



Credits

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

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September 2010

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



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INTRODUCTION

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

Background

In September 2009, the Arizona Department of Housing accepted an application from the City of Maricopa for a technical assistance grant to work with the Drachman Institute to identify housing and affordable housing issues in the City with a specific focus on the Redevelopment Area, and to develop recommendations based on the needs identified through a Housing Assessment.

City of Maricopa and Drachman Institute staff collected and evaluated data on population, economics, housing statistics, and housing conditions through a variety of sources and activities. Data came from American Fact Finder (2000 Census), a 2005 Special Census, and other reports and studies regarding Maricopa. Additionally, the Drachman Institute conducted a windshield survey within the Redevelopment District to assess existing housing conditions as well as general conditions in commercial areas.

This document presents the findings and analysis of that research and outlines a series of recommended strategies that address the needs identified based on that research and from feedback from the City of Maricopa staff and residents. The goal of this project and document is to provide the research, analysis, and strategies to assist the City in providing safe, decent, and affordable housing and strong neighborhoods and communities for all its residents.

Process

Application

September 2009

The Arizona Department of Housing (ADOH) approved the City of Maricopa's application for a technical assistance grant to develop a housing assessment for the City.

Kick-off Meeting

December 14, 2009

A planning meeting, or 'kick-off' meeting, with staff from ADOH, Drachman Institute, and the City of Maricopa was held in Maricopa to discuss the Scope of Work and project details.

Windshield Survey

February 9, 2010

A windshield survey of existing housing conditions and general commercial area conditions in the Redevelopment District was conducted by staff from the Drachman Institute.

First Presentation

March 18, 2010

Based on data research and analysis, Drachman Institute staff made a presentation of existing conditions and preliminary ideas to the City of Maricopa staff and the Maricopa Redevelopment Citizens Advisory Committee for review and feedback.

Second Presentation

April 29, 2010

Based on data research and analysis and feedback from City staff and Committee members, Drachman Institute staff made a presentation of recommendations and ideas to the City of Maricopa staff which included a discussion with Arizona Department of Housing staff.

Document

September 2010

This document - City of Maricopa Housing Assessment and Strategic Plan - reflecting feedback throughout the process, was developed and published as the final product of this project.

Scope of Work Overview

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

Based on the application to the ADOH by the City of Maricopa and with the approval of ADOH, the Drachman Institute will generate, from work and data compiled by the City of Maricopa, a baseline of the City's demographics and existing housing stock with a specific focus on the Redevelopment 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 Redevelopment Area as well as some comparison neighborhoods throughout the City of Maricopa.

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

Executive Summary

Overview

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

Through a grant from the Arizona Department of Housing (ADOH), the Drachman Institute provided technical assistance for the City of Maricopa to assess the housing needs within the City with a specific focus on the Redevelopment District. 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 regarding housing-related issues in Maricopa and in the Redevelopment District:

- Most working residents work outside of Maricopa.
- The workforce residing in the City is above average in skill and education. However, 72.9% of residents are commuting out of the City for work.
- While housing costs are relatively lower in Maricopa compared regionally, high transportation costs can make living in Maricopa unaffordable.
- The median income in the Redevelopment District is significantly lower than the City of Maricopa median income.
- The population of Maricopa has grown more than 30 times its size in the last decade; however, most new housing has been single-family detached residences, limiting housing options in the City.
- There is a significantly higher percentage of renters in the Redevelopment District than City-wide, and of those, 41% pay more than 30% of their income for rent.
- There are many mobile homes within the Redevelopment District that were built prior to HUD regulations (1976).
- · Unsafe crossings at major intersections and railroad tracks and the lack of pedestrian infrastructure and connections make it difficult to connect residents with amenities such as schools and retail areas.

Recommendations

These recommendations respond to the Findings section in the Analysis chapter and include both general tools and specific strategies for improving housing. 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.
- · Seek to partner with local energy providers and other organizations in order to assist low-income residents in receiving weatherization assistance.
- · Expand the availability of affordable rental housing by considering zoning and incentives that encourage development of higher density, mixed-use, and mixedincome housing options.
- Seek to establish private-public partnerships at different scales to help implement strategies and resources that address housing issues.
- · Develop a structure within the City such as a housing department to oversee and implement strategies to address housing issues.
- Involve residents, business owners, churches, organizations, and other community members in establishing recreational/social opportunities such as pocket parks within the Redevelopment District.
- Improve connectivity between residents and amenities throughout the City by incorporating street and landscape improvements into redevelopment efforts, and implementing a network of pedestrian and bicycle corridors.
- · Take steps to encourage citizens to become more involved in their local government and increase community pride by initiating and supporting the creation of neighborhood associations.

