City of Avondale Old Town Avondale Revitalization Area

Housing Assessment & Recommended Strategies

September 2010





Arizona Department of Housing



THE DRACHMAN INSTITUTE

College of Architecture and Landscape Architecture The University of Arizona · Tucson, Arizona

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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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Project Context

n August 2009, the Arizona Department of Housing accepted an application from the City of Avondale for a technical assistance grant to work with the Drachman Institute to identify housing and affordable housing issues in the Old Town Avondale Revitalization Area, and to develop recommendations based on the needs identified through a Housing Assessment. Revitalizing the Old Town Avondale Revitalization Area has been a City Council goal for decades and was identified by the City as a target area for this study.

City of Avondale and Drachman Institute staff collected and evaluated data on population, economics, housing statistics, and housing conditions within the Revitalization Area through a variety of sources and activities. Data came from American Fact Finder (2000 U.S. Census), CityData (CityData.com), Claritas, Inc. (2009), and other reports and studies regarding Avondale. Additionally, with the help of City staff and others, the Drachman Institute conducted a windshield survey of the Revitalization Area to assess existing housing conditions.

This document presents the findings of that research, and outlines a series of recommended strategies that address the needs identified within the Old Town Avondale Revitalization Area.



Scope of Work

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

Based on the application to the ADOH by the City of Avondale with the approval of ADOH, the Drachman Institute will generate, from work and data compiled by the City of Avondale, a baseline of the City's demographics and existing housing stock with a specific focus on the Old Town Avondale Revitalization Area. The Drachman Institute will conduct a windshield survey that will assess the condition of the housing stock and the current land use within the Revitalization Area as well as some comparison neighborhoods throughout the City of Avondale. The City of Avondale will conduct a survey to determine housing concerns of City residents.

The Drachman Institute will also specifically analyze two blocks along Western Avenue previously identified by the City of Avondale for a redevelopment study. The Drachman Institute will also provide a design proposal for specific parcels owned by the City for a possible mixed-use or higher density residential development.

Through these efforts, affordable housing needs, including types, sizes, and levels of affordability will be identified and recommendations will be developed through a Strategic Plan. The Drachman Institute will provide a completed Housing Assessment and Strategic Plan in report format and will make three interim presentations to the City of Avondale and a final presentation at the conclusion of the study. The City of Avondale is responsible for advertising and arranging public meetings and assisting in coordination of appropriate dates and times for presentations and public meetings. The initial Scope of Work outlined four formal presentations: two regarding the Housing Assessment and Strategic Plan work, and two regarding the designs and plan for the two blocks along Western Avenue. As the project evolved, the City changed the scope regarding the two blocks along Western Avenue to focus only on the parcels owned by the City (Hill Drive parcels). Therefore, in lieu of four formal presentations, Drachman Institute staff made three formal public presentations regarding the Housing Assessment and Strategic Plan (one additional), and two presentations and one submittal to City staff regarding the Western Avenue blocks and Cityowned Hill Drive parcels (see Appendix, page 158 for City-owned parcel design proposals).

Timeline of Project Events

<u>August 14, 2009</u>	The Arizona Department of Housing (ADOH) approved the City of Avondale's application for a technical assistance grant to develop a Housing Assessment for the Old Town Avondale Revitalization Area.
<u>September 24, 2009</u>	A planning meeting, or 'kick-off' meeting, with staff from ADOH, Drachman Institute, and the City of Avondale was held in Avondale to discuss the Scope of Work and project details.
<u>October 20, 2009</u>	A windshield survey of existing housing conditions in the Old Town Avondale Revitalization Area was conducted by staff from the Drachman Institute and the City of Avondale. Comparison neighborhood surveys were to be conducted by City staff at a later date.
<u>November 18, 2009</u>	Based on data research and analysis, Drachman Institute staff made a presentation of existing conditions (regarding the <i>Housing Assessment</i> work) to the City of Avondale Neighborhood and Family Services Commission for review and feedback.
<u>February 24, 2010</u>	Drachman Institute staff presented site analysis and initial site concepts for two blocks along Western Avenue - as identified by City staff - to City staff for review and feedback.
<u>February 24, 2010</u>	Drachman Institute staff presented preliminary recommendations (regarding the <i>Housing Assessment</i> work) to the City of Avondale Neighborhood and Family Services Commission for review and feedback.
<u>May 26, 2010</u>	Drachman Institute staff presented design concepts for the Hill Drive Parcels owned by the City of Avondale to City staff for review and feedback.
<u>May 26, 2010</u>	Drachman Institute staff made a final presentation (regarding the <i>Housing Assessment</i> work) to the City of Avondale Neighborhood and Family Services Commission for review and feedback.
<u>September 2010</u>	This document - <i>City of Avondale Old Town Avondale Revitalization Area</i> <i>Housing Assessment and Recommended Strategies</i> - reflecting feedback throughout the process, was provided to the City of Avondale. This document includes assessment and recommendations with possible funding mechanisms.

Executive Summary

Overview

The City of Avondale Old Town Avondale Revitalization Area Housing Assessment and Recommended Strategies document provides an in-depth examination of housing conditions and needs in the Old Town Avondale Revitalization Area. The document also details general and specific strategies for improving housing conditions in the Revitalization Area.

This document should be considered similar to a white paper and as such is "...an authoritative report or guide that is often oriented toward a particular issue or problem. White papers are used to *educate readers and help people make decisions*, and are often requested and used in politics, policy, business, and technical fields. ... Policy makers frequently request white papers from universities or academic personnel to inform policy developments with expert opinions or relevant research."

(Wikipedia - http://en.wikipedia.org/wiki/White_paper#References. Accessed 12/3/2010. Emphasis added.).

Through a grant from the Arizona Department of Housing (ADOH), the Drachman Institute provided technical assistance for the City of Avondale to assess the housing needs within the Revitalization Area. 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:

- The Revitalization Area median income is about half that of the City of Avondale median income.
- While the City of Avondale saw an 96% population increase from 2000 to 2008, parts of the Revitalization Area saw a population decrease.
- Commute travel times are high in the Revitalization Area, suggesting that most working residents are employed outside of the Revitalization Area.
- While home prices have dropped significantly since peaking in 2006, low incomes keep home ownership

unattainable for many.

- Over half of residents in the Revitalization Area are renters, and of those, 37% pay more than 30% of their income for rent.
- 32% of the housing stock in the Revitalization Area was built before 1970, with some houses lacking adequate facilities.
- There are pockets of mobile homes in the Revitalization Area built prior to HUD regulations (1976).
- Over 35% of the housing stock in the Revitalization Area is in need of major repair or replacement.

Recommendations

To address these findings, the Strategies and Recommendations chapter includes both general tools and specific strategies for improving housing in the Revitalization Area. Based on the findings, the following strategies are recommended:

- Develop a manufactured housing repair and replacement program that provides opportunities to residents of the Revitalization Area to replace old mobile homes with new, high-quality, energyefficient homes and repair manufactured homes that are in serious disrepair.
- Begin administering a homeowner workshop series to give residents of the Revitalization Area the tools they need to improve their housing conditions.
- Develop a rental housing repair and rehabilitation program that provides opportunities to owners and landlords to rehabilitate and maintain quality affordable rental housing in the Revitalization Area.
- Document historic inventory and prepare to use historic preservation as a way to provide affordable housing and strengthen existing communities in the Revitalization Area.
- Take steps to encourage citizens of the Revitalization Area to become more involved in their local government and increase community pride by initiating and supporting the creation of neighborhood associations.
- Improve connectivity of residents and amenities throughout the Revitalization Area by providing distinct and safe pedestrian and bicycle transportation enhancements and improvements.



Introduction

The Inventory & Analysis section gathers data from diverse sources and begins to identify issues that are addressed in subsequent sections of the document. The information presented here provides a basis for understanding the issues related to housing in the Old Town Avondale Revitalization Area.

The *Inventory & Analysis* section is divided into two main categories: <u>physical assessment</u> and <u>statistical assessment</u>. Physical assessment utilizes maps and other data to illustrate how the city is laid out, show relationships, analyze land use and zoning, and understand current situations and conditions.

Statistical assessment draws on sources such as the U.S. Census and Claritas, Inc. to provide specific data on demographics, economics, and housing characteristics. Additionally, a windshield survey identifies existing conditions of housing in the Revitalization Area.

Physical Assessment

Physical assessment utilizes maps and other data to illustrate how the city is laid out, show relationships, analyze land use and zoning, and understand current situations and conditions. The following categories are explored in this section:

- Location
- History
- Existing Plans and Studies
- Utility Infrastructure
- Transportation
- Zoning
- Western Avenue
- Parks and Facilities
- Public Amenities

Location

The City of Avondale is located within Maricopa County, Arizona. The city lies on predominately flat terrain that was traditionally cultivated for agriculture. Farming once dominated this area due to its proximity to the confluence of the Agua Fria River and the Gila Rivers, and continues to have a presence in the area today.

While in the past Avondale was remote, it has now become a part of the larger Phoenix metropolitan area. It is bordered by Goodyear to the west, Glendale to the north, and Phoenix to the east. To the south are the Estrella Mountains, a large portion of which has been set aside as Estrella Mountain Regional Park.



Image Credits: above: http://en.wikipedia.org/wiki/File:Maricopa_County_Incorporated_and_Planning_areas_Avondale_highlighted.svg

Inventory & Analysis



This map is for reference only. The boundaries and features were drawn based on information available at the time it was produced and may contain discrepancies with current conditions.

Old Town Avondale Revitalization Area



This study focuses on the Old Town Avondale Revitalization Area, which encompasses the original downtown area and includes many of the City's older structures. The Revitalization Area is approximately 1-1/2 miles wide and approximately two (2) miles long. It is bounded by Van Buren Street on the north, the Agua Fria River to the east, Lower Buckeye Road on the south, and various stretches of Central Avenue, 4th Avenue, Main Street, and Litchfield Road to the west.

History

Avondale's founding father, William "Billy" G. Moore, arrived in Arizona in the late 1860s, settling near the Agua Fria River in 1880. Billy Moore called his settlement "Coldwater, Arizona," apparently both for the river and for the water that flowed from a local spring. He bought land, established a stage stop, erected a saloon and a general store, served briefly as Justice of the Peace, and was Postmaster of Coldwater from 1901 till 1905.

In the early 1900s, the Coldwater post office moved to a site near Avondale Ranch. The post office soon became known as Avondale, and the name Coldwater was discontinued. In December 1946, the City of Avondale was incorporated.

Development Over Time

In the early 20th century, Avondale grew as an agricultural community due to its proximity to the Agua Fria and Gila Rivers. The early town experienced growth patterns similar to many settlements in the southwest, establishing a core retail/service district where farmers and ranchers could come for supplies. Comprising much of what is now Old Town Avondale, most of this early commercial activity was centered along Western Avenue.

Most development has occurred since WWII, when Avondale began to change owing to the growth of nearby Phoenix. Many new neighborhoods began to replace farm fields.

Image Credits Maricopa County GIS Portal: http://www.fcd.maricopa.gov/ Maps/gismaps/apps/aerialsorder/application/index.cfm



Old-Town Avondale circa 1937. Western Avenue runs East to West halfway up the photograph. Note the Agua Fria River valley and agricultural plots.



Old-Town Avondale circa 1959. Western Avenue has become more defined and surrounded by low-density development. Some agricultural fields still remain.



Old-Town Avondale circa 1996 or 1997. Western Avenue is now within a defined grid-based matrix of development, and agriculture has been pushed to the periphery.

This period of more intensive development resulted in a "conglomeration of styles and architecture along Western Avenue." This area is valued by the city and residents as it "preserves the historic business district and safeguards opportunities for small, independent businesses." (Old Town Design Guidelines, City of Avondale)

The older neighborhoods in this area were formed by farm workers in the early 1930s, and now contain predominantly substandard housing conditions due to the age of housing and the percentage of lowincome persons owning homes there. The Avondale City Council has identified the Old Town Avondale Revitalization Area as one of their priorities of focus in the community. In 2007, the Old Town Avondale Revitalization Plan ("Revitalization Plan") was adopted and provides a plan for commercial revitalization within the Revitalization Area (see page 17).





Image Credits top image: Drachman Institute lower images: http://ci.avondale.az.us/

Existing Plans and Studies

The City of Avondale has already committed great effort to ongoing revitalization in the Old Town Area. This has resulted in several plans and studies that were considered in creating this report. These plans were examined to help identify community goals, obtain additional data, and prevent duplication of previous work. The review included the City of Avondale General Plan (2002), the City of Avondale Transportation Plan (2005), the Old Town Avondale Revitalization Plan (2008), the Old Town Avondale Business District Design Guidelines, the Westmarc West Valley Workforce & Labor Market Study (2008), and the Claritas Census Data report (2009).

City of Avondale General Plan

In 2002, the City published a comprehensive outline to guide future growth in the rapidly growing community. The General Plan includes guidelines for land use, economic, neighborhood development, open space, civic infrastructure, and an overall vision for long-term growth and development of the city. An update to the General Plan, entitled General Plan 2030, is currently being developed.

