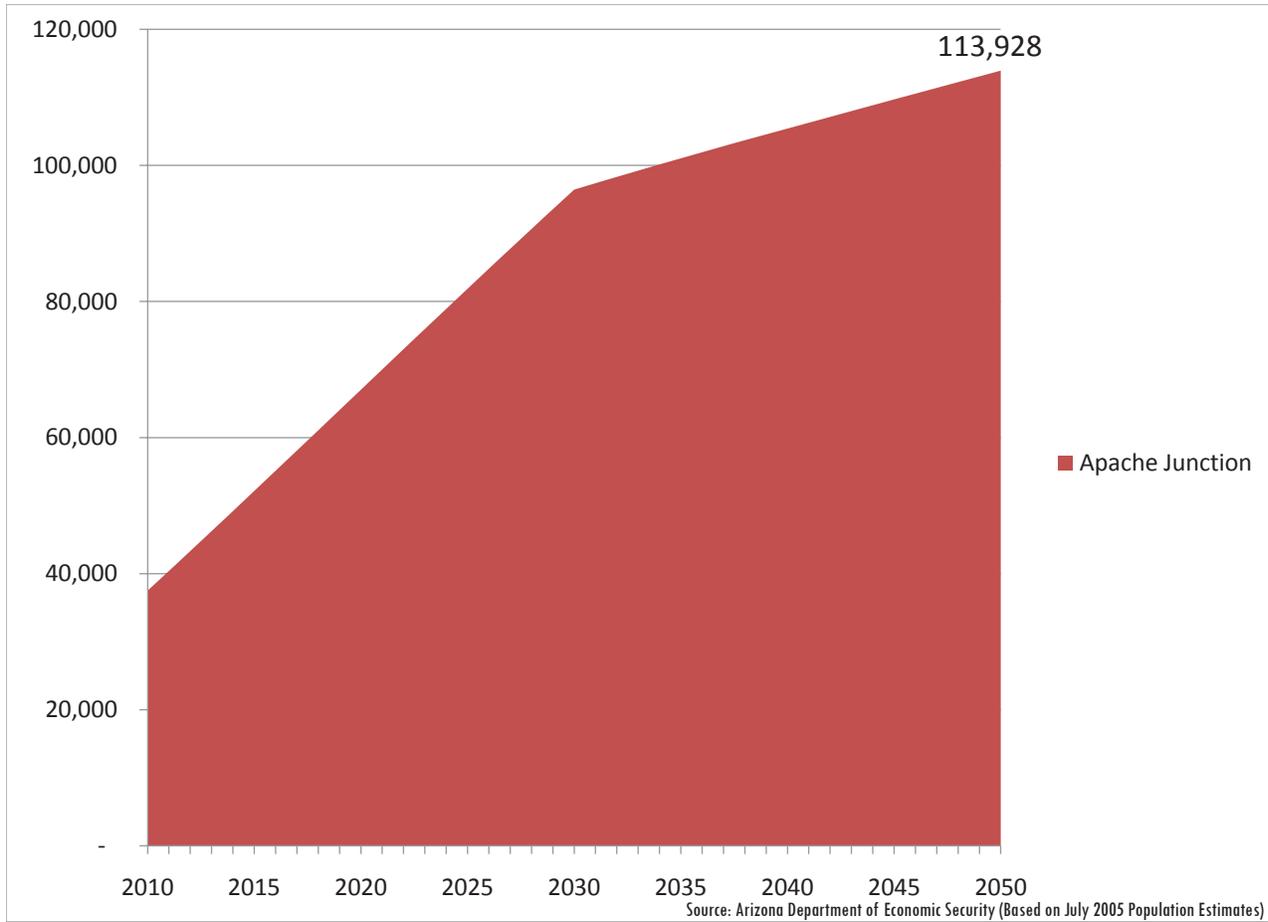
ASSESSMENT



The population of Pinal County is projected to grow at a relatively constant rate for the next 40 years.

Statistical Assessment- Demographics

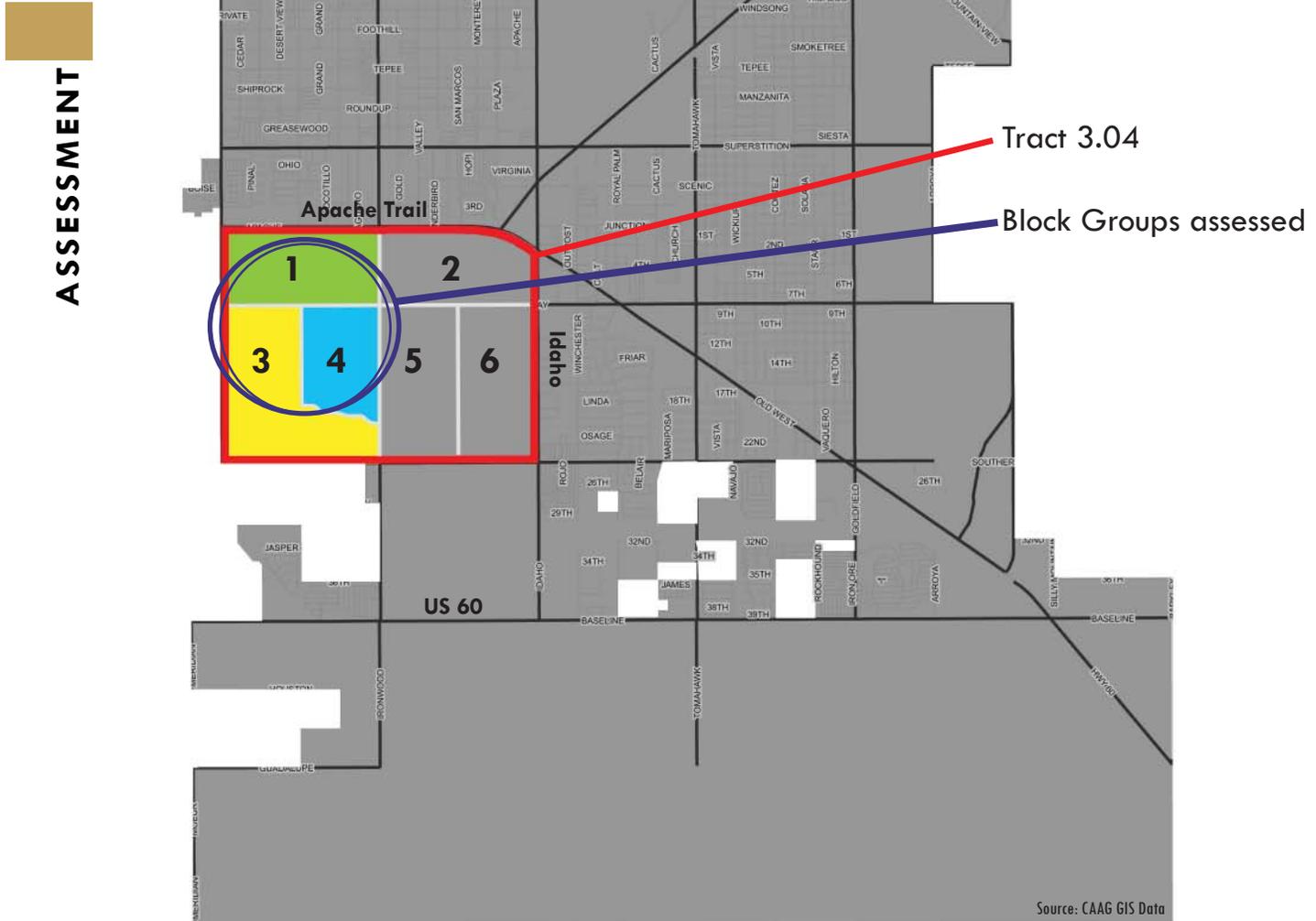
Population Projection



Unlike the constant rate of Pinal County, rapid population growth is projected for Apache Junction over the next 20 years before leveling off somewhat. It is estimated that the City's current population will double in just 15 years. The effect of the current economic downturn on future population growth remains uncertain. However, addressing housing deficiencies in aging structures and providing new quality affordable housing will certainly need to be a part of Apache Junction's city planning.

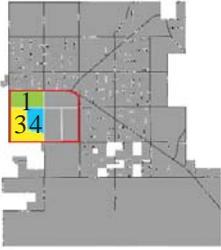
Statistical Assessment- Demographics

Census Tract 3.04 and Block Groups

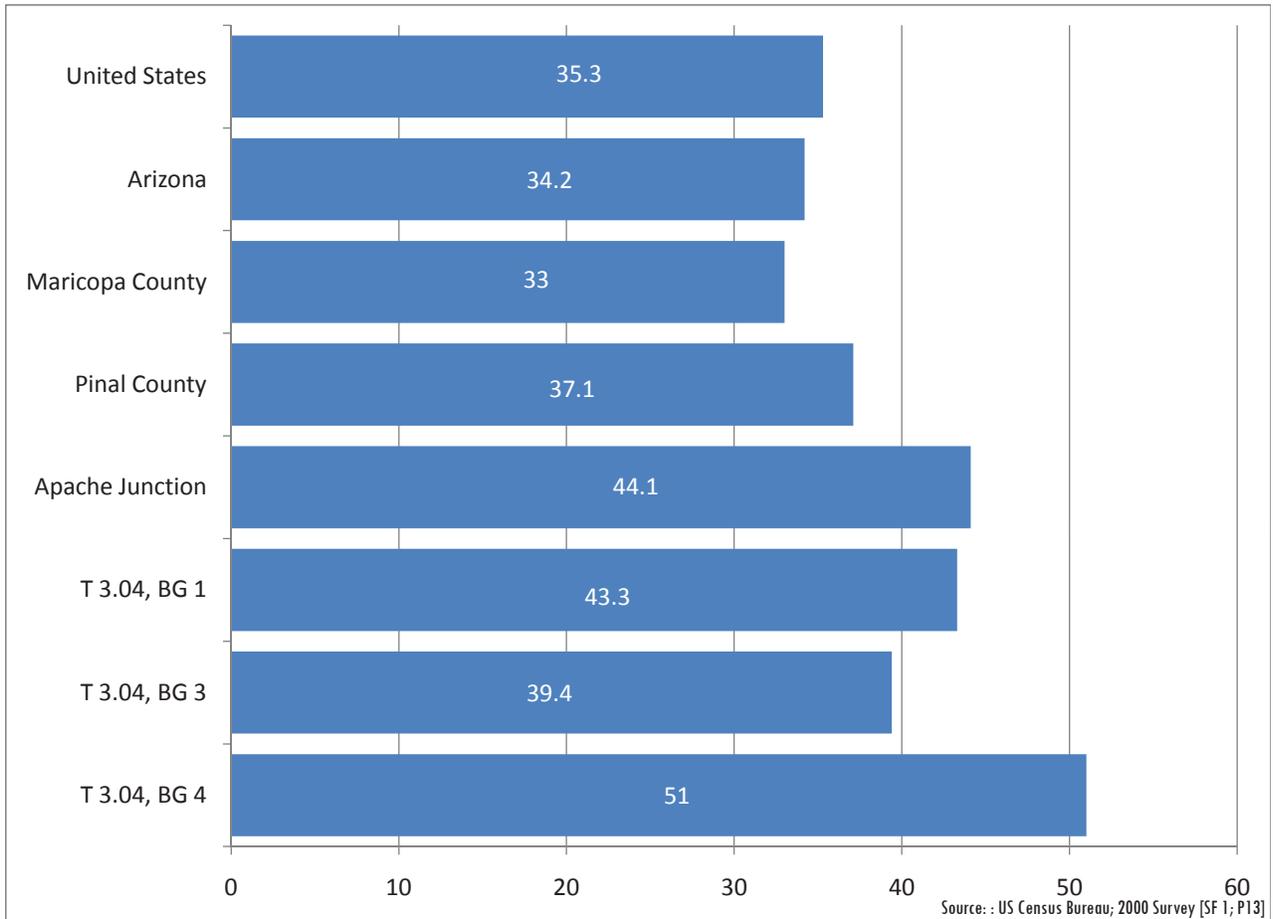


Block group data from Block Groups 1, 3, and 4 of US Census 2000 Tract 3.04 was studied. These groups were selected because of their overlap with the windshield survey zone. Upon completion of the 2010 Census, a similar analysis of block groups could be completed for the entire city.

Statistical Assessment- Demographics



Median Age



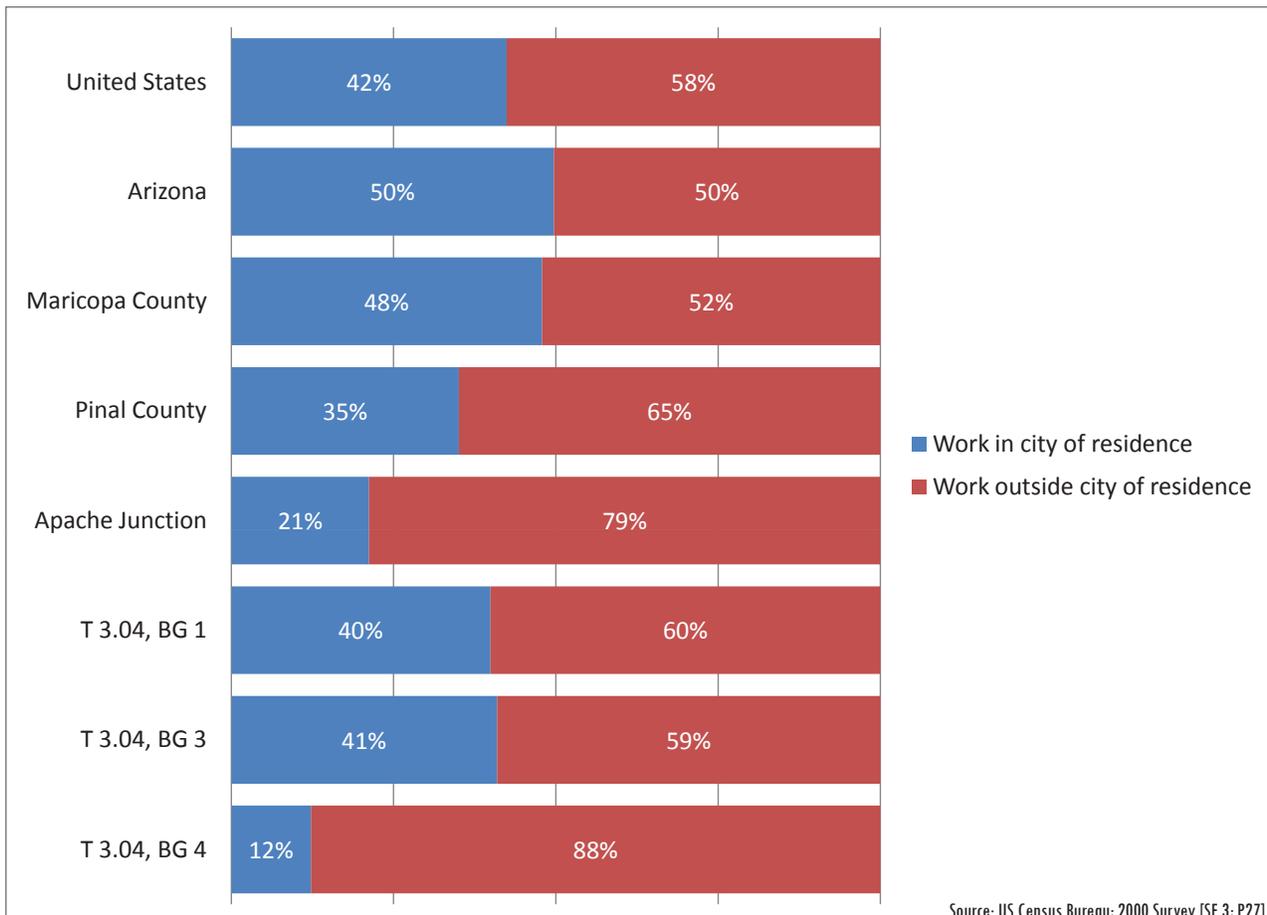
Apache Junction’s median age for residents is significantly older than national, state, and county averages. This is particularly true of Block Group 4, which covers parts of the windshield survey areas 1, 2, and 3. Block Group 3, which has the youngest population of those studied, contains areas 4 and 6 of the windshield survey, which had the poorest housing conditions. This may indicate that older residents in the study area are living in generally better housing conditions than younger residents. Improving conditions and choice in family housing might be a greater need than senior housing.

Statistical Assessment- Demographics



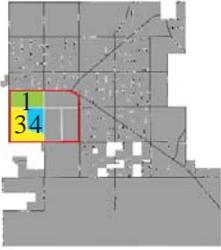
Place of Work

ASSESSMENT



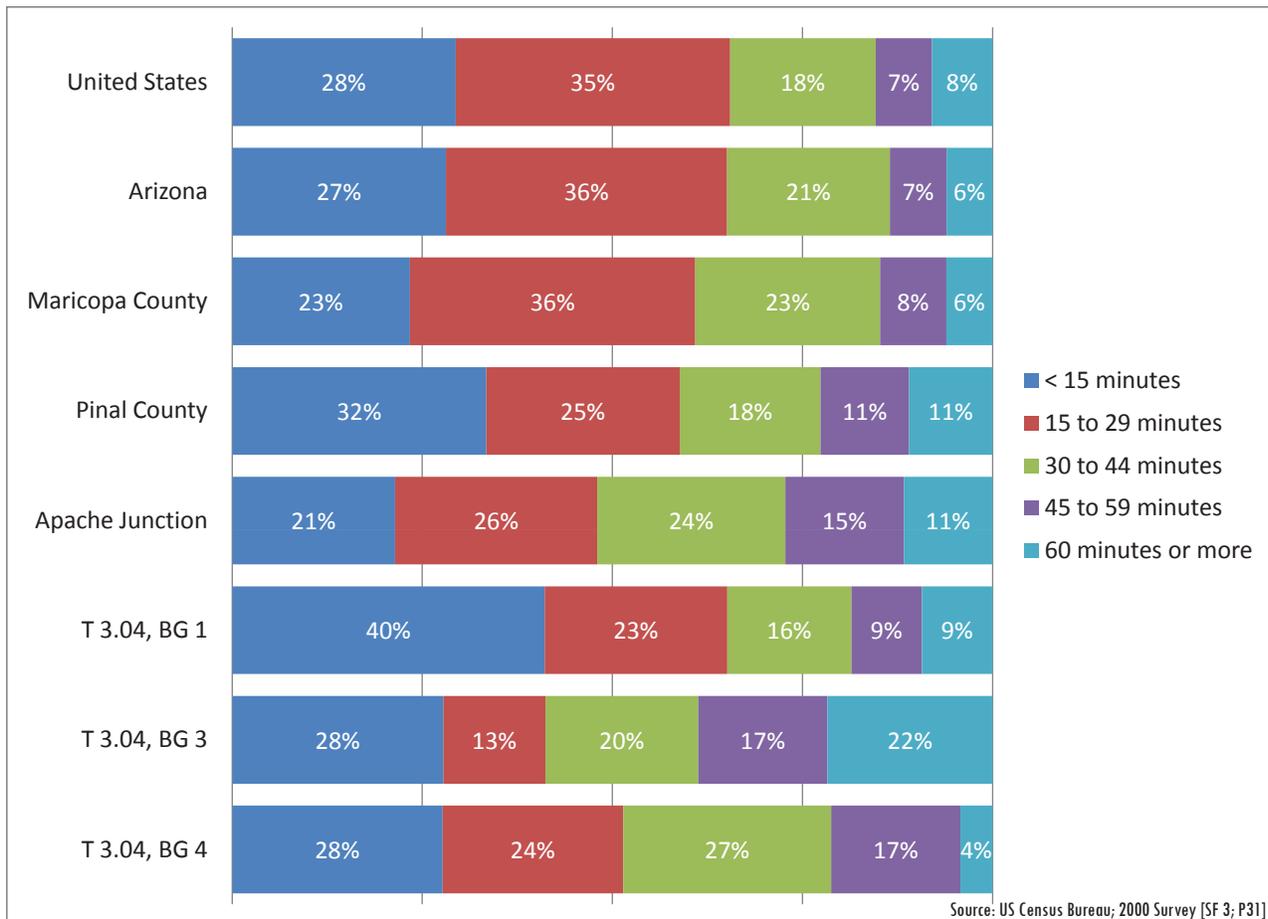
More than 75% of the workforce commutes out of Apache Junction for their job. This is especially true of Block Group 4, which correlates to the generally older population group living in generally better housing conditions. Taken together, this may indicate higher earnings for residents in this area.

For the City as a whole, these high numbers of commuters indicate that transportation costs are indeed an important factor in affordability.



Statistical Assessment- Demographics

Commute Time to Work



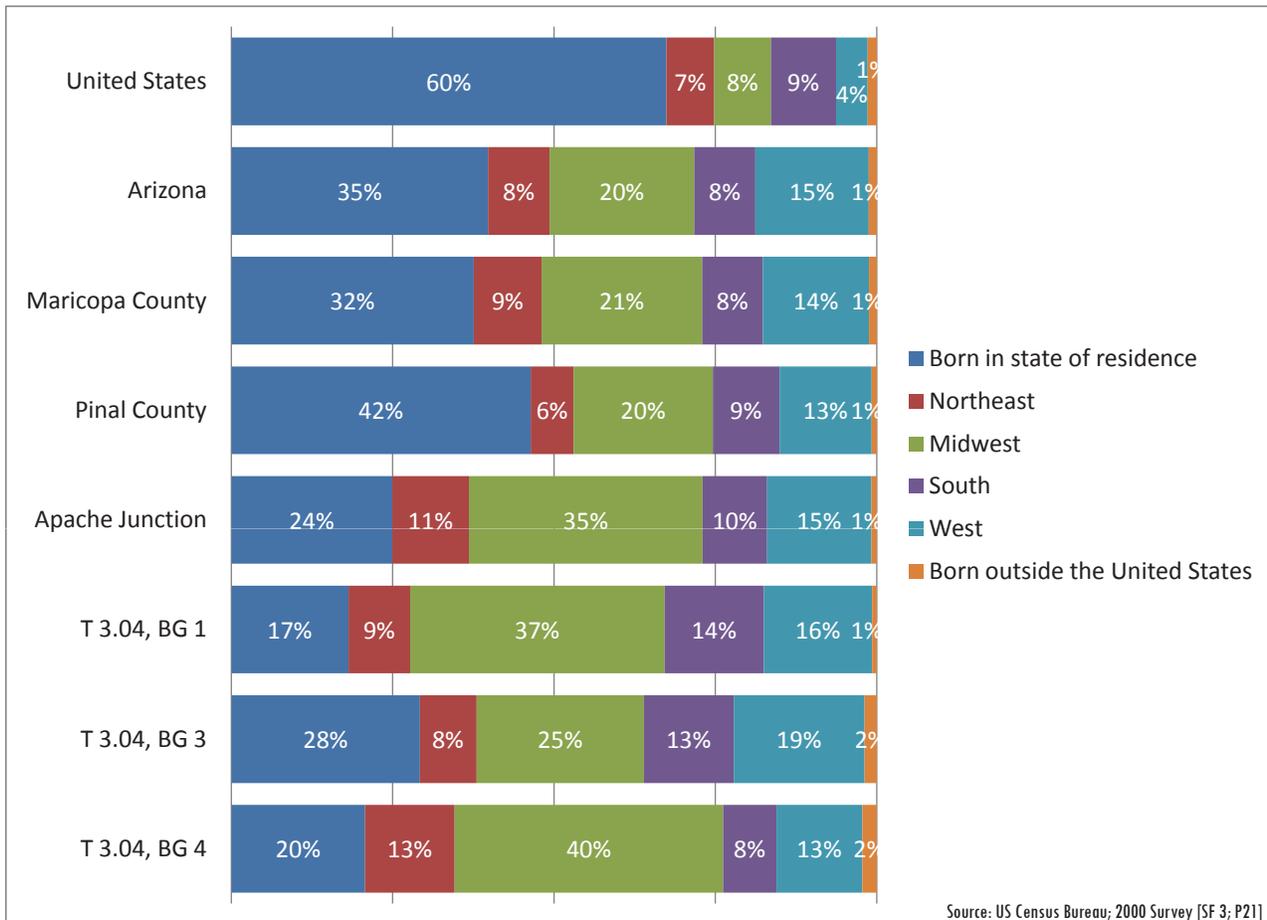
As might be expected, Apache Junction workers' commute times are high. More than half of the workforce commutes 30 minutes or more to work each day (one way). In addition to cost, time spent commuting is a quality of life issue, as it takes away time that would otherwise be spent at work or with family.

Statistical Assessment- Demographics

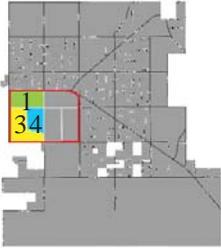


Birthplace

ASSESSMENT

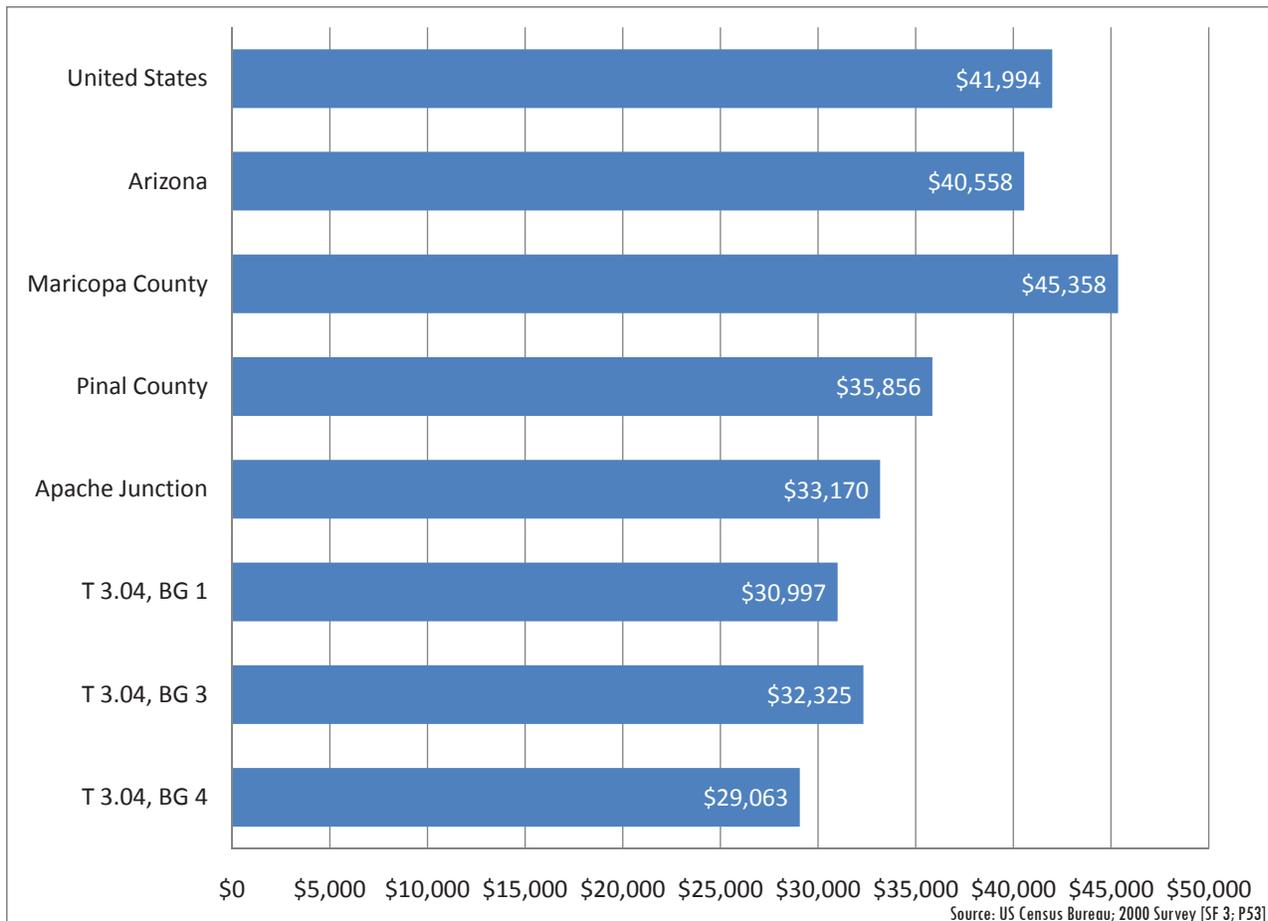


More of the city's residents were born in the Midwest than any other region of the country, including the state of Arizona. This is a reflection of the high numbers of seasonal residents.



Statistical Assessment- Demographics

Median Household Income



The median household income of Apache Junction is \$12,000 lower than that of neighboring Maricopa County, and \$2,000 less than the median for Pinal County. While housing costs are also typically lower, there are costs of living that remain about the same.

Statistical Assessment- Economics

Apache Junction (85220) Home Sales

ASSESSMENT

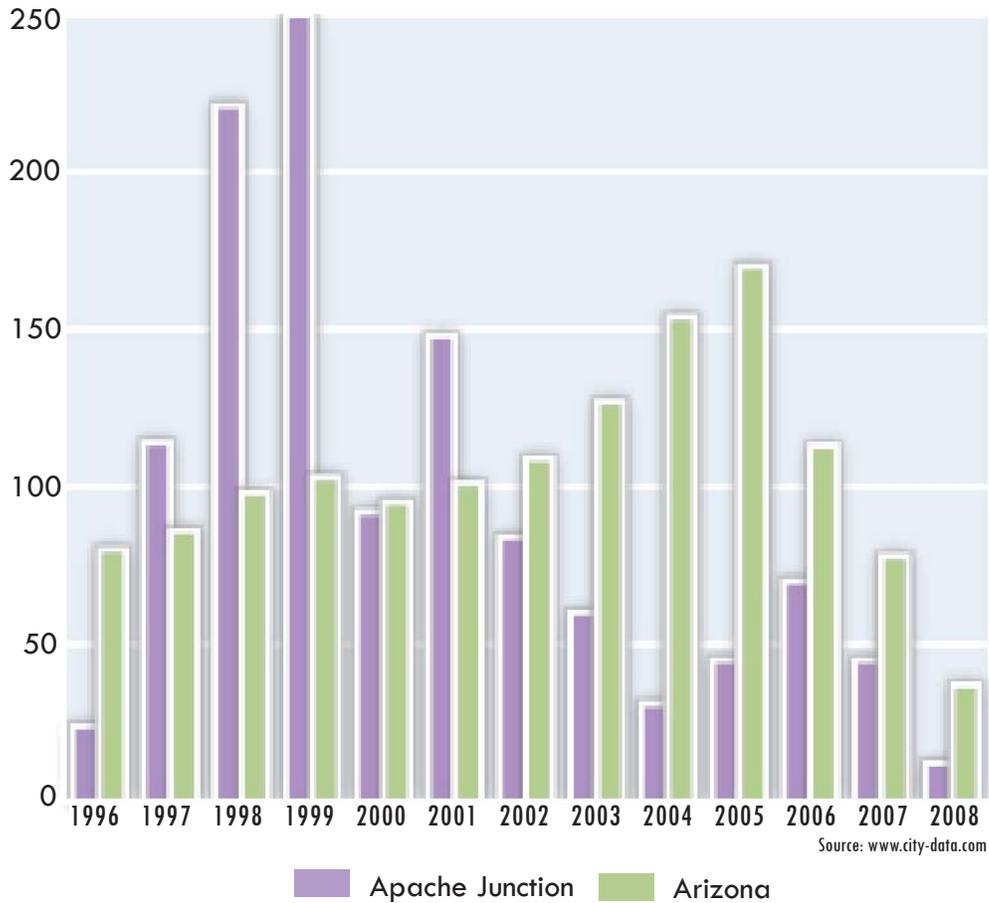


Source: www.city-data.com

The median home price for Apache Junction peaked in the second quarter of 2006. Since that time home prices have trended downward. The most recent data is for the third quarter of 2009, which proved to be an abnormal quarter characterized by extremely few home sales and a sharp increase in median home price.

Statistical Assessment- Economics

Building Permits per 10,000 Residents



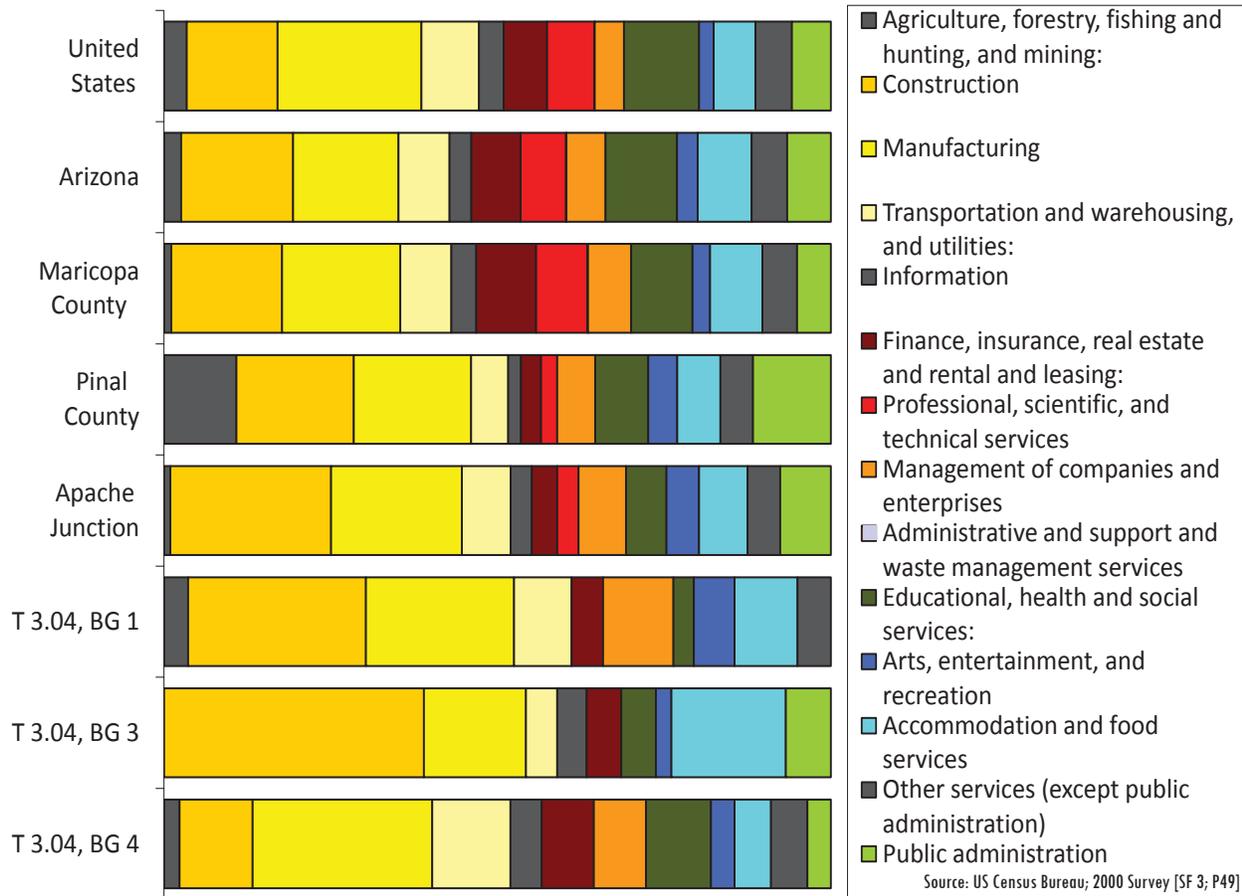
While building in Apache Junction and Arizona may seem to fluctuate independently, both locations have experienced a sharp decline in the number of building permits issued in the past few years.