ANALYSIS

The following chapter looks at the City of Maricopa from the demographic, spatial, and visual standpoints in order to help determine the City's housing needs. Data from existing studies are used for the analysis, as well as data collected by the Drachman Institute.

The information is organized in the following manner:

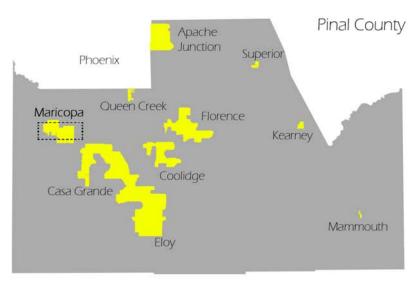
- Overview
- Location and Environment
- Redevelopment District
- History of Maricopa
- Existing Plans
- 2010-2013 Strategic Plan
- Redevelopment District Area Plan
- Physical Analysis
- Existing Studies
- Housing Data
- Population Data
- Economic Data
- Windshield Survey
- Residential
- Commercial
- · Affordability Analysis
- Housing
- Housing + Transportation
- Findings

Maricopa Overview

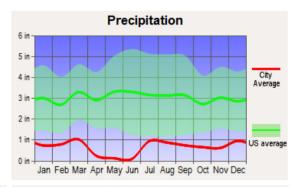
Location and Environment

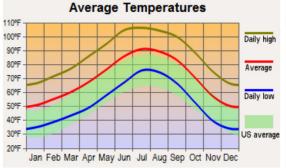
The City of Maricopa is located in Pinal County, Arizona, about 30 miles south of Phoenix, approximately 20 miles west of Casa Grande, and bordered on the south and west by the Ak-Chin Indian Community.

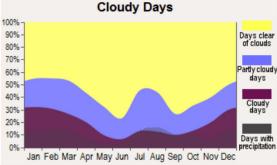


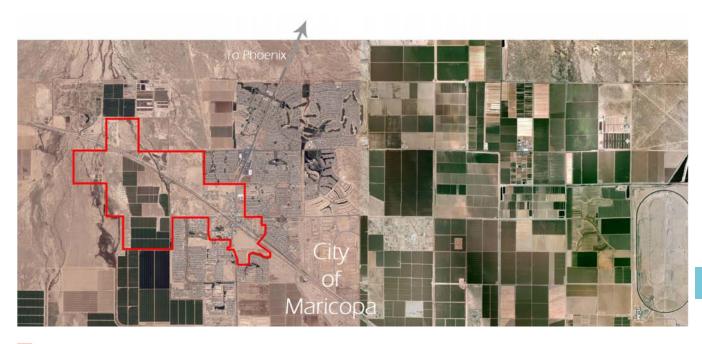


The climate in Maricopa is typical for Southern Arizona with mild winters and hot summers. The low humidity, low precipitation levels, and abundance of sun make it ideal for outdoor activities most of the year.









Redevelopment Area

Redevelopment District

Recognizing the importance of the Old Town area identity of Maricopa and the area's need for preservation and redevelopment, the City Council of Maricopa adopted boundaries for the Redevelopment Area of Maricopa on September 2, 2008. This action began an extensive public involvement process that defined goals and objectives that resulted in a long term revitalization strategy for this 3.1 square mile area. The resulting strategy is outlined in the City of Maricopa Redevelopment District Area Plan (see page 18) which was adopted by the City on July 7, 2009.

While this Housing Assessment reviews needs throughout the City as a whole, much of the data and many of the recommendations focus on the Redevelopment District as a target neighborhood.

History of Maricopa



Maricopa has a winding history and three different identities at three different locations. The first, Maricopa Wells, was located in a desert oasis around a mile west of Pima Butte. It was one of the most important stops on the southwestern trail between Texas and the Pacific Ocean and a relay stop along the famous Butterfield Overland Mail Route during the 1800s. Thanks to its reliable source of water and productive agricultural community, Maricopa Wells became a prosperous trading center for travelers heading in all directions.



Maricopaville, located about eight miles south of Maricopa Wells, rose to glory in 1879 as the future junction of the South Pacific Rail lines to Phoenix, Yuma and Tucson. The town boomed with workers, hotels, saloons, theaters, etc, all anticipating success. However, plans changed, the junction was moved three miles to the east, and Maricopaville was abandoned.

With the opening of the rail line in 1887, Maricopa - now at its present-day site - once again became a famous junction for travelers heading east, west and north.