Transportation Plan

In 2006, City Council adopted the Avondale Transportation Plan prepared by CK Engineering. The Plan identifies future transportation infrastructure that is essential to keep pace with the projected growth within the City's boundaries. The City's Transportation Plan identifies areas of concern, future transportation system needs and potential means for funding of future projects. The City is currently in the process of updating the Transportation Plan for City Council adoption in 2011.

Old Town Avondale Revitalization Plan Draft

Created to encourage revitalization of aging commercial districts, this plan draft focuses on the area bounded by Van Buren Street on the north, Lower Buckeye Road on the south, the incorporated boundary on the west, and the Agua Fria River on the east. This study began in 2007 by Silicon Valley Advisors, LLC.

Old Town Design Guidelines

With assistance from Logan Simpson Design, the City of Avondale involved business owners and citizens in a series of public workshops and presentations culminating in this set of recommendations. The plan seeks to ensure quality new development as well as to maintain the overall character of the Old Town Avondale Business District.

West Valley Work Force Labor Market Summary

Westmarc (the Western Maricopa Coalition) produced the West Valley Workforce Labor Market Summary conducted by the ERISS Corporation. Published in 2008, this report gathers and processes demographic information for the entire West Valley region of Maricopa County, including Avondale.

Claritas

In this 2009 report, Claritas, Inc. provided updated demographic and housing data within the Census Block groups in the Old Town Avondale Revitalization Area.

Utility Infrastructure

nfrastructure conditions and costs can be a major concern for any housing repair, replacement, or new housing development. Water, sewer, gas, telecommunication, and electric lines run throughout the Revitalization Area and are maintained and operated by different companies or City departments. Any feasibility study, new development, or rehabilitation project should not be undertaken without an understanding of the existing locations, loads, and conditions of utility infrastructure.

Utilities

Utilities for the City of Avondale are provided from a combination of service providers:

- <u>Water & Sewer:</u> Avondale Water Resources Department
- Gas: Southwest Gas
- <u>Telecommunications:</u> Qwest Communications, Cox Communications, and others
- <u>Electricity:</u> Salt River Project (SRP) and Arizona Public Service (APS); The Old Town Avondale Revitalization Area is entirely within the APS service area.

Transportation

ATC Phoenix, contracted by the Valley Metro/RPTA (Regional Public Transportation Authority), provides busoperating services for the City of Avondale. No public rail service is available in the City of Avondale for community passengers at this time; however, the City is looking into possibilities for a light-rail connection to the greater Phoenix area in the future.

Bicycle Routes



Image: science in the science in th

The map above left illustrates existing designated Bicycle Lanes in the City of Avondale as of 2005. Bicycle Lanes are considered to be a differentiated, striped lane on a road for bicycle use only. Currently, there are no striped or marked bike lanes in the Old Town Revitalization Area. The Recommended Bike Plan above right (part of the 2005 Transportation Plan), includes creation of bike trails and the addition of bike lanes and bike lane connections. This will improve the feasibility of bicycle commuting as a means of transportation throughout the City. While these improvements have yet to be built, the City is in the scoping, planning, and design stages for a number of bicycle and pedestrian improvement projects.

Bus/Transit Services

Currently there are seven bus routes in the City of Avondale, three of which service the Revitalization Area ("3A", "560", and "131"). Six of the routes are connecting routes, while one (Ajo Route 685) passes through and includes stops within the city. Route 560 offers service directly to downtown Phoenix on weekdays.

While four of the five local routes run hourly, a fourth runs every 75 to 90 minutes. Only two of the routes



LOCAL BUS, LIGHT RA

16

Zoning

The mix of zoning types in the Old Town Avondale Revitalization Area is conducive to creating a vibrant area with a variety of uses and activities. While large or unmaintained buildings can have a negative impact on low-density neighborhoods, they also have the potential to activate communities, such as when they are adaptively reused as housing combined with commercial uses.

A variety of commercial and residential zones, plus Industrial zoning, Planned Area Development, Public Land, and the Old Town Avondale Business District all exist in the Revitalization Area. The most dense areas of residential, including mobile home parks, are scattered throughout the Revitalization Mixed-use appears to be Area. encouraged through the inclusion of Planned Area Development (PAD) throughout the Old Town Area and the Old Town Avondale Business District (OTAB) zoning along Western Avenue. Changes to zoning are currently underway (OTAB and residential zones near OTAB).

LA VISTA LAMAR LA PAZ ō LA CANADA VASHINGTON R PALMAS SOLANO ISEO C FELIX GARDENIA LA PASADA MADISON N MADISON MADISON ALAM AS LITCHFIELD P JACKSON INO ESTRELLA SO Ш OMA LINDA OMA LINDA JEFFERSON LAWRENCE AWRENCE BRINKER BRINKER DOOLEY LUDLOW SOOLD SAN XAVIER ~ RILEY LA CIENEGA RILEY MADDEN MADDEN 2 2 **BUENA VISTA** 3 KINDERMAN LAS FLORE KINDERMAN HIL BANCO HILL WESTER WESTERN YUMA BUCKEYE RELMON ROSE NORTON HOLLY AGUA FRIA 5 ARAGON BROOK PACIFIC CORRA RHODES ELY CORRAL DORIS DORIS DEE DEE RANDY RANDY HARRISO ARRISON OVERL N AIRPORT 3 DAVIS DAVIS DAVI LDCUST OCUSTLOCUST WHYMAN MOUNTAIN VIEW MC85 RIO VISTA PARK 9 'n EL CIEL ELM RIO VISTA LALUNA DEL RIO DEL RIO 127 LOWE BUCKEYE 27 Legend Revitalization_Area - Streets A-1 C-2 OTAB R-3 R-6 R1-5 AG COUNTY PADD R-4 R1-35 R1-6 PUBLIC C-0 CP R-5 R1-43 SCHOOL

Old Town Avondale Revitalization Area - Zoning

The following Zoning descriptions come from the *City of Avondale Zoning Ordinance and Subdivision Regulations 2009.*

A-1 General Industrial

The purpose of the General Industrial district is to accommodate warehousing, wholesaling, assembly, and heavy manufacturing of an intensive nature, often involving open uses and/or storage, large scale machinery and structures.

C-0 Commercial Office

The purpose of the Commercial Office district is to provide and environment desirable for and conductive to development of office and related uses, as well as certain other kinds of uses which assure compatibility with office uses and/or the residential districts that often may abut the C-O district.

C-1 Neighborhood Commercial

The purpose of the Neighborhood Commercial district is to accommodate retail and service establishments satisfying the everyday needs of consumers residing in adjacent neighborhoods.

C-2 Community Commercial

The purpose of the Community Commercial district is to accommodate development of commercial complexes providing goods and services to a community-wide trade area.

R1-6 Single Family Residential

The purpose of [this] district is to provide a variety of single family detached residential dwelling types at an urban density.

R-3 Multi-Family Residential

The R-3 Zoning district is intended to provide for townhome, condominium and apartment uses.

R-4 Multi-Family Residential

The R-4 Zoning district is intended to be located near high activity commercial areas of the City and providing for high intensity townhome, condominium, apartment, loft apartment and mixed uses.

R-5 or Manufactured Home Park (MH)

The purpose of the MH zoning is to provide an Alternative living style and dwelling type to conventional single-family and multi-family housing.

OTAB Old Town Avondale Business District

The purpose of the Old Town Avondale Business District (OTAB) is to further the revitalization of the City's original town site and its immediate vicinity by encouraging pedestrian-oriented development and by emphasizing a unique mix of uses intended to make Old Town a destination, with street level activity that takes one back to an earlier place in Avondale's history.

PAD Planned Area Development

The purpose of the Planned Area Development (PAD) district is to promote the development of mixed use developments and/or residential subdivisions that include residential, commercial or business park development according to an overall plan.

Western Avenue

H istorically, Western Avenue represented the cultural center of Avondale. As the City grew, the focus of retail or commercial activity shifted towards the I-10 freeway. The focus on new development and growth along new traffic corridors left Western Avenue as a less traveled road where economic growth became stagnant.

The Old Town Avondale Business District. centered along Western Avenue, was created to, "...enhance and maintain the character of retail and residential living by encouraging an active pedestrian environment while also promoting vitality throughout the district. To accomplish the task of making OTAB pedestrian friendly, the district requires new structures to be designed at a human scale to preserve the residential and historical character of the neighborhood. Development occurring in the district shall be designed to reduce conflicts between pedestrians and vehicular traffic and to promote primary areas of concentrated indoor retail and service business uses, but not regional shopping centers" (OTAB Purpose Statement, City of Avondale).

Additionally, the Avondale Infill Assistance Program seeks to promote residential and commercial development on otherwise vacant or underutilized property within the Old Town Avondale Redevelopment Area, while the Façade Improvement Program helps existing businesses by improving their exterior appearance.

A number of projects have improved the quality of Western Avenue in recent years. Along with an improved and pedestrian-friendly streetscape design, the Sam Garcia Public Library was completed in 2008 and provides for new activity on Western Avenue.



The recently completed Sam Garcia Western Avenue Library



This small shopping complex is an example of recent commercial infill along Western Avenue



Many buildings with historic character, such as the theater, offer opportunities for renovation and revitalization

Parks & Facilities

Avondale Old Town he. Revitalization Area has a number of small public parks. The majority are located on and around Western Avenue between the Agua Fria River and Central Avenue. Amenities offered at some of these parks include playgrounds, lit and unlit basketball courts, volleyball courts, ramadas, benches and walkways, a multi-use field, a plaza, and a small stage.

Dessie Lorenz Park has been extremely underutilized primarily because of its location. It is sandwiched between the railroad and Highway 85/Main Street (a high traffic and high speed regional truck route). Because of its location, it is very difficult to access and has attracted crime. With proper access points and safe crossings over the railroad and Highway, it has the potential to become a transition point between the northern and southern neighborhoods for pedestrians and bicycles.

> Parks Coldwater Park Dennis DeConcini Park Dessie Lorenz Park Festival Fields* Fred Campbell Park Mountain View Park Sernas Plaza T.C. "Doc" Rhodes



Public Amenities

Many of Avondale's community resources are found in the Old Town Avondale Revitalization Area. This includes schools, restaurants, and other amenities.

The Old Town Avondale Revitalization Area has a range of public and private educational facilities which are mainly concentrated on or north of Western Avenue. This means that students who walk from south of Main Street must cross Main Street/MC 85, a wide, high-speed vehicular corridor with few pedestrian facilities, as well as the train tracks, at least twice a day. While the City has provided studies to identify the best routes for walking to school and has provided Safe Routes to School maps to school administrators and parents, the City should consider possible improvements and additional amenities to pedestrian facilities for access to the educational facilities in the Revitalization Area.

Neighborhood Associations appear to be an underutilized potential resource in Avondale, and in the Old Town Avondale Revitalization Area in particular. Several Home Owner Associations (HOAs) exist in the Old Town Avondale Revitalization Area in newer housing developments, however the city does not appear to have any other form of neighborhood association. This leaves the residents in older neighborhoods without formal organization or representation as a group.



Elementary Schools Lattie Coor Elementary Eliseo C. Felix Elementary Michael Anderson Elementary

Middle Schools Avondale Middle School

High Schools Estrella High School Agua Fria Union High School

<u>Private</u> Avondale Kinder Headstart Bradley Academy of Excellence Rio Salado at Avondale PPEP Tec High St. John Vianney Catholic School St. Peter's Montessori Preschool Imagine School @ Avondale

Old Town Avondale Revitalization Area Public Amenities Map



Statistical Assessment

Statistical assessment draws on sources such as the U.S. Census and Claritas, Inc. to provide specific data on demographics, economics, and housing characteristics. Additionally, a windshield survey identifies existing conditions of housing in the Revitalization Area. The following categories are explored in this section:

- Block Groups Overview
- Demographics
- Housing + Transportation Affordability Index
- Housing Characteristics
- Affordability Analysis
- Windshield Survey
- Housing Conditions Comparisons
- Community Survey

Block Groups Overview

The Old Town Avondale Revitalization Area consists of two Census Tracts: 612 and 614. Tract 612 encompasses the sections of Old Town north of Western Avenue. Within Tract 612, Block Groups 2, 3, and 4 lie entirely within the Revitalization area, while Block Group one extends north along Dysart Road to slightly above I-10.

Tract 614 exists entirely within the Old Town Revitalization area south of Western Avenue and consists of four Block Groups.



Lower Buckeye Road



Tract 612: Block Group 1

Block Group 612.01 runs north to south along the Agua Fria River. It is bordered by W. Buckeye Road to the south, McDowell Road to the north, and Dysart Road to the west. The portion of this Block Group that lies below Van Buren Road (inside the Old Town Avondale Revitalization Area), consists predominantly of industrial and commercial uses with some residential use. The portion of this Block Group that lies north of Van Buren Avenue (outside study area) is predominantly commercial in use. Total Population: 1,662 Number of Households: 578 Average Household Size: 2.84 Average Family Size: 3.46 Number of Housing Units: 889



Inventory & Analysis



Tract 612: Block Group 2

Block Group 612.02 is located north of Western Avenue, bordered by Dysart Road to the east and Central Avenue to the west. Its northern edge runs along Ludlow Drive and Riley Drive.