Statistical Assessment- Economics



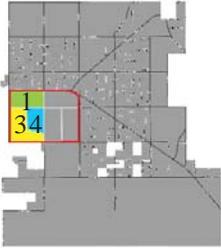
Occupation by Industry: Males

ASSESSMENT

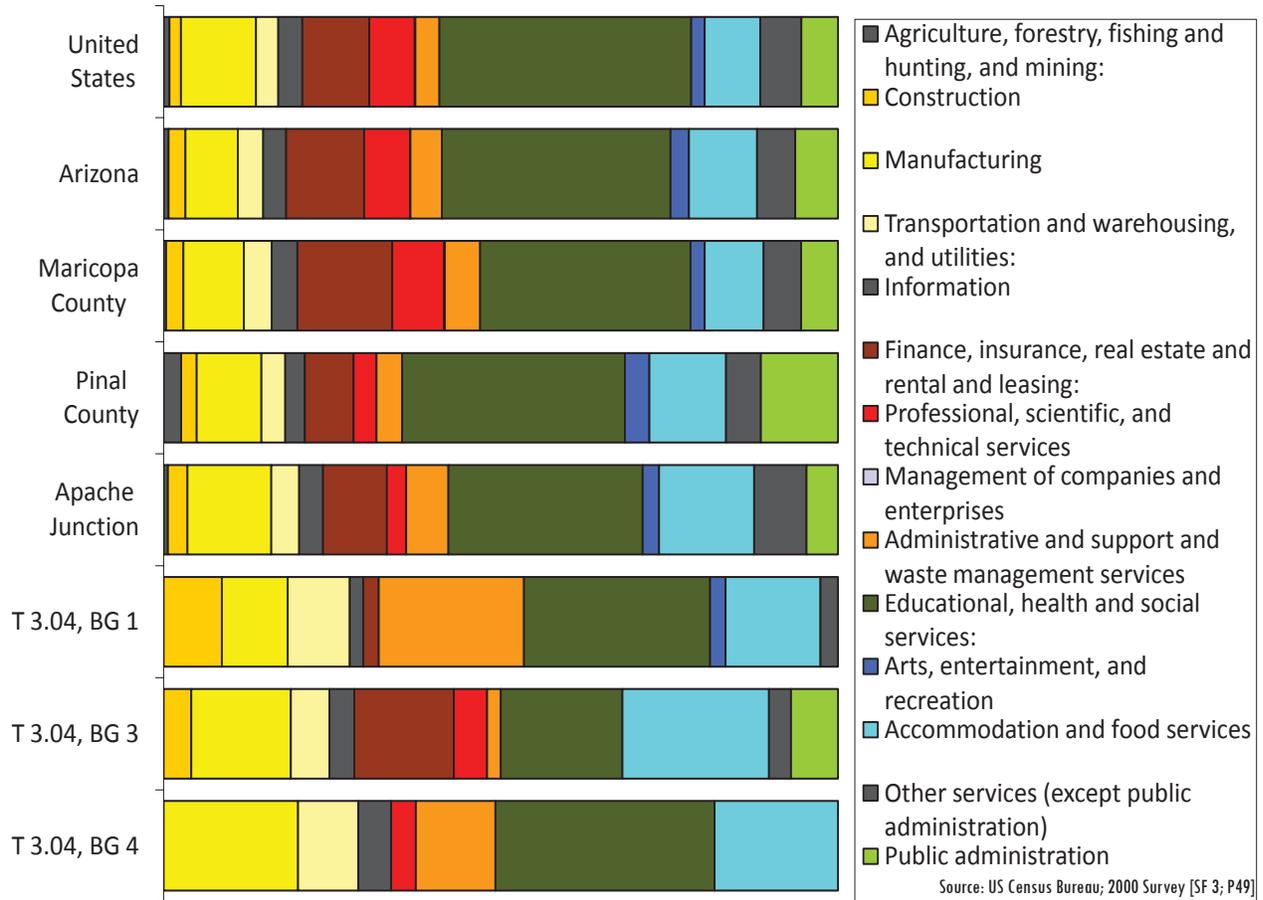


The most prevalent occupation among males in Apache Junction is in the construction industry. As the graph on the previous page illustrates, construction has plummeted in recent years. This combination may indicate a vulnerable segment of the population.

Statistical Assessment- Economics



Occupation by Industry: Females



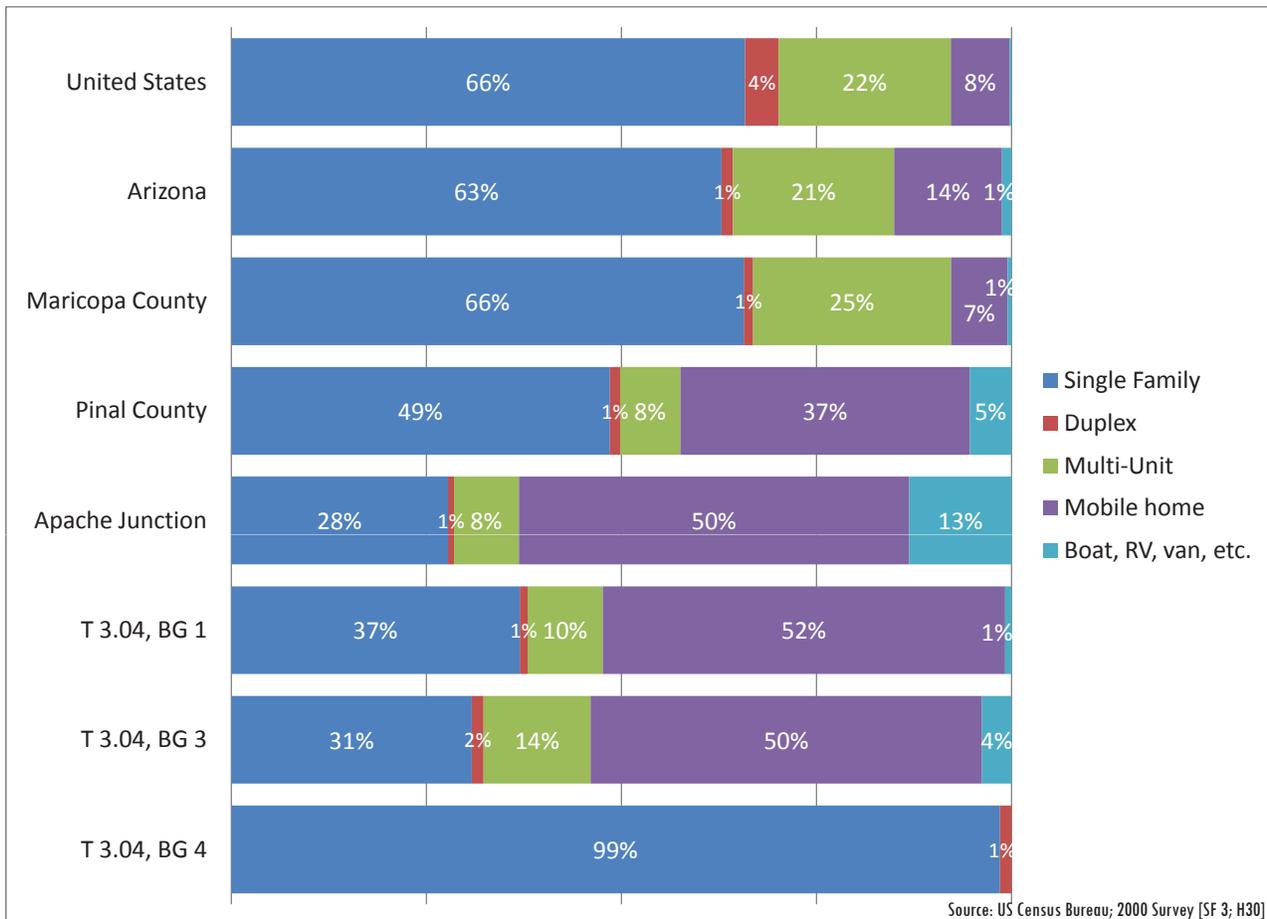
Educational, health and social services is the most prevalent occupation among females in Apache Junction. Of note is the higher percentage of females working in the accommodation and food services industries. These jobs may be an indicator of lower earnings.

Statistical Assessment- Housing



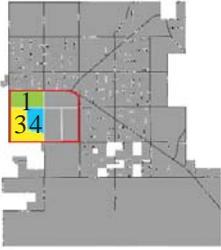
Housing Types

ASSESSMENT

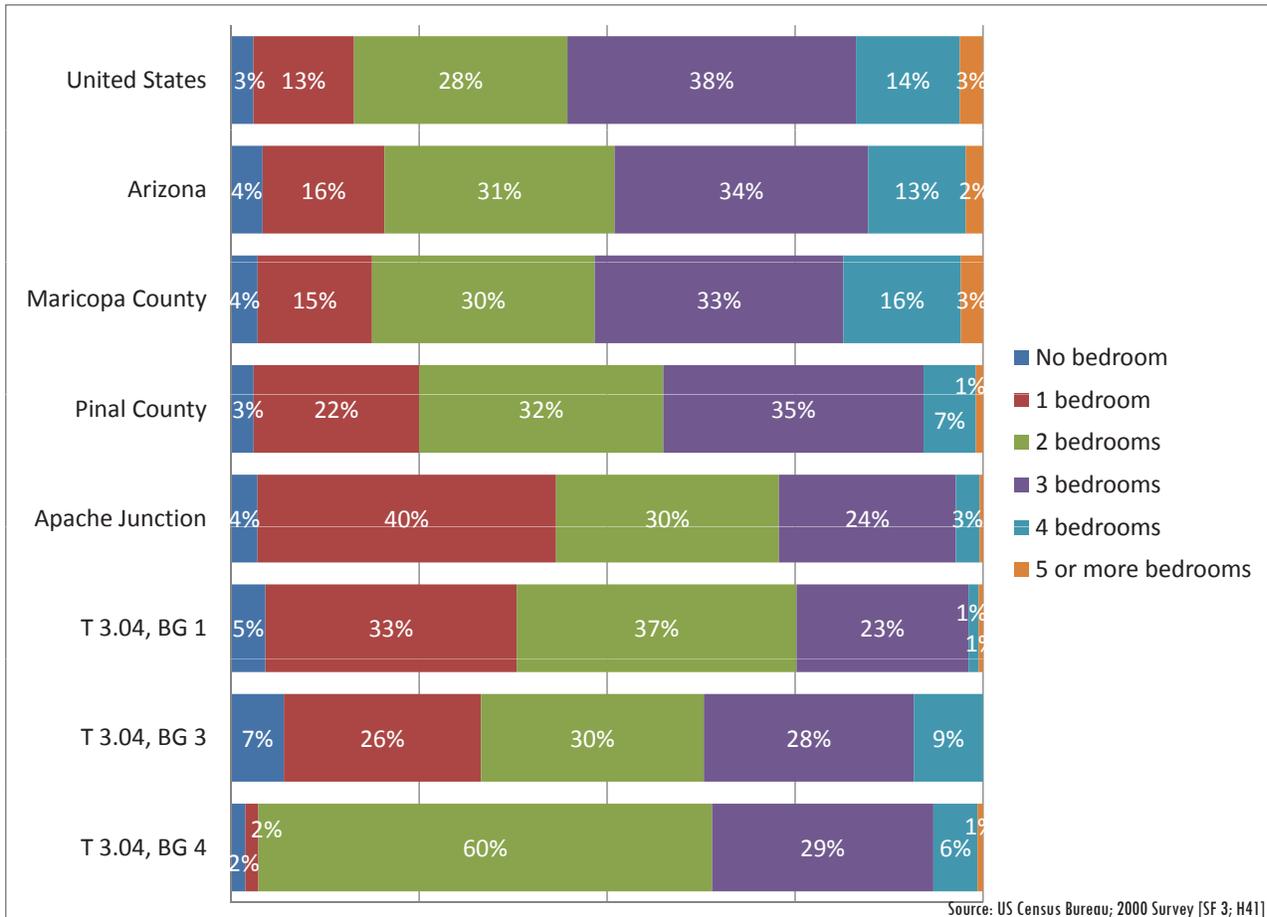


Mobile homes are the predominant type of housing found within the City. The high percentage of mobile homes and RVs in the community reduces the variety of available housing types. Again, Block Group 4 stands out as different from the others in the study group, in this case for having almost entirely single family housing with no mobile home units. Increasing housing choice and pride of ownership would appear to be two significant goals.

Statistical Assessment- Housing

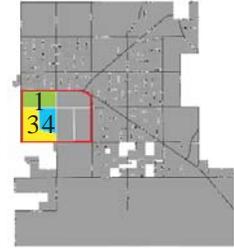


Housing Size



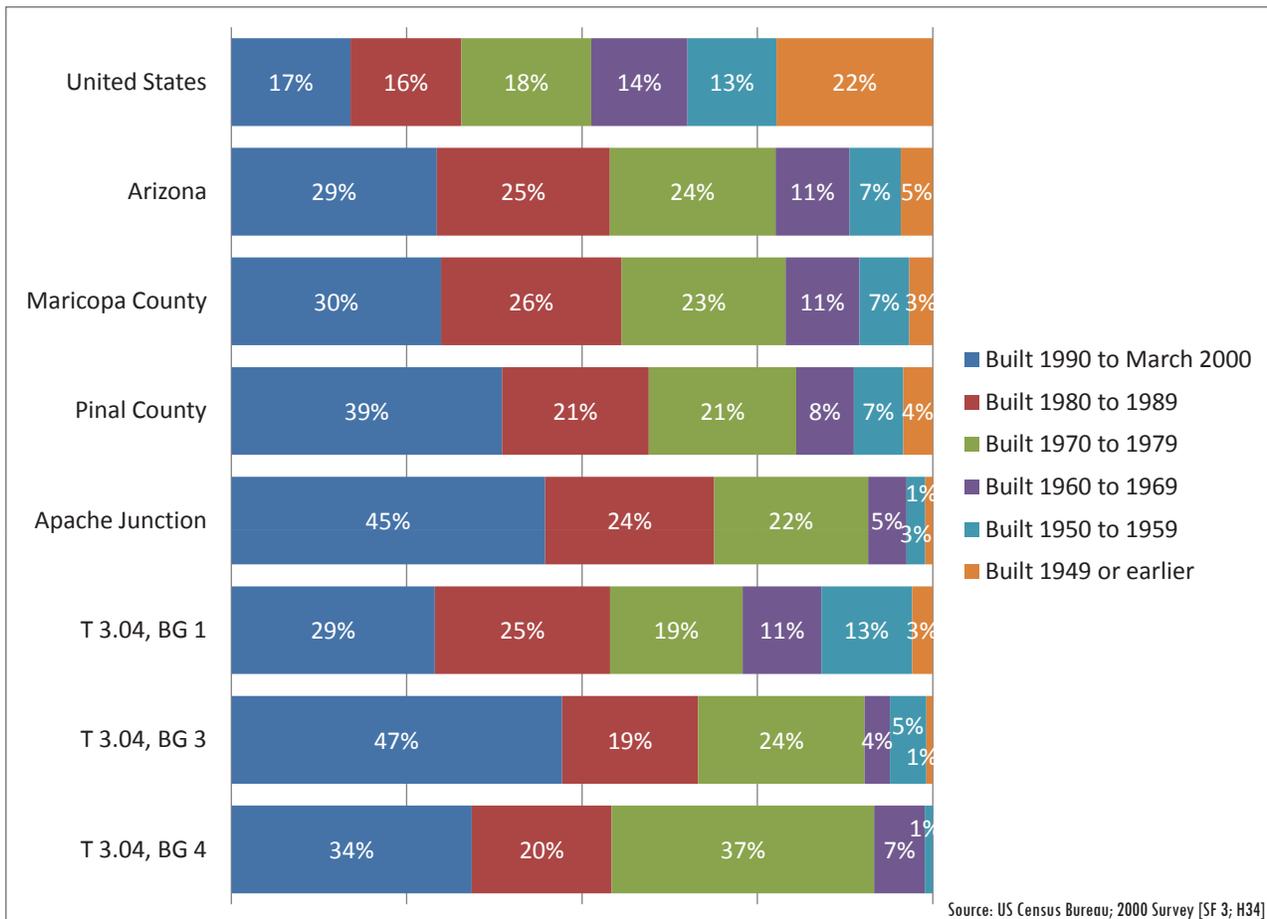
On the whole, housing in Apache Junction has fewer bedrooms per unit than national, state, and county averages. This may be due to an older population with fewer residents per unit. Older mobile home units and RVs are also smaller than typical single family homes, with fewer rooms.

Statistical Assessment- Housing



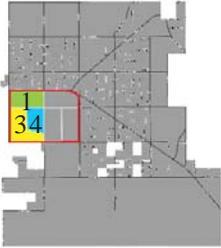
Age of Housing

ASSESSMENT

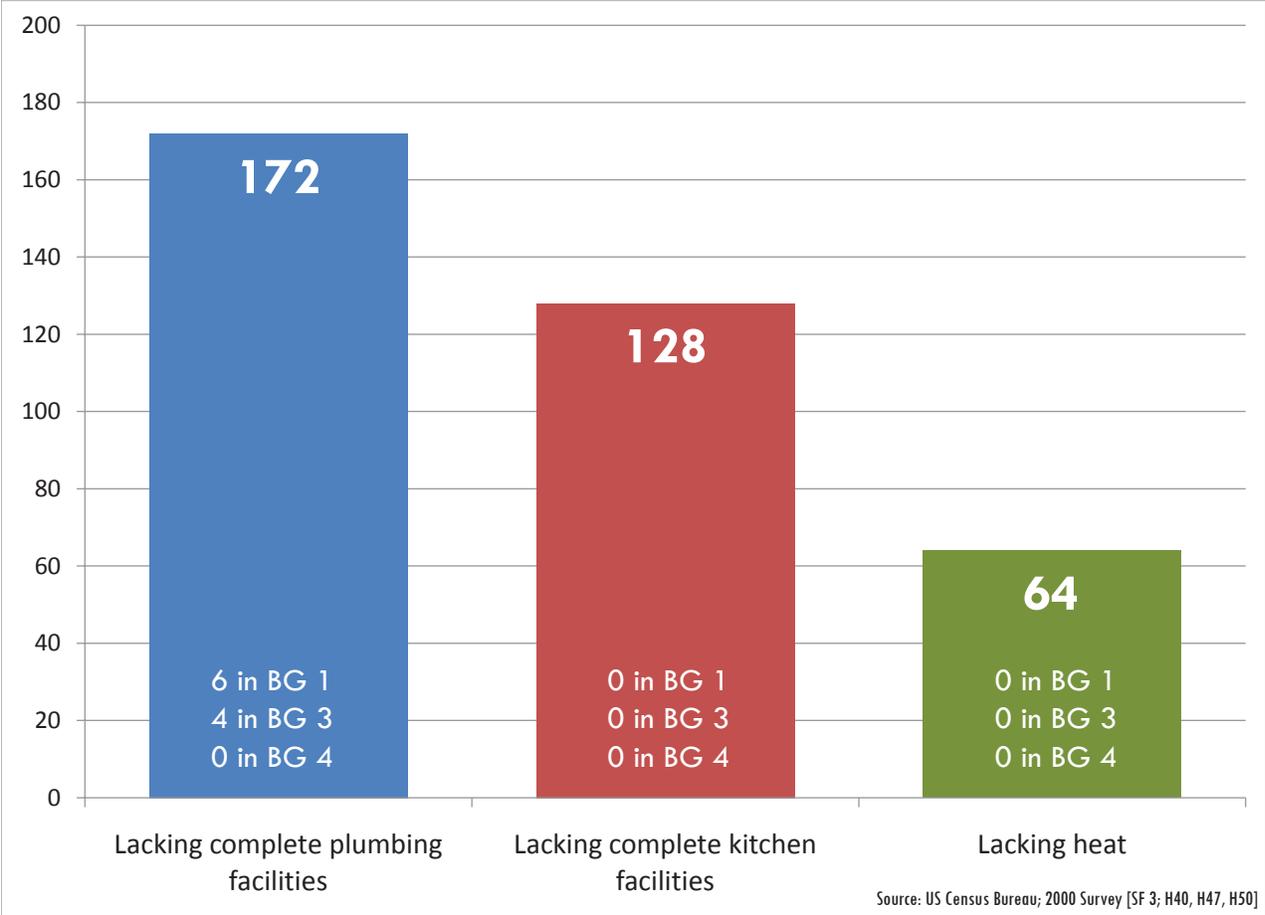


The City of Apache Junction has developed fairly recently, with most of the housing constructed since the 1970s. If built well, this should mean that homes are still structurally sound. However, buildings that are not as well constructed, particularly for the harsh desert climate, have a lifespan of about 30 years. The windshield survey is therefore an important tool to help identify housing in the city that needs extensive repair or even replacement.

Statistical Assessment- Housing



Substandard Housing Units (in Apache Junction)



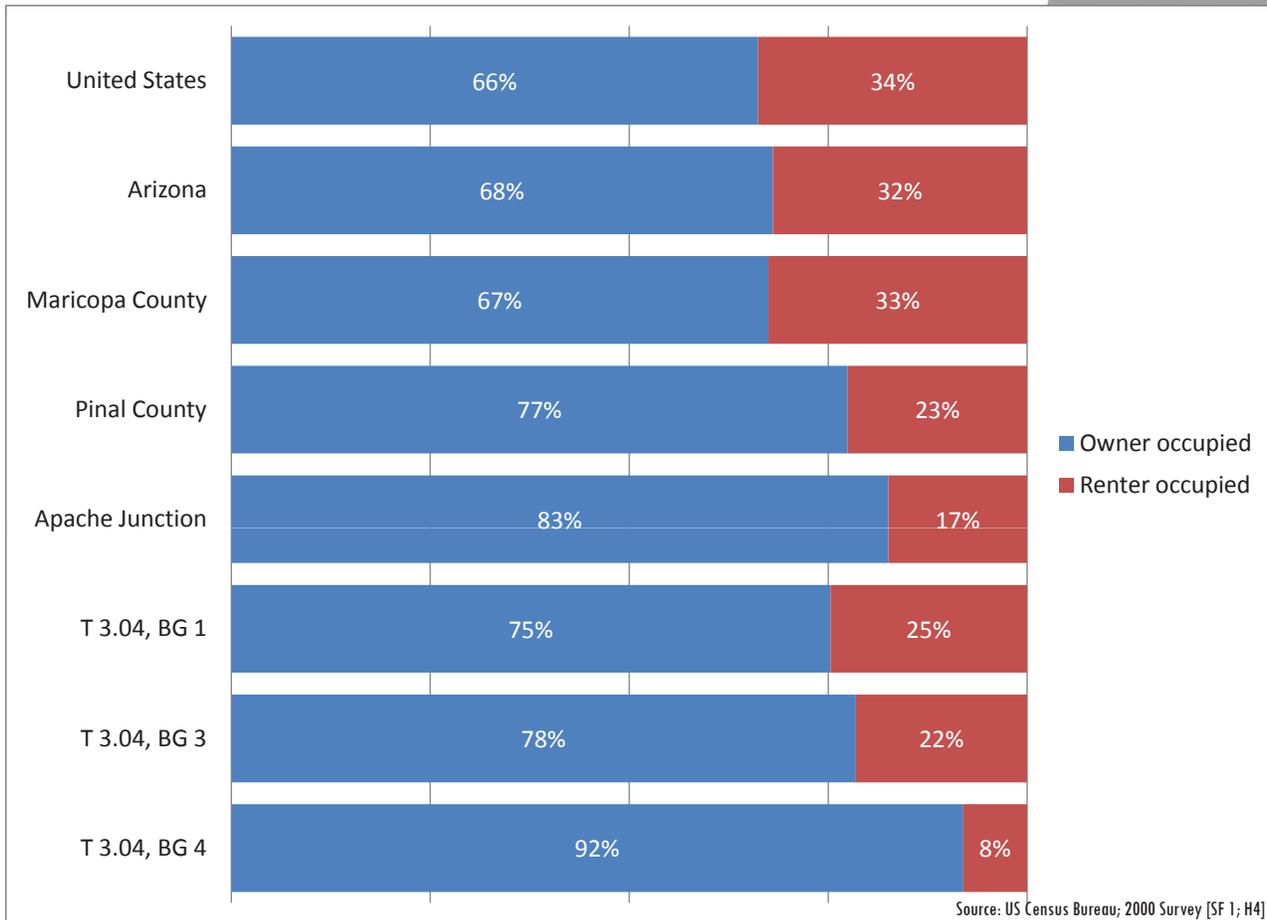
Despite Apache Junction’s relatively young age, there are still pockets of older housing, some of which have substandard housing conditions.

Statistical Assessment- Housing



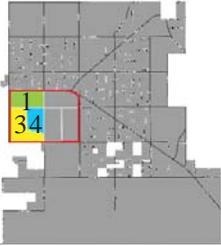
Own vs. Rent

ASSESSMENT

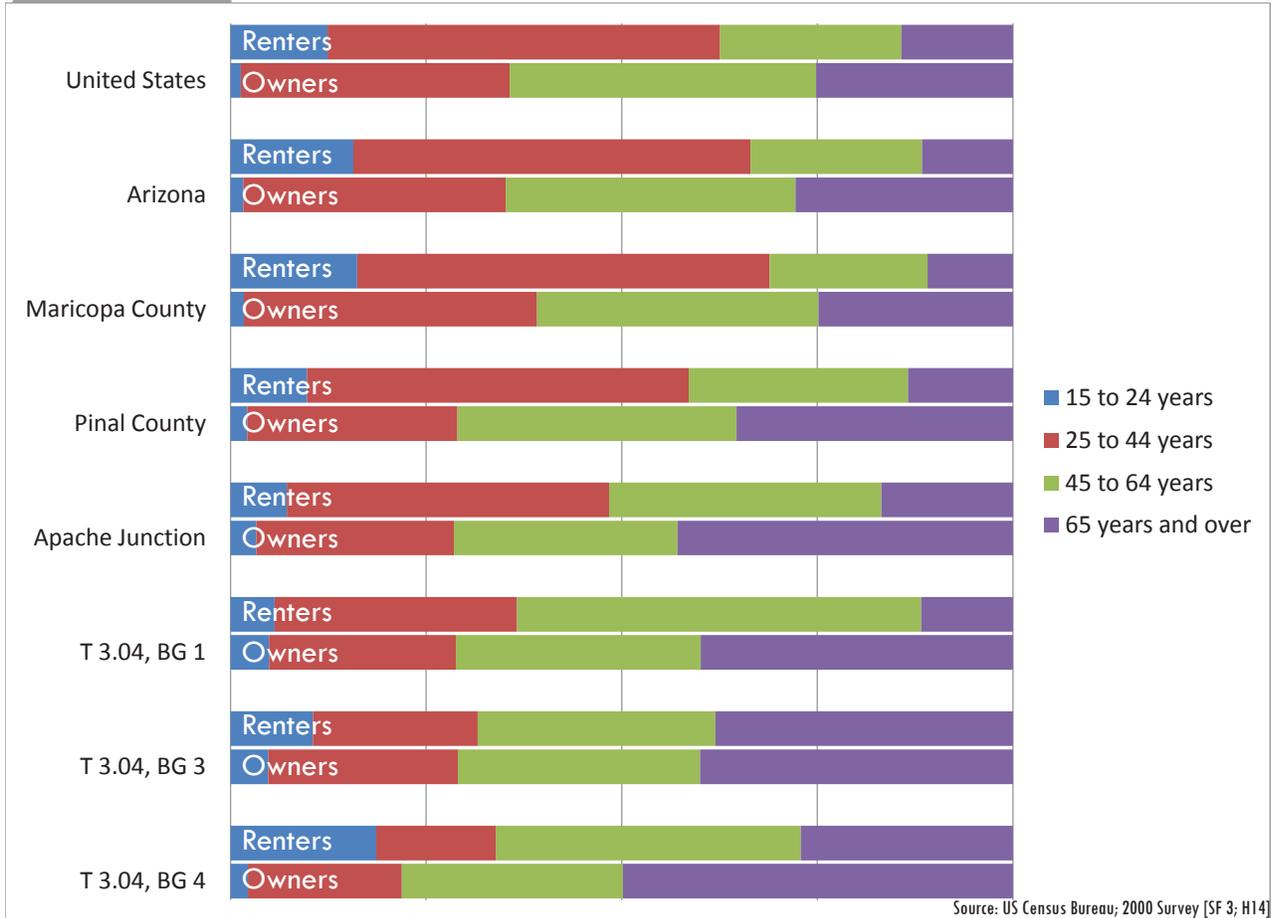


The city has a high percentage of owner occupied housing. Of the owner occupied housing, nearly half of the homes are not mortgaged (see Mortgage Payments chart in appendix).

Statistical Assessment- Housing



Age of Renters and Owners



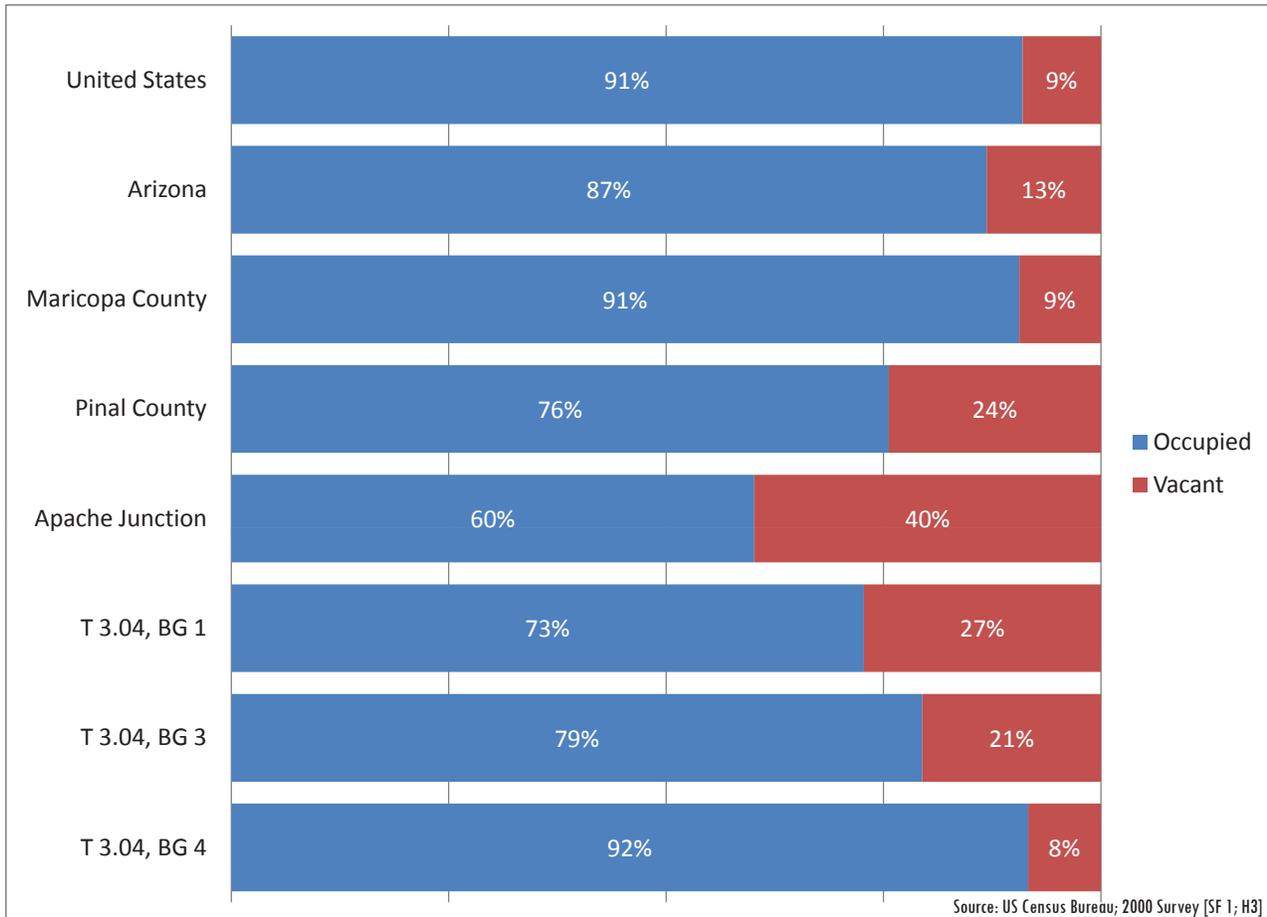
Apache Junction has an older population than most communities, with the owner population aged 65 years and over representing nearly half of the homeowners in the city.