[Sources: *The Sierra Estrella and Old Phoenix Site.* Arthur, John. 8 May 2008. Accessed 16 Feb 2010. http://www.brazilbrazil.com/wells.html; *Maricopa Chamber - History.* City of Maricopa. 19 June 2010. Accessed 19 June 2010. http://www.maricopachamber.org/history.php]



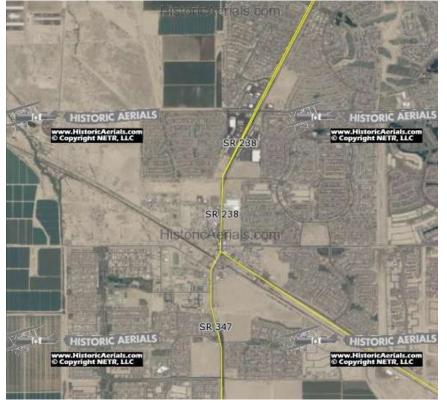
With the decline of passenger rail and rise of the automobile, Maricopa lost its importance as a transportation hub and returned to its roots in agriculture. In the past few decades, however, the abundance of land and proximity to the growing metropolis of Phoenix has attracted thousands of people looking for lower-cost housing with more space. The City has experienced "hypergrowth" since the year 2000, with a 400% increase in population over 10 years. [U.S. Census Bureau.]

It has been nearly impossible for the local economy to keep up with the growth. Housing developments offer homes to thousands of residents, but the amenities expected in a city of 40,000 haven't had time to develop. The City and its residents are eagerly working to establish the municipal, economic and social network needed to support their healthy and vibrant vision for the future.



Aerial photograph taken in 1997. [Source: United Stated Dept. of Agriculture. www.HistoricAerials.com]





Aerial photograph taken in 2007. [Source: United Stated Dept. of Agriculture. www.HistoricAerials.com]

Existing Plans

The City of Maricopa has developed a Strategic Plan as well as a Redevelopment Plan specific to the Redevelopment District in Old Town Maricopa. The following are brief summaries of these documents as they pertain to future plans for affordable housing in Maricopa.

Please refer to the sources listed for the complete plans. More detailed descriptions are included in the appendix of this document.

2010-2013 Strategic Plan

The City of Maricopa 2010-2013 Strategic Plan states goals and objectives related to the economic success of the City, quality of life for the residents, improved transportation, public safety and city management. The ultimate goal is for Maricopa to become a self-sufficient, economically sustainable, culturally vibrant, and safe environment with a small town feel and all the amenities necessary for people to live, work, worship and play.

The City hopes to achieve their vision through, among other things, fostering partnerships with strategic public and private entities, improving connectivity within the City and with neighboring municipalities, improving business attraction and retention to create a solid employment base, encouraging community involvement, and supporting sustainable building and living practices.

Redevelopment District Area Plan - 2009

The City of Maricopa worked with Morrison-Maierle, Inc. to create a plan for redeveloping the area around the intersection of the John Wayne Parkway and the Maricopa-Casa Grande Highway. The *Redevelopment District Area Plan* is intended to guide the redevelopment process through the establishment of goals and objectives relating to how the district should look, feel, and function. The six goals are summarized below:

1. Character, Identity, and Downtown Destination

Maricopa should have an identifiable urban core, which acts as the heart of the city. Design guidelines and aesthetic standards should ensure a unified character: pedestrian friendly, small town, "Western and Agrarian Railroad." The City's heritage and culture should be expressed wherever possible, including the treatment of overpasses, gateways to the Redevelopment District, signage within the district, and the establishment of a Government Center, town square, Railroad Heritage Park and Visitor's Center.

2. Adequate Infrastructure

Improving utility connections and ensuring that each building is connected to sewer and water is important. Streets should be paved and sidewalks and streetlights should be installed where deemed important by the City and



Redevelopment District Boundary.
Redevelopment District Area Plan, pg 22.

the community. The City desires to build a \$10 million drainage trench to remove the FEMA designation from a portion of the Redevelopment District north of the railroad.

3. Existing Neighborhood Protection

Policy should be put in place to protect current residents in existing neighborhoods and to intensify uses along the main roads. The City should support and assist communities in finding funding and maintaining their neighborhoods.

4. Improved Traffic Circulation

Transportation improvements include the construction of two overpasses to eliminate congestion at the railroad crossings, the extension of arterials and collectors west to the border of the Ak-Chin Reservation, the development of a multi-modal transportation center, and a network of trails through the Redevelopment District.