This section of the Revitalization area is mostly composed of single family residences, many of which were built in the first half of the twentieth century. Most of the housing stock consists of a single story although a few have a second story as well. Small businesses such as shops, cafes, offices, etc. are located in the southern portion of the Block Group, along Western Avenue. Total Population: 1,264 Number of Households: 338 Average Household Size: 3.74 Average Family Size: 4.12 Number of Housing Units: 298



Tract 612: Block Group 3

Block Group 612.03 is in the northwest corner of the Revitalization Area. It is bordered to the north and east by Van Buren Street and Dysart Road, both heavily commercial. La Jolla Boulevard and Central Avenue form the western perimeter, and La Cañada Boulevard, Ludlow, and Riley Drives the southern. This block contains all of Agua Fria High School.

This Block Group contains a wide range of housing stock, from single family residences to multi-family condominiums to public housing. Many of the units in this area are rentals and were built in the last fifty years.

Total Population: 1,989 Number of Households: 632 Average Household Size: 2.96 Average Family Size: 3.49 Number of Housing Units: 684



Tract 612: Block Group 4

Block Group 612.04 is located north of Western Avenue, south of Loma Linda Boulevard, and is bordered by Central Avenue to the east. It shares its western border with the City of Goodyear.

The area consists mostly of single family residences, most of which are part of an older housing development built in the 1950s and 1960s. Small businesses exist on its southern edge along Western Avenue.

Total Population: 1,106 Number of Households: 290 Average Household Size: 3.81 Average Family Size: 4.14 Number of Housing Units: 298



Lower Buckeye Road

Tract 614: Block Group 1

Block Group 614.01 occupies the area south of Main Street and north of Lower Buckeye Road, between Central Avenue and the Agua Fria River. MC 85/ Main Street runs parallel to the train tracks. Businesses located on the north side of MC 85/ Main Street are primarily industrial in nature, while the south side is heavily commercial.

Housing stock in this Block Group ranges from single family residences to small condominiums. This Block Group has seen steady growth over time as there are similar quantities of housing built in each decade since the 1930s. Total Population: 1,732 Number of Households: 473 Average Household Size: 3.66 Average Family Size: 4.16 Number of Housing Units: 398

Inventory & Analysis



Lower Buckeye Road

Tract 614: Block Group 2

Block Group 614.02 is located south of Main Street and north of Lower Buckeye Road between Central Avenue and Litchfield Road. The area consists of older single family residences, mobile home parks, and one newer housing development in the southwest corner. Total Population: 2,007 Number of Households: 501 Average Household Size: 4.01 Average Family Size: 4.3 Number of Housing Units: 527


Tract 614: Block Group 3

Block Group 614.03 is south of Western Avenue and north of Main Street. It is bordered by Central Avenue to the west and a small portion of 8th Street to the east.

A large portion of this block group is occupied by small businesses along Western Avenue, the Sam Garcia Public Library, and the Police Station. Housing stock consists mostly of single family residences and mobile homes. Total Population: 925 Number of Households: 247 Average Household Size: 3.72 Average Family Size: 4.17 Number of Housing Units: 248



Tract 614: Block Group 4

Block Group 614.04 is located south of Western Avenue and north of Main Street. To the east, it is bordered by Central Avenue, and to the west by the City of Goodyear.

This area includes Michael Anderson Elementary School (northwest corner), a number of apartment complexes, a mobile home park, and single family residences. Several small businesses exist along the perimeter with Western Avenue.

Total Population: 1,331 Number of Households: 415 Average Household Size: 3.21 Average Family Size: 3.61 Number of Housing Units: 431



Demographics

With population growth of approximately 96% since the year 2000, Avondale now includes over 70,000 residents. The block groups that make up the Old Town Avondale Revitalization Area, with a total population of over 12,000 people and nearly 3,500 households, was analyzed using data from the US Census and more recent data from Claritas, Inc.

Steady population growth is expected to continue, although perhaps not the same rapid growth that is projected for neighboring Goodyear and Buckeye. Avondale Population At a Glance:

2008: 70,244

2000: 35,883

(roughly 96% increase in population between 2000-2008)

1990: 16,169*

*Data Source: City-Data.com

Population Projection for Avondale & Neaby Communities





Number of Households and Total Population

Number of Occupied Housing Units by Block Group



In comparing 2000 US Census data with the latest available estimates from the Claritas, Inc., interesting trends are shown. Several of the Block Groups (612.02, 612.03, and 612.04) in the study area experienced drops in both population and number of households between 2000 and 2009. These block groups are found in the northwest quadrant of the Revitalization Area. Block Group 614.01 currently has the largest population, and is projected to continue to grow the most rapidly.

Six of the eight block groups in the revitalization area report more households speaking Spanish than English. Each block group has a number of households where every member of the household reports at least some difficulty with English. The Block Groups where this linguistic isolation is occurring largely correspond with those where population increase has been the greatest over the last decade. This has been identified by the City as noteworthy in effectively providing services, and should be considered when planning housing assistance.



Linguistic Isolation





Household income has risen in the Old Town Avondale Revitalization Area, but still lags far behind the City of Avondale. Avondale reports a higher median income than Maricopa County, which itself is above the state of Arizona. The Old Town Avondale Revitalization Area had a median income more than \$18,000 below the median for the State of Arizona. The highest earnings were reported in Block Group 612.04, which has one of the smallest populations, whereas Block Group 614.01, which has the largest population, reported one of the lowest median incomes. Data Source: Claritas, Inc. 2009

Median Household Income Statewide 2008: **\$51,124** Maricopa County 2008: **\$56,555** Avondale 2000: **\$45,385** 2008: **\$61,665** Old Town Revitalization Area 2000: **\$29,385** 2008: **\$33,058***

*Data Source: City-Data.com



Housing must be considered in conjunction with jobs, as this factors heavily into the affordability of housing. Both wages and the cost of transportation to and from employment have an impact on housing. With the vast majority of Avondale workers driving to work, and most of those doing so alone, transportation is an important part of the calculation of housing affordability.

The Old Town Avondale Revitalization Area includes several occupations. Nearly half of all jobs are in the sales, service and office sectors. Professional, management, business and financial operations represent 14% of jobs, less than either the production, transportation and moving sector or construction, extraction and maintenance sector. A small percentage of jobs are in the farming, fishing and forestry sector.

Workforce:

Avondale workers who reside within the city: 1,598

Avondale workers who commute from outside of Avondale: **7,662****

80%+ of Avondale's workers commute from outside the community.

**Data Source: "Creating New Avenues for Success" report 2008 sponsored by Westmarc and Maricopa Workforce Connections

Housing+Transportation Affordability Index

Overthelastfewyears, The Centerfor Neighborhood Technology (CNT) has developed a method of analysis regarding the factors which affect housing affordability above and beyond the actual price of a home. 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/).

% Income for Housing in the Phoenix Area

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.

Center for Neighborhood Technology Metric for Affordable Housing:

Total Housing Costs + Transportation Costs Gross Household Income



Illustrative comparison of affordability conditions in the Phoenix-Metro area:







While public transportation can help alleviate the cost of transportation in some communities, in Avondale only 12 workers in a work force of 4,267 used public transit to get to work. More than 60% of Avondale workers drove alone to work, and the majority of workers have a commute time of 30 minutes or more.

Often, households require two cars for travel; after factoring in this cost, wages are effectively lower.

Mode of Travel to Work



Housing & Transportation Costs by Commuting Distance



Vehicles Available per Household (Owner Occupied) in the Revitalization Area

Census Tract 612



Between 38% and 47% of owner occupied households in the Revitalization Area have either

one or zero vehicles available.

Vehicles Available per Household (<u>Renter</u> <u>Occupied</u>) in the Revitalization Area



Over two-thirds of renter occupied households in the Revitalization Area have either one or zero vehicles available, with close to 30% of renters in Census Tract 614 with no vehicle available.

Currently, there are no bicycle paths, there is limited public transporation, and there are few safe pedestrian crossings at the railroad and major intersections in the Revitalization Area (see page 22 regarding transportation routes). Infrastructure that allows for alternative modes of transporation must be considered in the Revitalization Area.

Additionally, zoning codes in Avondale currently require more than one parking space per residential unit and most single-family residential zones require a two-car garage. Excessive parking infrastructure requirements can pose a barrier to the affordability of housing.

Housing Characteristics

The majority of housing in Avondale can be characterized as single-family detached. In the Old Town Avondale Revitalization Area, when compared with the entire City of Avondale, has a higher proportion of mobile homes and attached or multifamily units. The block groups that make up the Old Town Avondale Revitalization Area were analyzed using data from the 2000 U.S. Census and more recent data from Claritas, Inc. (2009).











Housing type is varied in the Old Town Avondale Revitalization Area as a whole, with the predominant form being single family detached. Patches of higher density, in the form of apartments/condos/townhomes and mobile home parks, do exist.

Housing Types Within Block Groups



Housing types seem to be clustered. Mobile homes are found in two main areas - one in the north along Dysart Road (BG 612.01) and one in the south between Litchfield Road and Central Avenue along Highway 85 (BGs 614.02 & 614.03) while multi-family housing is mainly clustered in the north near Agua Fria High School (BG 612.03).

This may help in identifying locations and neighborhoods to focus rehabilitation, repair, or replacement efforts as well as identifying appropriate locations for new development or redevelopment.

Percentage of Housing Types in the Revitalization Area



While overall number of housing units in Avondale is projected to steadily increase, growth (or decline), varies greatly by block group. The most significant growth can be expected in the southern half of the Old Town Avondale Revitalization Area, particularly in 614.01 (the southeast quadrant), which is expected to grow into the largest block group in the Revitalization Area. This may be due to the relatively large amount of vacant land and the new subdivisions planned for this area, while most of the land in the other block groups within the Revitalization Area is already developed.

Projected Increase in Number of Housing Units in Avondale



Data Source: Socioeconomic Projections of Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone, MAY 2007. Maricopa Association of Governments



Avondale Housing Assessment 51

Housing Occupancy



Occupied Vacant

Data Source: 2000 US Census

Block group 612.01 data indicates the highest vacancy rate in the Revitalization Area. One reason for this may be that when the 2000 US Census was performed in this block group, there were apartments and condos in different phases of construction and occupancy within the block group just north of the Revitalization Area. Otherwise, this block group has many mobile homes that may have seasonal residents. Additionally, the block groups with the highest percentage of multi-family housing and the highest percentage of renters (as shown on the following page) tend to have the highest rates of vacancy.

The ratio of homeowners and renters has been consistent over the last nine years: about half of Revitalization Area residents are renters (as shown on the following page). While about 40% of housing in the Revitalization Area is multi-family (the housing type that is commonly rental), over 51% of residents rent. This means that there are many single-family homes or mobile homes that are rentals. Also, block group 612.03 has the highest percentage of homeowners, and also has the highest median household income.

Housing Tenure





2000 - Owner-Occupied 2009 - Owner Occupied 2000 - Renter Occupied 2009 - Renter Occupied

Data Source: Claritas, Inc. 2009

Year Structure Built (Age of Housing Units)



* Age of Household units for Block Groups 612.01 and 612.02 from 2000 US Census. All other data taken from 2009 Claritas, Inc. survey.



Some census Block Groups show a high concentration of housing units built in a particular building era, typically the 1960s and 1970s. A concentration of more recently built housing units exists in both 612.01 and 614.01.

When compared side by side, the Old Town Avondale Revitalization Area has significantly more residences built in the 1970s or earlier than Maricopa County (51% of housing stock in the Revitalization Area as compared to 29% in the county).



Data Source: 2000 US Census

Full access to plumbing, kitchen facilities, and heating are an issue in the Revitalization Area. 93 households reported a total lack of heating fuel used; 29 reported a lack of complete kitchen facilities; and 35 reported a lack of complete plumbing facilities. This is an indication that improvement assistance is needed, particularly in 614.01, and to a lesser extent in several other block group areas.

Affordability Analysis

This housing affordability analysis examines the gap between income levels and available housing for sale. This reveals the difference in the cost of housing versus resident's income/what they can afford to pay. Concerns of housing affordability should be considered for the long term planning of a stable resident workforce in the Revitalization Area.