Statistical Assessment- Housing



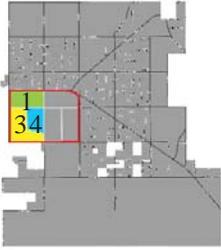
Occupied vs. Vacant

ASSESSMENT

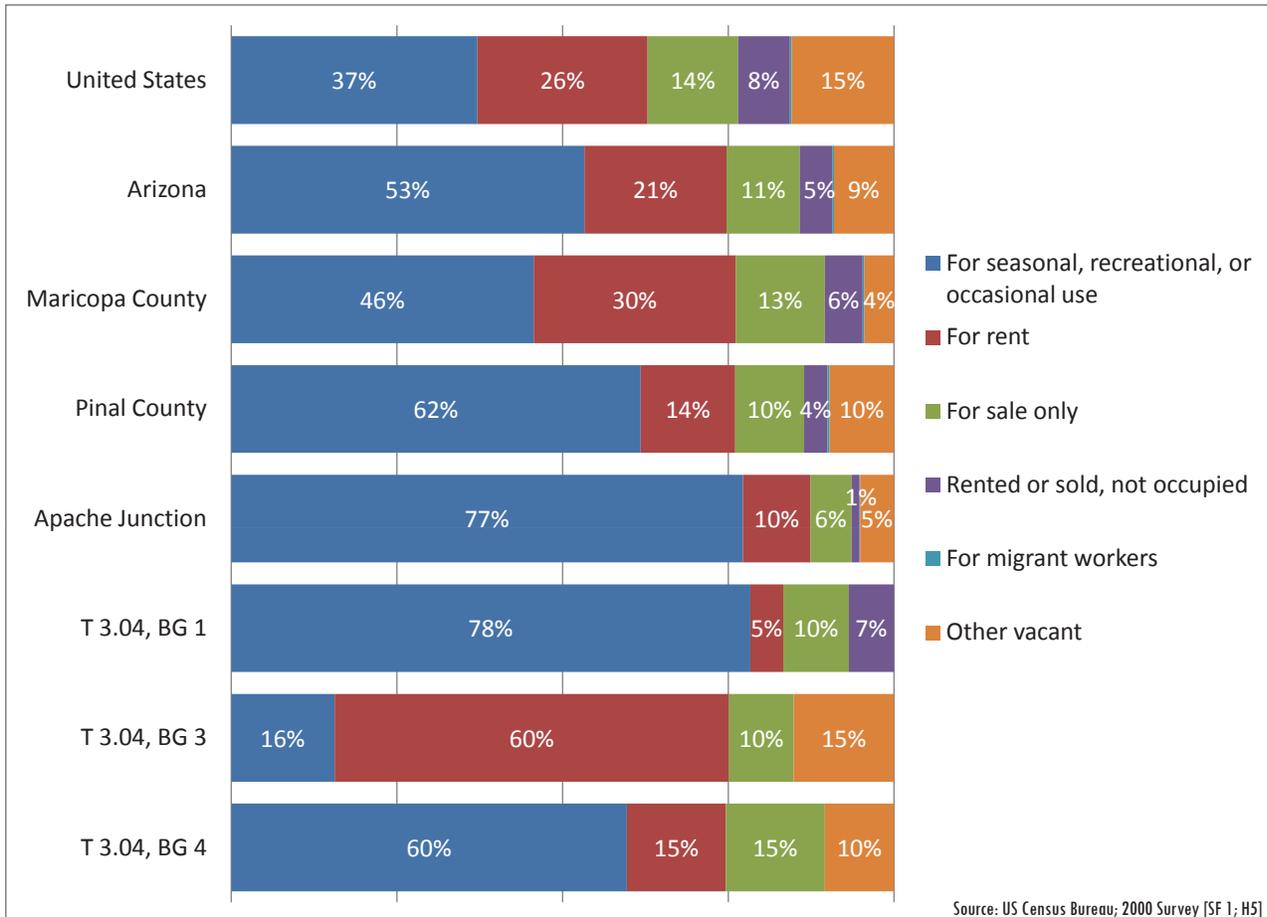


More than a third of the city’s housing stock is considered vacant. The chart on the opposite page sheds light on reasons for vacancy.

Statistical Assessment- Housing



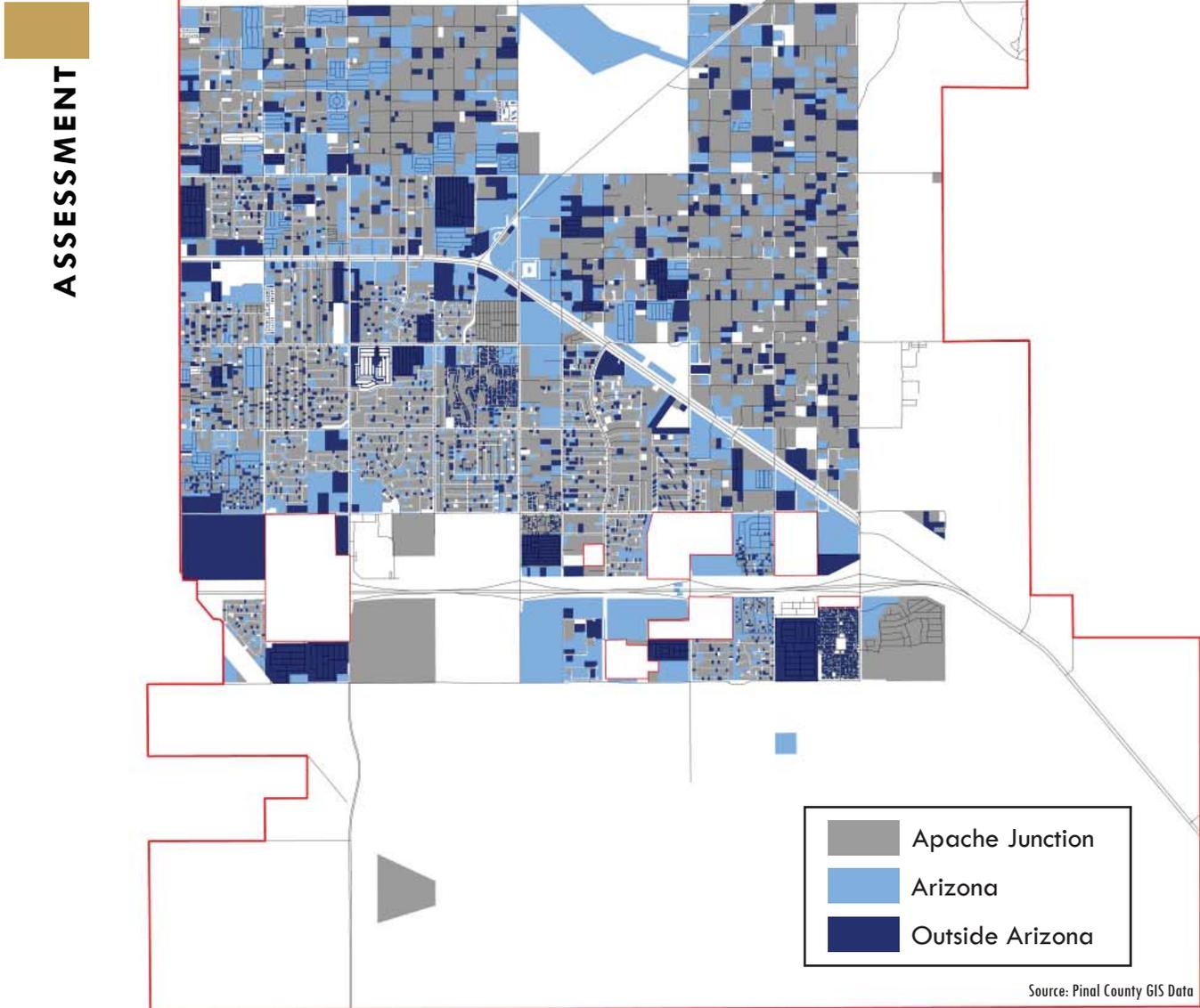
Reason for Vacancy



The biggest reason for vacancy is due to seasonal, recreational, or occasional use. Of interest is the high percentage of units available for rent in Block Group 3. According to the Rent Payments chart located in the appendix, nearly 25% of the rental units in this group have rental payments in excess of \$1,500 per month.

Statistical Assessment- Housing

Address of Property Owner

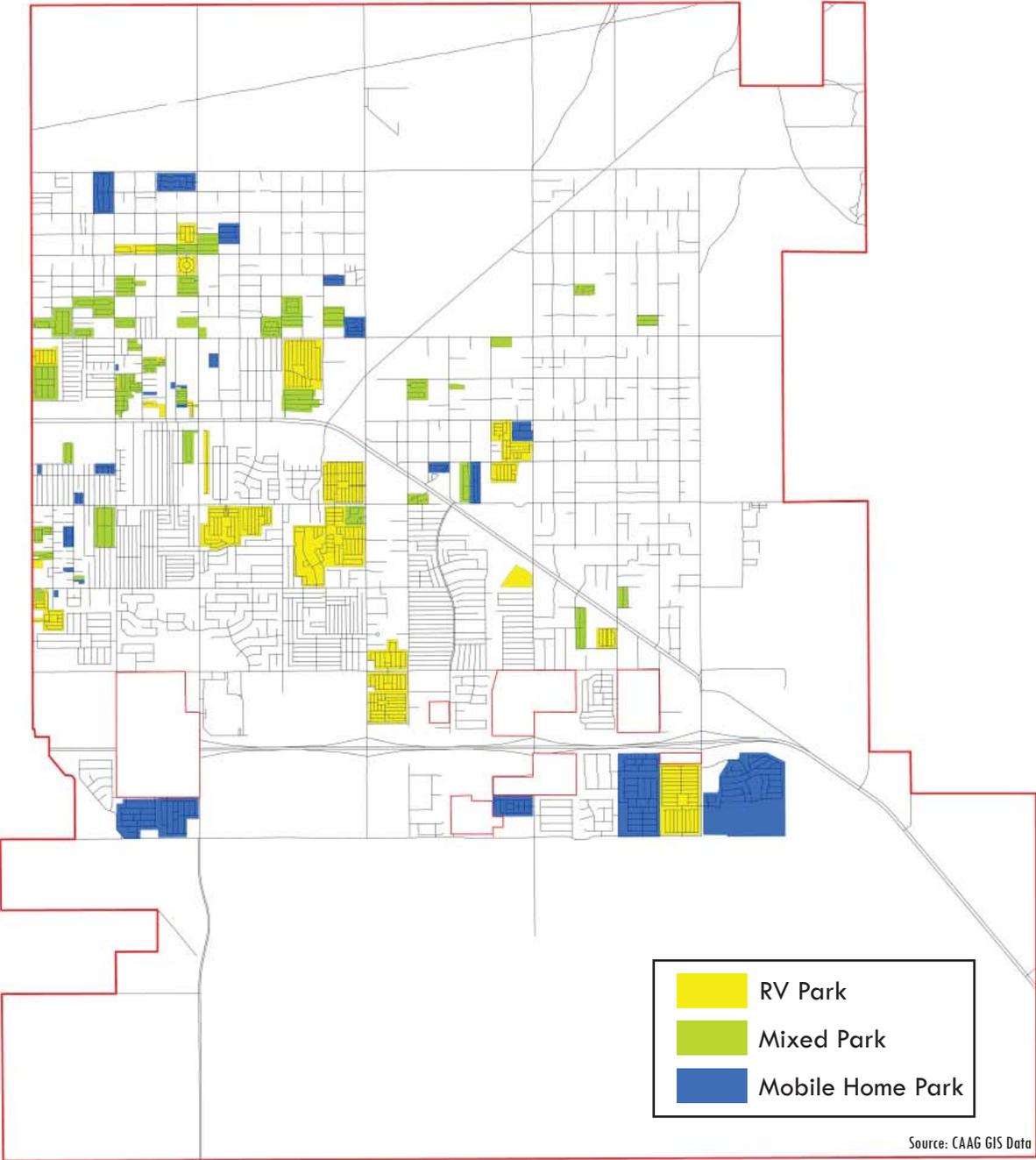


This map illustrates the large number of property owners that live outside the city. What the map does not indicate is seasonal residents that

consider Apache Junction to be their primary residence, but live elsewhere for part of the year.

Statistical Assessment- Housing

Mobile Units



As discussed previously in this section, there are large numbers of mobile units (such as RVs) and seasonal residents in Apache Junction. This map shows the numerous mobile housing parks that are scattered throughout the city. There are

several larger parks adjacent to Apache Trail as well as just north of Hwy. 60. In most cases, these correlate with the out of state ownership areas on the previous map.

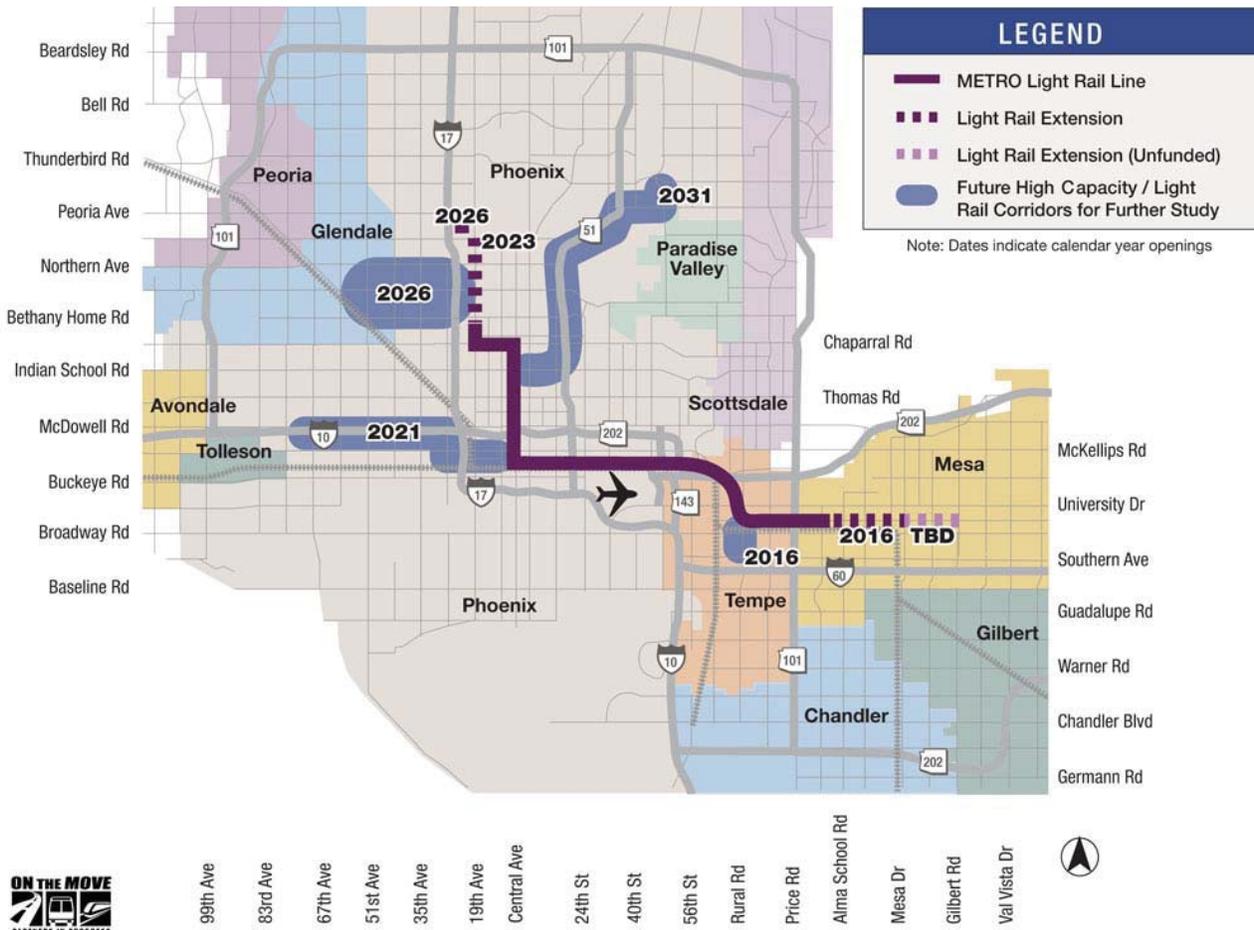
Existing Studies, Reports, and Plans

Valley Metro Light Rail Extension:

that is not yet funded. Main St. becomes Apache Trail in the City of Apache Junction.

Municipalities in the greater Phoenix metropolitan area have collaborated to support a regional light rail service under the name, METRO. Participating jurisdictions are the cities of Phoenix, Tempe, Mesa, Glendale, Peoria, and Chandler. This collaborative board with representatives from each participating municipality plans for future extensions, seeks grants and funding, and forms policy regarding the METRO light rail. The projected extension of the METRO light rail is intended to reach Gilbert Rd. and Main St. in the City of Mesa by the year 2016 (see map below), with further intended extension along Main St.

ASSESSMENT



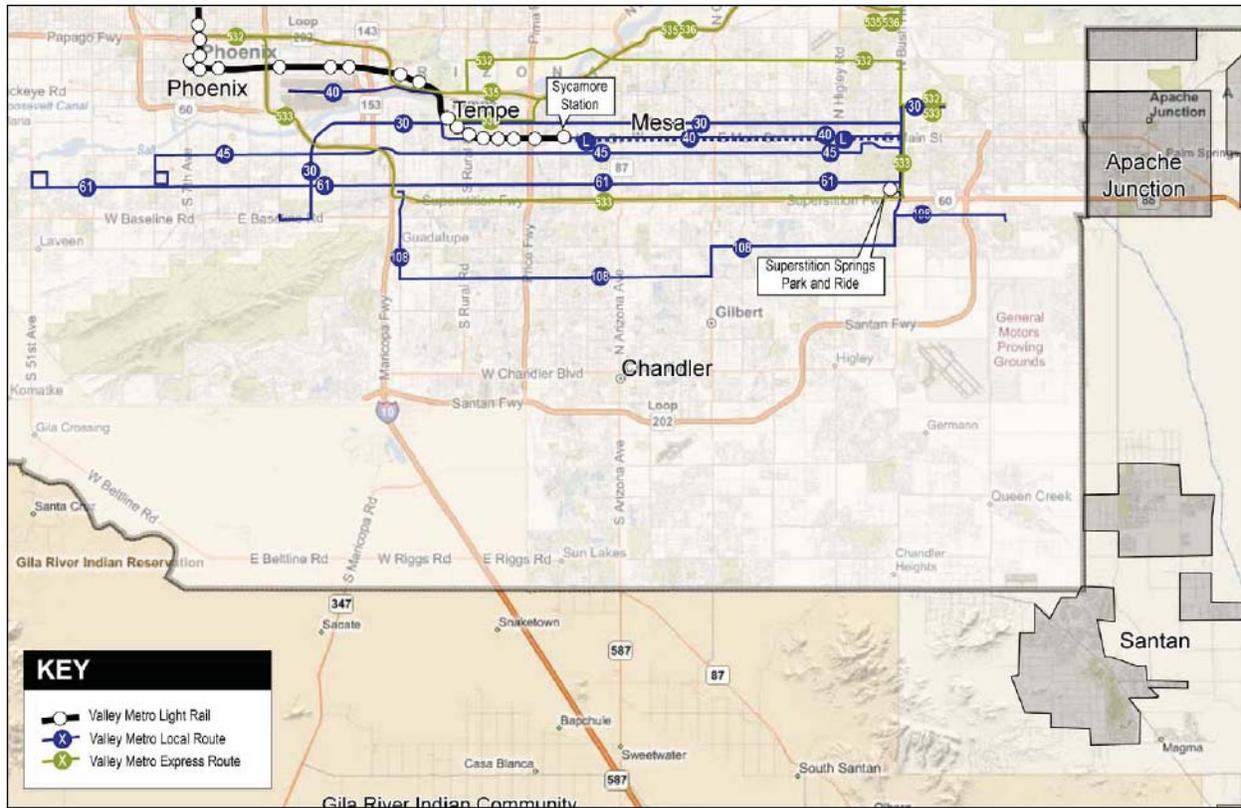
Existing Studies, Reports, and Plans

Pinal County Transit Feasibility Study

In June 2009 a Pinal County Transit Feasibility Study was published by the county as prepared by Nelson Nygaard Consulting Associates, in association with Jacobs Consulting. The study recognizes that Pinal County has no regional public transit, except for those who are elderly or disabled. Superstition Springs Valley Metro services, it states, are the closest opportunities for residents of the Apache Junction area to access public transportation.



Figure 1: Valley Metro Service that Serve Superstition Springs Park and Ride Lot



Nelson Nygaard
consulting associates

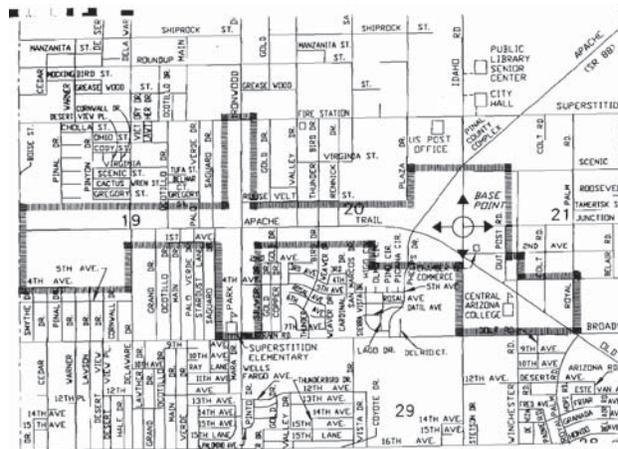
Existing Studies, Reports, and Plans

Apache Junction Infill Incentive Districts

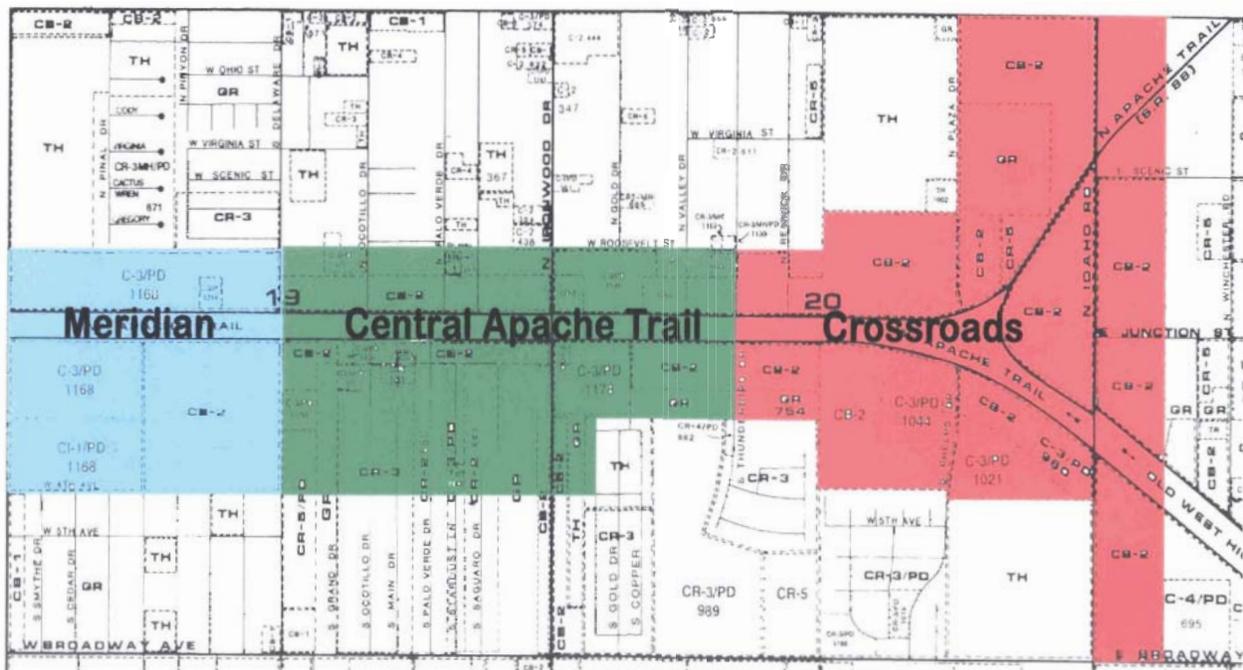
The City of Apache Junction already has designated infill incentive districts that are focused along Apache Trail and the junction of Apache Trail and Old West Highway. Incentives to developers include rebates of development fees for roads, zoning, engineering and building permits for eligible projects, expedited zoning and development process, and parking requirement adjustments. For projects that propose improvements to existing buildings and infrastructure, there exists an Economic Development agreement that may provide allowances for improvements that bring buildings up to current code, as well as low interest loans. City assistance for public infrastructure projects may be available for projects developing within the Crossroads Redevelopment Area.

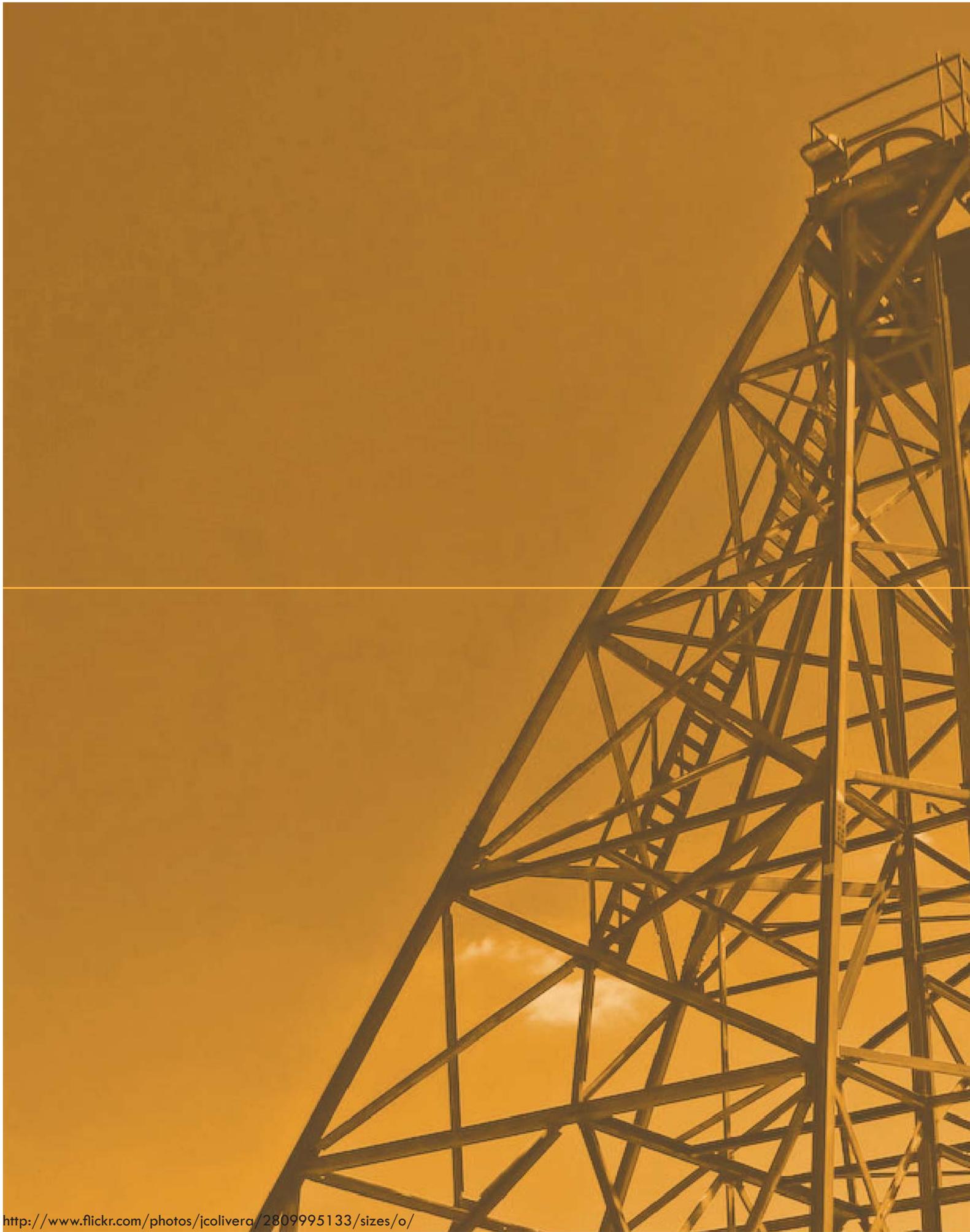
The Single Central Business District follows the primary commercial corridor along Apache Trail. The City of Apache Junction offers developers

of eligible projects eight years without property taxes and partial property tax abatement up to 50 years. Incentives and rebates are managed through the Economic Development Department and the City Manager.



MAP OF THE SINGLE CENTRAL BUSINESS DISTRICT



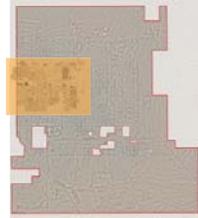




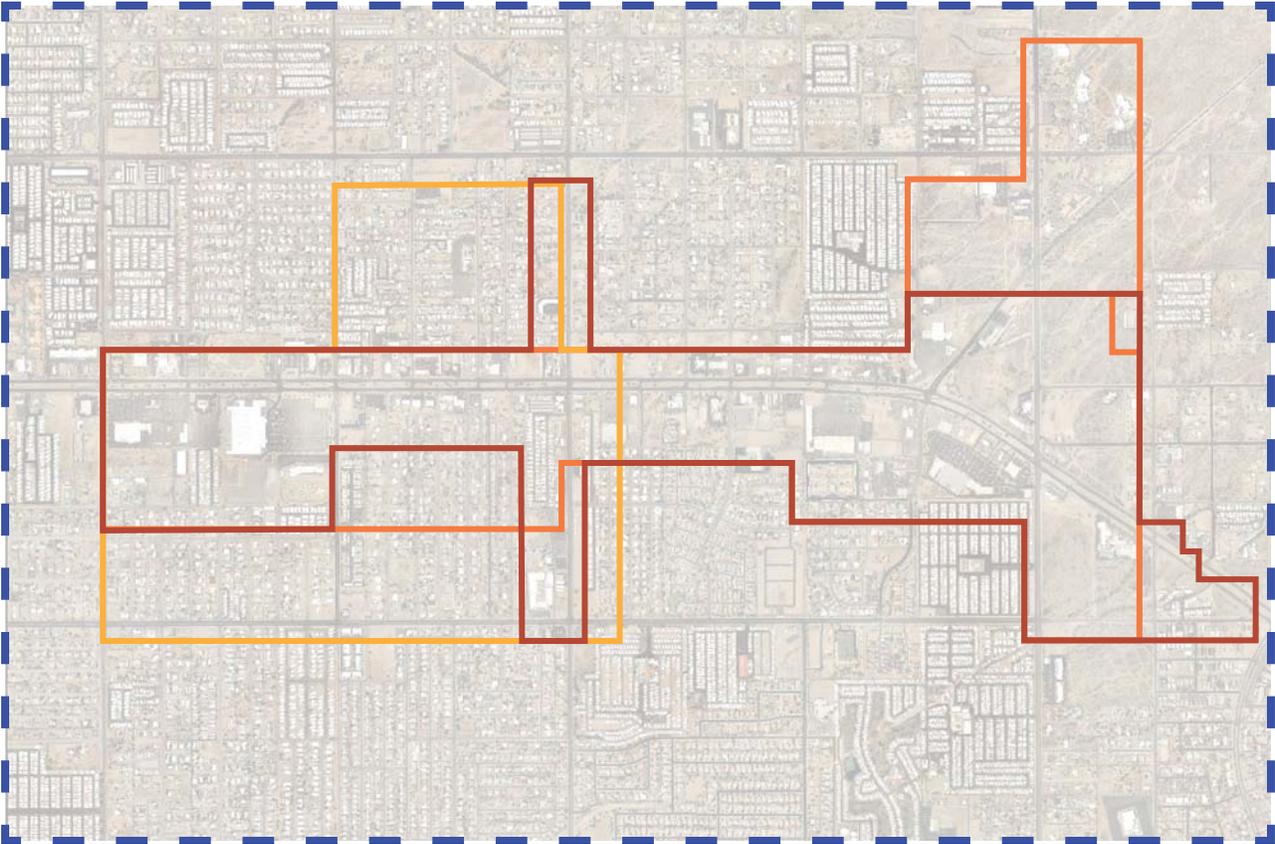
EVALUATION

This section builds off the previous Assessment chapter by focusing on a specific area of Apache Junction: downtown. Analyzing information in a graphic manner allows relationships to become more apparent; for instance, where are vacant parcels located, and how are they zoned? Existing data is used to gain an understanding of how the community functions, identifying deficiencies and opportunities. Both a physical and statistical evaluation are presented in this chapter. The physical evaluation reveals information about current land use and possibilities for housing. The statistical evaluation looks at housing costs in comparison with income and travel costs, thereby highlighting affordable housing needs.

Physical Evaluation



Downtown Area Map



EVALUATION

The City of Apache Junction is currently focusing much of its economic and developmental efforts on the downtown area through incentive districts and studies. The City allocated CDBG funds in 2008 to the Downtown Redevelopment and Implementation Strategy. Among other strategies, this study is currently making recommendations to enhance the designations by reassessing boundaries and identifying the greatest potential for redevelopment opportunities.

The Drachman Institute, in conversations with the City, elected to focus assessment efforts on the downtown area, with the understanding that the City will continue this work throughout Apache Junction. The downtown area presents strong opportunities for diversifying housing choices in

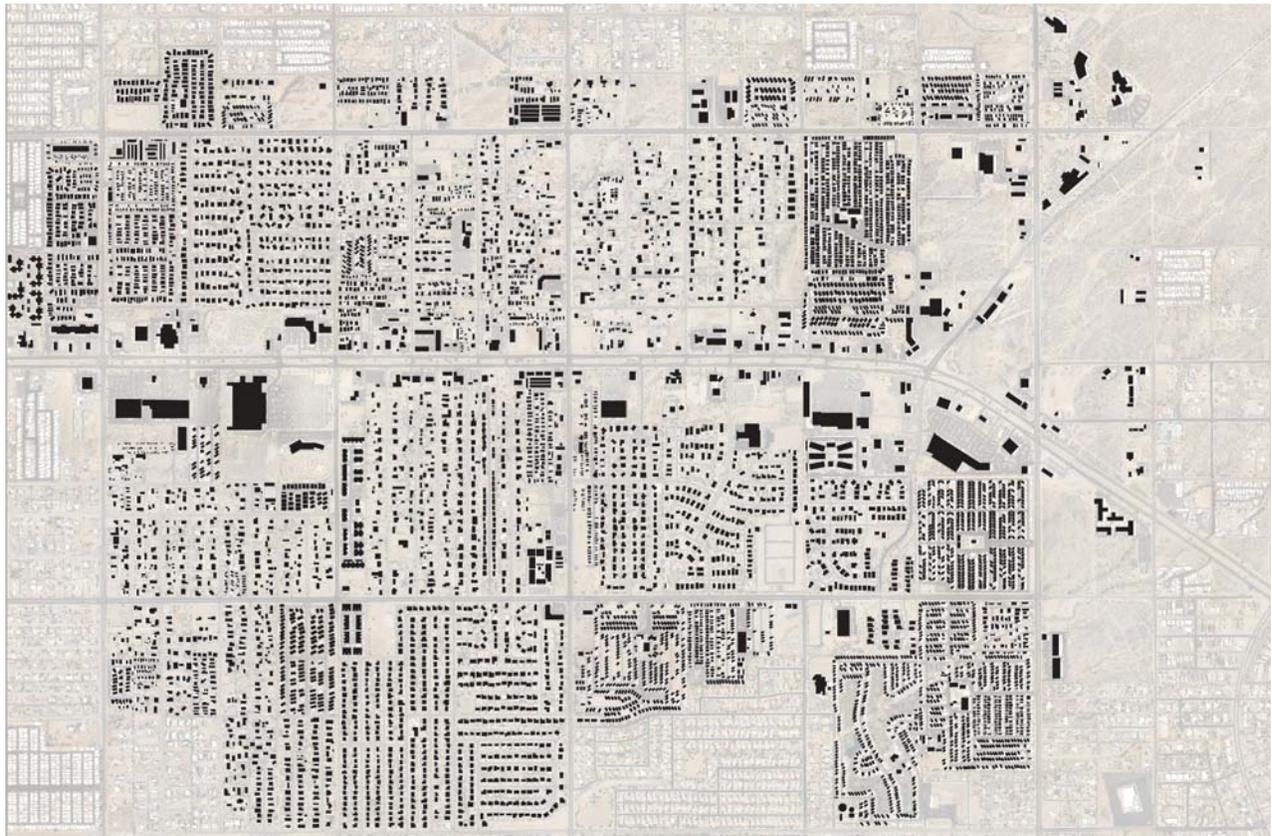
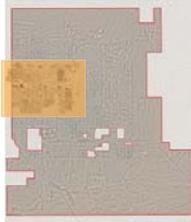
Legend

-  Meridian Infill Incentive District
-  City of A-J Downtown Study Boundary
-  Single Central Business District
-  Drachman Downtown Evaluation Area

the community. However, the area also poses challenges associated with urban planning. Subsequent evaluation is therefore concentrated in the area indicated on the map above by the dashed blue line. The methods of study which follow as well as many of the recommendations made in this document are focused on the downtown area of Apache Junction, but can be applied city-wide.