Average Monthly Housing Costs				
Housing Prices 9/09 - 10/09 zip code 85323	# of Units Available	Monthly Mortgage Payment (30-year, 6%)	Housing Related Costs	Monthly Housing Costs
Less than \$75,000	30	\$450	\$552	\$1000
\$100,000	36	\$600	\$552	\$1,150
\$125,000	28	\$750	\$552	\$1,300
\$125,000	19	\$900	\$552	\$1,450
\$150,000 or More	11	\$1,050	\$552	\$1,600

www.azcentral.com

Average Monthly Housing Costs

The chart above represents the average monthly costs required to own a housing unit that was sold in the 85323 zip code of Avondale between September and October of 2009. The monthly costs are calculated based on a standard 30-year mortgage with a 6% interest rate. Housing related costs include: utilities, insurance, taxes, maintenance and reserve costs. These costs amount to approximately \$550 per month (not including the mortgage payment). The range of costs including mortgage plus related costs needed to own a home that was sold begin at around \$1,000 per month on the low end, to upwards of \$1,600 on the high end.

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	\$100		
Repairs and Maintenance	\$80		
Total Monthly Ownership Cost	\$552		

Professor Corky Poster, 2004

Household Income in Old Town Avondale Revitalization Area (2009)



Affordable Monthly Housing Cost Limit

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

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

Housing Ownership Affordability Analysis

			(see page 55)		0
				<u># of</u>	<u>Monthly</u>
			Income	Households	Housing Costs
Monthly Housing	g Costs	(see page 56)	less than \$15,000	698	up to \$375
Housing Prices in	Units	Monthly	\$15,000-\$24,999	611	\$375
<u>zip code 85323</u>	<u>Available</u>	Housing Costs	\$25,000-\$34,999	599	\$625
less than \$75,000	30	\$1,000	\$35,000-\$49,999	, 722	\$875
\$75,000-\$99,999	36	\$1,150	\$50,000-74,999,	664	\$1,250
\$100,000-\$124,999	28	\$1,300	\$75,000+	290	\$1,875
\$125,000-\$149,999	19	\$1,450			
\$150,000 or more	11	\$1,600		he Revitalizat	r about 53% of ion Area cannot

Affordable Monthly Housing Cost Limit

What Median Price Home Costs		What Median Household Income Can Afford		
Median Sales Price	Monthly Costs	Median Income	Monthly Costs	
\$103,000	\$1,118	\$33,058	\$826	

The median home sales price in September/October 2009 was \$103,000. The monthly cost of living in a \$103,000 home is \$1,118, or \$292 more than the median household can afford. To reiterate, at least 1,908 households or more than 53% of households in the Old Town Avondale Revitalization Area cannot afford to own a home in the zip code 85323 area at this time.

Of note, the median home sales price for January of 2008 was significantly higher, at \$208,000. Were the housing market to return to previous levels, it is likely there would be an even greater need for affordable housing.

Housing Rental Affordability Analysis

Rental housing was found to be affordable to a higher percentage of households in the Revitalization Area when compared with the number of households that can afford to own a home. However, 624 households or more than 37% of renting households in the Old Town Avondale Revitalization Area pay more than 30 percent of their income for rent. Additionally, the number of households (14%) paying more than 50% of their income for rent is a concern.





Data Source: 2000 US Census

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.

A windshield survey of the Old Town Avondale Revitalization Area was conducted in October 2009 in order to better understand the existing conditions of housing stock. Several teams of three, composed of staff from the Drachman Institute and from the City of Avondale, examined the exterior condition of each housing structure from the street and estimated the costs for rehabilitation or the need for replacement. Because the survey is an estimation, the teams surveyed one section together as a large group to establish a consistent baseline of estimated conditions before going out as individual teams. The categories for housing stock condition were as follows:

Excellent = \$0

Like new, everything is kept up; no money needs to be put into it

Good = up to \$5,000

Needs some improvement (re-shingled, painted); part of normal maintenance; cosmetic

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Fair = $5,000 - $15,000
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"Fixer-upper"; Structure is still good; general situation is good but needs some real work

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

Needs major work and investment, but is worth repairing

Replacement

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

Specific housing attributes that were analyzed from the public right-of-way included exterior walls, exposed foundations, roofs, heating/cooling units, windows, etc.

Zones for the windshield survey (shown in the map on the following page [page 61]) were created by subdividing existing U.S. Census Block Groups within the Revitalization Area and are randomly numbered. At the conclusion of the survey, housing condition percentages were calculated for each windshield survey zone and also for each Block Group and Census Tract. The results are outlined on the following pages, and are organized by Block Group.



Block Group 612.01

- Mainly mobile homes in zones #6 and #7
- Zone #8 is mainly an industrial area
- Large percentage of "Replacement" conditions in zone #6; this may be an appropriate target area for assistance

*Note: US Census Block Group 612.01 extends north into an area outside of the Revitalization Area. For the purpose of this project, only the area within the Revitalization Area was surveyed.











Block Group 612.01 Results

Excellent:	0
Good:	76
□Fair:	69
Poor:	42
Replacement:	34
Total Houses Surveyed:	226

Block Group 612.02

- Mainly older, single-family detached residences in both zones (some of possible historic status)
- Large percentage of "Replacement" and "Poor" conditions in zone #10; this may be an appropriate target area for assistance









Block Group 612.02 Resu

Excellent:	9
□Good:	74
□Fair:	90
Poor:	79
Replacement:	44
Total Houses	
Surveyed:	290

Block Group 612.03

- Mainly older multi-family housing in zones #3 and #4
- Zone #5 is the Agua Fria High School
- Zones #1 and #2 are mainly commercial areas
- Large percentage of "Fair" and "Poor" conditions in zones #3 and #4; this may be an appropriate target area for assistance



















Block Group 612.03 Results

Excellent:	0
□Good:	117
□Fair:	117
Poor:	50
Replacement:	0
Total Houses Surveyed:	284

Block Group 612.04

- Mainly single-family housing in both zones
- Zone #11 contains Estrella High School
- Large percentage of "Fair" and "Poor" conditions in zone #12; this may be an appropriate target area for assistance









Block G	roup 612	.04 Results
---------	----------	-------------

Excellent:	3
□Good:	174
□Fair:	77
Poor:	10
Replacement:	0
Total Houses Surveyed:	264

Block Group 614.01

- Zones #19, #20, #24, and #25 contain mainly older, single-family residences
- Zones #21, #22, and #23 contain mainly new single-family developments
- Large percentage of "Poor" and "Replacement" conditions in zones #19, #20, #24, and #25; this may be an appropriate target area for assistance
- Zone #21 was not assessed
- Zone #22 was assessed, but is a new development and was mainly in "Good" and "Excellent" condition (53 units were assessed)



















Block Group 614.01 Results

Excellent:	48
□Good:	138
□ Fair:	152
Poor:	126
Replacement:	73
Total Houses Surveyed:	537

Block Group 614.02

- Mix of single-family residences and mobile homes
- Large percentage of "Poor" and "Replacement" conditions in the entire block group with the exception of section 30; this may be an appropriate target area for assistance














Block Group 614.02 Results

Excellent:	101
□Good:	62
□ Fair:	139
Poor:	124
Replacement:	137
Total Houses Surveyed:	563

Inventory & Analysis

Block Group 614.03

- Mix of single-family residences and mobile homes in both zones
- Includes public amenities such as Sam Garcia Library, a police station, and Dennis DeConcini Park
- Large percentage of "Poor" and "Replacement" conditions in the entire block group; this may be an appropriate target area for assistance













Block Group 614.03 Results

16
66
41
30
87
240

Inventory & Analysis

Block Group 614.04

- Mix of single-family residences, mobile homes, and multi-family housing
- Zone #14 is Michael Anderson Elementary School
- Zone #13 contains mainly multi-family housing and some commercial property
- Large percentage of "Replacement" conditions in zone #16 (all mobile homes); this may be an appropriate target area for assistance













Block Group 614.04 Results

Excellent:	0
□Good:	50
□Fair:	61
Poor:	17
Replacement:	40
Total Houses Surveyed:	168

Comparisons by Census Tract



Census Tract 612

Overall, of the 1,088 houses in Census Tract 612, more than 40% are considered to be in "Good" condition. Meanwhile, very few houses (less than 1%) are considered to be in "Excellent" condition, and nearly a third are in "Fair" condition (32.9%). 195 houses (17.9%) are considered to be in "Poor" condition, and just over 8% are in need of "Replacement."







Census Tract 614

Overall, of the 1,484 houses in Census Tract 614 of the Old Town Avondale Revitalization Area, 393 (26.5%) are considered to be in "Fair" condition. Unfortunately, 327 houses (22%) are deemed to be in need of "Replacement." 316 (21.3%) of houses in this Tract are considered to be in "Good" condition; 283 (19%) in "Poor" condition; and the remaining 165 houses (11.1%) in this Tract are considered to be in "Excellent" condition.

Tract 614 Results

□Good: □Fair:	316 393
□Poor:	283
Replacement:	327
Total Houses Surveyed:	1,484









Windshield Survey Summary

Based on the windshield survey findings, the Old Town Avondale Revitalization Area has a large number of houses in "Fair" condition or worse (64%). Of the 2,572 houses surveyed within the eight Census Block Groups, just over one-third of the houses are considered to be in "Good" condition or better. The majority of houses considered to be in "Excellent" condition are primarily located within three Census Block Groups (614.01, 614.02, and 614.03). All eight Block Groups have a significant share of houses in "Fair," "Poor," or "Replacement" condition.

Overall, more than 35% of the housing stock (or about 884 homes) in the Old Town Avondale Revitalization Area is in "Poor" or "Replacement" condition, indicating the need for at least \$15,000 worth of repairs or replacement per home.

Composite Windshield Survey Results for the Old Town Avondale Revitalization Area

Census Block Groups 612.01 through 612.04 and 614.01 through 614.04 Total: 2,572 housing structures



Housing Conditions Comparisons

By comparing the results of the windshield survey with the statistical housing and demographic data obtained from 2000 U.S. Census and Claritas, Inc. 2009 data, a series of conclusions can be made. While no single statistical datum can explain the reason for poor housing conditions, correlations can be seen between housing type, household income, and age of housing units and the condition of the housing units.

Please note that comparisons are inexact for a number of reasons. As noted elsewhere, Block Group 612.01 contains housing not included in the Revitalization Area, and not included in the windshield survey. Also noted elsewhere, section 21 of Block Group 614.04 contains mostly new housing development and was not included in the windshield survey.

Household Income & Housing Conditions



Some correlation can be seen between household income and the condition of the property as reported in the windshield survey. In particular, the two block groups with the highest income also had the lowest observed percentage of housing units in need of major repairs or replacement. Significant percentages of houses in "Excellent" condition were seen in block groups regardless of income, but the block groups that had the fewest houses in "Poor" or "Replacement" condition were also the block groups with the highest income.

Inventory & Analysis

Age of Housing Units & Housing Conditions



The block groups with the largest percentage of newer housing units do not appear to have the housing units in the best condition. The block groups with units in the best condition do not have the largest percentage of newer units. The block group with the oldest units also has the units in the most need of repair or replacement, but this observation does not hold across all block groups. One block group (612.04) with a large percentage of older units has the largest percentage of housing units in "Good" to "Excellent" condition.

* Age of housing units for Block Groups 612.01 and 612.02 taken from 2000 US Census. All other data taken from 2009 Claritas, Inc. survey.



Housing Unit Type & Housing Conditions

The block group with the best overall housing condition does have the largest percentage of single-family homes. However, the block groups with the poorest housing conditions also have a high percentage of single-family residences.

Some of the block groups with housing stock in "Poor" or "Replacement" condition have large percentages of mobile homes, while the block group with the highest percentage of homes in "Excellent" condition also has the highest percentage of mobile homes. However, upon closer examination of Block Group 614.02 (see page 72), the zones that contained mobile homes had the highest percentage of homes in "Replacement" condition, while the high percentage of homes in "Excellent" condition came from a zone with a new single-family development.

Community Survey

The City of Avondale sought input for the five-year 2010-2015 Consolidated Plan, a document that identifies housing and community development needs of the community and prescribes strategies to address them. The Annual Action Plan within the Consolidated Plan describes activities that will be undertaken utilizing Community Development Block Grant (CDBG) funds.

The U.S. Department of Housing and Urban Development (HUD) has allocated approximately \$500,000 in Community Development Block Grant (CDBG) funds and \$190,000 in Home Investment Partnership Program (HOME) funds to the City of Avondale for fiscal year 2010. Public participation and input was requested as a means to help assess the needs in the community for which funds are allocated. Avondale residents, housing organizations, service providers, businesses, professional associations and others were urged to participate in the assessment process through public meetings and an online survey. This survey was written and administered by City staff.

The results from that survey identify the perceptions and concerns of Avondale residents. The two questions most concerned with affordable housing are presented on the opposite page. The survey, in its entirety with results, can be found in the Appendix of this document (see page 150).

In general, the results of this survey suggest that residents feel:

- Job creation and small business development are important
- There is not enough affordable rental housing
- Maintaining homeownership is critical to their community

Consolidated Plan Survey



Question #10: Please rate the following Affordable Housing Needs in Avondale:

Question #12: Please rate the following Economic Development Needs in Avondale:



Findings/ Needs Identified

Although not exhaustive, this list of findings are a summary of what was revealed about housing related issues in the Old Town Avondale Revitalization Area through the Inventory and Analysis chapter. Recommendations for addressing housing related needs are based on these findings:

- -The Revitalization Area median income is about half that of the City of Avondale median income.
- -While the City of Avondale saw an 96% population increase from 2000 to 2008, parts of the Revitalization Area saw a population decrease.
- -Commute travel times are high in the Revitalization Area, suggesting that most working residents are employed outside of the Revitalization Area.
- -While home prices have dropped significantly since peaking in 2006, low incomes keep home ownership unattainable for many.
- -Over half of residents in the Revitalization Area are renters, and of those, 37% pay more than 30% of their income for rent.
- -32% of the housing stock in the Revitalization Area was built before 1970, with some houses lacking adequate facilities.
- -There are pockets of mobile homes in the Revitalization Area built prior to HUD regulations (1976).
- -Over 35% of the housing stock in the Revitalization Area is in need of major repair or replacement.



Introduction

The purpose of this chapter is to give the City of Avondale a series of recommendations which can be implemented to improve housing conditions, availability, and affordability within the Revitalization Area. These recommendations respond to the *Findings/ Needs Identified* section of the *Inventory and Analysis* chapter and include both general tools and specific strategies for improving housing in the Revitalization Area. Based on the findings, the following recommendations have been made:

- -Develop a manufactured housing repair and replacement program that provides opportunities for residents to replace old mobile homes with new, high-quality, energy-efficient homes and repair manufactured homes that are in serious disrepair.
- -Begin administering a homeowner workshop series to give residents the tools they need to improve their housing conditions.
- -Develop a rental housing repair and rehabilitation program that provides opportunities for owners and landlords to rehabilitate and maintain quality affordable rental housing.
- -Document historic housing inventory and prepare to use historic preservation as a way to provide affordable housing and strengthen existing communities in the Revitalization Area.
- -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.
- -Improve connectivity of residents and amenities throughout the Revitalization Area by providing distinct and safe pedestrian and bicycle transportation enhancements and improvements.

Manufactured Housing Repair & Replacement

n addition to their existing housing rehabilitation program, The City of Avondale should develop a manufactured housing repair and replacement program that provides opportunities for residents to replace old mobile homes (or trailers) with new, high-quality, energy-efficient homes and to 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 Avondale 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. (i.e. trailer)

Modular Home: A dwelling unit which either wholly or in substantial part is 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. (i.e. 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 and is built on a single chassis mounted on wheels.

According to the 2000 U.S. Census, around 23% of housing units in the Old Town Avondale Revitalization Area are mobile homes. 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 Avondale can improve the quality of existing housing and develop stronger neighborhoods.

The City of Avondale currently administers a housing rehabilitation program; the resources and/ or priorities of this program could be expanded to include and/or focus on manufactured homes and mobile homes. The City should pursue partnerships to connect with organizations including professional groups and non-profits to assist 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 135 for funding sources that support manufactured housing repair and replacement.)

Recommendations



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-modelresort-living-may-be-your.html Park Model

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.

HUD Code

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.fairbrookhomes.com/DSCF0039.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 interest rates and payback periods similar to 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 manner similar to 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 to 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.

Replacement Considerations

Because of existing market conditions and the significant number of homes in foreclosure, it has become increasingly difficult to receive reasonable appraisals for existing properties. When considering replacing mobile homes built prior to 1976, this has become an obstacle. To add to this burden, the City of Avondale Zoning Ordinance requires the development of a two-car garage (in single-family zoning) if any new replacement home is developed on the same site as a home in serious disrepair. According to the Arizona Housing Association, it typically costs about \$20,000 to build a two-car garage; however, this would only get about a \$5,000 appraisal value. This poses a barrier in helping residents afford safe and energy-efficient homes that would be, in many cases, replacing mobile homes that are in very poor condition.

Two possible solutions could help overcome this obstacle.

1. The City of Phoenix recently adopted a Text Code Amendment (April 7, 2010) that allows manufactured homes meeting specific design criteria into most residential areas within the City. The City of Avondale could adopt a new Zoning amendment with similar provisions. The amendment created design specifications that included a carport design to match the existing home structure as well as using like materials. The aesthetics were carefully considered and include requirements such as installation on permanent foundations at ground level.

2. Another possible solution would be for the City of Avondale to provide an exception in the Zoning Ordinance providing less restrictive garage requirements within the Revitalization Area only. Carport and storage design criteria could replace the two-car garage requirement. This would give residents flexibility and incentive in making major repairs or replacing homes in poor condition.

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 had 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 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 in the replacement of older, sometimes almost uninhabitable homes.

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.]

Examples of Successful Manufactured Housing Improvement

New York State Manufactured Home Initiative

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 sixtysix 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.

Glendale, Arizona Rental Rehabilitation & Replacement

Glendale's Home Replacement Program is coordinated by the Community Revitalization Division of the City. It serves an area which includes several manufactured home communities. The program provides funding to replace mobile homes for low to moderate income families that meet the requirements. The City received approximately \$690,327 of HOME funds during Fiscal Year 2006-2007. \$347,300 of those funds was allocated to the Residential Rehabilitation and Replacement Housing Programs.

Individuals can apply for assistance through the Community Revitalization Department.

Since inception, the program has replaced six homes.

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



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

Recommended Strategies

Manufactured Housing Repair & Replacement

n addition to their existing housing rehabilitation program, The City of Avondale 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.

Initially, the City of Avondale can begin to pursue partnerships with non-profit organizations, professional organizations, government agencies, and local businesses. Additionally, the City should develop an inventory or identify properties or residents who would be eligible for a manufactured housing repair or replacement program.

Within the next three years, the City should consider amendments or modifications to the Zoning Ordinance with regard to manufactured housing and two-car garage requirements. Grants, partnerships, and other funding sources should be identified and/or secured within three to five years to begin providing residents with assistance.

Workshops

The City of Avondale should begin administering a homeowner workshop series, focused in the Revitalization Area, to give residents the tools they need to improve their housing conditions.

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 and a knowledgeable and experienced instructor. Residents can build a sense of pride by learning the basics of financial management and home repair/maintenance skills.

Over 35% of the housing stock in the Revitalization Area is in need of major repair or replacement. Low incomes in the Revitalization Area also make paying for energy costs on poorly insulated or maintained homes difficult. While the City is not able to help every household through their current Housing Repair Program, workshop topics such as *buying a home, preventative maintenance, and energy and water conservation* can act as a catalyst to help meet the housing needs within the Revitalization Area.

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



Photo: http://providencere.com/images/site_graphics/happyfamily-buying-new-home.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 & 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
- -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



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

Example of Successful Workshops

Tucson Urban League

Tucson, Arizona

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.

Recommended Strategies

Workshops

In addition to maintaining its current Home Repair Assistance Program, The City of Avondale can create additional workshops for home owners and renters by using existing funding resources including CDBG money.

Additional funding should be pursued through partnerships with utility companies, banks and lenders, contractors, local and national hardware stores, or through CDBG or HOME.

Through these workshop topics, current (and future) resources can be allocated to help a larger number of residents by empowering them with the knowledge and network to raise the quality, energy efficiency, and affordability of housing in the Revitalization Area.



Image: en.wikipedia.org/wiki/File:Repairing_shower_stall_ with_grout_applicator.jpg

Rental Housing Rehabilitation

The City of Avondale should develop a rental housing repair and rehabilitation program that provides opportunities to owners and landlords to rehabilitate and maintain quality affordable rental housing.

In the Revitalization Area, over half of the residents are renters and of those, 37% pay more than 30% of their income for rent. Also, many rental properties are older and in need of repair.

Rental housing is a vital asset to the City of Avondale. As an essential part of the housing stock for a healthy and viable community, rental housing can provide a quality home for working families, older adults, people with disabilities, those who are unable to afford homeownership, and others who prefer to rent rather than own.

For a growing city like Avondale, rental housing can ensure long-term availability of quality affordable homes. In addition, a continued supply of quality affordable rental homes will become increasingly important as the current foreclosure crisis unfolds.

Using currently available funding resources as indicated on the following page, the City can encourage private investment in developing new, and rehabilitating existing affordable rental housing in the Old Town Avondale Revitalization Area. In addition, preserving existing rental properties can help to conserve millions of public dollars already invested in the affordable rental housing supply.



Potential Partners

In developing and rehabilitating its supply of rental housing, the City of Avondale can look to partner with strategic players who can add value and expertise to the development process.

In order to fully leverage the funding potential of various state and federal funding programs from sources such as HUD, FHA, and ADOH, partnering can pool disparate resources to fund a single common project.

Potential partners for development and rehabilitation of rental housing include:

- Private Developers
- Non-profits and private foundations (e.g., Community Services of Arizona)
- HUD approved mortgage lenders
- Local contractors
- Utility companies (APS, SRP, Southwest Gas, Cox, Qwest)
- Private retailers (e.g., Home Depot, Furniture sales, etc.)
- Arizona Department of Housing
- Maricopa County Industrial Development Authority







Examples of Successful Rental Housing Rehabilitation

Fresno, California Rental Rehabilitation Loan Program

Utilizing HOME Program financing, the City of Fresno, California was able to create its own Rental Rehabilitation Loan Program to encourage landlords and owners of rental investment properties to rehabilitate and maintain their existing rental properties.

Specifically, the program provides zero interest deferred loans to owners for the rehabilitation of affordable rental units occupied by low-income families. Terms of the program for owners of rental housing include:

- Up to \$15,000 per rental unit
- 20-year 0% interest loan
- 10% private fund match
- Rehabilitate 2 to 10 units
- Maximum amount \$150,000
- No prepayment penalty



Before



After

Under the Rental Rehabilitation Loan Program, this four unit complex in Fresno received a new roof, gas and electrical meters for each unit, new paint, and extensive siding replacement.

Source: http://www.fresno.gov/Government/DepartmentDirectory/PlanningandDevelopment/Housing/HousingRehabilitation/ RentalRehabilitationLoanProgram.htm

Grand Rapids, Michigan Rental Rehabilitation Program

Utilizingfundingfrom the Community Development Block Grant (CDBG) program, the City of Grand Rapids was able to create its own program called the City Rental Rehabilitation Program. With the aim of encouraging the rehabilitation and maintenance of quality affordable rental housing, the program offers assistance to landlords for substantial physical improvements including the following:

- Housing Code required repairs on the interior and exterior
- Environmental hazards including asbestos and lead based paint
- Energy and water efficiency improvements
- Alterations to improve accessibility in the units
- Livability and "rentability" improvements

Under the terms of the program, rental units may be eligible if:

- The units are located within the City,
- Existing tenants meet program income qualifications (or the units are vacant),
- The owner has clear title to the property,
- The owner has paid all property taxes and City fines owed on this and all other properties under owner's control,
- The owner has fire and hazard insurance on the property,
- The property needs a minimum of \$10,000 in repairs or improvements per unit, and
- The owner has the ability to finance the entire project

Finally, terms of Assistance under the program provide that:

- Assistance is in the form of a rebate of 50% of approved project costs, up to \$14,999 per unit
- Units must be rented to pre-qualified low-income tenants for five years after completion of the repairs
- A lien will be placed against the property for five years to ensure compliance with Program requirements

Scranton, Pennsylvania Skyview Park Apartments

As a successfully rehabilitated affordable rental project, the Skyview Park Apartments in Scranton, Pennsylvania illustrate a fine example of strategic partnering between the public and private sectors to achieve a common goal.

NHT/Enterprise, in partnership with Evergreen Partners, a for-profit real estate development company based in Portland, ME, acquired Skyview Park Apartments in Scranton, PA, and completed more than \$8 million in renovations.

Built in the early 1970s, the facility was constructed with financing from two federal housing programs — Section 236 and project-based Section 8 programs. By 2006, Skyview Park's affordability restrictions were set to expire. Although almost fully occupied, the apartments were in dire need of rehabilitation.

In July 2009, NHT/Enterprise reopened the property, which is home to 188 low- and moderate-income families and senior citizens. Before and since the renovations, residents have not had to pay more than 30 percent of their income toward rent under the Section 8 program.

Skyview Park's renovation project sought to reduce energy use and conserve water by installing Energy Star-approved appliances and heating and air conditioning systems, energy-efficient lighting, low-flow toilets and faucets, and programmable thermostats. These improvements have already resulted in cost savings for tenants and more stable rental housing through lower operating expenses. A comparison of utility costs during comparable six-month periods before and after the renovation shows a 24 percent reduction in expenses. The support of many partners made the preservation of Skyview Park Apartments possible. The U.S. Department of Housing and Urban Development (HUD) approved a 20-year Section 8 contract. The Pennsylvania Housing Finance Agency provided acquisition and rehabilitation financing through an allocation of scarce low-income housing tax credits and a soft loan through its PennHOMES Program. Critical gap capital was also provided by the City of Scranton, Lackawanna County, and the Pennsylvania Housing and Redevelopment Assistance Program. In addition, the Harry and Jeanette Weinberg Foundation helped construct a community center.