Physical Evaluation

Building Density within Downtown District



Understanding how a city is laid out is essential to positive development. Spatial patterns reveal form and density, indicating what and where future growth will be appropriate. The existing fabric may also be modified if significant barriers are identified.

The black shapes on this map depict building footprints within the downtown area of Apache Junction. Along Apache Trail is the concentration of large scale commercial development such as supermarkets and other “big box” retailers. Within one block north and south, the building type becomes primarily detached, single family homes and manufactured homes. These residential areas are aligned on a grid, and have varying densities.

Physical Evaluation

Zoning Map: Downtown Area



EVALUATION

This map shows the zoning designations for parcels in the downtown area. Toward the east end of downtown is a triangular area where Apache Trail branches to the north and is intersected from the south by Old West Highway. This City Center District (CCD), indicated in lavender on the map, has been given a special zoning designation encouraging mixed use and transit oriented development. However, at present the area is very sparsely developed.

In the future, Apache Trail is projected to have the light rail connecting to the greater Phoenix metropolitan area. Preparing the zoning codes for the eventual expansion of the light rail and other public transportation options will allow for smart development for Apache Junction.

The maps on the following pages isolate specific types of zoning to further clarify land use.

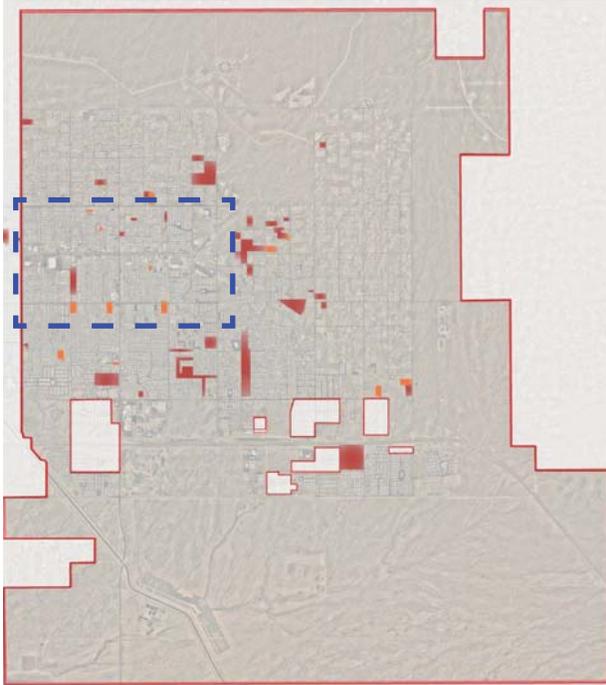
Legend

GR	CR-5
R1-43	CR-5/PD
R1-43/MH	TR
R1-43/PD	CCD
R1-8/MH	C-1/PD
CR-1	C-2
CR-1/MH	C-2/PD
CR-2	C-3
CR-2/MH	C-3/PD
CR-2/PD	C-4
CR-3	C-4/PD
CR-3/MH	CB-1
CR-3/PD	CB-1/PD
CR-3/MH/PD	CB-2
TH	CI-1
TH/PD	CI-1/PD
R-1	CI-2
CR-4	CI-2/PD
CR-4/PD	

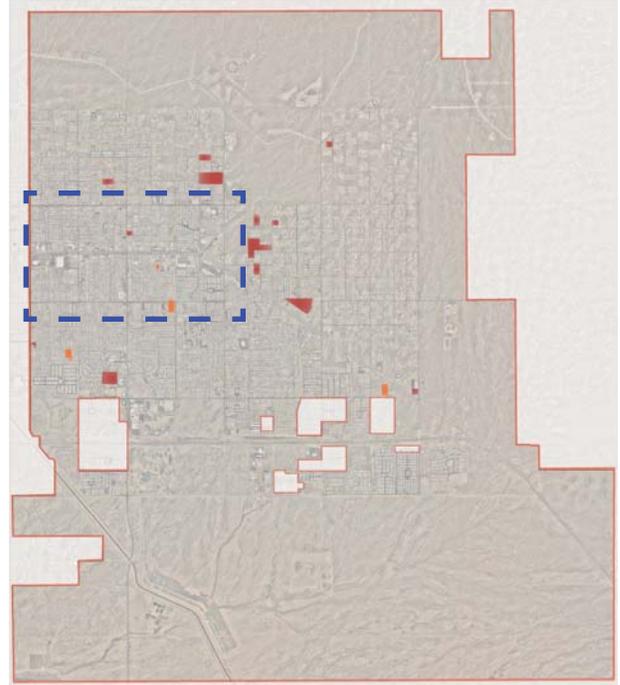
*See Zoning Section of Appendix for more Detailed Information

Physical Evaluation

Zoning Map: Multi-Family Parcels



All CR-4 and CR-5 zoned parcels.



Undeveloped CR-4 and CR-5 parcels.

These two maps address the parcels zoned as multi family residential. Because many of these lie outside the downtown area, a map showing greater Apache Junction is used, with the downtown area indicated.

On the left, all CR-4 (Conventional Residential) and CR-5 parcels are noted. The map on the right shows only those CR-4 and CR-5 parcels that are undeveloped.

Having a certain density of housing can create a critical mass needed for successful business and viable alternative transportation. With current zoning codes, there is no particular concentration of multi family housing parcels, and very few lie within the downtown area. In the CCD, however, zoning and land use codes allow for multifamily housing, creating an opportunity for future development.

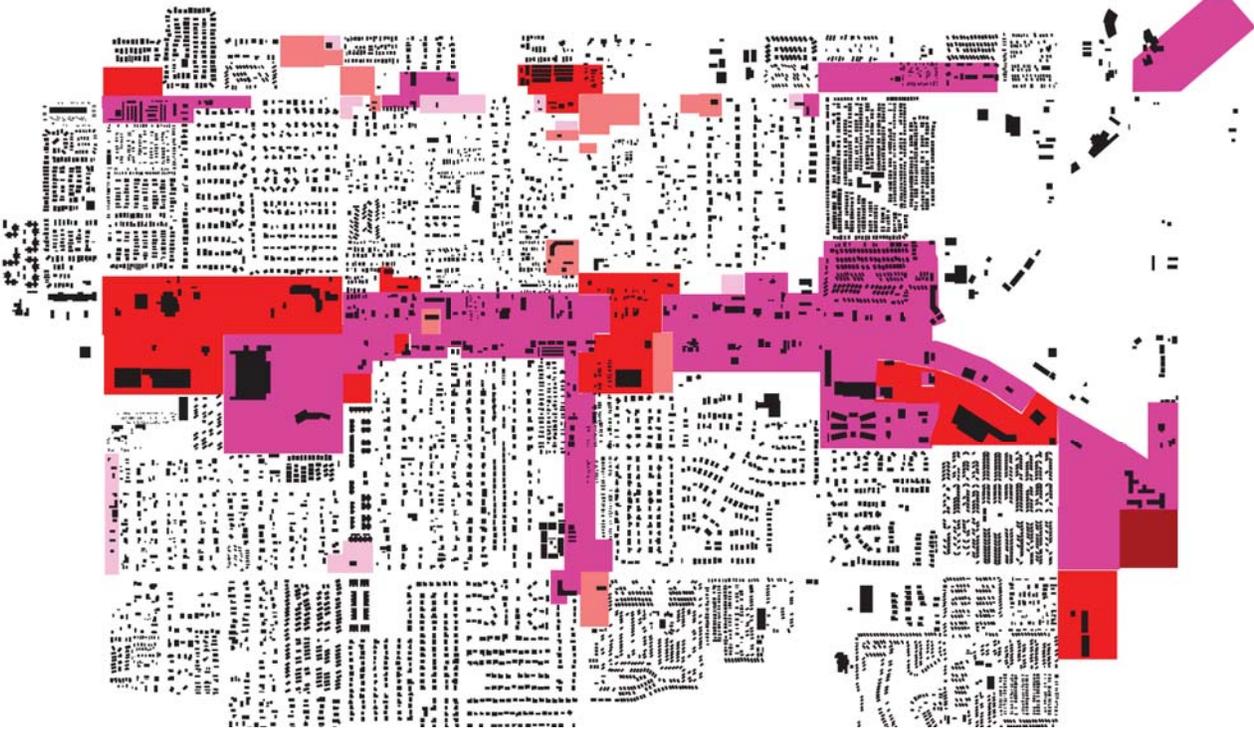
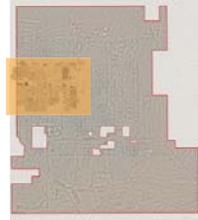
Legend

-  CR-4 Multiple Family Residence Zone
-  CR-5 Multiple Family Residence Zone
-  Apache Junction Downtown

*See Zoning Section of Appendix for more Detailed Information

Physical Evaluation

Zoning Map: Commercial Densities



EVALUATION

The map shown here highlights only the commercially-zoned parcels in the downtown area. Most commercial activity is centered along Apache Trail, with a secondary commercial strip consisting mainly of smaller buildings to the north on West Superstition Blvd.

Placing higher-density housing in proximity to commercial areas can be mutually beneficial. Residents can access the amenities they need with shorter trips, and businesses profit from the additional customer base.

Legend

-  C-1/PD
-  C-2
-  C-2/PD
-  C-3
-  C-3/PD
-  C-4
-  C-4/PD
-  CB-1
-  CB-1/PD
-  CB-2

*See Zoning Section of Appendix for more Detailed Information

Physical Evaluation

Zoning Map: Residential Densities

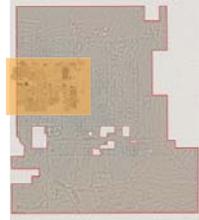


The inverse of the previous map, this map highlights the residentially-zoned properties downtown. The green indicates areas of lower density housing, and orange the areas of higher density. There is a mixture of zoning, with higher density interspersed with the lower, indicating a certain range in housing choice. Housing units per acre is an important number in determining the capacity to support different types of transit services. There is significant proportion of low density development in the downtown.

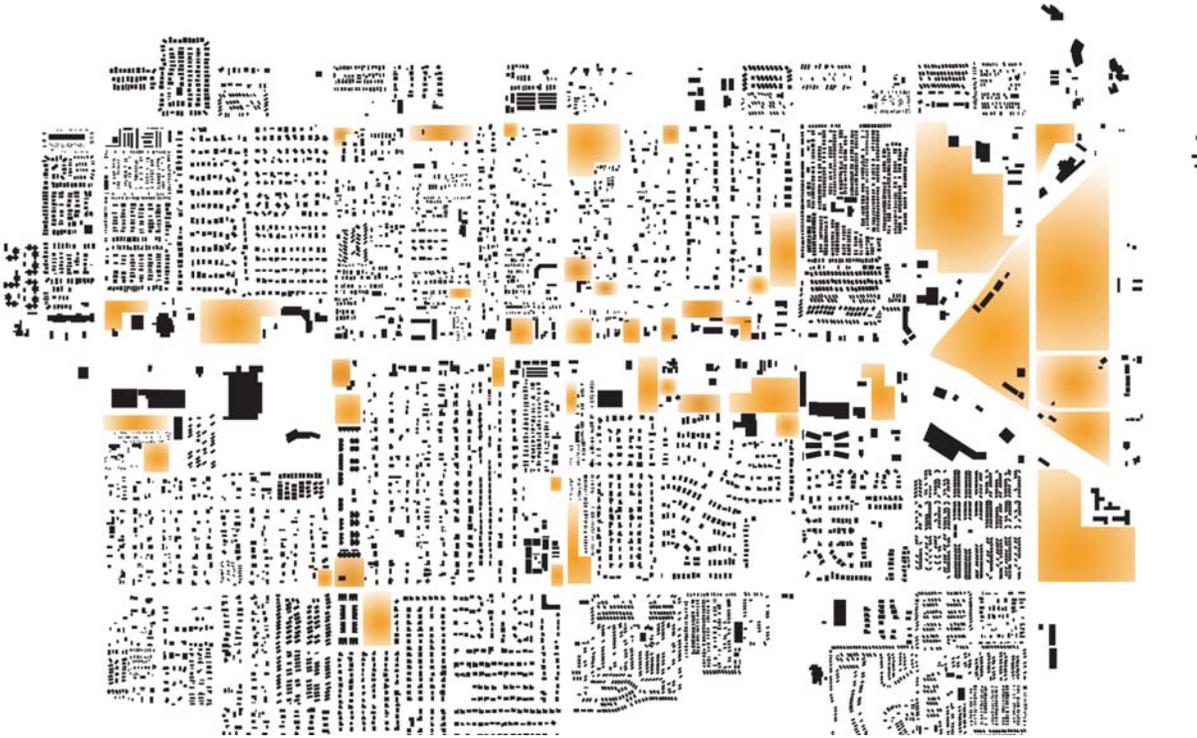
Zoning	Maximum units/acre
GR	.80
CR-2	3.96
CR-3	6.22
CR-4	12.45
CR-5	21.78
TH	14.52

*See Zoning Section of Appendix for more detailed information

Physical Evaluation



Underdeveloped / Vacant Land Map



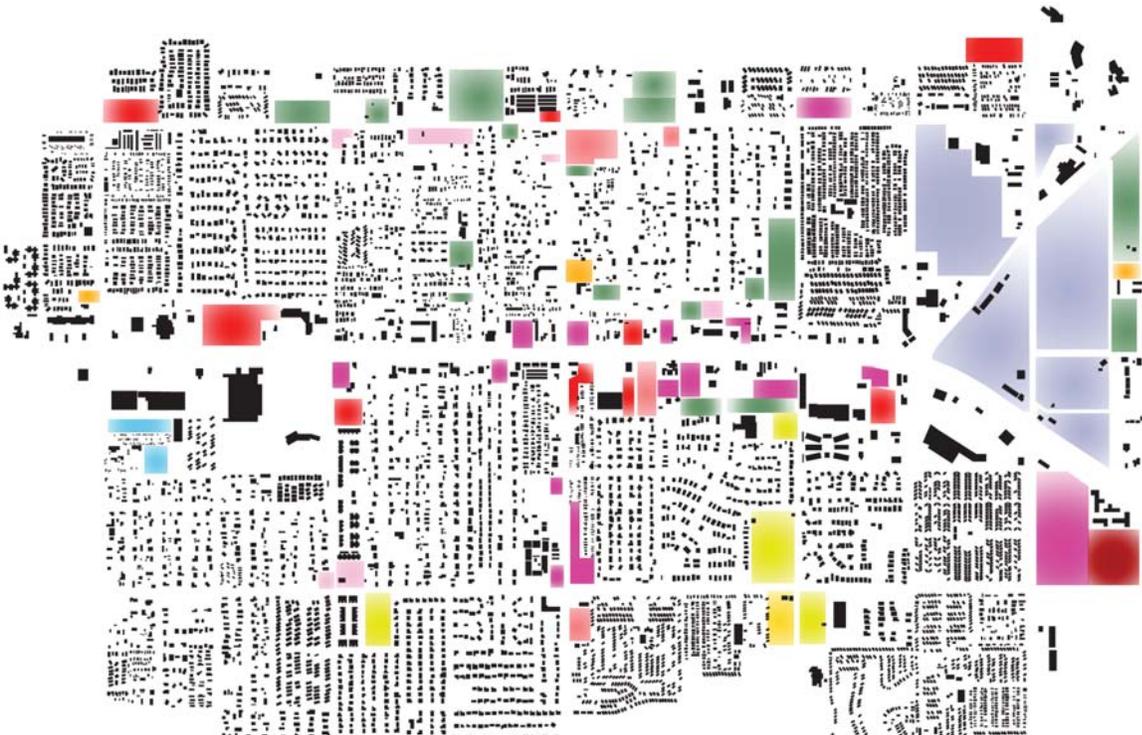
EVALUATION

In this map, underdeveloped or vacant parcels of land are highlighted. Ownership is not a determining factor in this map, nor are pending plans for development. As can be seen, there is a significant amount of space that could be utilized, with much of it bordering Apache Trail and within the new City Center District.

Physical Evaluation



Underdeveloped / Vacant Land by Zone



- Legend**
- GR
 - CR-3
 - CR-5/PD
 - CCD
 - C-2/PD
 - C-3/PD
 - C-4/PD
 - CB-1
 - CB-2
 - CI-1/PD

This map shows the same vacant parcels according to zoning designations. Those along Apache Trail have commercial land uses, with some scattered residential use parcels to the north and south. To the north of W. Superstition Blvd. there are several large plots of land zoned as General Rural (.80 residential units/acre). These sizeable residential plots are undeveloped, creating a prospect for infill opportunities.

*See Zoning Section of Appendix for more detailed information

Statistical Evaluation

Housing Cost Analysis

The housing cost gap analysis examines the gap between income levels and available housing. Concerns of housing affordability should be addressed for the long-term planning of a stable resident workforce in Apache Junction.

Average Monthly Housing Costs				
Housing Prices for zip code 85120 between April & July 2009	# of Units Available	Monthly Mortgage Payment (30-year, 6%)	Housing Related Costs	Monthly Housing Costs
Less than \$75,000	49	\$450	\$502	\$950
\$100,000	34	\$600	\$502	\$1,100
\$125,000	15	\$750	\$502	\$1,250
\$150,000	8	\$900	\$502	\$1,400
\$175,000 or More	10	\$1,050	\$502	\$1,550

www.azcentral.com

EVALUATION

Average Monthly Housing Costs

The chart above represents the average monthly costs to own a single family housing unit that was sold in Apache Junction, zip code 85120, between April and July of 2009. The monthly costs are calculated based on a standard 30-year mortgage with a 6% rate. Housing related costs also include: utilities, insurance, taxes, maintenance, and reserve. These costs amount to approximately \$502 per month (not including the mortgage payment). The range of costs required to own a home that was sold between April and July, begin at around \$950 per month, and extend to upwards of \$1,550 per month.

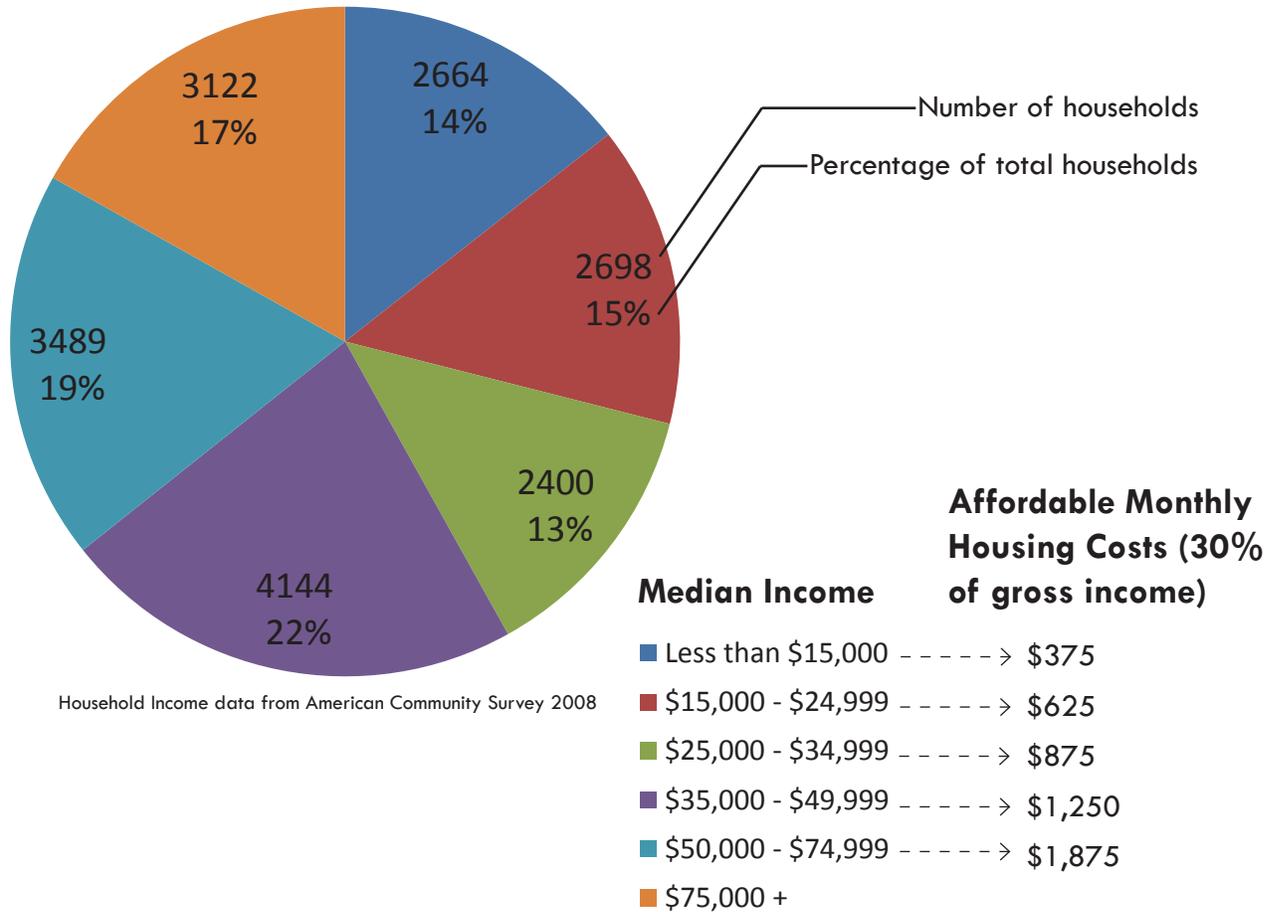
(This analysis was performed for zip code 85120 only. It is recommended that an analysis be completed for zip code 85119 and that current data be used to support this analysis.)

Housing Related Costs (\$132,000 Home)	
Gas	\$45
Electric	\$85
Telephone (land line, no cell)	\$52
No Cable, No Internet	\$0
Water	\$44
Insurance	\$48
Taxes	\$98
Replacement Reserve	\$50
Repairs and Maintenance	\$80
Total Monthly Ownership Cost	\$502

Professor Corky Poster, 2004

Statistical Evaluation

Median Household Income for Apache Junction (2008)



Affordable Monthly Housing Cost Limit

This analysis looks at the affordability of homeownership specifically for the median income ranges in Apache Junction. The chart above indicates the percentage of households in Apache Junction for each median income range. Additionally, the actual number of households for each median income range is shown.

According to HUD, housing costs should not exceed 30% of gross income. Using this percentage, affordable monthly costs were calculated for each of the income brackets.

Statistical Evaluation

Affordable Monthly Housing Cost Limit

Monthly Housing Costs			Income	Household	Monthly Costs
Housing Price	Units	Monthly Costs			
\$75,000	49	\$950	\$15,000	2,664	\$375
\$100,000	34	\$1,100	\$25,000	2,698	\$625
\$125,000	15	\$1,250	\$35,000	2,400	\$875
\$150,000	8	\$1,400	\$50,000	4,144	\$1,250
\$175,000	10	\$1,550	\$75,000	3,489	\$1,875
			\$75,000+	3,122	
				18,517 (Total Households)	
	116 (Units Available)				

At least 7,762 households, or about 42% of households in Apache Junction, cannot afford to own a home in Apache Junction (85120).

Median Home Sales Price

Housing Price	Monthly Housing Costs
\$93,500	\$1,060

Median Household Income

Median Income	Monthly Housing Costs
\$39,186	\$980

Housing Affordability

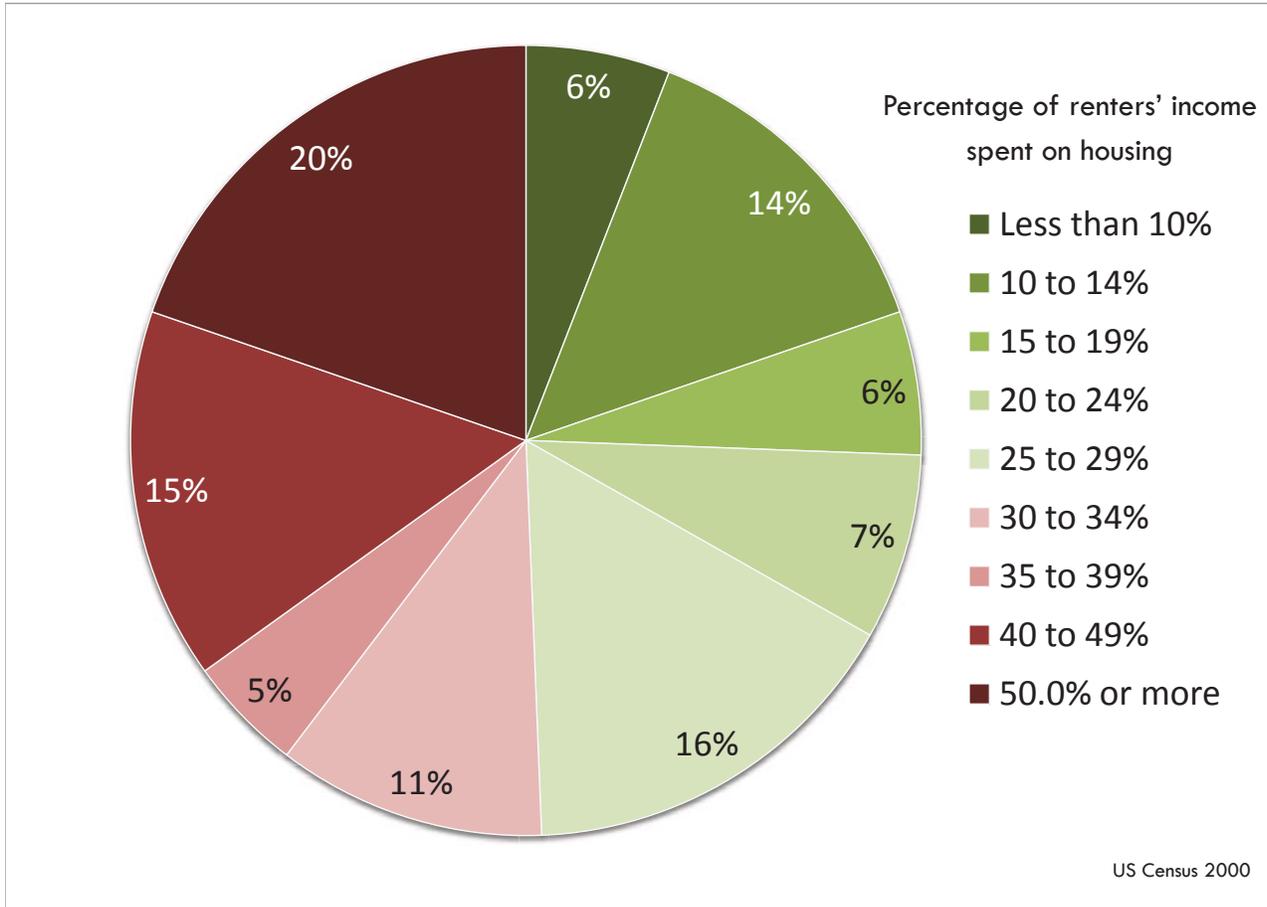
By comparing monthly housing costs with affordable monthly housing cost limits, it becomes possible to determine housing affordability for a community. As illustrated above, 7,762 households or about 42% of households in Apache Junction cannot afford to own a single family home in Apache Junction (85120) at this time.

The median home sales price for March 2009 was \$93,500. The monthly housing costs for a \$93,500 home is \$1,060 or \$80 more than the median affordable costs.

Of note, the median home sales price for March of 2008 was significantly higher, at \$170,000. If the housing market returns to previous levels, there will be a greater need for affordable housing.

Statistical Evaluation

Rental Affordability



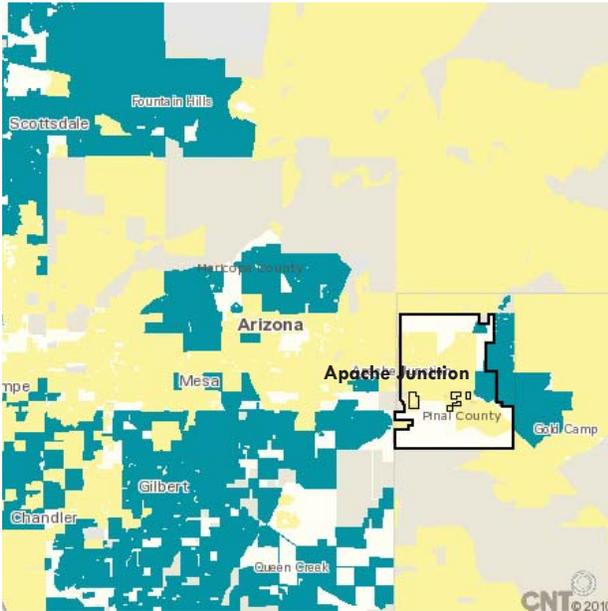
Rental Affordability

The chart above is a rental market affordability analysis from the Census 2000. Green slices of the pie represent renters spending less than 30% of their income on housing, while the red slices represent renters who spend 30% or more of their income on housing.

As illustrated, more than half (1,923) of renting households pay 30% or more of their income on rent. The high percentage of renters spending 40% or more of their income on housing is of concern.

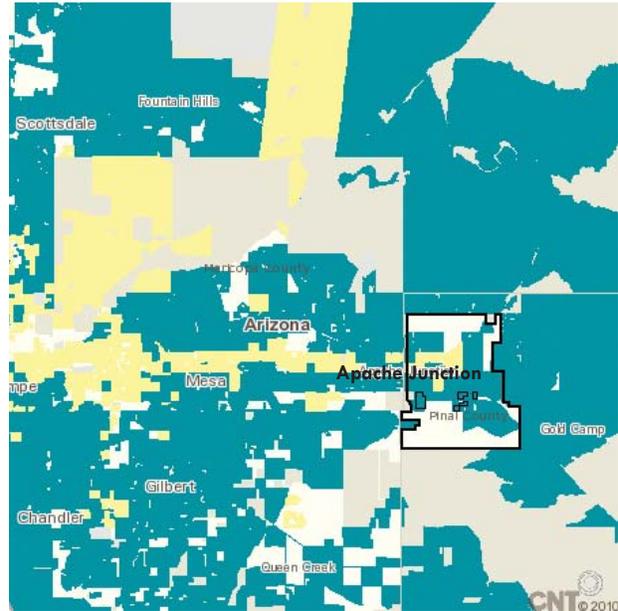
Statistical Evaluation

Housing and transportation costs as percent of household income:



Affordability based on housing cost only.

- Less than 30 % Household Income
- Greater than 30% Household Income
- No data available



Affordability when housing and transportation costs are combined.

- Less than 45 % Household Income
- Greater than 45 % Household Income
- No data available

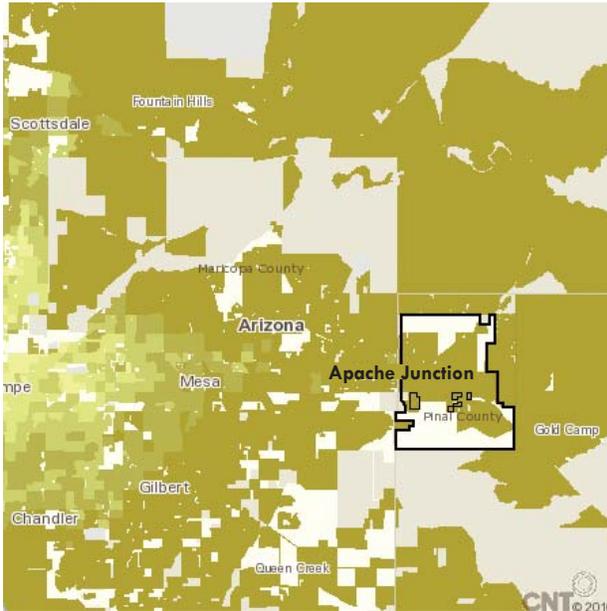
EVALUATION

The Center for Neighborhood Technology (CNT) is a ground-breaking organization based in Chicago. Over the last few years CNT has developed a method of analysis regarding the factors which affect housing affordability above and beyond the actual price of a home. They have surveyed many communities throughout the United States; several are in Arizona, including Pinal County. The resultant Housing+Transportation Affordability Index maps show the impact and importance of location efficiency, which is created by “compact neighborhoods with walkable streets, access to transit, and a wide variety of stores and services” (<http://htaindex.cnt.org/>).

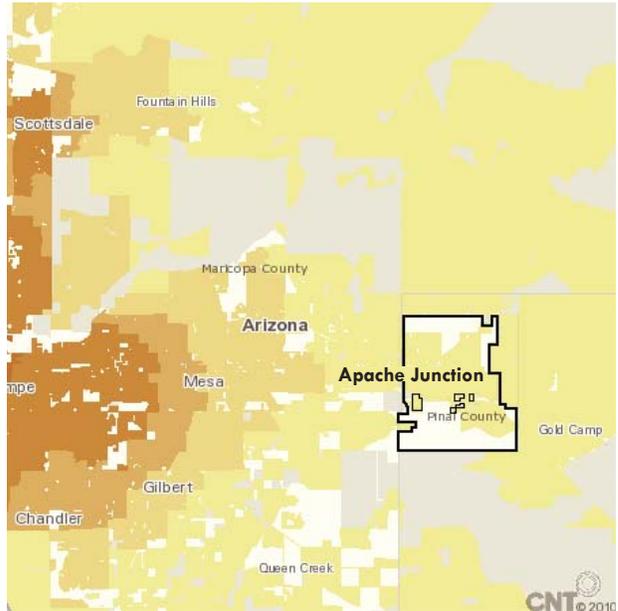
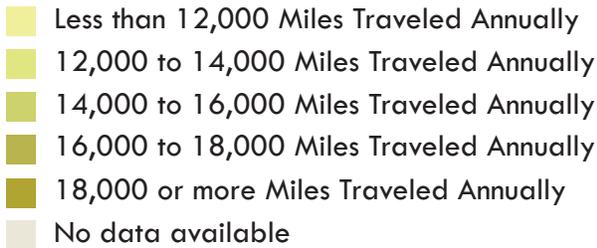
The map on the left demonstrates the affordability of housing by block group, while the map on the right demonstrates affordability in terms of both housing cost and transportation cost. Like most communities, the amount of housing considered affordable radically decreases when transportation costs are factored in. However, some affordable housing does remain, which is not the case for much of the adjacent area of the county. In context of the surrounding Phoenix metropolitan area, typically block groups further from the denser urban area show lack of affordability in regards to transportation costs.

Statistical Evaluation

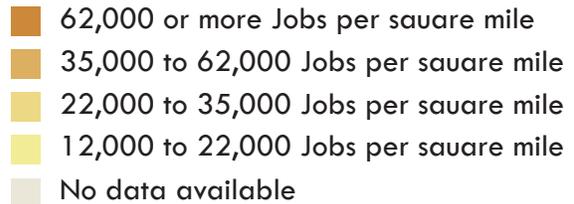
Vehicle miles traveled and job density



Vehicle miles traveled (VMT) per household annually.



Job density per square mile.



The map on the left displays the vehicle miles traveled (VMT) per household annually, and on the right is the job density for the same region. There is a clear correlation of proximity to the dense Phoenix metropolitan area for both VMT and job density. Generally, those who live farther from the city and its concentration of employment must drive a greater distance, therefore incurring more cost associated with transportation. In the future, as public transportation extends outward, those commuting to Phoenix should be able to reduce their transportation costs.

Developing a walkable downtown with more job opportunities in Apache Junction will also have a positive impact in terms of decreasing transportation expenses for residents.

Public Meetings and Feedback

Two public meetings were held to gather input from residents of Apache Junction regarding housing, services, and amenities. This information is valuable as it expresses needs of the community that may not necessarily be perceived through data and statistics.

The first meeting was a presentation of initial information on existing conditions to various City officials and staff in March, 2010. The second event provided information from a booth at the General Plan Open House event held by the City in late April, 2010. Surveys with questions about housing needs were administered by City staff at the Open House, but only two were completed. Due to the lack of response, the results are not included here, but they are included in the appendix as reference.

Findings/Needs Identified

These findings are a summary of what was revealed through the Assessment and Evaluation chapters. Subsequent recommendations for addressing affordable housing needs are based on these findings.

Findings

- Apache Junction median income is significantly lower than both Maricopa and Pinal Counties.
- Most working residents are employed outside of Apache Junction.
- Transportation costs are high, with limited public transportation options.
- There is a large population of retirees (“snowbirds”) who live only part of the year in Apache Junction.
- Vacancy rates are high during the summer months.
- While home prices have dropped significantly since peaking in 2006, low incomes keep home ownership unattainable for many.
- Although there is a relatively small rental population (17%), there is a high percentage of unaffordable rental units.
- 31% of the housing stock was built before 1970, with up to 364 houses lacking adequate facilities.
- There are pockets of mobile homes built prior to HUD regulations (1976).



The purpose of this chapter is to give the City a series of recommendations which can be implemented to improve housing within the city. These recommendations, which respond to the Needs Identified section of the Evaluation chapter, are classified into two broad categories: Housing and Community. Implementation strategies are included for each of the recommendations along with funding sources the City may seek to utilize. Based on the findings, the following recommendations have been made:

Housing

- Develop a manufactured housing repair and replacement program that provides opportunities to residents to replace old mobile homes with new, high-quality, energy-efficient homes and repair manufactured homes that are in serious disrepair.
- Seek to partner with the Arizona Community Action Association and/or the Community Action Human Resources Agency in order to assist low-income residents in receiving weatherization assistance.
- Begin administering a homeowner workshop series to give residents the tools they need to improve their housing conditions.
- Expand the availability of affordable rental housing by considering zoning and incentives that encourage development of higher density, mixed-use, and mixed-income housing options.

Community

- Strategically research and plan for incentives and develop partnerships to encourage and/or develop opportunities for transit oriented development.
- Improve connectivity throughout the City by incorporating street improvements into downtown revitalization efforts, and implementing a network of pedestrian and bicycle corridors.
- Take steps to encourage citizens to become more involved in their local government and increase community pride by initiating and supporting the creation of neighborhood associations.

STRATEGIES AND RECOMMENDATIONS

Housing- Manufactured Housing Repair and Replacement

Recommendation

In addition to their existing housing rehabilitation program, The City of Apache Junction should develop a manufactured housing repair and replacement program that provides opportunities to residents to replace old mobile homes (or trailers) with new, high-quality, energy-efficient homes and repair manufactured homes that are in serious disrepair.

Overview

Manufactured homes are frequently misrepresented and wrongfully defined and thus, misunderstood and subject to outdated stereotypes of “trailers” or “mobile homes.” The following definitions will help the City of Apache Junction as they develop a program to address the health and safety of residents choosing to live in manufactured housing and should be used as a guide as they seek appropriate funding and legal avenues.

Manufactured Home: A multi-sectional dwelling unit manufactured after June 15, 1976, and built to the Manufactured Housing Construction and Safety Standards (established by HUD) and the State of Arizona Installation Requirements for Manufactured Housing.

Mobile Home: A structure built prior to June 15, 1976, that is a moveable or portable dwelling unit constructed either to be towed on its own chassis, or designed to be installed or parked with or without a permanent foundation for human occupancy. (aka: trailer)

Modular Home: A dwelling unit which either wholly or in substantial part manufactured at an off-site location to be assembled

on-site, except that it does not include a manufactured home, mobile home, park model, or recreational vehicle (R.V.), and is built to meet local building codes. (aka: pre-fab)

Park Model: A trailer type unit not exceeding 400 square feet, that is primarily designed to provide temporary living quarters for recreational, camping, or seasonal use that is built on a single chassis mounted on wheels.

According to the 2000 U.S. Census, around 63% of housing units in the City of Apache Junction are manufactured homes, mobile homes, park models, or R.V.'s. Many of these are in need of repair or replacement.

By helping to repair or replace manufactured homes, mobile homes, etc., that are in serious disrepair, the City of Apache Junction can improve the quality of existing housing and develop stronger neighborhoods.

Principles

- Repair manufactured homes built since 1976
- Replace mobile homes built before 1976
- Replace manufactured housing that is not economically viable for repair

Benefits

- Increased affordable housing options
- Increased energy efficiency
- Increased health and safety for residents
- Increased pride in homes
- Reduced blight with stronger and cleaner neighborhoods.

Housing- **Manufactured Housing Repair and Replacement**



Photo: <http://www.palmharbor.com/our-homes/gallery-of-homes/>

Manufactured Home



Photo: <http://www.northcountryaffordablehousing.com>

Mobile Home



Photo: <http://www.nachi.org/modular-manufactured-homes.htm>

Modular Home



Photo: <http://rvtravel.com/blog/rvnow/2007/07/rv-park-model-resort-living-may-be-your.html>

Park Model

Application

A housing rehabilitation program currently exists in Apache Junction; the resources of this program should be expanded to include and/or focus on manufactured homes and mobile homes. It is important to consider community partnerships that help the City connect with interested and qualified residents and with local retailers or contractors who can aid with the rehabilitation or replacement process. Also, there are separate, and sometimes distinct funding sources to provide manufactured home repair and mobile home replacement. (See page 110 for funding sources that support manufactured housing repair and replacement.)

Implementation Timeline

Immediate

- Form partnerships
- Explore applicable grants

Short-Term (<3 YR)

- Identify units in need of repair or replacement by type (i.e. manufactured homes, mobile homes, park models, etc.) with help of community partnerships
- Secure grants and solicit funding for repair or replacement

Mid-Term (5 YR)

- Work with contractors and community partners for repair or replacement of homes

Long-Term (10 YR and Beyond)

- Seek long-term housing solutions that will not need rehabilitation within 10 years
- Continued repair and replacement when necessary

Housing- Manufactured Housing Repair and Replacement



1970s

Photo: https://store.airstream.com/product_info.php?products_id=384

A trailer such as shown above is not considered eligible for repair with HUD funding.

Repair manufactured housing built since 1976 and replace mobile homes (trailers, etc.) built before 1976

In 1976, HUD established national regulations called The Manufactured Home Construction and Safety Standards (MHCSS), which were established under The National Manufactured Housing Construction and Safety Standards Act of 1974 with the intent to reduce personal injuries, deaths, property damage, insurance costs, and to improve the quality and durability of manufactured homes. Before this date, there were no federally adopted codes regulating the safety standards or appropriate amenities for mobile homes, trailers, or manufactured homes. Thus, mobile homes or trailers built prior to 1976 are not eligible for repair with HUD funding, but they can be replaced with a manufactured home.

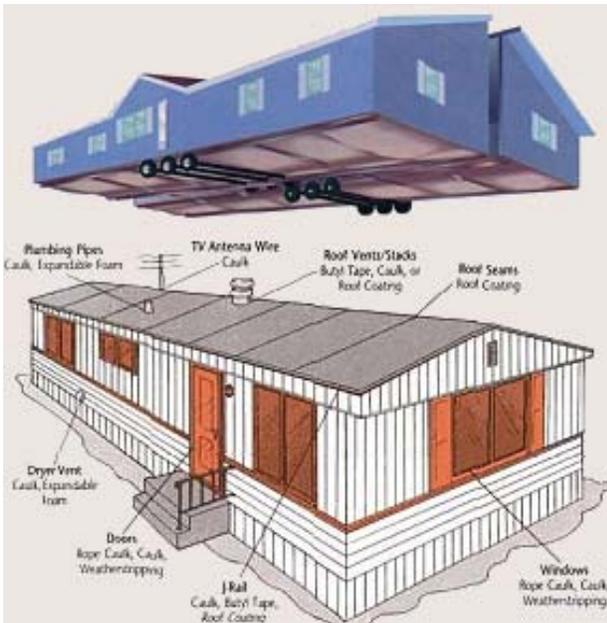


Photo: <http://www.homeinspectioninstitute.com/manufactured.html>

Economic viability

Whether a manufactured home is repaired or replaced is based on evaluation of the investment needed to bring the home up to safety and quality standards. If the resources required to repair a manufactured home are disproportionate to the estimated value of the home post-rehabilitation, then it should be considered for replacement.

Housing- Manufactured Housing Repair and Replacement



Photo: <http://www.dreamhomesalesinc.com/images/content/modular-homes/ambler-modular-home-ranch-1476.jpg>

This new manufactured home was installed with a permanent foundation.

Funding and Market Value

Because Manufactured Housing is often considered by lenders to be personal property (like a car) instead of real property (like land and a site-built home) it can be difficult to finance through many lenders. Federal Home Loan Banks (FHLBanks) has a Manufactured Home Loan Guarantee program that allows home buyers to finance their Manufactured Home with similar interest rates and payback periods as with a site-built house. Loans through FHLBanks can cover purchase of land, purchase of manufactured home, and installation costs. Typically, when funded with FHLBanks or HUD, a permanent foundation is required.

In many instances, the market value of manufactured housing depreciates in a similar manner as a car when viewed as personal property. However, with a permanent foundation and appropriate upkeep, it is possible for manufactured housing to appreciate with the housing market. Manufactured Housing is subject to market factors such as initial cost of the home, the context of the neighborhood, and property values in the area.



Photo: http://www.neighborhoodlink.com/article/Homeowner/Manufactured_Homes_Program

This example of a manufactured home has no permanent foundation.

Installation

As of 2008, HUD has established a set of installation regulations in the Manufactured Housing Installation Program (24 CFR Part 3286). These regulations are meant to ensure that manufactured housing meets safety and durability standards once it arrives at the site in addition to meeting the regulations already in place for standards in the factory. Though this adds extra steps for finding a registered installer and a final inspection, the long term benefit of a properly installed manufactured home is significant. Improper installation can lead to structural settling and an energy inefficient home. Many manufacturers consider proper installation important enough that the warranty is void unless the manufactured home is installed by a qualified contractor.

Foundations are not required by the HUD regulations, but are highly recommended for the durability of the manufactured home. A permanent foundation helps obtain financing, especially from sources such as HUD or FHLBanks.

Housing- Manufactured Housing Repair and Replacement

Current Legislative Efforts: H.R. 1749 / S. 1320 “Energy Efficient Manufactured Housing Act of 2009”

These U.S. House and Senate bills are intended to encourage owners of pre-1976 manufactured homes to replace those homes with new energy efficient Energy Star-qualified manufactured homes. The House bill offers a \$7,500 rebate to facilitate the purchase of a new manufactured home. Additionally, a grant of up to \$2,500 for the removal and recycling of the old home upon proof of decommissioning would be available. As of the date of this report, the bill passed the House and was referred to the Senate for consideration.

According to the Arizona Housing Association and the Manufactured Housing Institute some of the main benefits of this bill, if made law, would be:

1. Households participating in the program will save an average of \$1,800 per year in energy costs, savings that could be better spent to offset the new home monthly costs and therefore building equity.
2. The program would provide the economic means for lower-income homeowners to purchase new energy efficient homes. This would help rid the countryside of older, sometimes almost uninhabitable homes, and allow low income families a better chance to upgrade their lifestyle.
3. Each new affordable manufactured home constructed adds more than one new job. At a program annual budget of \$500

million per year, over the next three years more than 51,000 jobs will be created in the U.S.

4. The improvement in household efficiency will reduce by 9 tons the amount of carbon emissions per home per year. Avoided carbon will reach 10.3 million tons within ten years.

Ken Anderson, President of the Arizona Housing Association (ken@azhousing.org) can be contacted for current information regarding this legislation.

Housing- Manufactured Housing Repair and Replacement

Case Study: Mobile Home Replaced with Manufactured Home -Mojave County, AZ

Project Description:

When a Mojave County resident's mobile home burnt down, the County and community partners provided a replacement manufactured home. Applicants for replacement or repair in Mojave County must demonstrate unmet housing needs and enter into a selection process with County housing administrators.

Partnerships:

- Ashley Furniture
- Casino Appliance
- Repo Depot
- J & H Tech Construction
- Triple A Repairs
- St. Vincent de Paul
- Maggie Passaro
- Mohave County Staff
- ADOH

Funding Sources:

- \$34,900 Government funding including ADOH
- \$6,000 In-kind donations from community partners



Photo: 2009 ADOH Presentation by Barbara Blythe, Grants Coordination Specialist, Mohave County Housing and Community Revitalization

Housing- Manufactured Housing Repair and Replacement

Case Study: Residential Rehabilitation and Replacement Housing Program -Glendale, AZ

Program Description:

The City of Glendale administers a rehabilitation and replacement program with HOME funds, seeking applicants who demonstrate a need. In one case, a lower income mother of four received a replacement manufactured home, but the City also uses the HOME funds for rehabilitation of existing housing and infill housing construction.

In the fiscal year 2006-2007, the city of Glendale received \$690,327 of HOME funds. \$347,300 of those funds was allocated to the Residential Rehabilitation and Replacement Housing Programs administered by the City and its housing partners.

Funding Source:

HOME Investment Partnership Program



Home Before Replacement



Replacement Manufactured Home



Councilman Frate presents keys to manufactured home recipient.

Source + Photos: <http://www.hud.gov/local/az/news/2009-03-12.cfm>

Housing- Manufactured Housing Repair and Replacement

Case Study: New York State Manufactured Home Initiative -New York State

Program description:

Responding to an important need in rural communities, New York State's Division of Housing and Community Renewal (DCHR) developed a new initiative to provide safer, more affordable homes for low-income individuals and families by replacing severely substandard and dilapidated mobile and manufactured homes with new ENERGY STAR Qualified manufactured housing.

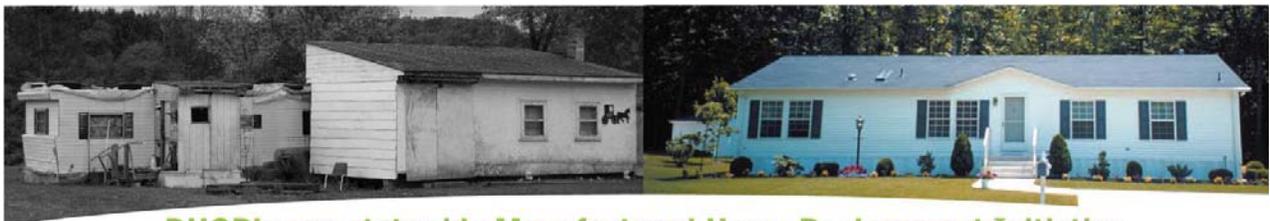
Using New York State HOME Program funds, the Manufactured Home Replacement Initiative (MHRI) targets \$5 million for the replacement of dilapidated owner-occupied mobile and manufactured homes that are sited on land owned by the homeowner. It also increases the award limit under HOME by sixty-six percent, from \$30,000 to \$50,000

Applicants must:

- Earn 80% or less of the Area Mean Income
- Own the land on which the home will be installed

Federal grant limit is \$50,000 per household. Combined with HUD or FHL loans, the process can be financed from demolition to installation.

Source: <http://www.dhcr.state.ny.us/Programs/NYSHome/MHRI/>



DHCR's new statewide Manufactured Home Replacement Initiative

will target \$5 million of NYS HOME Program funds to provide quality, energy efficient, affordable housing for low-income households by replacing dilapidated mobile and manufactured homes with new ENERGY STAR Qualified manufactured homes.

Housing- Home Weatherization

Recommendation

The City of Apache Junction should seek to partner with the Arizona Community Action Association (AZCCA) and/or the Community Action Human Resources Agency (CAHRA) in order to assist low-income residents in receiving weatherization assistance.

Overview

The City's housing repair program currently helps homeowners with essential housing repair needs. Weatherization services could be an expansion of that program.

Principles

- Spend a little money up-front for long-term savings
- Reduce energy consumption
- Improve the envelope of existing homes to protect them from sunlight, moisture, and wind

Benefits

- Increased energy efficiency
- Increased comfort within the home
- Increased longevity for structures
- Reduced production of greenhouse gasses
- Reduced utility costs

Application

Weatherization assistance could be made available to low-income residents who are unable to make critical weatherization repairs. Utility companies such as SRP have programs in place to assist in home weatherization for low-income families. SRP provides \$725,000 annually to the Arizona Community Action Association, which aids low-income households in improving energy efficiency. AZCCA has an office in Pinal County.

Implementation Timeline

Immediate

- Contact AZCAA and/or CAHRA to discuss ways to work together to facilitate weatherization assistance for Apache Junction residents

Short-Term (<3 YR)

- Work with community organizations that already assist households in need
- Connect with homeowners who can benefit from a weatherization program
- Develop relationships with local contractors and non-profit organizations to make weatherization improvements

Housing- Home Weatherization

Home Weatherization

Weatherization assistance programs help low-income households reduce their utility bills by improving the energy efficiency of their home.

Typical weatherization activities include:

- Adding thermal insulation to the residential building envelope, most typically attic insulation;
- Shading sun-exposed windows;
- Implementing air leak control measures to reduce excessive infiltration of outside air;
- Testing, tuning and maintaining HVAC equipment;
- Reducing duct leakage;
- Installing low-flow showerheads and other general energy and water efficiency measures;
- Other energy conservation improvements as identified by a home energy audit.

Increasing weatherization assistance in Apache Junction would mean not only reduced utility bills for the city's low-income households, but reduced energy demand and production of greenhouse gases.



Photo: http://media.idahostatesman.com/media/2009/07/20/23/430-0721_Wire_weatherize.standalone



Photo: <http://www.csc.gen.or.us/images/kenattic.jpg>



Photo: http://images.publicradio.org/content/2009/05/20/20090520_marlowinans_33.jpg

Housing- Home Weatherization

Case Study: Energy\$mart program -New Mexico Mortgage Finance Authority

Project Description:

The Energy\$mart program provides limited assistance to low income homeowners to improve the energy efficiency of their homes, thus reducing their utility costs. Energy\$mart awards funds to Community Action Agencies or nonprofit organizations through a competitive request for proposals process based on their experience and capacity to perform the required repairs.

To be eligible, homeowners must have incomes relative to a family size at or below 200 percent of federal poverty guidelines. Due to the scarcity of resources, priority is given to the lowest income households. Any home can be eligible, whether owned or rented, single family or multi-family. The amount of assistance cannot exceed \$6,500 per household. Weatherization work is performed by one of four sub-grantees located throughout the state.

Energy\$mart may be used for the following:

Air leakage reduction including:

repair or replacement of broken glass; sealing/caulking cracks; exterior doors; fireplace dampers; thermostat controls; incidental repairs including lumber to frame or repair windows and doors; roofing materials to patch or repair leaks; ceiling, wall and floor insulation; and more.

Electric base load measures including:

compact fluorescent light bulbs; and new refrigerators.

Health and Safety including:

stove pipe repair/replacement; smoke and carbon monoxide detectors; space heaters; furnace repair/replacement; and moisture related problems.

Funding sources:

The Department of Energy, LIHEAP, allocations from the state general fund. Additional funding from utility providers such as PNM.

Housing- Home Weatherization

Case Study: Tucson Urban League HOPE 3 - Tucson, AZ

Project description:

The Tucson Urban League (TUL) is a chapter of the National Urban League, which focuses upon improving cities through affordable housing and equal housing opportunities.

With funding from HOPE 3, TUL instated a program to purchase, rehabilitate, and sell homes to qualifying families. The funding program requires that selected families fulfil homeownership classes that educate homeowners about financial management and home maintenance. TUL found that the classes are particularly successful because they build pride, understanding, and a relationship with TUL. Families learned, through hands-on experience, ways to care for their houses, instilling a sense of responsibility and investment in one's home.

BC Robinson, HUD Counselor at TUL, named this program as one of the most rewarding endeavors since his involvement with TUL. He states, "we would take the worst house in the neighborhood and make it the best house in the neighborhood," this encouraged neighbors to care for their homes as well. Robinson cites the homeownership classes as key to the long term success of the families in their refurbished homes.

Funding sources:

CDBG + City of Tucson and Pima County
HOPE 3

Housing- Homeowner Workshop Series

Recommendation

The City of Apache Junction should begin administering a homeowner workshop series to give residents the tools they need to improve their housing conditions.

City as a prerequisite for residents requesting financial assistance from the city in the form of home repairs, home replacement, or home weatherization.

Overview

Apache Junction is currently taking measures to improve the quality of housing in the community by investing a significant amount of money into the City's home improvement program. A homeowner workshop series could reinforce the City's efforts to improve the quality of housing in the community, by extending assistance in the form of homeowner workshops to a larger number of residents in the community, not just those with immediate needs.

Principles

- Educate prospective homeowners about the responsibilities of homeownership
- Empower homeowners with the skills they need to maintain and improve the condition of their homes
- Help homeowners to understand the importance of conservation, and give them the tools they need to conserve energy and water

Benefits

- Reduced foreclosure rates
- Increased pride in homes
- Increased sense of community
- Increased quality of housing
- Reduced energy and water consumption for the community

Application

Homeowner workshops could be open to all members of the community at no cost. Additionally, the workshops could be used by the

<h3>Implementation Timeline</h3> <p>Immediate</p> <ul style="list-style-type: none">-Identify partnerships with local businesses and organizations that could help in administering a workshop series <p>Short-Term (<3 YR)</p> <ul style="list-style-type: none">-Begin workshop series-Require workshop attendance for individuals requesting assistance <p>Mid-Term (5 YR)</p> <ul style="list-style-type: none">-Evaluate workshops and make adjustments accordingly

STRATEGIES & RECOMMENDATIONS

Housing- Homeowner Workshop Series

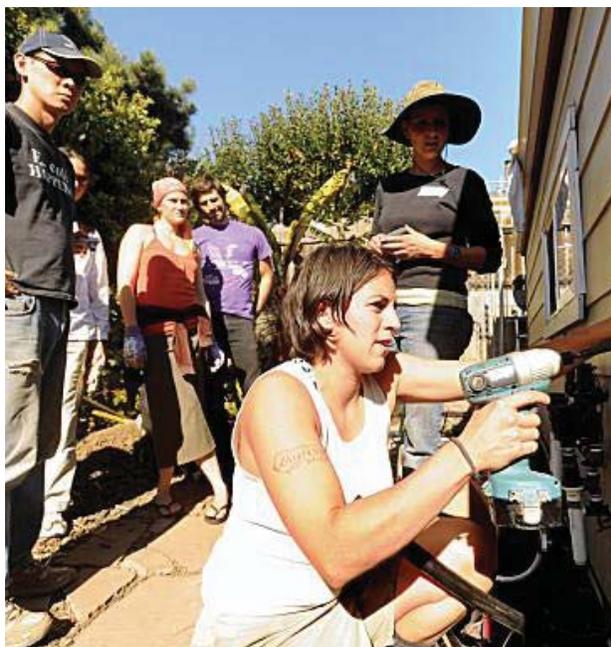


Photo: http://imgs.sfgate.com/c/pictures/2008/11/02/mn-diyenergy03_p_0499282768.jpg

Homeowner Workshop Series

Homeowner workshops are one of the easiest and most powerful tools available for improving the housing stock of any community. All that is required for a successful workshop series is interested individuals, a knowledgeable and experienced instructor, and an empty room. Residents can build a sense of pride by learning the basics of financial management, and home repair/maintenance skills.

Possible focus areas for a homeowner workshop series may include: shopping for a new home, preventative maintenance, and energy and water conservation.



Photo: http://providencere.com/images/site_graphics/happy-family-buying-new-home.jpg

Buying a Home

A first-time homebuyer is making one of the biggest decisions of their life. It is important that first-time homebuyers understand the process of selecting and financing a home. Misguided homebuyers lead to higher foreclosure rates.

Financial Management

- Credit repair
- Building and maintaining good credit
- Determining how much you can afford
- Home mortgage and title requirements
- Predatory lending
- Home buying programs
- Realtor and lender responsibilities
- Foreclosure prevention

Homeownership

- Pros and cons of homeownership
- Determining if you are ready to buy a home
- Shopping for a home
- Homeowners insurance
- Fair Housing Act

Housing- Homeowner Workshop Series



Photo: http://hardwareaisle.thisoldhouse.com/images/2008/03/26/roof_inspection_nrca.jpg



Photo: <http://professoratch.files.wordpress.com/2009/09/water-conservation-1-731747.jpg>

Preventative Maintenance

Preventative maintenance workshops help residents to expand their skills as they learn to perform important home maintenance tasks themselves. Through preventative measures, homeowners can avoid major repairs and unnecessary wear on homes. Preventative maintenance classes can also help to make residents aware of conditions where they might require the assistance of a professional.

Building Foundation

- Preventing water and plant damage

Building Exterior

- Checking for cracked mortar, paint failure, loose/missing shingles, damaged gutters
- Trimming back plants from the building

Interior Surfaces

- Checking ceilings and walls for cracks and signs of water damage

Mechanical Systems

- Evaporative cooler maintenance
- Smoke detector upkeep

Plumbing

- Checking caulking around sinks, bathtubs, and showers
- Looking for leaks at valves
- Testing for adequate drainage

Energy and Water Conservation

Energy and water conservation workshops focus on simple home improvements and lifestyle adjustments that can go a long way in conserving limited resources. In addition to reducing environmental impacts, conservation efforts also have the potential to reduce utility bills.

Weatherization Guide

- Online energy audit (SRP)
- Reducing on-peak energy usage
- Sealing cracks, holes, and gaps
- Replacing windows
- Installing insulation
- Roofing
- Planting trees
- Energy efficient appliances

Water Management

- Greywater retrofit
- Rainwater harvesting
- Low-flow retrofits
- Gutter and downspout installation

Housing- Homeowner Workshop Series

Case Study: Tucson Urban League -Tucson, AZ

Through the HOPE 3 program for housing rehabilitation, the Tucson Urban League (TUL) conducted a series of homeowner workshops for eligible home rehabilitation candidates. The workshops covered a variety of topics to help first time homebuyers: understanding mortgages, how to build and maintain good credit, etc. Classes involved hands-on workshops in houses that had been purchased by TUL for rehabilitation. HUD required that all persons receiving housing rehabilitation assistance through HOPE 3 complete homeownership courses. The workshops built a continuing relationship with clients, and led to an unusually low foreclosure rate for affordable housing assistance programs. Tucson Urban League cites these workshops as one of their biggest successes.

Housing- Quality & Affordable Rental Housing Availability

Recommendation

The City of Apache Junction should expand the availability of affordable rental housing by considering zoning and incentives that encourage development of higher-density, mixed-use and mixed-income housing options.

Overview

According to the 2000 Census, 51% of rental households in Apache Junction pay more than 30% of their income for rent. There are limited rental housing units in Apache Junction, and few that are affordable to the demographic of the city.

Rental housing opportunities provide affordable options for a broad demographic who cannot afford to be homeowners. Increased availability of rental housing in a variety of price ranges can serve low-wage workers, senior citizens on fixed-incomes, and people who prefer renting to owning.

Principles

- Provide a mixture of housing types and costs
- Mix land uses to increase walkability
- Use land efficiently (infill development, higher density)
- Provide shared open space

Benefits

- Increased mixed-income with affordable housing options
- Better places to live/work/play
- More open spaces through dense development
- Reduced sprawl of communities
- Reduced automobile traffic
- Reduced air pollution

Application

In order to encourage new mixed-income rental housing development, Apache Junction should first verify that zoning and land use codes are compatible with the goals for rental housing. Already, the city has incentive and infill districts to encourage private developers to build within the downtown area. It is important to consider density and height requirements for multifamily developments.

Other strategies include partnerships with non-profit community organizations that specialize in affordable housing as well as with developers who construct market rate housing. By combining funding sources and organizations, Apache Junction can more efficiently encourage mixed-income rental housing development.

Implementation Timeline

Immediate

- Evaluate developer incentives (density bonuses, etc.) for mixed-income housing
- Form partnerships within the community to develop mixed-income
- Explore financing options for mixed-income rental housing

Short-Term (<3 YR)

- Identify infill opportunities
- Implement incentives and develop financing strategies for rental housing development

Mid-Term (5 YR)

- Work closely with developers through construction

Housing- Quality & Affordable Rental Housing Availability



Photo: http://www.wfrc.org/cms/image_library/ImageLibrary/Development/2/lg/Mixed_Use_Dev_-_Envision_Utah__5_.htm



Source: http://www.sgog.bc.ca/uplo/PG_plan.jpg



Photo: http://www.wfrc.org/cms/image_library/ImageLibrary/Development/2/lg/Mixed_Use_Dev_-_Envision_Utah__5_.htm

Provide Mixed-income Rental Housing

All people should have access to affordable housing, and just as different households have different income levels, rental housing should offer a variety of rates and types.

Mix Land Uses

Pairing residential land uses with compatible commercial land uses can offer more convenience to renting residents and reduce transportation costs. Mixed land uses allow people to access amenities more readily. This concept will be further discussed in the Transit Oriented Development Recommendation.

Use Land Efficiently

Higher density rental development reduces the expense and impact of construction on undeveloped land. By condensing the building footprint, the city can provide more housing on less land. With denser development, the infrastructure necessary for development is confined to a smaller area, reducing installation and maintenance costs for the city and utilities providers. Another benefit of denser development is less traffic and less automobile pollution. Furthermore, shared walls reduce heat gain for each residence, and lower energy bills.

Provide Shared Open Space

Developing denser rental housing opens land for parks and plazas that provide places for children to play and for people to interact. Apache Junction's parks and trails exist along the fringe of the city, but there are no public parks or open spaces near the center of town. It is not necessary to have vast open land to create a park. Courtyards and small areas can provide public gathering spaces or playgrounds.

Housing- Quality & Affordable Rental Housing Availability

Case Study: Matthew Henson Village -Phoenix, AZ

Project Description:

The Matthew Henson HOPE VI development in Phoenix, AZ is a mixed income community that began with a redevelopment of the Matthew Henson housing project from the 1940s. Of the 372 units that existed from the original public housing project, 16 were rehabilitated and the rest demolished to make way for new development. McCormack Baron Salzar, a private community developer, constructed 334 new units for tenants of various incomes and stages of life. There are homes available for public housing, tax credit tenants, and market rate units. The development also includes a youth center and a senior living community as well as a community training and education center.

Funding Sources:

- \$35,000,000 HOPE VI HUD grant
- \$75,000 Community Donations and in kind services

Source: <http://mccormackbaron.com/>



Photo: <http://image.apartmentguide.com/imgr/49b878c3da5020c8342bd150566116a3/550-367>

Housing- Quality & Affordable Rental Housing Availability

Case Study: Camellia Place -Dublin, CA

Project Description:

This rental housing development consists of 112 apartments for households earning 20 to 60 percent of the area median income (AMI), and has a range of sizes and rent costs. Within a central courtyard, there are play areas for children and opportunities for social interaction between residents. In addition, it is located within walking distance of the Bay Area Rapid Transit (BART) station for the city of Dublin, which supports concepts of transit oriented development.