Source: http://www.phil.frb.org/community-development/publications/cascade/73/04_energy-renovations-preserve-rental-housing.cfm

Recommended Strategies

Rental Housing Rehabilitation

The City of Avondale can utilize existing funding sources to encourage rehabilitation of rental housing within the Old Town Avondale Revitalization Area. Based on its current goals and resources, the City could take the following actions:

Initially, the City of Avondale could begin to develop an inventory of rental housing properties, conditions, and qualified owners. The City should also start to identify potential partners and appropriate funding programs.

It is suggested the City should consider developing incentives for owners and developers of rental housing such as expedited reviews, density bonuses, or less restrictive parking requirements for affordable rental housing developments, particularly those including a rehabilitation component. The City should, during the first few years, establish and implement a program to help repair or rehabilitate existing rental properties.

Additionally, the City should consider developing a rental permit program and companion code enforcement that would help to maintain safe and comfortable conditions for tenants in a more longterm application.

Historic Preservation

The City of Avondale should begin to document historic housing inventory and prepare to use historic preservation as a way to provide affordable housing and strengthen existing communities in the Revitalization Area. local design and building professionals, as well as developing clean industries that focus on heritage tourism, revitalized urban areas, and walkable neighborhoods that continue to be the fundamental building block of socially sustainable communities.

Overview

Historic preservation is an all-encompassing ethic that is defined in different ways for different people, but provides a common ground for all of them. For many, historic preservation identifies the significant historical and architectural values that shape our cultural identity and community character as seen in the built environment around us - buildings, landscapes, and other products of our culture. For architects, builders, and conservators, preservation is a set of tools applied to these cultural resources, such as restoration and rehabilitation, that stops the natural process of decay and transforms them for new use. For community planners, economists, and developers, preservation is also a regulatory framework that defines policies and provides financial incentives to ensure the legacy of that cultural identify for future generations.

Historic preservation is also a critical component of any comprehensive sustainability initiative. By restoring or rehabilitating the existing built environment, we are also preventing the demolition of the existing building stock that would consume community landfills and eliminating the need to harvest virgin building materials, consume energy to extract, process and transport them to a new site, and to dispose of the waste and packing materials, all necessary for new construction. In addition to these environmental benefits, preservation promotes economic sustainability by employing

Terms

The following terms or acronyms will help in understanding how the preservation process can be used in the Revitalization Area.

NRHP: Listing on the "National Register of Historic Places" starts the flow of benefits for property owners. Maricopa County has 341 entries on National Register, including Monument Hill.

SHPO: The "State Historic Preservation Office" exists to connect local governments and citizens to federal preservation efforts and federal preservation grants. The SHPO works with local county tax assessors offices to verify and implement tax incentives.

CLG: "Certified Local Governments" are eligible to receive federal money via pass-through grants administered through the SHPO.
Financial Benefits

Arizona's "**State Historic Property Tax Reclassification**" (SPT) provides a 35% to 45% reduction in state property tax for owner-occupied homes (range dependent on special assessments specific to that particular area). To qualify, the home must be listed on the National Register of Historic Places either individually or as a contributor to a historic district and cannot be used for income producing activities.

The homeowner enters into a 15-year agreement with the state, consenting to maintain their property and to preserve the integrity of its historic features, materials, appearance, workmanship, and environment. Any work on the property that will impact its public appearance, must be approved by the SHPO.

Arizona's "State Historic Property Tax Reclassification"

(SPT) also provides benefits for Commercial Properties. To qualify, the property must be listed on the National Register of Historic Places either individually or as a contributor to a historic district.

The property owner enters into a 10-year agreement. In this period, the cost of preservation work is almost entirely tax free and no changes are made to the current base tax assessment. SHPO must approve plans for all work prior to implementation.

The national "**Investment Tax Credit Program**" (ITC) permits owners and some lessees of historic buildings to take a 20% federal income tax credit on the cost of rehabilitating buildings for industrial, commercial, or rental purposes. Once again, the property must be listed on the National Register of Historic Places either individually or as a contributor to a historic district.

This program also permits accelerated depreciation of rehabilitation improvements over 27.5 years for a rental residential property (31.5 years for commercial property). Applications are reviewed by the SHPO before submission to National Parks Service, which makes the final certification decision.

Source: http://azstateparks.com/SHPO/index.html

The National Register

The "National Register of Historic Places" (NRHP) [www.cr.nps.gov/nr/about.htm] is America's official list of prehistoric and historic properties considered worthy of preservation through the quality of significance in American history, architecture, archeology, engineering and culture.

To qualify, properties must be over 50 years old (or of "exceptional significance" less than 50 years old) and convey significance through an association with one or more of the following criteria.

- It must have an association with events or patterns of history.
- It must have an association with an important person or persons of history.
- It must have a distinctive design or associated with architects of significance.
- It must have the potential to yield archeological information.

The property can convey significance at a local, state or national level. The property is also evaluated according to it's ability to convey its significance through location, design, setting, materials, workmanship, feeling and association.

Source: http://azstateparks.com/SHPO/index.html

National Register Listing DOES

- Identify historically significant buildings, structures, sites, objects and districts according to the NR Criteria for Evaluation.
- Provide for review of federal/state-funded, licensed, or sponsored projects that may affect historic properties.
- Make owners of historic properties eligible to apply for federal/state grants-in-aide for preservation activities.
- Encourage the rehabilitation of incomeproducing historic properties that meet preservation standards through tax incentives; discourages demolition of income-producing properties through federal income tax disincentives.
- Provide state property tax reductions.
- Encourage the preservation of historic properties by documenting their significance and by lending support to local preservation activities.
- Enable federal, state, and local agencies to consider historic properties that might be affected by new development in the early stages of planning process.

National Register Listing DOES NOT

- Restrict the rights of private property owners in the use, development, or sale of privately owned historic property.
- Lead automatically to local historic district or landmark designation.
- Stop federal state, local or private projects. It only assures a federal/state-level review of all federal/state funded or licensed projects which may have an adverse effect.
- Provide for review of state, local, or privately funded projects that may affect historic properties (although some states have tied such designation to environmental reviews).
- Guarantee grant funds will be available for all significant historic properties.
- Provide federal tax benefits to owners of residential historic properties unless those properties are rental and treated as incomeproducing by the Internal Revenue Service.

Opportunities in Old Town Avondale Revitalization Area

Avondale has historic resources worth preserving. Ruth Clark, Revitalization Project Manager with the City of Avondale reports that an initial inspection by the SHPO indicated that Avondale probably does not contain any potential historic districts eligible for listing on the National Register. The SHPO did indicate that some individual properties may be eligible. In particular, residences constructed of adobe were identified as potentially historic, though the historic integrity may be impacted by their condition. Commercial properties, potentially ready for adaptive use, were also identified as candidates for the National Register.

Adobe Conservation Information

These additional technical resources may provide a basis for beginning an adobe restoration program in the Revitalization Area.

Missions Initiative. International Workshop on the Conservation and Restoration of Earthen Architecture Arizona | Sonora. Training Videos.

http://missions.arizona.edu/en/ticrat-az-son

Adobe: Practical & Technical Aspects of Adobe Conservation

1983: James W. Garrison and Elizabeth Ruffner

Adobe Architecture Conservation Handbook 1998: Francisco Uviña Contreras and the Staff of Cornerstones

Adobe: Build It Yourself 1973: Paul Graham McHenry, Jr.

Adobe and Rammed Earth Buildings: Design and Construction 1984: Paul Graham McHenry, Jr.







Recommended Strategies

Historic Preservation

Additional efforts can capitalize on the historic preservation work already done in the Revitalization Area.

- Document Historic Inventory: Building on the initial inspection by the SHPO, create and maintain a list of potentially historic properties indicating age, building condition, an assessment of significance and integrity. These properties should also be mapped; as more buildings reach the 50-year mark, they may coalesce into a viable historic district.
- Gather Technical Resources: Create and maintain a list of technical resources, including rehabilitation contractors along with documentation and preservation expertise.
- Review and make available resources and books that outline the technical aspects of the preservation of adobe structures.
- Develop Partnerships: Find, create and strengthen partnerships with property owners, academic resources, contractors, preservationists, historic societies, and citizen groups.

These steps will prepare the City of Avondale for a time when it is feasible and additional funding is available to use historic preservation as a way to strengthen existing communities and provide affordable housing.

Neighborhood Associations

The City of Avondale 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, particularly within the Revitalization Area.

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 can enhance a well-functioning city.

Principles

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

Benefits

- -Better communication between residents and city agencies
- -Promote community interaction and participation
- -Provide public forums for residents and owners to voice their concerns
- -Increase sense of personal safety and security
- -Promote "Neighborhood Watch"-type living environments and reduce crime
- -Lead to other improvements by empowering neighborhood residents and strengthening community ties

- -Create visible capital improvements, which increase property value
- -Inspire neighborhoods and residents to improve their property
- -Improve a neighborhood's appearance by working with the City to consistently enforce local codes

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 (HOA) despite some key differences:

-Membership in a neighborhood association is informal and completely voluntary, including both renters and owners. 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.

Examples of Successful Neighborhood Associations

City of Sacramento, CA

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/About-NeighborhoodAssociations.aspx

http://www.cityofsacramento.org/ns/your-neighborhood/

Recommended Strategies

Encourage Neighborhood Associations

By first devoting resources to the needs and concerns of neighborhoods, the City can set up a standard procedure and application process for requesting neighborhood association registration and provide assistance throughout the process.

Following these steps, the City of Avondale can offer incentives and benefits to registered neighborhood associations and their residents. For example, the City could assist in the mailing of newsletters or postcards, covering postage costs, arranging for meeting space, providing assistance and equipment for neighborhood clean-ups, sponsoring neighborhood assistance and infrastructure improvement programs, and priority access to reinvestment grants.

Finally, the City could coordinate with other possible funding sources for registered neighborhood associations and make this information available to the public.



Pedestrian & Bicycle Transportation

The City of Avondale should improve connectivity of residents and amenities throughout the Revitalization Area by providing distinct and safe pedestrian and bicycle transportation enhancements and improvements.

Because they were constructed prior to the adoption of current standards, automobile travel is currently the focus of the majority of the Revitalization Area's streets. Streets primarily designed for the automobile can lead to challenges for residents who need or choose to travel by other methods. By implementing design which accommodates all transportation modes for users of all ages and abilities where appropriate, transportation costs to individual users can be greatly reduced. As a result, housing can become more affordable and communities more accessible and comfortable.

Pedestrian and bicycle corridors are a proven way to build community, connect residents with amenities and each other, and increase property values. There are various benefits of pedestrian and bicycle corridors including safety, sustainability, and economic.

Safety

Pedestrian and bicycle corridors improve community **safety** in two distinct ways. First, the corridor improves safety for pedestrians and bicyclists by slowing and separating automobile traffic. Secondly, and more importantly, the corridor activates the neighborhood, increasing the number of "eyes on the street", providing a strong deterrent to crime.

Sustainability

Pedestrian and bicycle corridors are a **sustainable**, environmentally responsible addition to any community. The environmental benefits are derived from replacing portions of paved surfaces with permeable planters and vegetated and treed buffers which reduce urban heat island effect and stormwater runoff. The inclusion of native vegetation, especially trees, sequesters carbon, provides habitat, and creates beneficial microclimates.

Economic

The **economic** benefits of pedestrian and bicycle corridors are also significant. For some sectors of the community, pedestrian and bicycle transportation improvements may decrease the cost of commuting via automobile or increase accessibility to basic community services and amenities. Implementation of these improvements may also reduce city maintenance costs. The greatest economic benefits may be seen in increased property values along the corridor and across the entire community as a critical mass of users has better access to community amenities.



Connectivity Principles

Complete Streets

Complete Streets is a planning and design strategy to include facilities for bicycles, pedestrians, and motorized transportation, including transit for users of all ages and abilities on all streets where appropriate. These strategies are supported by many state and local agencies throughout the United States. Many agencies have adopted Complete Streets Policies as an integral part of their general engineering and design standards. The Maricopa Association of Governments (MAG) is in the process of refining the 'MAG Complete Streets Guide'. Avondale could use this as a guide to implement these design strategies.

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.

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 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 Revitalization Area can be enhanced by widening key sidewalks and when appropriate, implementing a setback to buffer pedestrians from vehicular traffic. Additionally, well-marked pedestrian crossings including midblock crossings on wide streets can add a degree of comfort and safety for pedestrians. These crossings should be well marked and highly visible.

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 throughstreets with low vehicle traffic are also an important component of bolstering bicycle ridership.



Photo: www.pedbikeimages.org / Dan Burden



Photo: www.pedbikeimages.org / Jennifer Campos

Pedestrian and Bicycle Corridors

Pedestrian and bicycle corridors permit vehicle traffic, but are designed with a focus toward pedestrian and bicycle transportation modes. 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, when warranted, provide an additional means of assisted crossings between existing facilities which may be half a mile or more apart. 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 have the following characteristics:

- -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 the Revitalization Area 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 area.