Funding Sources:

- Senior Loan (Cal-HFA)
- HCD MHP Loan
- Alameda County Surplus Property Authority Loan
- Alameda County HOME CHDO Loan
- NEF Assignment Corp.

http://www.ebho.org/artman2/publish/education/Affordable_Housing_Developments.shtml

Community

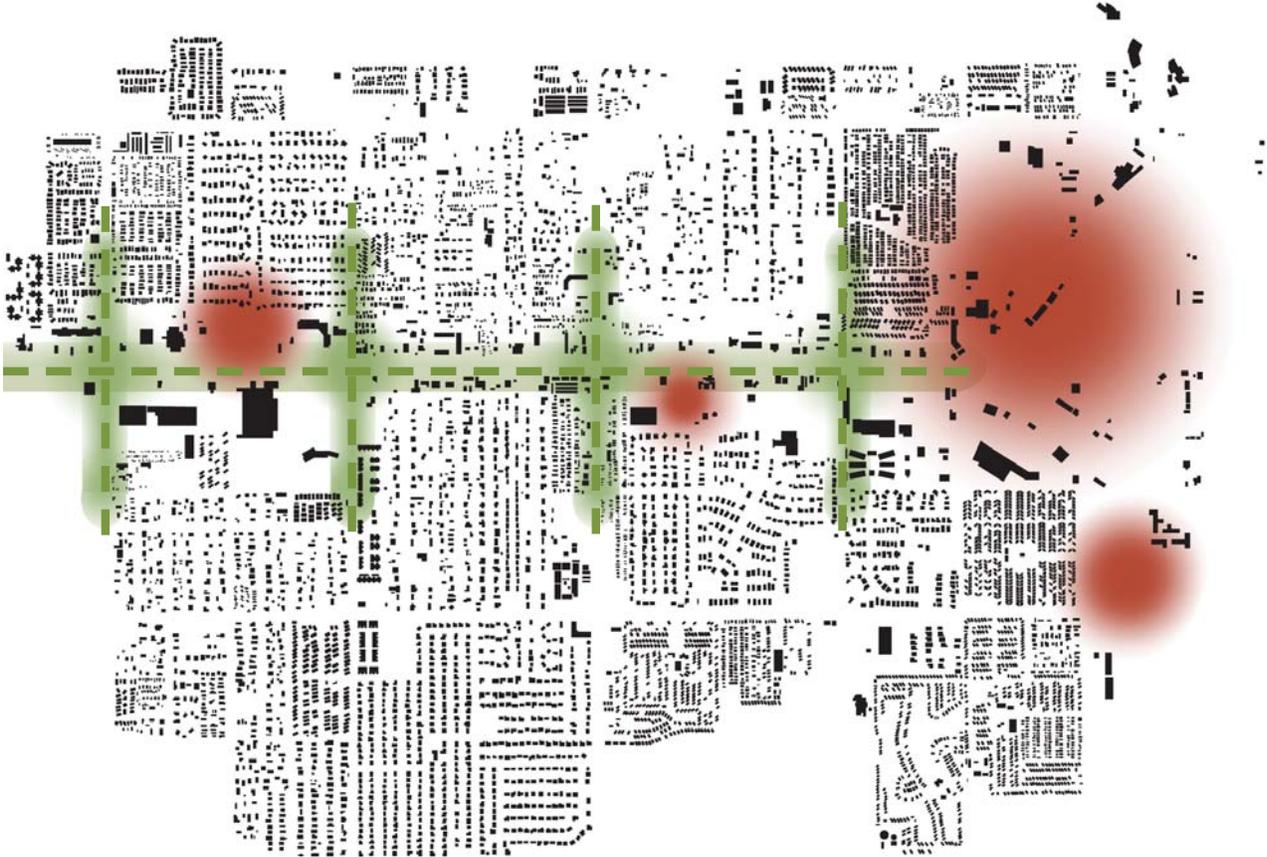
Overview

The way in which a house interfaces with the surrounding community is every bit as important to the quality of a house as the individual components of which that house is comprised.

This section explores the relationships of individual housing units to the context of the greater community. Recommendations begin by focusing on development within the downtown, and establishing an active central hub for the community. From there, recommendations spread outward as they focus on improving community connectivity and the linkages that occur between the downtown and the surrounding neighborhoods. This section concludes with a discussion of neighborhood associations as a means of improving the community.

Community

Recommendation Plan



The map above depicts a few potential opportunities for implementation of community recommendations.

- Transit Oriented Development**
 - Public transit opportunities
 - Mixed-use and mixed-income development
 - Dense communities
 - Walkability

- Pedestrian and Bicycle Corridors**
 - Pedestrian infrastructure
 - Bicyclist infrastructure
 - Public transit
 - Bedestrian and bicycle corridors
 - Landscape buffers
 - Pedestrian lighting
 - Street furnishings

Neighborhood Associations

Community- Transit Oriented Development

Recommendation

The City of Apache Junction should strategically research and plan for incentives and develop partnerships to encourage and/or develop opportunities for transit oriented development.

Overview

Transit oriented development may be of interest to Apache Junction because of the high percentage of commuters in the workforce, and because Apache Trail is a major transit corridor which could potentially play host to the extension of the Valley Metro Light Rail.

Transit Oriented Development or TOD is a principle of smart growth and new urbanism. The main concept of TOD is to cluster the development of mixed-use and mixed-income residential and commercial development around public transit hubs such as bus stops and light rail stations. Progressively lower-density development radiates outward from these hubs.

By combining transit hubs with high-density development, residents have greater access to basic amenities. With mixed use and mixed income development, TODs can foster healthy diversity of residents and activities.

Principles

- Develop nodes around transit stations and stops
- Provide a variety of transportation choices
- Use land efficiently (infill development)
- Mix land uses
- Meet a wide range of housing needs and income levels
- Create walkable communities
- Promote community collaboration in development decisions

Benefits

- Increased levels of physical activity and human interaction
- Better places to live/work/play
- More open spaces
- Readily available transportation
- Reduced commuting expenses, sprawl, automobile traffic, and pollution

Application

With zoning in the City Center District (CCD) that accomodates mixed use development already in place, Apache Junction has created a good opportunity for a TOD node. Additionally, Apache Trail has the necessary location and dimensions for a light rail extension.

Implementation Timeline

Immediate

- Initiate a public transit feasibility study in addition to one conducted by Pinal County
- Seek partnerships with neighboring municipalities for transit options

Short-Term (<3 YR)

- Pursue public transit options in accordance with study
- Identify hubs and linkages, revisit zoning
- Develop incentives and financing strategies for development projects

Mid-Term (5 YR)

- Plan and implement transit amenities including pedestrian corridors
- Work with developers through the construction of high-density development

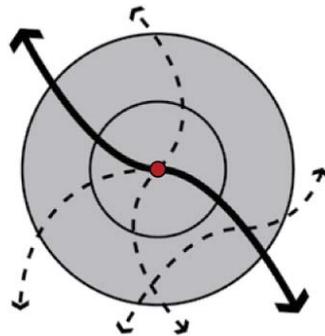
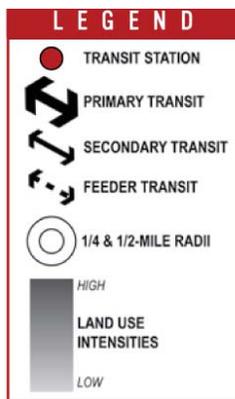
Long-Term (10 YR and Beyond)

- Continue construction and development
- Extend METRO Light Rail down the median of Apache Trail

Community- Transit Oriented Development



Photo: http://www.wfrc.org/cms/image_library/ImageLibrary/Development/2/lg/Mixed_Use_Dev_-_Envision_Utah__4_.htm



Source: Center for Transit Oriented Development

Develop Nodes and Corridors around Transit Stations

Apache Junction already has zoning and land uses that concentrate commercial development along Apache Trail, so this is an advantageous situation to pave the way for future transit development. A transit corridor such as Apache Trail has ample opportunities for the extension of the Valley Metro Light Rail as well as bus lines. The Center for Transit-Oriented Development characterizes a mixed-use node as offering a concentration of economic and community activity with mid-rise or mid-density housing and a quick dissipation of density as one moves away from the node. Existing density of Apache Junction sets the stage well for infill development to bolster Apache Trail as a mixed use transit corridor.

The City Center District (CCD) is already slated as an ideal area for development of a TOD. According to characteristics outlined by the Center for Transit-Oriented Development, the goals and scale of the CCD might be described as a Transit Town Center. Some of these characteristics are:

- Moderate density
- Transit station as a hub for local economic and community activity
- Stations for light rail, commuter rail and local and/or regional buses
- Peak transit frequency of 15-30 minutes
- Land uses include residential, commercial, employment centers and civic/cultural

Provide a variety of transit choices:

The light rail prospect is a great starting point for a TOD, but it is also important to consider other modes of transport like buses, park and ride lots for personal vehicles, and bicycle amenities. (Reference Complete Streets in the Street Improvement recommendation.)



Photo: http://farm4.static.flickr.com/3235/3142710973_197a48d43f.jpg

Community- Transit Oriented Development



Photo: <http://www.terrain.org/unsprawl/10/>

Use land efficiently (infill development)

Apache Junction has the advantages of proximity to the Superstition Mountains and beautiful desert wilderness. Sprawl begins to infringe on the valued open land, so denser development within a city center TOD reduces the paving, traffic, pollution, and sprawl. By concentrating more commercial development and housing in areas that already have access to infrastructure, the strain on the landscape and the city's resources is reduced.

Mix land uses

As a rising trend in urban development, organizations and developers are realizing the value of mixed-use development. When people have access to amenities within close proximity to their homes transportation time and costs are reduced. Even for residents who live outside the TOD, an opportunity for fulfilling multiple errands in one stop is a great convenience. Also, a development that has activity throughout all hours of the day maintains surveillance and security for those who live and work in the TOD.



Photo: Center for Transit Oriented Development

Meet a wide range of housing needs and income levels

It is important to consider a range of income levels and housing types that respond to the community. Lower income and market rate housing should coexist in order to provide access to housing for diverse groups within Apache Junction. Housing in TODs should consider senior living, persons with disabilities, families, workers, and people who simply prefer rental housing.

Create walkable communities

(See Street Improvements recommendation)

Community collaboration in development decisions

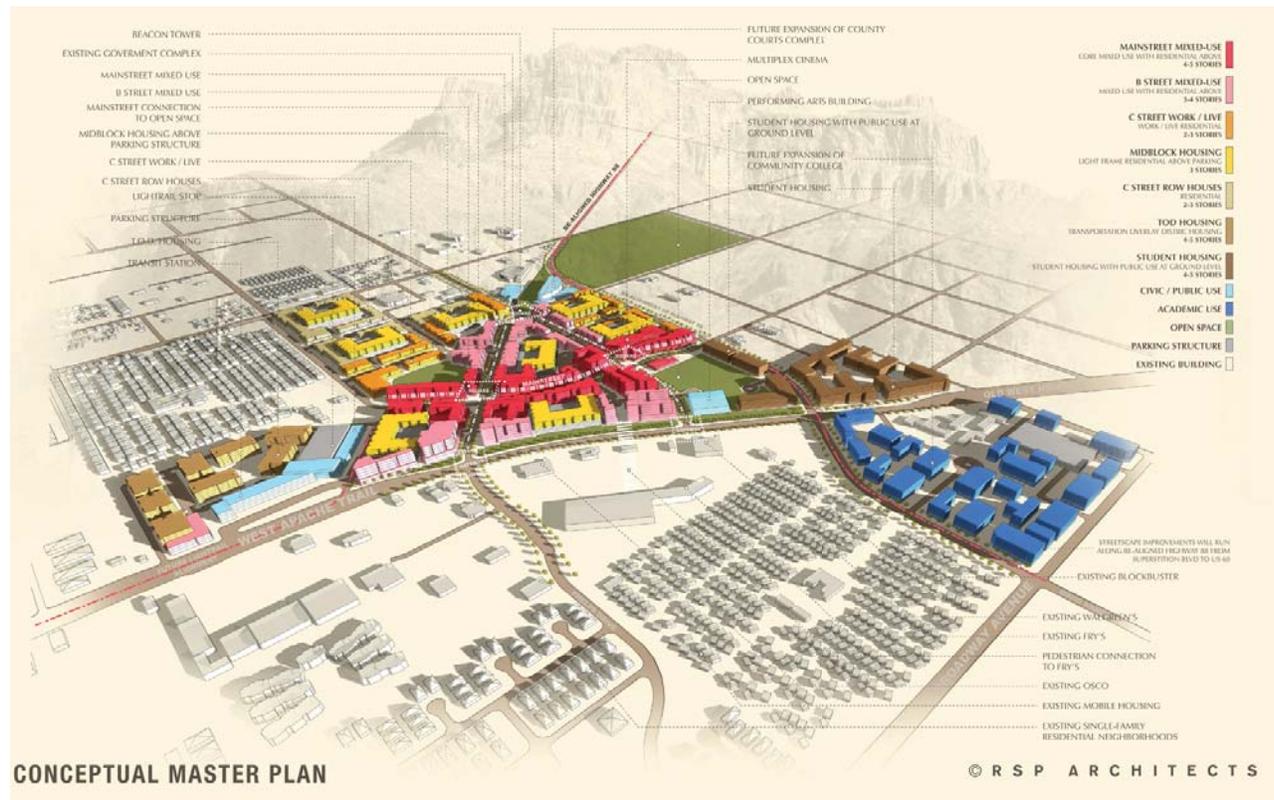
Involving the community is advantageous for all parties involved. Building a base of community support is essential to a successful development. The city should inform and educate the community as well as seek their input. Forming partnerships with organizations and businesses in the community can help bolster human resources and leverage economic development. Forming a media strategy is also important to generate awareness and support for the development. With early community collaboration, the city can ensure that the TOD responds to the needs and desires of the citizens.

Community- Transit Oriented Development

Example: Superstition Square -Apache Junction, AZ

This mixed use, TOD master plan was developed for Apache Junction's CCD in 2006 by RSP Architects. In this plan, the light rail is projected to reach the intersection of Apache Trail and Old West Trail, thus creating a transportation node. The concepts laid out in this master plan include multifamily housing, commercial development, community amenities and planned open space together in the city center.

Superstition Square can serve as an example for phased development of Apache Junction's CCD, but all proposals should consider a variety of housing types for different income levels, multiple modes of transit, appropriate amenities, and business options.



Community- Transit Oriented Development

Case Study: Rosslyn Ballston Corridor -Arlington, VA

Project Description:

Thirty years ago, the Rosslyn Ballston Corridor was a struggling low-density commercial corridor. In an effort to revitalize the area, the local government decided to focus development around five metro stations. Working closely with residents and the private sector, conditions steadily improved. Today, the corridor is an example of transit oriented development. Despite the enormous amount of development over the years, single-family neighborhoods remain within close walking distance of the urban corridor

Results:

- Land values increased 81% in 10 years
- 8% of county lands generate 33% of county revenues, allowing a reduction in property taxes
- 50% of residents take transit to work, 73% of those residents walk to the transit station

Source: <http://policy.rutgers.edu/vtc/tod/newsletter/vol6-num1/Cas-eStudiesforTOD.pdf>

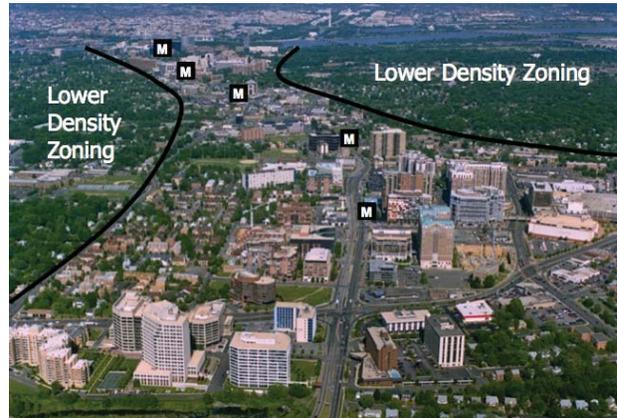


Photo: http://blog.smartgrowthamerica.org/blogimages//arlington_aerial.jpg

STRATEGIES & RECOMMENDATIONS



Photo: <http://www.epa.gov/smartgrowth/arlington.htm>

Community- Transit Oriented Development

Case Study: Orenco Station -Hillsboro, OR

Project Description:

Orenco Station is a development that grew around a light rail station that links to Portland, OR. There is a diversity of housing that includes live-work options as well as town homes, apartments, and single family detached units, offering solutions for different lifestyles and incomes. The light rail that brings many residents to nearby jobs in the technology industry. Many residents walk or bike to jobs and amenities in the town center. Much of the success of the project is attributed to the partnerships of the public and private sectors.

Partnerships:

- Developers: PacTrust, LP; Costa Pacific Homes
- Design: Alpha Engineering; Fletcher Farr Ayotte Architects; Iverson Associates; Walker Macy Landscape Architects
- Public sector: Tri-Met (public transit authority); Metro (regional government); Planning Department, City of Hillsboro
- Other: Project for Public Spaces

Source: <http://www.nrdc.org/cities/smartgrowth/solve/orengo.asp>



Photo: <http://commodatastorage.googleapis.com/static.panoramio.com/photos/original/22189977.jpg>



Photo: <http://light-rail-big.blogspot.com/2009/06/portland-westside-max.html>

Community- Connectivity

Recommendation

The City of Apache Junction should improve connectivity throughout the City by incorporating street improvements into downtown revitalization efforts, and implementing a network of pedestrian and bicycle corridors.

Overview

Automobile travel is currently the focus of the majority of Apache Junction's streets. Streets primarily designed for the automobile can lead to challenges for residents opting to travel by other methods. By designing streets with all end users in mind, transportation costs can be greatly reduced making housing more attainable for the general population.

Principles

- Give equal preference to pedestrians, bicyclists, motorists, and public transit users
- Provide connections to major destinations and transit systems
- Define pedestrian spaces, and separate them from high-speed vehicular traffic
- Distinguish crosswalks, and implement mid-block crossings on particularly long blocks
- Designate bicycle lanes
- Make public transit readily accessible
- Incorporate pedestrian and bicycle corridors that prioritize pedestrians and bicyclists over automobiles by impeding the flow of vehicle traffic through various traffic calming measures
- Enhance the environment by increasing vegetation
- Implement pedestrian lighting
- Include elements such as traffic circles, way-finding signs, pavement markings, drinking fountains, and bike parking

Benefits

- Improved pedestrian, bicyclist, and motorist safety
- Improved health and increased physical activity levels among residents
- Greater variety in transportation offerings
- Increased interaction among residents
- Activated downtown with a distinct sense of place
- Enhanced aesthetics which attract visitors and business
- Increased property values
- Improved urban habitat quality
- Reduced pollution

Application

By steadily making gradual, incremental changes, Apache Junction's streets can evolve over time to become vibrant streets that set the tone for the rest of the city. Section drawings located in the Appendix illustrate some possible improvements the City might choose to incorporate as they strive to improve the downtown and increase connectivity.

Implementation Timeline

Immediate

- Initiate public transit feasibility study

Short-Term (<3 YR)

- Identify enhancement opportunities
- Secure grants and solicit funding

Mid-Term (5 YR)

- Begin implementation of pedestrian, bicycle, transit, landscape, and lighting enhancements

Long-Term (10 YR and Beyond)

- Continue to expand and develop enhancements throughout the city by connecting residents to amenities

Community- Connectivity



Complete Streets

Complete streets is a movement gaining popularity among transportation planners and engineers. The focus is on the design of streets with all end users in mind. End users include pedestrians, bicyclists, motorists, and public transit users of all ages and abilities. The following sections focus on the topics of pedestrian infrastructure, bicyclist infrastructure, public transit, pedestrian and bicycle corridors, landscape buffers, pedestrian lighting, and street furnishings. At the end of each section are application ideas that pertain to Apache Junction.



Pedestrian Infrastructure

Sidewalks are the backbone of the pedestrian network, and connect adults and children to bus stops, friends, parks, schools, shopping, and work. The level of ease and comfort in moving through an area or community can be described as walkability. A number of disparate elements combine to make an area walkable. Some of the key components of walkability include: accessibility and connectivity of sidewalks, real and perceived safety, traffic conditions, proximity to amenities, climatic comfort, and aesthetics.



Walkability throughout the City can be enhanced by widening key sidewalks and when appropriate, implementing a setback to buffer pedestrians from fast-moving traffic. Additionally, well-marked pedestrian crossings including mid-block crossings can add a degree of comfort and safety for pedestrians. These crossings should be well marked and highly visible. Increasing the density of development within commercially zoned areas will also increase the likelihood of residents opting to walk between destinations.

Photo: www.pedbikeimages.org / Dan Burden

Community- Connectivity



Photo: www.pedbikeimages.org / Jennifer Campos



Photo: www.pedbikeimages.org / Dan Burden

Bicyclist Infrastructure

Bicycle lanes offer unobstructed passage for cyclists riding on the shoulders of streets. They are designed to separate fast-moving vehicles from slower moving cyclists. Designated bicycle lanes increase the safety of cyclists while encouraging additional residents to commute by bike.

A network of bicycle lanes connecting the community will allow bike commuters and residents without access to a private vehicle to travel more places within the safety of a designated bicycle lane. Bicycle and pedestrian corridors located on through-streets with low vehicle traffic are also an important component of bolstering bicycle ridership.

Public Transit

Public transit is a vital component of any city's infrastructure. Options such as buses, streetcars, and trains provide a mode of travel to residents who might not otherwise have means of getting around. Public transit also reduces automobile dependence and the associated demand placed upon infrastructure.

Currently, Apache Junction has no transit options available to the general public. With the City's



Photo: www.pedbikeimages.org / Dan Burden

current population levels and high percentage of commuters, it is time the city explored public transit options. Apache Trail may be an ideal location to begin the implementation of a bus route. The first route may simply begin with a commuter bus that takes workers to and from the bus hub at the Superstition Springs Mall. Routes may continue to develop as ridership increases, and the city continues to grow and expand. It is feasible that at some future date, as METRO light rail continues its eastward extension along Main Street, the light rail could become a transit option for Apache Junction residents.

Community- Connectivity

Pedestrian and Bicycle Corridors

Pedestrian and bicycle corridors permit vehicle traffic, but are designed and oriented toward pedestrian and bicycle travel. In these corridors, vehicle lanes are narrow, forcing vehicles to travel at slower speeds, and discouraging non-local traffic. Pedestrian paths are wider providing ease of flow, while mid-block crossings reduce the incentive for jaywalking. Cyclists are encouraged to use the full traffic lane, instead of being restricted to travel next to the curb. Parallel parking can provide visitors a place to park and access pedestrian paths.

Properly identifying ideal routes is critical to the success of a pedestrian and bicycle corridor. Transportation engineers can play a valuable role in the process.

Ideal routes for pedestrian and bicycle corridors often consist of the following:

- Local or low-volume collector streets
- Streets with connections to schools and other local destinations
- Non-transit or non-truck routes
- Streets with limited commercial frontage
- Streets that connect to other bicycle routes
- Spacing approximately one mile from other pedestrian and bicycle routes
- Long continuous stretches with minimal jogs
- Crossing assistance at major intersections

Pedestrian and bicycle corridors can be implemented in Apache Junction to link pedestrians and bicyclists to various amenities and commercial developments. Used in conjunction with other improvements, pedestrian and bicycle corridors can aid in the revitalization of the downtown.



Photo: www.pedbikeimages.org / Dan Burden, Eric Lowry

Community- Connectivity

Landscape Buffers

Street trees and plantings can enhance communities by amplifying the aesthetics of an area, supplying pedestrians with shade, and lessening the urban heat island effect.

Due to Apache Junction's desert climate, measures should be taken to minimize plant watering requirements. The first step in conserving water is to select appropriate plant materials that require less water. Plant palettes should consist of native and desert adaptive species. Water harvesting techniques such as bioswales and curb cuts utilize rainwater by redirecting the water from impermeable surfaces (asphalt and concrete), to plant root zones. Utilizing rainwater can eliminate most supplemental irrigation needs, while decreasing the load placed on the City's storm water system. Native seed mixes are an effective way to establish a landscape buffer on a budget. Most plants purchased from a nursery will require supplemental irrigation for the first 18 months until established. This can be done directly by the city, or through the purchase of a watering contract.

Landscape improvements can be made along streets with adequate space in the right of way. Apache Trail for example, has ample space within the existing right of way for the establishment of landscape buffers. With minor grading modifications, the median could be sculpted in such a way that rainwater runoff from the street collects in small basins and swales. With the addition of native seed mixes, it won't be long before plants begin to establish themselves. Succulents and other plants with minimal water requirements might establish themselves up on the shoulder of the swale where there is less water, while plants with higher water requirements might establish themselves toward the bottom of the swale.



Photo: <http://heckeranddecker.wordpress.com/2009/03/02/other-options-alleys-and-driveways/>

Community- Connectivity

Pedestrian Lighting

Pedestrian lighting along sidewalks and streets enables pedestrians to see the path which they are traveling, and to identify potentially hazardous situations as they approach. Fixtures are typically mounted 14-16' above the sidewalk, with light posts approximately 100' apart.

Poorly designed lighting can be counter productive. Two of the biggest drawbacks associated with pedestrian lighting include temporary impairment of night vision experienced upon leaving a lighted environment, and light pollution of the night sky. Both problems can be mitigated with the use of appropriate lighting. Routine maintenance and uniform placement of light poles minimizes stretches of darkness encountered by pedestrians. Additionally, the use of full cutoff or fully shielded fixtures and properly selected lamps minimizes the amount of light that can escape to the atmosphere and pollute the night sky.

While there is some street lighting located in the city, particularly near major intersections, pedestrian scale lighting could bring added visibility and security to residents particularly if pedestrian paths are set back from the street.

Street Furnishings

Street furnishings are details that can greatly enhance the comfort of an area. Included in the category of street furnishings are things like benches, tables and chairs, waste receptacles, planters, and bollards.

Incorporating street furnishings in conjunction with pedestrian improvements could enhance people's experiences, and make areas more inviting.

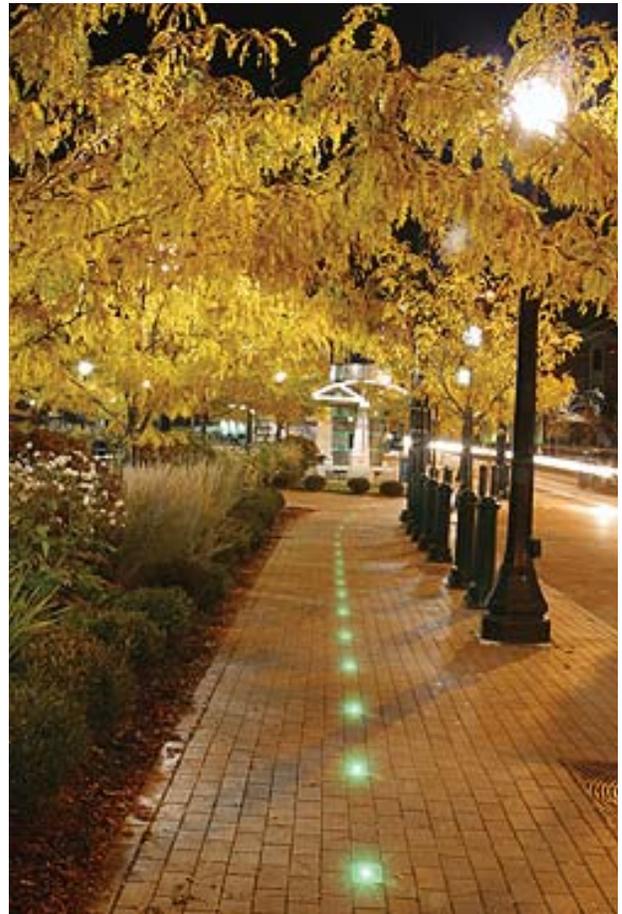


Photo: <http://www.ledbravolight.com/images/Sidewalk.JPG>



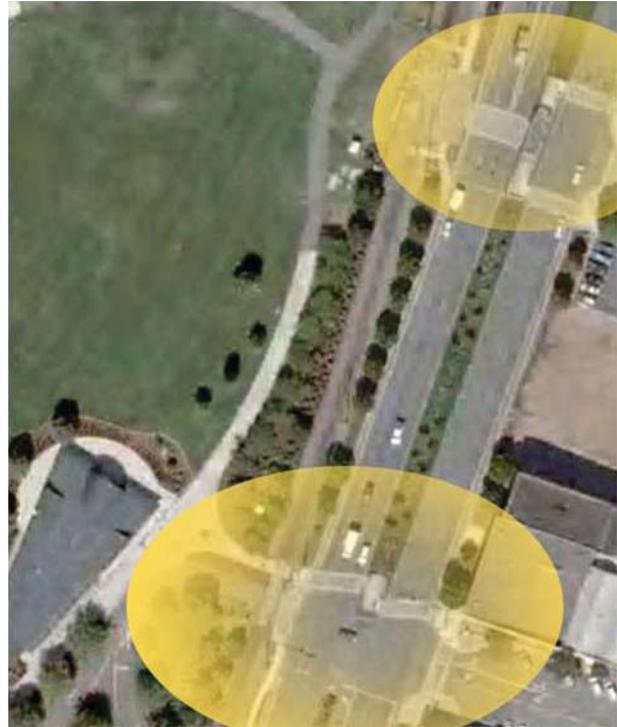
Photo: www.pedbikeimages.org / Dan Burden

Community- Connectivity

Case Study: Riverfront City Park -Salem, OR

Project Description:

City officials in Salem, Oregon were facing the challenge of bringing pedestrians across a wide road and train tracks. Using money from the Salem Parks Foundation and the Parks Tradition Fund, along with donations from the community, the city was able to make a safe pedestrian crossing. Crosswalks are clearly marked, and are protected by traffic lights. Street trees and shaded pedestrian medians add to pedestrian comfort levels.



STRATEGIES & RECOMMENDATIONS

Case Study: Nestucca Valley Bioswale -Pacific City, OR

Project Description:

The Nestucca Valley Bioswale is a recently constructed bioswale that aims to reduce stormwater runoff. The project collects the rainwater runoff of a neighboring church building and adjacent street. The bioswale is densely planted with an assortment of perennials that will come and go with the seasons. Labor for the installation of the project was performed by local community volunteers.



Photo: http://www.oeonline.org/our-work/rivers/rivers-files/stormwater-case-studies/LID_CaseStudy_NestuccaBioswale.pdf

Community- Connectivity

Case Study: Rincon Heights Neighborhood -Tucson, AZ

Project Description:

The Rincon Heights Neighborhood is a historic neighborhood that had wide streets. The neighborhood improved its walkability by replacing portions of the street's asphalt shoulder with planting chicanes supported by rainwater harvesting. These improvements narrowed the street and increased vegetation, while preserving on street parking between chicanes.

Partners for the project included the City of Tucson Transportation Department, the Pima County Neighborhood Reinvestment Program, the Watershed Management Group, and Trees for Tucson.



Case Study: Dunbar Spring Neighborhood -Tucson, AZ

Project Description:

The Dunbar Spring Neighborhood had an undeveloped right of way. Through the efforts of grass-roots activists, this neighborhood transformed its barren right of way into a pedestrian corridor with a very small budget and help from the Tucson Urban League, Tucson Electric Power, and a neighborhood coalition. Using curb cuts and the principles of rainwater harvesting, this project enhanced the neighborhood through added vegetation. Improvements included pedestrian paths, traffic circles, community gardens, and public art.



Photo: <http://www.harvestingrainwater.com>

Community- Neighborhood Associations

Recommendation

The City of Apache Junction should take steps to encourage citizens to become more involved in their local government and increase community pride by initiating and supporting the creation of neighborhood associations.

Overview

Neighborhood associations are voluntary organizations of dedicated residents who share an interest in maintaining/improving the quality of their neighborhoods. Neighborhood associations provide the structure for residents and municipalities to work together toward common pursuits. A city composed of well-functioning neighborhoods makes for a well-functioning city.

Principles

- Unite neighborhoods
- Assist residents in making improvements to their neighborhoods

Benefits

- Better communication between residents and city agencies
- Improved quality of life in neighborhoods
- Reduction of crime
- Beautification of neighborhoods

Application

Implemented in Apache Junction, neighborhood associations could improve the dialogue between community members and community leaders as they partner together to improve individual neighborhoods and the community collectively.

Implementation Timeline

Immediate

- Designate a staff member work to with neighborhoods in meeting their needs and concerns

Short-Term (<3 YR)

- Set up a standard procedure/application for requesting neighborhood association registration
- Communicate information regarding neighborhood association application to the public
- Offer incentives/benefits to registered neighborhood associations and their residents
- Instigate regular meetings between neighborhood association presidents and city council members

Community- Neighborhood Associations

Neighborhood Associations

Studies have shown that neighborhoods with established neighborhood associations benefit from residents having a greater sense of ownership for, and investment in, personal and community property. Neighborhood associations can sometimes be confused with homeowner associations despite some key differences:

- Membership in a neighborhood association is informal and completely voluntary. Membership in an HOA requires monthly dues, and comes with owning a home that is part of an HOA.
- Neighborhood associations have no legal authority to enforce rules. HOAs have the legal authority to impose and enforce covenants with deed restrictions tied to the property itself.
- Neighborhood associations advocate neighborhood improvements and organize activities within a neighborhood. HOAs often own and maintain common property within a community such as a clubhouse, parks, pool, etc.
- Neighborhood associations are typically formed in established neighborhoods that have been around for awhile. HOAs are generally established at the time a neighborhood is built.

A neighborhood that is part of an HOA isn't precluded from also becoming part of a neighborhood association. Apache Junction can encourage neighborhood associations by:

- assisting neighborhoods through the neighborhood association application process
- offering priority access to reinvestment grants for neighborhood associations
- sponsoring neighborhood assistance and infrastructure improvement programs
- providing meeting space for neighborhood associations
- covering postage costs for mailing of newsletters/postcards



Community- Neighborhood Associations

Case Study: Neighborhood Services Department -Sacramento, CA

Description:

The City of Sacramento has a Neighborhood Services Department that supports neighborhood associations by helping them address community issues, and involving residents in city government. The City's website has information available for neighborhoods interested in forming a neighborhood association. Listings are available for residents seeking to join one of the city's more than 100 active neighborhood associations. Sacramento County also has information on forming neighborhood associations including a booklet and slide show.

Sources: <http://www.msa2.saccounty.net/dns/Pages/AboutNeighborhoodAssociations.aspx>
<http://www.cityofsacramento.org/ns/your-neighborhood/>

Sources of Funding

Overview

There are a number of funding sources available to cities and residents to improve housing and community connectivity. This section highlights a few of the available options which Apache Junction might choose to seek. As specific projects begin to develop, further study is required to identify funding sources that are the best match.

Funding Sources:	Manufactured Housing Rehabilitation	Home Weatherization	Homeowner Workshops	Rental Housing Development	Transit Oriented Development	Community Connectivity
HOPE VI: Main Streets	✓			✓	✓	
Sustainable Community Planning + Sustainable Housing Communities				✓	✓	✓
Section 8				✓		
Section 202	✓			✓		
Section 203(k)	✓					
Section 220				✓	✓	
Section 221(d)(4)				✓	✓	
Section 811	✓			✓		
Low Income Housing Tax Credit				✓		
State Housing Fund	✓			✓		
HOME Investment Partnership	✓			✓		
CDBG	✓	✓	✓	✓	✓	✓
CDBG Section 108	✓				✓	
WAP		✓				
LIHEAP		✓				
Section 5307					✓	✓
Section 5309					✓	✓
CMAQ					✓	✓
STP					✓	✓
Transportation Enhancement (TE)					✓	✓
I'M HOME	✓					

Sources of Funding

HOPE VI: Main Streets



What is it?

Program to provide facilitation of affordable low-income family housing and supporting community services within commercial or mixed-use zones of redevelopment areas.

Who can apply?

Local governments, public housing authorities for municipalities of population 50,000 or less with a redevelopment area.

How can it be used?

New construction or rehabilitation of affordable family housing for rent or ownership, community support, and education programs that serve a downtown redevelopment area.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

- Manufactured Housing Rehabilitation
- Rental Housing Development
- Transit Oriented Development

<http://www.hud.gov/offices/pih/programs/ph/hope6/>

Sustainable Communities Planning Grant + Sustainable Housing Communities



What is it?

Collaboration of funding and interest from DOE, DOT, EPA, and FHL to support healthy, economically competitive transit oriented communities and to aid planning.

Who can apply?

Local governments and partner municipalities.

How can it be used?

Eligible activities include local and regional

transportation and land-use planning, transit oriented development with commercial and residential uses, energy efficient and affordable housing.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

- Rental Housing Development
- Transit Oriented Development
- Community Connectivity

http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities

Sources of Funding

Section 8



What is it?

Rental voucher program.

Who can apply?

Individuals below 50% of the area median income.

How can it be used?

Increase affordable housing choices for low-income households by paying the landlord the difference between 30% of household income and the determined payment standard.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

-Rental Housing Development

<http://www.hud.gov/offices/hsg/mfh/rfp/sec8rfp.cfm>

Section 202



What is it?

Interest-free capital advance for supportive housing for low-income elderly.

Who can apply?

Private nonprofit organizations.

How can it be used?

For construction, rehabilitation, or acquisition of structures that will serve as supportive housing to low-income households with at least one person over the age of 62 at the time of initial occupancy.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

-Manufactured Housing Rehabilitation
-Rental Housing Development

<http://www.hud.gov/offices/hsg/mfh/progdesc/eld202.cfm>

Sources of Funding

Section 203(k)



What is it?

Mortgage insurance that covers purchase and rehabilitation of housing or rehabilitation of existing housing through a single mortgage.

Who can apply?

Anyone able to make monthly mortgage payments.

How can it be used?

For purchase or rehabilitation over \$5,000, but within area FHA mortgage limit, including conversion of a structure to a one to four unit complex.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

-Manufactured Housing Rehabilitation

<http://www.hud.gov/offices/hsg/sfh/203k/203k--df.cfm>

Section 220



What is it?

Mortgage insurance for rental housing for urban renewal and concentrated development areas.

Who can apply?

Private developers, public bodies, others meeting HUD requirements for mortgagors.

How can it be used?

To help finance good quality rental housing in urban areas that have been targeted for revitalization.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

-Rental Housing Development
-Transit Oriented Development

<http://www.hud.gov/offices/hsg/mfh/progdesc/renturbanhsg220.cfm>

Sources of Funding

Sections 221(d)(3) & 221(d)(4)



What is it?

Mortgage insurance for multifamily rental or co-op housing for moderate-income families, elderly, and disabled.

Who can apply?

Private developers, public bodies, nonprofit or profit-motivated.

How can it be used?

For construction or substantial rehabilitation of detached, semi-detached, row, walk-up, or elevator-type projects with 5 or more units.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

- Rental Housing Development
- Transit Oriented Development

<http://www.hud.gov/offices/hsg/mfh/progdesc/rentcoophsg221d3n4.cfm>

Section 811



What is it?

Interest-free capital advance for supportive housing for low-income adults with disabilities, with project rental assistance.

Who can apply?

Private nonprofit organizations.

How can it be used?

For construction, rehabilitation, or acquisition of structures that will serve as supportive housing to low-income adults with disabilities.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

- Manufactured Housing Rehabilitation
- Rental Housing Development

<http://www.hud.gov/offices/hsg/mfh/progdesc/eld202.cfm>

Sources of Funding

Low-Income Housing Tax Credit



What is it?

Indirect federal subsidy used to finance the development of rental housing for low-income households.

Who can apply?

Private developers or investors.

How can it be used?

Tax credit can offset developer's liability, or be sold to investors to raise immediate capital for construction or rehabilitation of rent controlled housing.

Who administers it?

IRS (Internal Revenue Service) allocates credits through ADOH (Arizona Department of Housing)

What recommendations can it be applied toward?

-Rental Housing Development

<http://www.hud.gov/offices/cpd/affordablehousing/training/web/lihtc/basics/>

State Housing Fund



What is it?

HOME funds and State Housing Trust (HTF) resources combined into a single program.

Who can apply?

Public entities, private non profits, private developers, and tribal governments.

How can it be used?

Based on a Notice for Funding Availability (NOFA) issued by ADOH, it can be used for acquisition and/or rehabilitation of existing units when affordable units will be retained or added.

Who administers it?

ADOH (Arizona Department of Housing)

What recommendations can it be applied toward?

-Manufactured Housing Rehabilitation
-Rental Housing Development

<http://www.hud.gov/offices/hsg/mfh/progdesc/renturbanhsg220.cfm>

Sources of Funding

HOME Investment Partnership Program



What is it?

Program to provide affordable, low-income housing and strengthen ties between government and community housing partners.

Who can apply?

Public entities, private non profits, private developers, and tribal governments.

How can it be used?

To fund new construction or rehabilitation of affordable housing or subsidize rent for tenants.

Who administers it?

HUD (U.S. Department of Housing and Urban Development), through state and local government entities.

What recommendations can it be applied toward?

- Manufactured Housing Rehabilitation
- Rental Housing Development

<http://www.hud.gov/offices/cpd/affordablehousing/programs/home/>

Community Development Block Grant (CDBG)



What is it?

Program to develop viable communities with safe, affordable housing and amenities to expand economic opportunities.

Who can apply?

Local governments in communities over 50,000 people or partnerships of smaller municipalities.

How can it be used?

Planning, acquisition, construction, and rehabilitation of affordable housing for rent or ownership and community amenities.

Who administers it?

HUD (U.S. Department of Housing and Urban Development), through state and local government entities.

What recommendations can it be applied toward?

- Manufactured Housing Rehabilitation
- Home Weatherization
- Homeowner Workshops
- Rental Housing Development
- Tranist Oriented Development
- Community Connectivity

<http://www.hud.gov/offices/hsg/mfh/progdesc/eld202.cfm>

Sources of Funding

Section 108



What is it?

Loan guarantee provision of the CDBG program.

Who can apply?

CDBG entitlement recipients, non-entitlement communities assisted by state-administered CDBG programs, or non-entitlement communities eligible under small cities CDBG program.

How can it be used?

Provide a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects.

Who administers it?

HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?

- Manufactured Housing Rehabilitation
- Transit Oriented Development
- Community Connectivity

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/108>

Weatherization Assistance Program (WAP)



What is it?

WAP funding helps low-income families make improvements to their homes that increase their energy efficiency.

Who can apply?

Local governments, community organizations

How can it be used?

Funding from the WAP program can be used for home improvements for low-income families. Eligible activities include envelope insulation

and sealing, improved heating and cooling equipment, and other measures to increase the energy efficiency of homes.

Who administers it?

Department of Energy (DOE) distributed through state governments

What recommendations can it be applied toward?

- Home Weatherization

<http://www1.eere.energy.gov/wip/wap.html>

Sources of Funding

Low-Income Home Energy Assistance Program



What is it?

LIHEAP aids low-income households with lowering their energy bills through home improvements.

Who can apply?

Organizations aiding households earning no more than 60% of the state mean income

How can it be used?

Funds from the LIHEAP program may be used to support home improvements that reduce the

energy bills of low-income households.

Who administers it?

HHS (Department of Health and Human Services) through state governments

What recommendations can it be applied toward?

-Home Weatherization

<http://www.acf.hhs.gov/programs/ocs/liheap/about/factsheet.html>

Section 5307 Urbanized Area Formula Program



What is it?

Resources for transit capital and operating assistance in urbanized areas and for transportation related planning.

Who can apply?

Governors, urbanized areas of 50,000 or more.

How can it be used?

Eligible activities include planning, engineering design and evaluation of transit projects and

other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

Who administers it?

FTA (Federal Transit Administration)

What recommendations can it be applied toward?

-Transit Oriented Development
-Community Connectivity

http://www.fta.dot.gov/funding/grants/grants_financing_3561.html

Sources of Funding

Section 5309 Bus and Bus Facilities



What is it?

Provides capital assistance for new and replacement buses, related equipment, and facilities.

Who can apply?

States, municipalities, other political subdivisions of states, public agencies.

How can it be used?

Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation

centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Who administers it?

FTA (Federal Transit Administration)

What recommendations can it be applied toward?

- Transit Oriented Development
- Community Connectivity

http://www.fta.dot.gov/funding/grants/grants_financing_3557.html

Congestion Mitigation and Air Quality Improvement Program (CMAQ)



What is it?

A program that strives to reduce transportation-related emissions by providing funding for different emission reduction strategies.

Who can apply?

State DOTs and local governments.

How can it be used?

Eligible activities include transit and public transportation programs, ride sharing programs,

and pedestrian and bicycle programs including the creation of trails, storage facilities, and marketing efforts.

Who administers it?

FHWA (Federal Highway Administration)

What recommendations can it be applied toward?

- Transit Oriented Development
- Community Connectivity

<http://www.fhwa.dot.gov/environment/cmaqpgs/>

Sources of Funding

Surface Transportation Program (STP)



What is it?

Capital funding for transportation improvements.

Who can apply?

STP funds are distributed among various population and programmatic categories within a State. Some program funds are made available to metropolitan planning areas containing urbanized areas over 200,000 population; STP funds are also set aside to areas under 200,000 and 50,000 population.

How can it be used?

These funds may be used for car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

Who administers it?

FHWA (Federal Highway Administration) apportions funds to states

What recommendations can it be applied toward?

- Transit Oriented Development
- Community Connectivity

http://www.fta.dot.gov/funding/grants/grants_financing_3786.html

Transportation Enhancement activities (TE)



What is it?

Funding to help expand transportation choices and enhance the transportation experience.

Who can apply?

Metropolitan planning areas (MPAs).

How can it be used?

Eligible activities include: provision of pedestrian and bicycle facilities or education activities; acquisition of scenic or historic easements and sites; scenic or historic highway programs;

landscaping and scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities; conversion of abandoned railway corridors to trails; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation; establishment of transportation museums.

Who administers it?

FHWA (Federal Highway Administration)

What recommendations can it be applied toward?

- Transit Oriented Development
- Community Connectivity

<http://www.fhwa.dot.gov/environment/te/>

Sources of Funding

I'M HOME Innovations in Manufactured Homes



What is it?

Funding that supports programs across the country that are opening the door to homeownership for low- and moderate-income families and helping them build assets through manufactured homes.

Who can apply?

Foundations, non-profits, community groups, homeowner advocates, policy makers, financial institutions, and leading players from the manufactured housing industry.

How can it be used?

Eligible activities include: building new high-quality manufactured homes, addressing the challenges facing residents in manufactured housing park communities, advocating for public policies that help owners of manufactured homes, developing and providing access to fair and responsibly-priced mortgage financing.

Who administers it?

CFED (Corporation for Enterprise Development)

What recommendations can it be applied toward?

-Manufactured Housing Rehabilitation

http://cfed.org/programs/manufactured_housing_initiative/im_home/





The appendix contains an assortment of materials not presented within the body of the text, but valuable in supplementing the document.

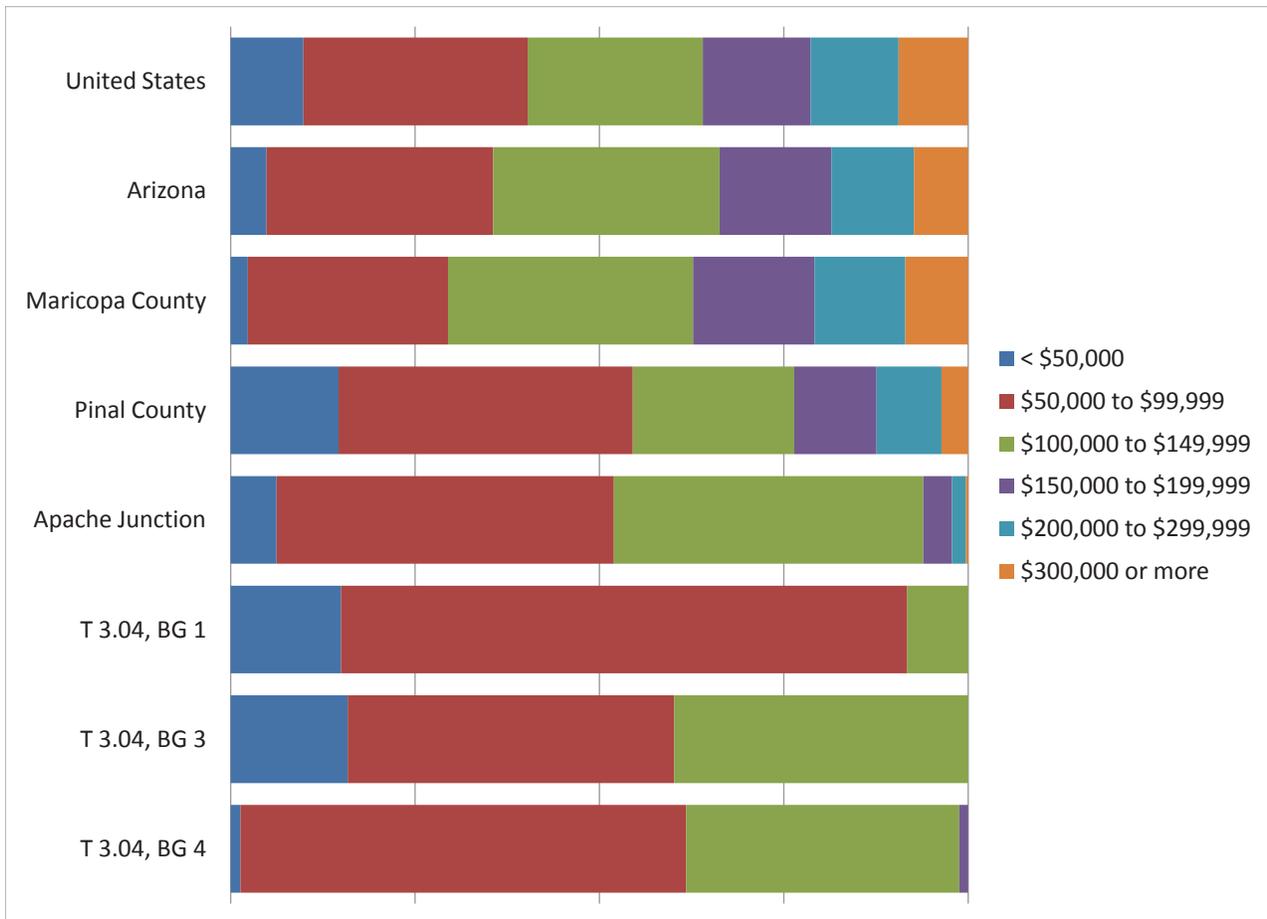
Additional 2000 U.S. Census data graphs correspond and expand upon those found in the statistical assessment. The windshield survey photo essay contains a series of pictures highlighting conditions from the survey. The zoning section contains basic zoning information including structure types, minimum lot sizes, building setbacks, and maximum building heights. The public feedback section contains feedback from the first presentation and subsequent General Plan Open House. The appendix concludes with a connectivity section highlighting street sections and potential improvements for Apache Trail.

APPENDIX

Statistical Assessment- Housing



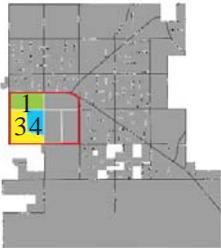
Owner-Occupied Home Values



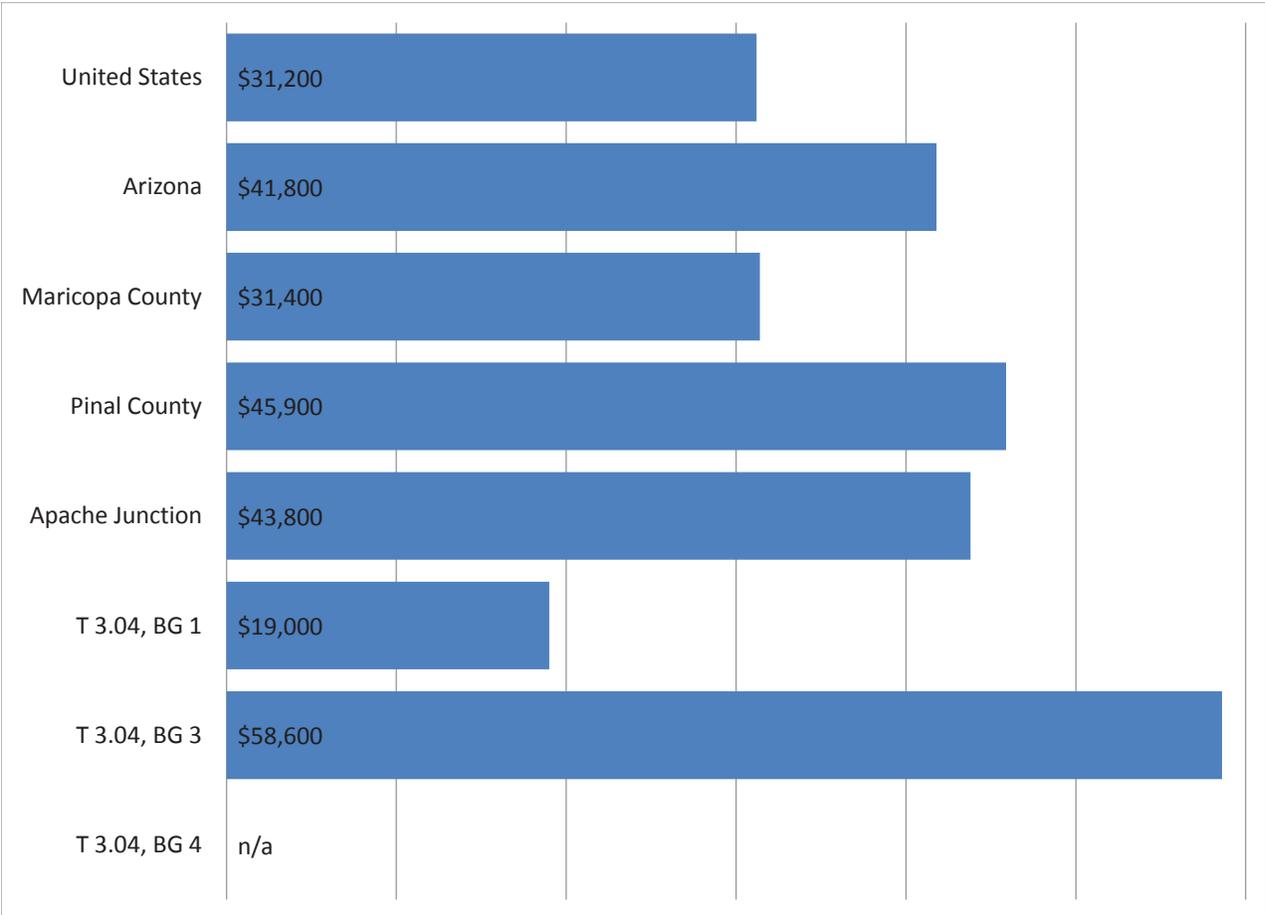
Source: US Census Bureau; 2000 Survey [SF 3; H74]



Statistical Assessment- Housing



Mobile Home Values

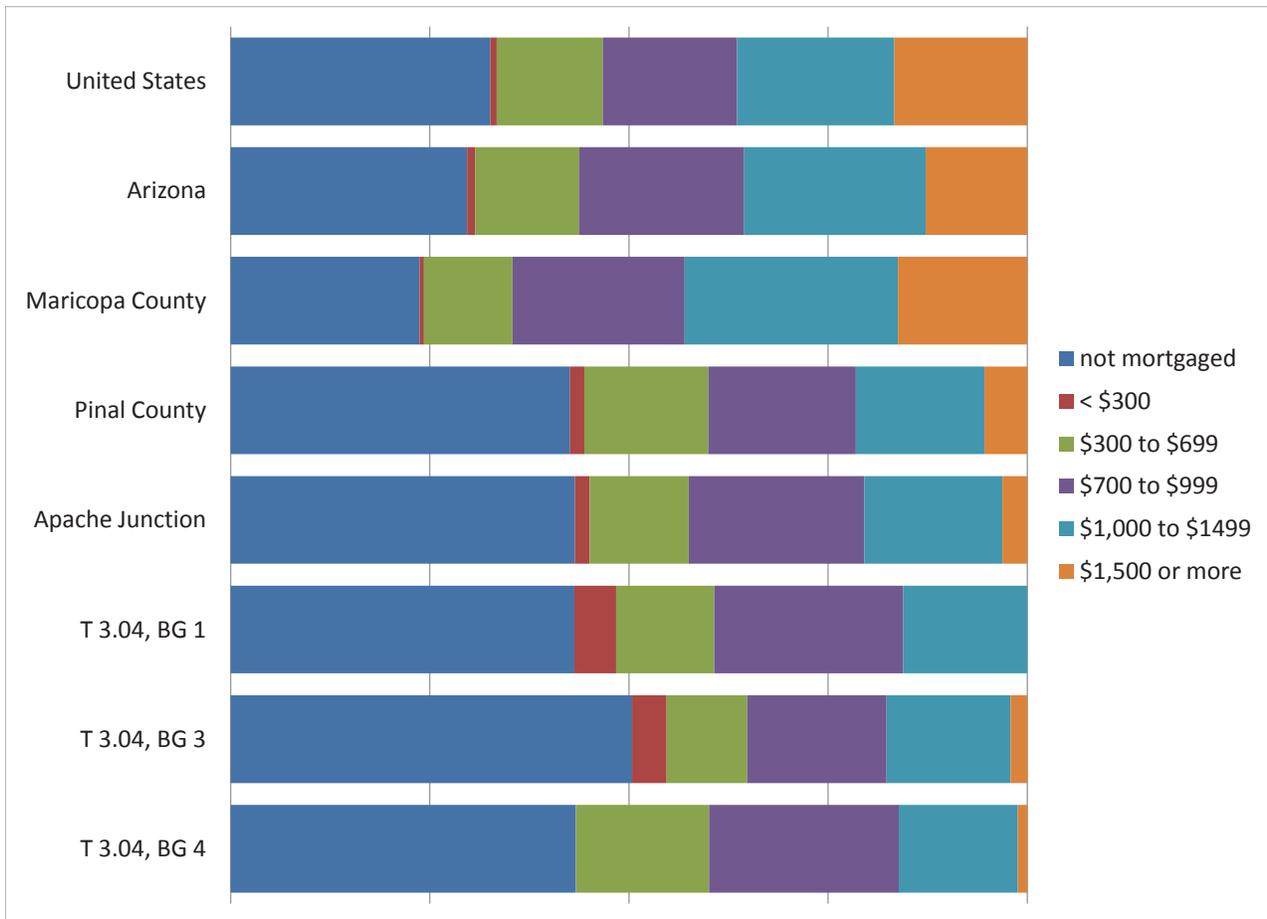


Source: US Census Bureau; 2000 Survey [SF 3; H82]

Statistical Assessment- Housing



Mortgage Payments

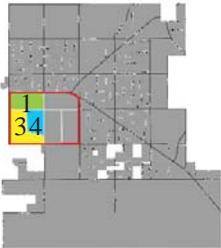


Source: US Census Bureau; 2000 Survey [SF 3; H98]

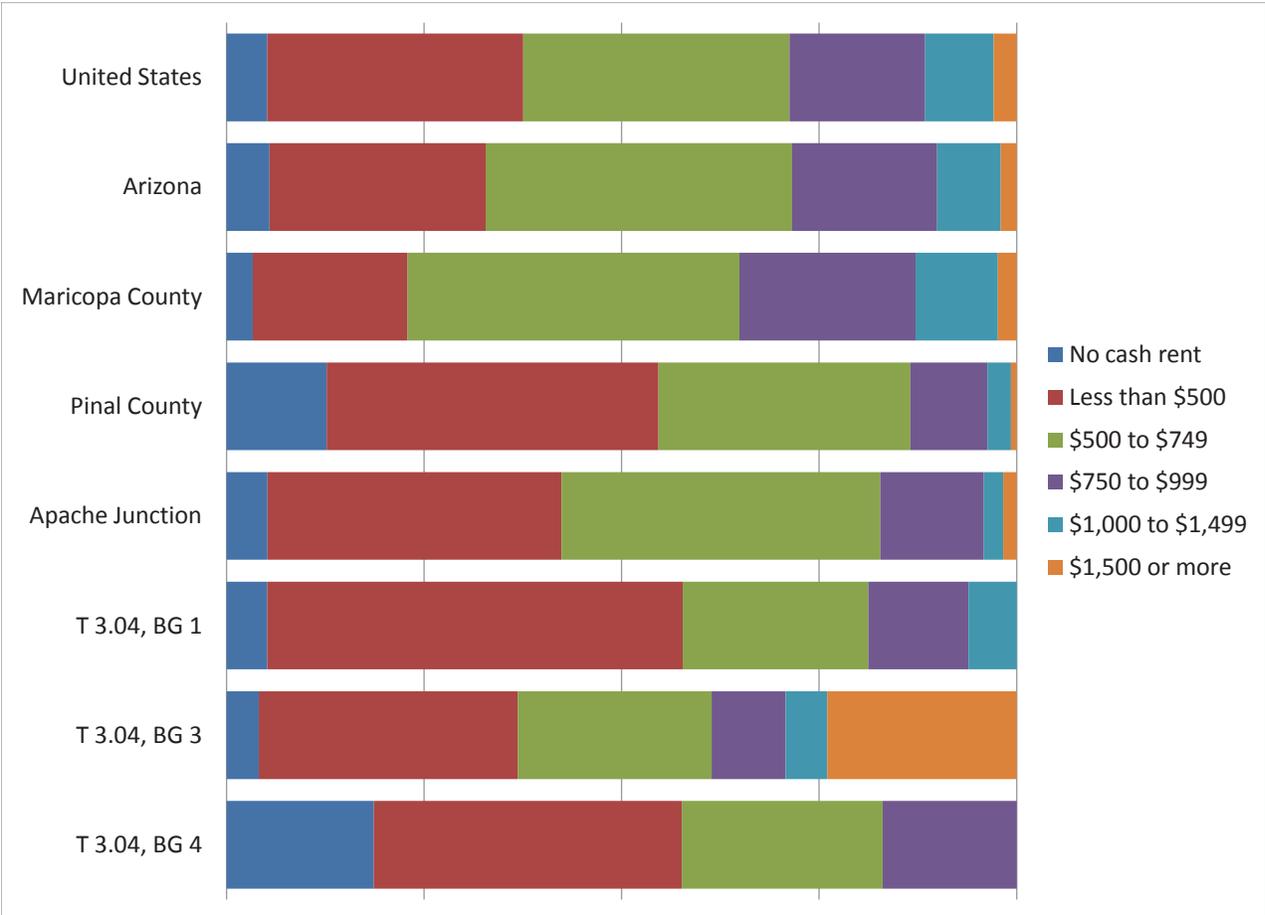
APPENDIX



Statistical Assessment- Housing



Rent Payments



Source: US Census Bureau; 2000 Survey [SF 3; H62]

Windshield Survey Photo Essay

Overview

During the windshield survey, photos were taken from a random sampling of homes to provide an overview of the windshield survey area. The following images highlight an assortment of housing types and conditions.



APPENDIX

Windshield Survey Photo Essay



Windshield Survey Photo Essay



APPENDIX



Windshield Survey Photo Essay



Zoning

Zoning District	Minimum Lot Area	Minimum Lot Width	MINIMUM SETBACKS				Maximum Building Height	Maximum % Lot Coverage
			Front Yard	Rear Yard	Side Yard	Corner Lot (street side yard)		
GR (General Rural)	1-1/4 gross acres; lots recorded prior to 11/18/74 are okay as is.	100 ft.; lots recorded prior to 11/18/74 are okay as is.	40 ft.; for lots less than 20,000 sq. ft. gross, front yard equals 20 ft.	40 ft.; for lots less than 20,000 sq. ft. gross, rear yard equals 25 ft.	20 ft.; for lots less than 20,000 sq. ft. gross, side yard equals 8 ft.	20 ft.; for lots less than 20,000 sq. ft. gross, setback is 8 ft.	2 stories or 30 feet	None for principle permitted uses.
R1-43 (Conventional Single Family Residence)	1-1/4 gross acres in areas with FPEs; 1 acre net in areas w/o FPEs.	100 feet	30 feet	30 feet	10 feet	20 feet (*1)	25 feet	20%
R1-43MH (Conventional or Manufactured Single-Family Residence)	1-1/4 gross acres in areas with FPEs; 1 acre net in areas w/o FPEs.	100 feet	30 feet	30 feet	10 feet	20 feet (*1)	25 feet	20%
CR-1 (Conventional Single-Family Residence)	20,000 net square feet	80 feet	25 feet	25 feet	10 feet	15 feet (*1)	25 feet	30%
CR-1 MH (Conventional or Manufactured Single-Family Residence)	20,000 square feet net	80 feet	25 feet	25 feet	10 feet	15 feet (*1)	25 feet	30%
CR-2 (Conventional Single-Family Residence)	20,000 sq.ft. net (*2); 11,000 sq.ft. net if in certain areas. (*3)	80 feet	25 feet	25 feet	10 feet	15 feet (*1)	25 feet	30%
CR-2 MH (Conventional or Manufactured Single-Family Residence)	20,000 sq.ft. net (*2); 11,000 sq.ft. net if in certain areas. (*3)	80 feet	25 feet	25 feet	10 feet	15 feet (*1)	25 feet	30%



Zoning

Zoning District	Minimum Lot Area	Minimum Lot Width	MINIMUM SETBACKS				Maximum Building Height	Maximum % Lot Coverage
			Front Yard	Rear Yard	Side Yard	Corner Lot (street side yard)		
R1-8 (Conventional Single-Family Residence)	20,000 sq.ft. net (*2); 8,000 sq.ft. net if in certain areas. (*3)	80 feet; or 60 feet for 8,000 sq. ft. net lots (*3)	20 feet	25 feet	Lots w. alley access: 6 ft. & 10 ft.; or 7 ft. & 9 ft.; or 8 ft. & 8 ft. Lots w/o alley access: minimum side yards are 6 ft. & 10 ft.	15 feet for street side yard (*1); 6 ft. for interior side yard.	25 feet	40%
R1-8 MH (Conventional or Manufactured Single-Family Residence)	20,000 sq. ft. net (*2); 8,000 sq. ft. net if in certain areas. (*3)	80 feet; or 60 feet for 8,000 net sq. ft. lots (*3)	20 feet	25 feet	Lots w. alley access: 6 ft. & 10 ft.; or 7 ft. & 9 ft.; or 8 ft. & 8 ft. Lots w/o alley access: minimum side yards are 6 ft. & 10 ft.	15 feet for street side yard (*1); 6 ft. for interior side yard.	25 feet	40%
CR-3 (Conventional Single-Family Residence)	20,000 sq. ft. net (*2); 7,000 sq. ft. net if in certain areas. (*3)	80 feet; or 60 feet for 7,000 net sq. ft. lots. (*3)	20 feet	20 feet	Lots with alley access: 5 ft. & 9 ft.; or 6 ft. & 8 ft.; or 7 ft. & 7 ft. Lots w/o alley access: minimum side yards are 5 ft. & 10 ft.	15 feet for street side yard (*1); 5 feet for interior side yard.	25 feet	40%
CR-3 MH (Conventional or Manufactured Single-Family Residence)	20,000 sq. ft. net (*2); 7,000 sq. ft. net if in certain areas. (*3)	80 feet; or 60 feet for 7,000 net sq. ft. lots. (*3)	20 feet	20 feet	Lots with alley access: 5 ft. & 9 ft.; or 6 ft. & 8 ft.; or 7 ft. & 7 ft. Lots w/o alley access: minimum side yards are 5 ft. & 10 ft.	15 feet for street side yard (*1); 5 feet for interior side yard.	25 feet	40%

Zoning

Zoning District	Minimum Lot Area	Minimum Lot Width	MINIMUM SETBACKS				Maximum Building Height	Maximum % Lot Coverage
			Front Yard	Rear Yard	Side Yard	Corner Lot (street side yard)		
R-1 (Duplex Residence)	20,000 sq. ft. net (*2); 6,000 sq. ft. net for single family homes or 8,000 sq. ft. net for duplexes. (*3)	80 feet; or 60 feet for 6,000 sq. ft. or 8,000 sq. ft. net lots. (*3)	20 feet	20 feet	Lots w. alley access: 6 ft. & 10 ft.; or 7 ft. & 9 ft.; or 8 ft. & 8 ft. Lots w/o alley access: 6 ft. & 10 ft.	15 feet for street side yard (*1); 6 ft. for interior side yard.	25 feet	50%
CR-4 (Multiple Family Residence)	7,000 sq. ft. net & 1 dwelling unit for every 3,500 sq. ft. of lot area.	60 feet	20 feet	25 ft.; 50 ft. if 2 or more stories tall & adjacent to a single family zone.	Lots w. alley access: 6 ft. & 10 ft.; or 7 ft. & 9 ft.; or 8 ft. & 8 ft. Lots w/o alley access: 6 ft. & 10 ft.	15 feet for street side yard (*1); 6 ft. for interior side yard.	25 feet	50% & 14 feet min. distance between main bldgs.
CR-5 (Multiple Family Residence)	10,000 sq. ft. net & 1 dwelling unit for every 2,000 sq. ft. of lot area.	70 feet	25 feet	35 ft.; 50 ft. if 2 or more stories tall & adjacent to a single family zone.	10 feet	15 feet (*1)	25 feet	50% & 14 feet min. distance between main bldgs.
TR (Transitional)	10,000 sq. ft. for residential & 1,000 sq. ft. min. per residential unit.	60 feet	20 feet	25 feet	7 feet	7 feet	2 stories or 30 feet	None. 14 feet min. distance between main bldgs.
TH (Trailer Homesite): Manufactured Home Park (*4)	10 acres gross & 3,000 sq. ft. per Manuf. Home rental space.	36 feet	8 feet from edge of interior street	5 ft. to an interior lot line or 10 ft. to a perimeter property line.	5 ft. to an interior lot line or 10 ft. to a perimeter property line.	8 ft. on street side; 5 ft. on interior side.	25 feet	None
TH (Trailer Homesite): Recreational Vehicle Park	10 acres gross & 1,000 sq. ft. per RV rental space.	25 feet	3 feet	3 feet	3 feet	3 feet	25 feet	None
TH (Trailer Homesite): Manufactured Home Subdivision or Manufactured Homes not in a Subdivision	20,000 sq. ft. net (*2); 8,000 sq. ft. net if in certain areas. (*3)	80 ft. wide lots; or 60 feet for 8,000 sq. ft. net lots. (*3)	20 feet	20 feet	10 feet	15 feet (*1)	25 feet	40%



Zoning

Zoning District	Minimum Lot Area	Minimum Lot Width	MINIMUM SETBACKS				Maximum Building Height	Maximum % Lot Coverage
			Front Yard	Rear Yard	Side Yard (interior lots)	Corner Lot (street side yard)		
CB-1 (Local Business)	None specified for most commercial uses; 10,000 sq. ft. net for residential uses.	None for commercial uses; 60 feet for residential uses.	20 feet	25 ft. if no rear alley access; 10 ft. if rear alley access. (*5)	10 feet (*5)	10 ft. with 25 ft. rear yard; or 20 ft. with 10 ft. rear yard. (*5)	2 stories or 30 feet	None specified for most commercial uses. 14 ft. min. distance between residential uses.
CB-2 (General Business)	None specified for most commercial uses; 7,000 sq. ft. net for residential uses.	None specified for most commercial uses; 60 ft. for residential uses.	15 ft. for most commercial uses; 20 ft. for residential uses.	10 ft. for most commercial uses; 25 ft. for residential uses. (*5)	10 ft. for most commercial uses; 7 ft. for residential uses. (*5)	10 feet	35 feet	None specified for most commercial uses. 14 ft. minimum distance between residential uses.
C-1 (Neighborhood Commercial)	6,000 sq. ft. net; 2,500 sq. ft. max floor area for lots w/o rear alley; 3,600 sq. ft. max floor area for lots with alley access.	None	20 feet	25 ft. if no rear alley access; 10 ft. if rear alley access. (*5)	10 feet (*5)	20 feet	20 feet	50% for all buildings on lots w/o rear alley access; 60% for all buildings on lots with rear alley access.
C-2 (Local Commercial)	15,000 sq. ft. net; 4,000 sq. ft. max per business for lots w/o rear alley access; or 6,500 sq. ft. for lots with alley access.	80 feet	20 feet	25 ft. if no rear alley access; 10 ft. if rear alley access. (*5)	10 feet (*5)	10 feet	20 feet (may be higher with Conditional Use Permit)	50% for all buildings on lots w/o rear alley access; 60% for all buildings with rear alley access.
C-3 (General Commercial)	20,000 sq. ft. net	None specified	25 feet	25 ft. if no rear alley access; 10 ft if rear alley access. (*5)	10 feet (*5)	25 feet	30 ft. (may be higher with Conditional Use Permit)	60% or 70%, depending on use and Zoning Admin. Decision.