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

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 Avondale'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 palates 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.

Landscape improvements can be made along streets with adequate space in the right of way. With minor grading modifications medians, right-ofways, and setback areas, 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, plants would quickly 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/

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. Bollard lighting or small street lights can reduce glare and save energy by lighting only where it is needed.

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 pollutes the night sky.

While there is some street lighting located in the revitalization area, 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, as rights of way allow, could enhance people's experiences, make areas more inviting, and encourage walking.



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



Photo: www.pedbikeimages.org / Dan Burden

Examples of Successful Pedestrian Corridors

Riverfront City Park Salem, Oregon

Facing the challenge of bringing pedestrians across a wide road and train tracks, city officials in Salem used money from the Salem Parks Foundation and the Parks Tradition Fund, along with donations from the community to create a pedestrian crossing which included a traffic signal or signalized crossing and high visibility cross walks along with street trees and shaded pedestrian medians.



Dunbar Spring Neighborhood Tucson, Arizona

Using a grass-roots volunteer base, this neighborhood transformed its pedestrian corridors with a very small budget and the help of the Tucson Urban League, a neighborhood coalition, and Tucson Electric Power. In addition to traffic circles, community gardens, and public art, the neighborhood took ownership of the right-of-way to create an urban forest.

Harvesling Kain water.com

Rincon Heights Neighborhood Tucson, Arizona

With the help of key partners, this historic neighborhood improved its walkability and connectivity through streetscape improvements such as street narrowing, water harvesting, urban forestry, and a community park.

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



Images, this page:

www.bing.com/maps/?FORM=Z9LH9#JnE9eXAuc2FsZW0rb3JlZ29uJTdlc3N0LjAlN2VwZy4xJmJiPTUxLjMxNzc2NjY5NTQxMTIIN2UtNzIuNTk3Njg2NzY3JTdlOC4x MDQxNDIzMTE0ODk1MSU3ZS0xNDkuMjM4MzExNzY3

http://chelseagreen.com/blogs/bradlancaster/2009/01/19/create-the-conditions-for-catastropheor-resource-management-for-community-security/ Drachman Institute

Design Context in Avondale Old Town Revitalization Area

It is important to consider the current context when designing the route for a pedestrian corridor. Context includes the current Old Town amenities and points of interest, schools, neighborhood zones, parks, existing corridors, potential future corridors, current street conditions, and critical linkages. The goal of a corridor is to connect residents and these amenities, providing a safe and pleasant way for residents to walk or bike to their destinations.

A proposed route through the Revitalization Area, shown on the following page (see page 122), was chosen because it lies adjacent to many important features and amenities, its ability to link the north and south residential neighborhoods to amenities and because traffic and street size are appropriate (4th and 5th Streets).

Other observations:

- All schools are located north of MC 85/ Main Street and the railroad
- Very few amenities exist for residents living south of the railroad and MC 85/ Main Street
- Underutilized Dessie Lorenz Park is isolated between the railroad and MC 85/ Main Street
- Western Avenue serves as a pedestrian friendly East to West corridor



Recommendations



Proposed Route

- Create pedestrian and bicycle access to 4th Street along the western edge of the existing housing complex
- Focus Area (see page 124)
- Create a safe at-grade pedestrian and bicycle crossing over train tracks to Dessie Lorenz Park
- Create a safe pedestrian and bicycle crossing over, under, or at grade at Main Street

The proposed route envisions linking community amenities with residential neighborhoods in a direct, easy to follow manner. Safe linkages can be established at grade, below grade, or above grade.

This proposed route is shown as an example of how the City could implement these ideas throughout many of the streets and corridors in the Revitalization Area and the ideas and strategies should not be limited necessarily to this one route. A technical study and warrant analysis should be completed before any official proposal is made.



Existing Street Conditions

The existing street conditions along the proposed corridor are currently not inviting to pedestrian or bicycle traffic. The streets are wide and fairly empty. There is no buffer between pedestrians and vehicles. Vegetation and shade are sparse and sporadic. The corridor can currently be characterized as having lots of pavement, but little life or activity.



Mountain View Drive looking east @ 4th Street



5th Street looking south @ Hill Drive



4th Street looking south @ Whyman Avenue



4th Street looking north @ La Cañada Blvd



4th Street looking north @ Doris Street



4th Street looking north @ Harrison Drive



4th Street looking south @ railroad tracks

Recommendations

Focus Area

Along 5th Street from Agua Fria High School to Western Avenue & the Sam Garcia Library





Design Details

Raised Crosswalks





Vegetation Buffers





Recommended at intersections and other major crossing points (for example, by schools).



Recommended along entire route, coordinated with on-street parking.

On-Street Parking with Street Trees







Trees along route where possible to shade existing onstreet parking. Planting of trees could be phased to begin in areas with higher traffic volumes which may encourage slower vehicle speeds.

Pedestrian-Scale Lighting









LED Bollards. www.advanced-led.com

Pedestrian-scale lighting recommended all along route, with additional street-scale lighting at intersections and crossings.

Design Visualization

5th Street sectional view





Street view at 5th Street and Western Avenue





View looking north from Library





Street view looking north from Library





Funding Sources

Some initial potential funding sources include:

Livable Communities Initiative [www.fta.dot.gov]

Administered by the FTA, this initiative encourages well planned and designed neighborhoods where housing, employment, schools and parks are within easy walking distance of user-friendly transit. Transit operators, metropolitan planning organizations, city and county governments, states, and planning agencies can apply. Funds can be used in preparation of designs, physical assessment, feasibility studies, and technical assistance.

Section 402 Highway Safety

Funds

[www.fhwa.dot.gov]

Administered by the Federal Highway Administration (FHWA), these funds are used to support state and community programs to reduce deaths and injuries on the highways. Applications must come from the state and can be used in developing safety education programs, conducting community-wide pedestrian safety programs, and safety-related engineering projects.

Congestion Mitigation and Air Quality Improvement Program [www.fhwa.dot.gov]

This program, administered by the Federal Highway Administration (FHWA) is designed to bolster America's efforts to reduce the amount of tailpipe emissions by providing a stronger, more rigorous linkage between transportation and air quality. State Departments of Transportation, Metropolitan Planning Organizations, and transit agencies can apply for funds that are to be used toward surface transportation and other related projects that contribute to air quality improvements including improvements for walking and bicycling.

Transportation Enhancement

Grants

[www.azdot.gov/Highways/SWProjMgmt/enhancement_scenic/ Enhancement/]

These monies, administered by the Arizona Department of Transportation, totaling to approximately \$12 million per year, are used for pedestrian & bicycle facilities, urban beautification, rehabilitation of historic transportation facilities and more.

Safe Routes to Schools

[www.azdot.gov/Highways/SWProjMgmt/enhancement_scenic/ SafeRoutes/]

This is another program from the Arizona Department of Transportation. This one is a reimbursement program for sidewalk improvements, bicycle and pedestrian trails, traffic calming, education campaigns, and law enforcement efforts. This program is oriented towards elementary and middle school grades, thus any enhancements using this funding would be need to oriented near those types of schools.

Partnerships

The City of Avondale has many potential partners in developing pedestrian and bicycle transportation enhancements and improvements. These partners can come from the private sector (landscape and construction firms, local businesspeople, local nurseries and arboretums), from nonprofits (active living programs), citizens (neighborhood associations, Parent Teacher Associations), and the public sector (Federal Transit Administration, Arizona Department of Transportation, public health organizations, school districts, and elected officials).

Recommended Strategies

Pedestrian & Bicycle Transportation

Implementation of these concepts and design and will require multiple steps. The first step will be to verify and expand the contextual analysis and prioritization. This step will include identification of existing and potential corridors using tools such as pedestrian, bicycle and automobile traffic counts. Additional pedestrian and bicycle needs can be assessed through conversations with community members.

In addition to other regulatory and infrastructure related processes, the next step would be to develop a more detailed plan and guideline for the creation of corridors. With this plan in place, funding can be solicited while less expensive changes can begin – including curb cuts to reduce storm water runoff while providing irrigation and infiltration. Once funding is secured, continued construction and implementation can occur.

Once a corridor is established, it should be evaluated and studied for effectiveness and efficiency, make adjustments as needed, and expand as appropriate.

These steps and strategies will help the City of Avondale reduce transportation costs and connect residents with amenities making housing more affordable and communities more accessible and comfortable.

Current Efforts

Currently, the City of Avondale administers many different housing assistance and housing repair programs. Assistance is available to homeowners who own and occupy all types of housing and who meet certain income qualifications.

The following is a description of the progress and performance of these programs according to the City of Avondale Neighborhood and Family Services Department.

Outcomes:

Avondale's housing rehabilitation programs have consistently met or exceeded the program goals. The most recent program review performed by HUD in 2009 revealed no findings and noted that Avondale used its very limited resources effectively. In addition, annual peer reviews performed by the Maricopa County HOME Consortium have been consistently good with no findings in the 2009 review. These programs have proven to be successful according to citizen surveys and public comments during public hearings. The impact of these programs goes beyond the direct recipient impacting the community and neighborhoods at large. An excellent example is an NSP acquisition rehab home in which a severely damaged foreclosed home was renovated to be an Energy Star home and was sold to a qualified very low-income buyer (50% area median income). Healthy Homes principles were incorporated such as the use of low-VOC paints, moisture control and

weatherization. Energy costs were reduced by 60% which made the house more financially sustainable for the young family that now owns the home.

Capacity Building:

As a new CDBG entitlement city beginning in 2006, the City of Avondale brought an experienced manager on who started new CDBG programs in two other municipalities. The NFSD was also created at that time and combined with other City functions to complement the program and help achieve the housing and community development services of the City. Another strategy was to identify strong non-profit partners with which to contract for services such as homebuyer education and rehab. The City also built capacity by sending additional staff to training and utilizing technical assistance from the 8-city Maricopa County HOME Consortium. Strong partnerships have developed and leveraging of funding through combining efforts has saved the city more than a million dollars a year. NFSD made strategic decisions to delegate some responsibilities while retaining some aspects of program delivery.

Impediments:

Lack of funding is the City's greatest impediment. The high percentage of substandard housing coupled with the high cost of construction and limited funding leaves many households underserved. Unfortunately these families will continue to experience health and safety issues in their homes until sufficient funding is available to address the high level of need.

Program	Funding Source	Units Enrolled	Units Assessed	Units Completed
Emergency Repair Program	CDBG	42	42	36
Emergency Repair Program	AZ Housing Trust Fund	52	50	46
Homebuyer Assistance and Housing Rehab	NSP	41	41	41
Substantial Rehab Total	HOME	16 151	16 149	12 135

Avondale Housing Programs between the Years 2006 and 2010:

Sources of Funding

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 the City of Avondale 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				 Image: A start of the start of		
Section 202	×			~		
Section 203(k)	✓					
Section 220				 Image: A start of the start of	✓	
Section 221(d)(4)				 Image: A set of the set of the	 Image: A set of the set of the	
Section 811	 Image: A set of the set of the			 Image: A set of the set of the		
Low Income Housing Tax Credit				~		
State Housing Fund				1		
HOME Investment Partnership	~			~		
CDBG	 Image: A set of the set of the	 Image: A set of the set of the	 Image: A set of the set of the	 Image: A set of the set of the	✓	1
CDBG Section 108	 ✓ 				×	
WAP		×				
LIHEAP						
Section 5307					 Image: A set of the set of the	1
Section 5309					×	1
CMAQ					×	1
STP					1	1
Transportation Enhancement (TE)					×	4
I'M HOME	×					

HOPE VI: Main Streets



CABAN DEVEL

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

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

Sustainable Communities Planning Grant + Sustainable

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 -Community Connectivity

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

ST AND LABRAN DEVELOPMENT

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 lowincome 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 and Rehabilitation

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



Recommendations



Sn

UPBAN DEVEN

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



AND 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

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



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

http://www.hud.gov/offices/hsg/mfh/progdesc/rent coophsg221d3n4.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 Rehabilitation

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



Recommendations

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 HOUSING (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 and Rehabilitation

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

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)

What recommendations can it be applied toward?

-Manufactured Housing Rehabilitation

-Rental Housing Rehabilitation and 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
- -Homeowner Workshops
- -Rental Housing Rehabilitation and Development
- -Community Connectivity

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



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.

HUD (Department of Housing and Urban Development)

What recommendations can it be applied toward?

-Manufactured Housing Rehabilitation

-Rental Housing Rehabilitation and Development

-Community Connectivity

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

Who administers it?

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?

-Manufactured Housing Rehabilitation

http://wwwl.eere.energy.gov/wip/wap.html

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 Repair

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? -Community Connectivity

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

Recommendations

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? -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 transportationrelated 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? -Community Connectivity

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


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?