Feedback- First Presentation

Overview

At the conclusion of the first presentation which took place on March 15, 2010, a survey was administered to gather feedback on the presentation. Ten individuals participated in the survey. This section contains a copy of the survey along with the survey's results.

Presentation Feedback

First Community Presentation to Apache Junction by the Drachman Institute
March 15, 2010

The City of Apache Junction has partnered with the Arizona Department of Housing and the Drachman Institute at the University of Arizona to conduct a housing assessment for the area. The following feedback questions will help guide these efforts to meet the needs for housing in the community. Your responses are anonymous.

1. In your opinion, are the conclusions made in the presentation correct?
Why or why not?

What conclusions were not discussed that you think are important?

2. The City of Apache Junction 1999 General Plan states: "The City wants greater diversity in residential choice, with the objective of correcting the 'RV/ manufactured home' image perceptions."
Do you **agree** or **disagree** with this statement? Why or why not?

3. The City of Apache Junction 1999 General Plan states: "There is a lack of well-managed, affordable apartment communities in the City."
Do you **agree** or **disagree** with this statement? Why or why not?

4. One of the Housing Element Goals of 1999 General Plan is "Promote residential variety and balance."
Do you feel this is being achieved? How or why not?

Continued on reverse

5. One of the Housing Element Goals of 1999 General Plan is "Integrate open space and public park requirements into housing developments."
Do you feel this is being achieved? How or why not?

6. One of the Housing Element Goals of 1999 General Plan is "Allocate housing densities consistent with the general plan."
Do you feel this is being achieved? How or why not?

7. Moving forward in the housing assessment, the Drachman Institute will begin to develop a strategic plan and make recommendations to the City regarding housing. Based on the information presented today, what are some possible ideas, programs, or plans that you would like to see address the issues discussed?

8. Please rank the following in order of importance for the City of Apache Junction:
 Affordable Home Ownership
 New Affordable Rental Development
 Rehabilitation of Existing Housing Stock
 Transit Oriented Development
 Mixed-Use Development in Downtown Revitalization
 Owner-occupied housing repair
 Manufactured Home Repair or Replacement
 Community Connectivity – paths, open space, connection to amenities, etc.
 Improving Incomes and Job Opportunities
 Other _____
 Other _____

9. Other comments:

Feedback- First Presentation

Survey

1. In your opinion, are the conclusions made in the presentation correct?

Agree-||||| Disagree-

Why or why not?

-Yes, I thought it was a good overview

-Yes- Intuitively, the sample area demonstrated seems to represent existing physical conditions.

-The conclusions and opinions seemed reasonable, rationale, and credible.

-All information relating to the 2000 census was dated and seemingly accurate. The estimates and assumptions appeared to be accurate based on common assumptions and beliefs. I believe this was a good overview and analysis.

-I didn't really feel that there were any conclusions shared during the meeting. Rather, I thought the presenters did a good job of laying out preliminary information. It was intriguing to me to see how many things are interrelated-employment, transportation, housing ownership, rental. I had never actually made the connection between many of these issues. It opened my eyes to have the Drachman Institute staff begin to connect the dots.

-I believe the composition of AJ's housing stock is rather unique given the huge impact winter visitors and the "park model phenomenon" have here. Thus I think the conclusions aren't best limited in their applicability.

-Yes, for that part of the city that was surveyed.

-Yes, sometimes we will rationalize why it is so—

but looking objectively I believe your conclusions are correct or close.

-Generally correct.

What conclusions were not discussed that you think are important?

-The changing demographics of the United States- the huge baby boomer population that is retiring in the next few years.

-It would be very interesting to look at poor/ replacement areas, determine rental units (percentage), and of those rentals, identify absentee land owner rates (percentage).

-I would have liked a housing condition comparison ranking with other communities that have conducted similar surveys.

-Nothing comes to mind.

-Impact of winter visitors/seasonal residents.

-Would like to see a single visual that shows income & residential (home ownership) costs together.

2. The City of Apache Junction 1999 General Plan states: "The City wants greater diversity in residential choice, with the objective of correcting the 'RV/ manufactured home' image perceptions."

Do you agree or disagree with this statement?

Agree-||||||| Disagree-

Why or why not?

-While there are some newer developments, a large area of the city is still RV/manufactured.

Feedback- First Presentation

-Agree- Our “trailer trash” image is prominent and will continue to plague us until RV’s/mfg homes are transitioned out (especially blighted units).

-I agree with the idea of diversity of housing types, but continue to be open minded about the aesthetic & quality improvements to manufactured housing.

-I do believe there needs to be a change in perception of the RV/Manufactured Home Image. However the numbers do not lie. I believe the only way to change that image is to offer more variety and alternative types of housing. I further believe that there should be no new “parks” allowed within the City limits. We have plenty and need to focus on them for revitalization.

-I think this statement is an accurate reflection of the discussions that I have heard over the last number of years.

-Agree in so far as it goes. I think we should be taking a stronger stance to “phase out” park models!

-Agree, “RV/manufactured homes” has a poor connotation to possible new residents.

-Agree. We still need that- to change the perceptions and the reality.

-We have our share.

A. Less likely to be able to vote yes on bond/ issues

B. Less discretionary from sales tax

-Agree, but correcting “perception” difficult in light the number of older RV/manufactured units in the city.

3. The City of Apache Junction 1999 General Plan states: “There is a lack of well-managed, affordable apartment communities in the City.”

Do you agree or disagree with this statement?

Agree-llllll Disagree-

Why or why not?

-From what I saw, most of the apartments looked a little rough and generally unwelcoming.

-Agree- I know of only two. If affordable, quality rental apartments were available, it would provide more acceptable options to those who now can only afford substandard RVs or trailers.

-I have no point of reference on what is or is not well managed. Based on your findings, and likely the findings from the city-wide survey, it appears that there is a lack of affordable apartments.

-There are limited apartments but plenty of duplexes/4-plexes. These smaller multifamily units need to be renovated and we need to engage the absentee landlords. Additional apartment complexes are in serious need in order to offer alternate housing options for dilapidated trailers and trailer parks.

-Since this is outside of my area of expertise, I would defer to our Housing staff person on this. If she indicates this to be true then I would agree.

-Agree. Just look that the huge cost “we” inflict thru our multi-family development fees vs. “our market” and what rents a developer could get. Big disconnect!

Feedback- First Presentation

-Agree, but we're working on it!

-Mostly agree. We have more now than in 1999.

-We only have 2 major apt. complexes in city of 37,000 full-time residents.

-Agree 100%- this should be a major goal for the city.

4. One of the Housing Element Goals of 1999 General Plan is "Promote residential variety and balance."

Do you feel this is being achieved?

Agree-I

Disagree-III

How or why not?

-Yes, slowly. Change can't come overnight, I saw progress of diversifying.

-No- Higher end housing is lacking. Disproportionate number of RVs and trailers.

-It's getting better. That is, the % of manuf. To stick built homes is decreasing. I'm not sure we have statistically improved our rental apt. position however.

-We have not promoted variety and balance. There is still a huge leaning of the spectrum towards RVs and manufactured homes.

-Based on discussions that I have heard, I would think that the desired variety and balance has not been achieved. We have a number of manufactured homes, a number of run down manufactured homes, site build homes, and the promise of housing diversity in the southern part of the cite when Portalis is built. However, I feel that Portalis will probably be higher end- causing

a "north-south" or "old-new split" in the city.

-No. Pardon me if I missed it but where is there anything within the City for "executive housing." We seem to have excel at starter homes or retirement floor plans not much in-between.

-Not as rapidly as our citizens would like to see. The economy and lack of land creates a huge barrier to progress.

-Not really. We are not balanced. Very few family homes with 3 or more bedrooms and 2,000+ sq. ft.

-To some extent, but not fully. We continue to have substandard entry level housing.

-No, city needs more higher density housing- apartments and condos.

5. One of the Housing Element Goals of 1999 General Plan is "Integrate open space and public park requirements into housing developments."

Do you feel this is being achieved?

Agree-III

Disagree-

How or why not?

-Yes, the new developments all had park spaces and the new parks generally have a common area.

-Somewhat- Seems that newer subdivisions provide adequate open space, but connectivity to the overall community would be nice (Probably more appropriate for a master planned community).

-Yes, based on my knowledge of recent developments.

Feedback- First Presentation

-The newer housing developments do have open space primarily in the form of retention basins. This is a good use of space.

-Since I do not work in this area, I do not know.

-Yes, in so far as new neighborhoods and HOA or “pocket parks” are concerned.

-Somewhat through planned development.

-Yes. We are working on it.

-Yes- Planning dept. getting open space for new developments.

-Yes for open space, no for “public “parks. The housing industry is moving to HOA parks.

6. One of the Housing Element Goals of 1999 General Plan is “Allocate housing densities consistent with the general plan.”

Do you feel this is being achieved?

Agree-III Disagree-

How or why not?

-LOL, not sure on this one.

-Not sure.

-Yes.

-There is no real use of density. All new housing developments are the standard forms of density. No new apartments have been encouraged. The only real density is in the form of RV parks. I do not feel the City has encouraged the appropriate types of density.

-Again, I cannot comment as I do not work in this

area.

-I don’t know what those densities were so can’t offer a valid opinion one way or the other...

-Yes, through zoning, etc.

-Mostly yes. Pretty good job.

-Yes, on paper and in land use categories.

7. Moving forward in the housing assessment, the Drachman Institute will begin to develop a strategic plan and make recommendations to the City regarding housing. Based on the information presented today, what are some possible ideas, programs, or plans that you would like to see address the issues discussed?

-Small simple homes that are affordable but built in a community. Not necessarily HOA, but modest spaces with community areas. Small apartments for retirement community to encourage them to leave RVs at home.

-A. Mobile home park transition options –i.e. as senior (55+) parks transition into lower income family parks with substandard and aging units. What can you do?

B. Rental inspection program! Minimum standards

C. Partnership with affordable housing developer –replace blighted housing options with new affordable units (the renters deserve it).

-We need a better understanding of the relationship between affordable housing and housing quality/aesthetics/density. In other words, can we design and build quality affordable housing?

Feedback- First Presentation

-I strongly believe that there should be an educational component to educate staff, public officials and the public on what housing could be. I also think the encouragement of public-private projects are necessary.

- A. residential in the downtown area.
- B. Decent affordable housing city wide.
- C. Strategies to deal with the “north-south” split that may polarize the city.
- D. Decent affordable rental units city wide.

-I think the sample areas were too small, nothing south of Hwy 60 was included and I am concerned recommendations will be made for city-wide policy that won't make sense.

-Programs/plans that mesh with the objectives of the general plan.

-How to raise the bar and bring higher (even moderate) income workers and local job opportunities to the city.

8. Please rank the following in order of importance for the City of Apache Junction:

- ___ Affordable Home Ownership
- ___ New Affordable Rental Development
- ___ Rehabilitation of Existing Housing Stock
- ___ Transit Oriented Development
- ___ Mixed-Use Development in Downtown Revitalization
- ___ Owner-occupied housing repair
- ___ Manufactured Home Repair or Replacement
- ___ Community Connectivity – paths, open space, connection to amenities, etc.
- ___ Improving Incomes and Job Opportunities
- ___ Other _____

Rankings in order of importance:

1. Improving Incomes and Job Opportunities
2. Community Connectivity
3. Rehabilitation of Existing Housing Stock
4. Mixed-Use Development in Downtown
5. New Affordable Rental Development
6. Owner-occupied Home Repair/Replacement
6. Manufactured Home Repair/Replacement
8. Affordable Home Ownership
9. Transit Oriented Development

9. Other comments:

-Is it possible to cite housing preferences of the new generation of boomers? I've heard it is not park models and RV parks. What happens to our abundance of these facilities if indeed the trend is away from this type of living?

-In response to question 8

I saw these in groups (items were ranked accordingly):

1. Raise incomes
2. Take care of current stock
3. Connect (plan) old & new AJ
4. Future development

-All of #8 interconnected. It is very difficult to rank them! For example: connectivity is very important for new housing, rentals, etc. Transit will also determine where people live & work.

Feedback- Open House

General Plan Open House

Two general plan open houses were held to generate feedback from the community. During the open house held April 29th of 2010, a survey was administered to individuals that visited the housing booth. Two individuals participated in the survey. This section contains a copy of the housing survey and results.

Please give your input on HOUSING in APACHE JUNCTION by taking a moment to fill out this anonymous questionnaire.

- 1) From the following list of *housing related issues*, which **three** are of the highest priority or of the most concern to you?
(Please rank 1, 2, 3, and so on: 1 = highest)

- Limited housing choice/diversity of types of housing
- Low wage economy
- Preference for owning rather than renting but there are financial barriers or obstacles
- Limited number of rental properties
- Unaffordable or substandard rental properties
- Distance from amenities such as work or shopping (high transportation costs)
- Lack of workforce housing
- High cost of or lack of buildable land
- Negative impact of vacant property or high turnover
- Other: _____

- 2) From the following list of *housing needs*, which **three** are of the highest priority or of the most concern to you?

(Please rank 1, 2, 3 and so on: 1 = highest)

- Need for starter homes for families
- Need for rehabilitation or replacement of manufactured housing
- Need for rehabilitation assistance (low-interest loans or grants) for rental properties
- Need for rehabilitation/repair assistance for owner-occupied properties
- Need for new government assisted homes for sale to qualified seniors (low-moderate income)
- Need for community development such as a mixed-use downtown or increased connectivity (paths, open space, etc.)
- Need for affordable workforce housing for employees in the Apache Junction community
- Need for new site built homes for sale
- Need for new affordable rental housing
- Other: _____

If you can, please include responses to the following questions:

- 3) Are you a home owner in Apache Junction? _____
- a) How long have you owned your home? _____
 - b) What is the estimated value of your home? _____
 - c) Have you renovated your house since the time that you bought it? When?
 - d) Did you encounter any barriers to buying a home? If so, what types of barriers?

PLEASE COMPLETE REVERSE

- 4) Are you a renter in Apache Junction? _____

- a) How long have you been in your current home? _____
- b) What is the monthly rent of your home? _____
- c) Does the place that you rent fit your needs? If not, why?

- d) Would you like to continue to rent? If so, what type of property would you prefer (single family detached home, retirement community, apartment complex, etc.)?

- 5) As a resident, what attracted you to live in the Apache Junction area?

- 6) Do you feel there is a particular group or community of people that live in the Apache Junction area who are being underserved in respect to housing? If so, who are they?

- 7) What do you think is the number one housing problem facing Apache Junction?

- 8) Please provide any additional comments or concerns that you have regarding housing in Apache Junction:

Feedback- Open House

Housing Survey

1) From the following list of housing related issues, which three are of the highest priority or of the most concern to you?

(Please rank 1, 2, 3, and so on: 1 = highest)

- Limited housing choice/diversity of types of housing
- Low wage economy
- Preference for owning rather than renting but there are financial barriers or obstacles
- Limited number of rental properties
- Unaffordable or substandard rental properties
- Distance from amenities such as work or shopping (high transportation costs)
- Lack of workforce housing
- High cost of or lack of buildable land
- Negative impact of vacant property or high turnover
- Other: _____

-1. Preference for owning rather than renting but there are financial barriers or obstacles

- 1. Distance from amenities such as work or shopping
- 2. Unaffordable or substandard rental properties
- 3. High cost of or lack of buildable land

2) From the following list of housing needs, which three are of the highest priority or of the most concern to you?

(Please rank 1, 2, 3 and so on: 1 = highest)

- Need for starter homes for families
- Need for rehabilitation or replacement of manufactured housing

- Need for rehabilitation assistance (low-interest loans or grants) for rental properties
- Need for rehabilitation/repair assistance for owner-occupied properties
- Need for new government assisted homes for sale to qualified seniors (low-moderate income)
- Need for community development such as a mixed-use downtown or increased connectivity (paths, open space, etc.)
- Need for affordable workforce housing for employees in the Apache Junction community
- Need for new site built homes for sale
- Need for new affordable rental housing
- Other: _____

- 1. Need for community development such as a mixed-use downtown or increased connectivity
- 2. Need for rehabilitation/repair assistance for owner-occupied properties

- 1. Need for rehabilitation/repair assistance for owner-occupied properties
- 2. Need for community development such as a mixed-use downtown or increased connectivity
- 3. Need for new affordable rental housing

If you can, please include responses to the following questions:

3) Are you a home owner in Apache Junction?

-Yes

-No

a) How long have you owned your home?

-20 years

Feedback- Open House

b) What is the estimated value of your home?

-\$80,000-100,000

c) Have you renovated your house since the time that you bought it? When?

-No

d) Did you encounter any barriers to buying a home? If so, what types of barriers?

-No

4) Are you a renter in Apache Junction?

-No

-Yes

a) How long have you been in your current home?

-10 months

b) What is the monthly rent of your home?

-\$850, yippee!!!

c) Does the place that you rent fit your needs? If not, why?

-Yes, I can have my horses with me at home instead by rental stables.

d) Would you like to continue to rent? If so, what type of property would you prefer (single family detached home, retirement community, apartment complex, etc.)?

Yes, mini ranch 1 to 2 acres

5) As a resident, what attracted you to live in the Apache Junction area?

-open space, rural

-The rural community, natural landscape, Superstition Mountain view, western style retailers in my neighborhood

6) Do you feel there is a particular group or community of people that live in the Apache Junction area who are being underserved in respect to housing? If so, who are they?

-horse community

-No, I see diverse levels of economic status, not one dominates- That's it! Eureka, a mix of people, not too many poor, not too many rich. Old, young, and in between are here.

7) What do you think is the number one housing problem facing Apache Junction?

-upgrading mobile homes

-Home improvement for all residents assistance from somewhere, grants, city, county, state-encouraging resources homeowners like.

8) Please provide any additional comments or concerns that you have regarding housing in Apache Junction:

-I don not want Apache Junction to become a homeowners association

-Don't overbuild, if you want suburban go to Gilbert and Queen Creek. People don't come here to see houses, they come here to see horses!

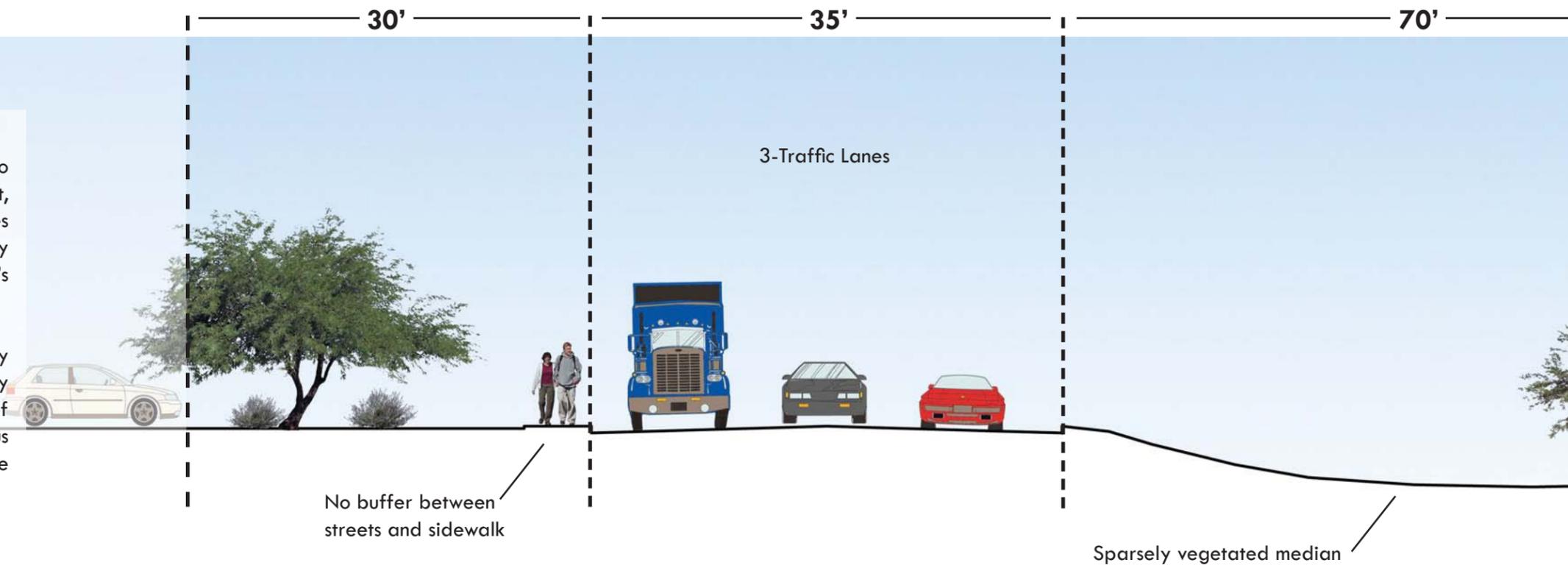
Community- Connectivity

Apache Trail Existing Midblock Streetscape

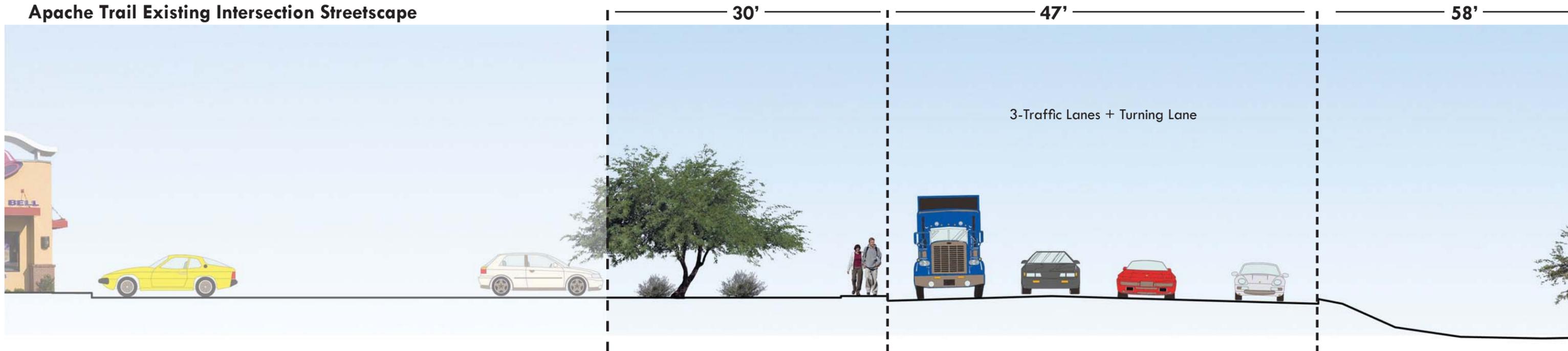
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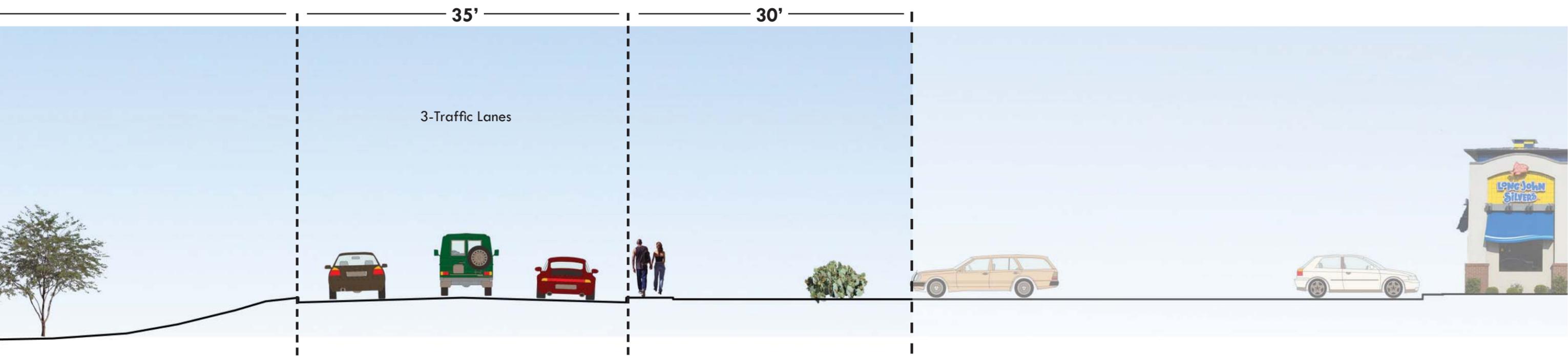
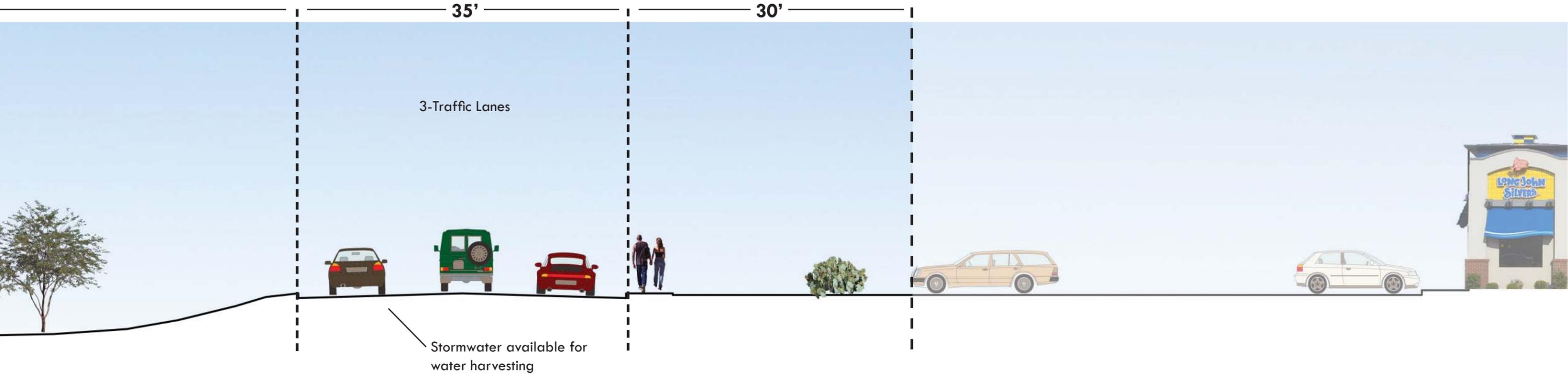
Apache Trail is the main thoroughfare in Apache Junction. According to a 2007 traffic study conducted by the City Engineering Department, Apache Trail has a daily traffic volume in excess of 14,000 vehicles through some of its busiest segments. Much of the city's commercially zoned property is located along Apache Trail and it is the city's main business corridor.

With a 200' right of way, Apache Trail is considered an extremely wide street. While the street is wide, the streets themselves only occupy a third of the total right of way. Given the significance of Apache Trail to the community, it is an ideal street on which to focus improvements. Street improvements along Apache Trail can set the tone for the rest of the city.



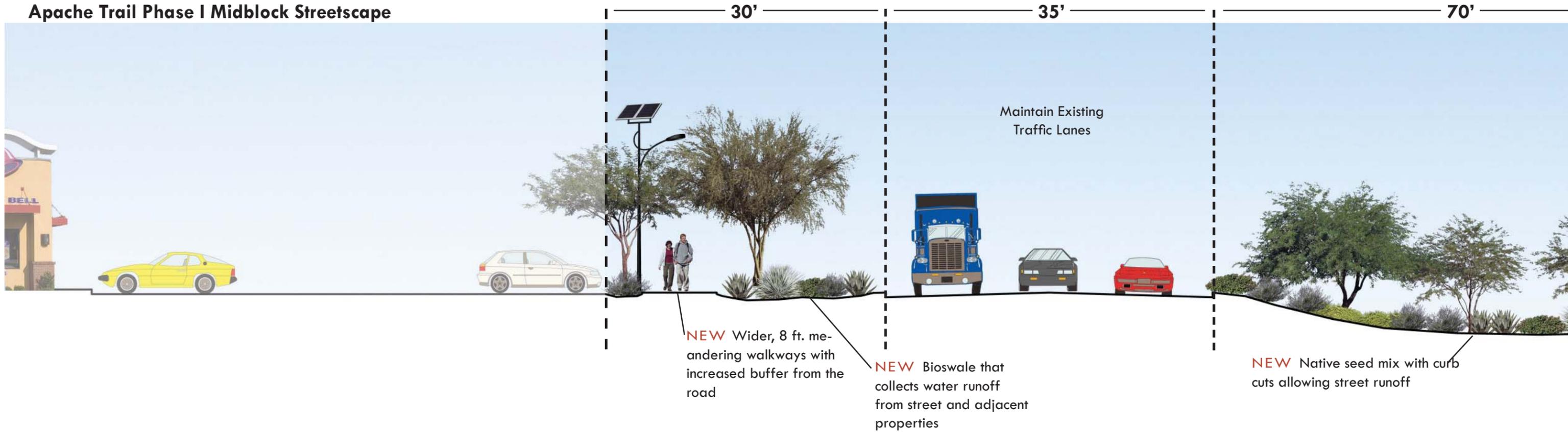
Apache Trail Existing Intersection Streetscape



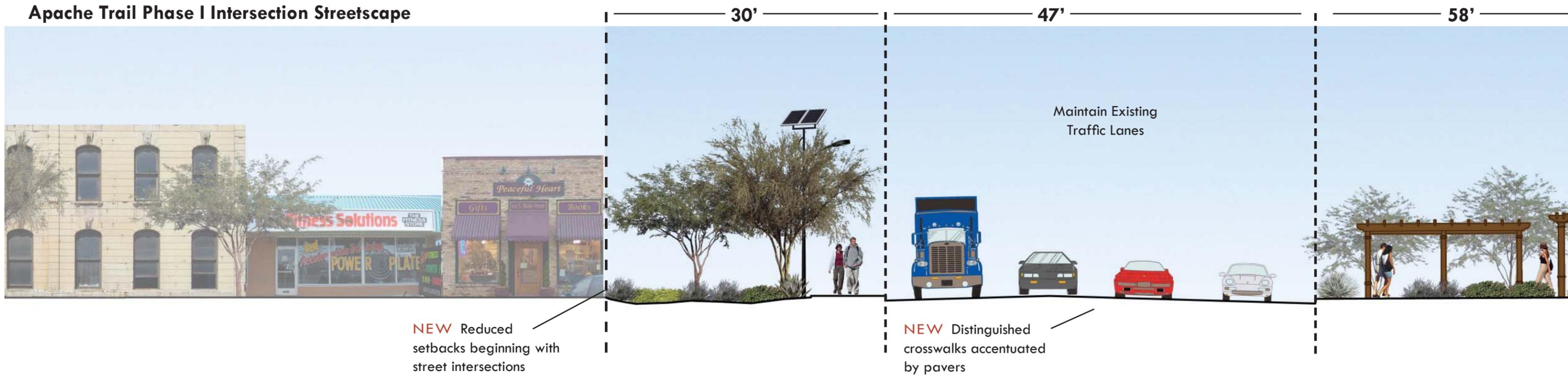


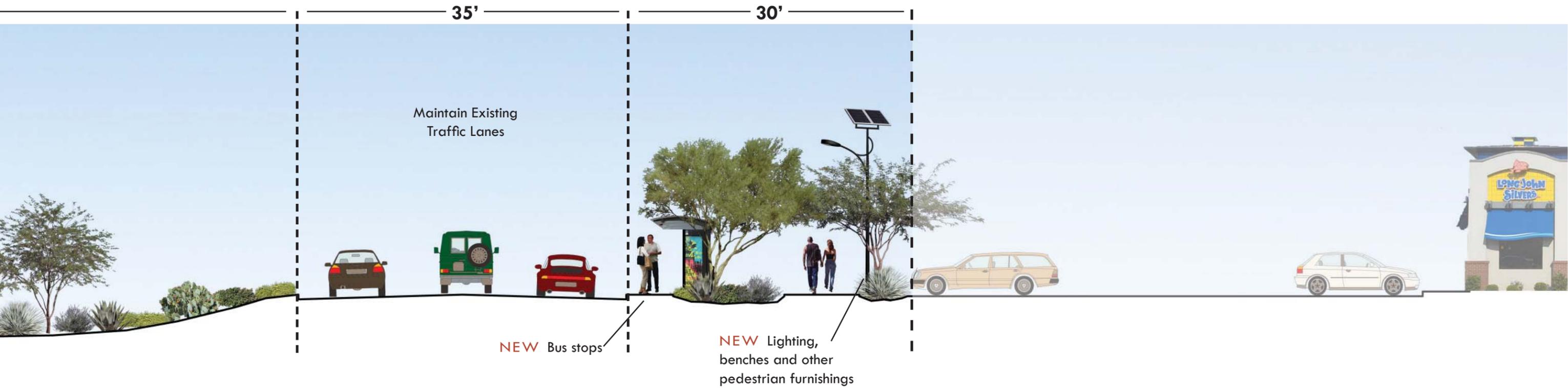
Community- Connectivity

Apache Trail Phase I Midblock Streetscape



Apache Trail Phase I Intersection Streetscape





Community- Connectivity

Apache Trail Phase II Midblock Streetscape



Apache Trail Phase II Intersection Streetscape