-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? -Community Connectivity

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

Recommendations



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 highquality 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

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

Scope of Work



Community Survey

Zoomerang Survey Results

City of Avondale Community Needs Assessment Survey

Response Status: Completes Filter: No filter applied Oct 15, 2009 2:54 PM PST

Image:

The City of Avondale is in the process of preparing the 2010-2014 Consolidated Plan ("Con Plan") as required by the US Department of Housing and

1. Do you consider yourself or your organization/agency to) be	
An Avondale resident	14	82%
An Avondale business	0	0%
A non-profit	2	12%
A for-profit developer	0	0%
A trade or professional organization	0	0%
Local government	0	0%
State government	0	0%
An elected official	0	0%
A member of a City Board or Commission	0	0%
An advocacy group	0	0%
Other	1	6%

2. Please rate the following Infrastructure needs in Av	vondale:			
Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	High Need	Medium Need	Low Need	No Need
Water Improvements	6	3	6	2
	35%	18%	35%	12%
Sewer Improvements	7	2	5	2
Sewer improvements	44%	12%	31%	12%
Otre - 4 las	8	4	3	2
Street Improvements	47%	24%	18%	12%
Curbs and Sidewalks, including Handicapped	8	5	3	1
Accessibility	47%	29%	18%	6%
Draina da Improvamento	5	2	8	2
Drainage Improvements	29%	12%	47%	12%

Dike Dethe	7	3	5	2
Bike Paths	41%	18%	29%	12%
De de atrice las estas estas	7	3	5	2
Pedestrian Improvements	41%	18%	29%	12%
Street Lights	6	2	5	4
Street Lights	35%	12%	29%	24%

3. Other Infrastructure Needs:

1 Responses

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	High Need	Medium Need	Low Need	No Need
Homeless Facilities	12	4	1	0
	71%	24%	6%	0%
Youth Centers	14	3	0	0
	82%	18%	0%	0%
Healthcare Facilities	8	5	3	1
	47%	29%	18%	6%
Mental Health Facilities	7	8	0	1
Mental Health Facilities	44%	50%	0%	6%
Parks Facilities	5	7	3	2
Parks Facilities	29%	41%	18%	12%
Recreation and Pool Facilities	7	5	3	2
Recreation and Pool Facilities	41%	29%	18%	12%
Abused (Neglected Children Facilities	10	4	2	1
Abused/Neglected Children Facilities	59%	24%	12%	6%
Demostic Miclones Essilities	9	5	1	2
Domestic Violence Facilities	53%	29%	6%	12%
Queins Quehers	5	7	1	4
Senior Centers	29%	41%	6%	24%
0it0t	7	7	0	3
Community Centers	41%	41%	0%	18%

5. Other Public Facility Needs:

6. Please rate the following Public Services Needs in Avondale:

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	High Need	Medium Need	Low Need	No Need
Fair Housing Activities	9	5	0	3
The Housing Activities	53%	29%	0%	18%
Crime Prevention	<mark>13</mark>	1	0	3
	76%	6%	0%	18%
Services for Substance Abusers	10	3	1	3
Services for Substance Abusers	59%	18%	6%	18%
Services for Neglected/Abused Children	12	1	1	3
Services for Neglected/Abused Children	71%	6%	6%	18%
Transportation Services	9	6	0	2
Transportation Services	53%	35%	0%	12%
Employment and Training Services	11	4	0	2
Employment and training Services	65%	24%	0%	12%
Fercelecture Drevention Counceling	9	7	0	1
Foreclosure Prevention Counseling	53%	41%	0%	6%
In-Home Services for Seniors	5	8	1	2
III-HOME Services for Serliors	31%	50%	6%	12%
Child Care Dragroma	8	4	4	1
Child Care Programs	47%	24%	24%	6%
After Sahaal Dragrama	12	2	2	1
After School Programs	71%	12%	12%	6%
	12	2	2	1
Teen Programs	71%	12%	12%	6%
Comisso for Deserts with Dischillities	10	5	1	1
Services for People with Disabilities	59%	29%	6%	6%
One interfer Herneland	9	5	1	2
Services for Homeless	53%	29%	6%	12%
Tenent Londlard Counceling	5	8	1	3
Tenant Landlord Counseling	29%	47%	6%	18%
	9	4	1	3
Mental Health Counseling Services	53%	24%	6%	18%

7. Other Public Services Needs:

8. Please rate the housing needs of the following group:	c of noonlo in Avandala;
o. Flease face the housing needs of the following groups	s of people in Avonuale.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	High Need	Medium Need	Low Need	No Need
Housing for Families with Children	12	4	1	0
Housing for Families with Children	71%	24%	6%	0%
Housing for Homeless Families	12	5	0	0
Housing for Homeless Panilles	71%	29%	0%	0%
Senior Housing	6	9	1	1
Senior Housing	35%	53%	6%	6%
Disabled Associate Lleusing	10	5	1	1
Disabled Accessible Housing	59%	29%	6%	6%
Victims of Domestic Violence	12	4	1	0
vicums of Domestic violence	71%	24%	6%	0%
Homeless Youth	15	2	0	0
Homeless Fouri	88%	12%	0%	0%
Mantally/Dhysiaally Disabled	10	4	1	2
Mentally/Physically Disabled	59%	24%	6%	12%
Develope with Deve (Alexand Developme	13	4	0	0
Persons with Drug/Alcohol Problems	76%	24%	0%	0%
Cinala Adulta	9	4	2	2
Single Adults	53%	24%	12%	12%
Small Familias (2 adulta)	7	7	1	2
Small Families (2 adults)	41%	41%	6%	12%
	8	8	0	1
AIDS/HIV Clients	47%	47%	0%	6%

9. Other Housing Groups:

10. Please rate the following Affordable Housing Need	ds in Avondale:			
Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	High Need	Medium Need	Low Need	No Need
Affordable For-Sale Housing	11	4	1	1
Anorable Fol-Sale Housing	65%	24%	6%	6%
Affendable Dantal Haveing	13	2	2	0
Affordable Rental Housing	76%	12%	12%	0%
Homeownershin Assistance	10	4	2	1

Homeownership Assistance	59%	24%	12%	6%
Rehabilitation of Rental Units	7	6	1	2
Renabilitation of Rental Onits	44%	38%	6%	12%
Emergency Rental Assistance	12	4	1	0
Emergency Rental Assistance	71%	24%	6%	0%
Emorgon av Mertao ao Accistoneo	11	5	1	0
Emergency Mortgage Assistance	65%	29%	6%	0%
Long Torm Dontol Accieton ac	10	5	1	1
Long Term Rental Assistance	59%	29%	6%	6%
Hama Danair Assistance	10	4	1	2
Home Repair Assistance	59%	24%	6%	12%
Home Weatherization Assistance	9	4	2	2
Home weattenzation Assistance	53%	24%	12%	12%
Forcelecure Drevention Counceling	11	4	1	1
Foreclosure Prevention Counseling	65%	24%	6%	6%

11. Other Affordable Housing Needs:

1 Responses

12. Please rate the following	Economic Development	needs in Avondale.
12. Thouse rate the following	Economic Bevelopment	noous in Avondulo.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	High Need	Medium Need	Low Need	No Need
Job Development/Creation	12	2	0	3
Sob Development/Creation	71%	12%	0%	18%
Loans for Businesses	6	4	0	7
LOANS TO BUSINESSES	35%	24%	0%	41%
Commercial Duilding Exterior Improvements	4	6	1	6
Commercial Building Exterior Improvements	24%	35%	6%	35%
Business Incubator	3	6	1	7
Business incubator	18%	35%	6%	41%
Panking/Landing for Commercial Badayalanment	3	6	1	7
Banking/Lending for Commercial Redevelopment	18%	35%	6%	41%

13. Other Economic Development Needs:

14. Thank you for providing your priorities for federally funded services in our Avondale community. Please provide any additional comments you might have:

1 Responses

15. Are you interested in attending a focus group meeting to dis receiving further updates on the plan by email?	scuss the results of this	survey or
Please send me updates on the Con Plan via email.	3	100%
Please send me updates on the Con Plan via email. I am interested in participating in a focus group about	3	100%

16. If so, please provide your optional contact information.

17 Responses

Thank you for your participation in this survey!

Request for Public Input

Avondale Public Information Office

For immediate release: November 9, 2009

Media Contact: Ingrid Melle, Public Information, (623) 333-1614

Public Input requested for Avondale's Consolidated Plan

The City of Avondale is seeking input for the five-year 2010-2015 Consolidated Plan, a document that identifies housing and community development needs of low-income and special needs persons and prescribes strategies to address them accordingly. The Annual Action Plan within the Consolidated Plan describes activities that will be undertaken during the fiscal year utilizing Community Development Block Grant (CDBG) funds to meet the needs in the Consolidated Plan.

The U.S. Department of Housing and Urban Development (HUD) has allocated approximately \$500,000 in Community Development Block Grant (CDBG) funds and \$190,000 in Home Investment Partnership Program (HOME) funds to the City of Avondale for fiscal year 2010, which begins on July 1, 2010 and extends through June 30, 2011. Public participation and input is requested as a means to help assess the needs in the community by which the funds are allocated through the ongoing duration of the plan. Avondale residents, housing organizations, service providers, businesses, professional associations and others are all welcome and urged to participate in the assessment process.

The public is highly urged to provide input by participating in an online survey, available at <u>www.avondale.org/conplan</u>. There is option to also take the survey in person; survey forms are available at the Avondale Community Center and Avondale Libraries.

The public is also invited to participate in several public meetings. The next public participation meeting is scheduled for Wednesday, November 18, at 6:00p.m., located at Avondale City Hall (11465 W. Civic Center Drive). This upcoming meeting will include a special report by the University of Arizona's Drachman Institute presenting its survey findings on demographic, housing, and visual conditions in the Old Town Revitalization Area.

For more information contact Andrew Rael, CDBG Manager, at (623) 333-2715 or via email at <u>arael@avondale.org</u>.

City of Avondale NFSC Agenda



Neighborhood and Family Services Commission Meeting Avondale Civic Center, 11465 West Civic Center Drive, 2nd floor, Mesquite Room Wednesday, November 18, 2009, 6:00 p.m. AGENDA

1.	Call to Order	Peter Carlone, Chairperson
2.	Review and Approval of the October 28, 2009 Meeting Minutes	Peter Carlone
	This item is for discussion and possible action.	
3.	Old Town Housing Survey Results: Staff from the University of Arizona Drachman Institute will present findings on demographic, housing and visual conditions in Old Town Avondale.	Peter McBride, Drachman Institute
	This item is for information only.	
4.	Community Development Block Grant (CDBG) 2010-2014 Consolidated Plan and 2010-2011 Annual Action Plan: Staff will receive input from the Commission regarding community needs and priorities.	Andrew Rael, CDBG Manager
	This item is for discussion only.	
5.	Future Agenda Items: This item is for information only.	Commission and Staff
6.	Announcements: This item is for information only.	Commission and Staff

7. Call to the Public: This item is for information only.

8. Adjournment

Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the meeting.

Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oído, impresión grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos días hábiles antes de la junta.

Hill Drive City-Owned Parcel Design Concepts



THE DRACHMAN INSTITUTE

A MIZZONIA



City of Avondale - Hill Drive Parcels Design Concepts

158

implementation of any action. Avondale Housing Assessment

Mixed Use 313 · 317 · 323 Hill Drive





- expands commercial frontage on Western Ave.
 - pedestrian friendly parking lot compatible response on Hill Drive

Residential:

three 1,350 sf residences (3BR/2BA) - see Courtyard-Houses

Studio/ Gallery:

- 2,759 sf artist's studio/ gallery -CMU construction with adobe veneer
- venteer
 corrugated steel canopy above
 pedestrian level storefront systems at south facade

Site:

 brick paver sidewalks connect pedestrians around parking lot and through portion of alley
 added trees for shading and enhanced pedestrian environment
 41 total parking spaces







Courtyard Houses 313 · 317 · 323 Hill Drive

-historical typology -floorplan concept based on designs in:

Southwest Housing Traditions: Design Materials Performance US Department of Housing and Urban Development May 2005

Appendix









Two-story apartments/ townhomes developed at a higher density but *fit* into existing residential neighborhood.





10 residential units:

<u>4 townhomes</u> 2BR, 1 ½ Bath ~1,024 square feet

<u>6 flats</u> 1BR, 1Bath ~512 square feet

wood frame construction
 adobe & stucco veneer
 metal roof

Parking in rear, accessed from alley



Community Garden & Pocket Park 320 Hill Drive

- provides community garden, picnic/ play area, and green space

- provides link to 5th St. pedestrian corridor along Hill Drive
- includes bioswales/ retention basins along Hill Drive to collect street runoff
 - walled garden area to define space





Appendix

Single Family Residence 320 Hill Drive

-matches neighboring uses, density, and scale



- 1,200 sf living space 2 BR/ 2 BA 2 car garage private rear yard

-stucco veneer -asphalt shingle or metal roof -wood frame construction











-rainwater collection system -wood frame construction -stucco veneer -metal roof



 single-car garage
 shared driveway - private rear yard - 2 stories

matches setback of neighbors
 higher density with private yards

Duplex 320 Hill Drive