Greater Variety of Land Uses

Focus is on integrating a variety of uses, such as office, retail, school, light industrial (including health uses), hotel, and a variety of residential densities, to attract people to the area. Much of the proposed zoning is mixed-use, intended for pedestrian and transit oriented development.

The plan suggests increasing the height of buildings in high intensity areas to increase density and make the projects economically feasible. It is suggested that the government center and transportation center be located west of current development and away from the most heavily trafficked area.

6. Improved Property Values and Economic Activity

Federal and local resources should be used to promote development in the Redevelopment District. The City should invest in transit, parking, streetscape improvements, and local public arts in an effort to create a healthy, vibrant downtown. Partnerships with private entities can take the form of shared parking or rented space in public buildings. A Citizens Advisory Committee should be formed to monitor and champion the development.

In response to this recommendation, the Heritage District Citizens Advisory Committee was established and has served an important role thus far in the implementation of other recommendations and community projects. The Committee should continue that service in developing and supporting affordable housing in the Redevelopment District and throught the City as possible.

Physical Analysis

The Redevelopment District is centered around the intersection of the John Wayne Parkway and the Maricopa-Casa Grande Highway. The railroad tracks that run just south of the Maricopa-Casa Grande Highway divide the northern part of the city from the southern part. Connectivity across the railroad tracks is very poor. The only road crossing occurs just south of the main intersection, where frequent trains cause severe traffic congestion.





Commercial development in the Redevelopment District is located mainly along the two highways. There has been some recent development along the John Wayne Highway and on Honeycutt Rd, just east of its intersection with the John Wayne Highway.







Residential neighborhoods in the Redevelopment District are very different than in the newer developments. There are no walled developments here, and in many cases connectivity is good. However, major barriers such as the railroad tracks and the Highway make connections between residents, amenities, and schools difficult.

Existing Studies

The City of Maricopa has requested and developed many studies in recent years. The following section reviews the data and findings of these documents as they pertain to affordable housing needs in Maricopa.

The data comes from the following sources:

- 2009 Labor Survey Results City of Maricopa. Elliot D. Pollack & Co. Jan, 2010
- City of Maricopa Housing Outlook. Elliot D. Pollack & Co. 2009
- City of Maricopa Transit Feasibility Review and Implementation Plan: Final Report. Arizona Department of Transportation, July, 2007
- 2005 Special Census requested by the City of Maricopa
- 2000 U.S. Census

Please refer to the sources listed for the complete data sets. Descriptions of each source are included in the appendix of this document.

Redevelopment District Data

The Redevelopment District established by the City of Maricopa encompasses the old town center of Maricopa. This area was basically the community boundaries prior to the "hyper-growth" of the last decade. Housing in the Redevelopment District is very different in character from the newer residential communities.

While data collected in recent studies more accurately reflects the overall population and economic characteristics of the City as a whole, it offers little insight into the character or population of the Redevelopment District, which has remained largely unchanged despite recent growth.

Because the Redevelopment District basically outlines what existed of Maricopa in 2000, and hasn't changed much since then, data from the 2000 U.S. Census will be used to analyze and characterize housing related issues within the Redevelopment District.

Housing Data

Of 5,565 occupied housing units in 2005:

- 77.8% are family households (households in which members are related by birth or marriage)
- 44.8% have children under 18 years
- 7.8% have members over 65 years
- Average household size is 2.86 people [2005 Special Census]

Single Family Homes in Maricopa in 2009: 17,366 [Source: City of Maricopa Housing Outlook. Elliot D. Pollack & Co. 2009.]

Plans for growth suggest that the total number of housing units will more than quadruple in coming years:

PLANNED RESIDENTIAL GROWTH CITY OF MARICOPA

CITT OF MARIC	OIA
Unsold Lots	3,143
Standing Inventory	43
Cancelled Units	4,344
Planned Units	57,262
Total	64,792
Source: Hanley Wood	

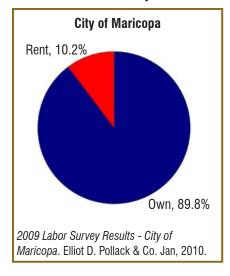
City of Maricopa Housing Outlook. Elliot D. Pollack & Co. 2009.

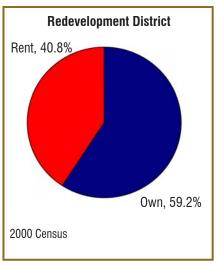
Housing Tenure

According to the 2009 Labor Survey, 89.8% of Maricopa residents own their homes. This is a result of recent growth in the outskirts of the city. Housing trends in the Redevelopment District are very different, however, showing rental housing as a larger part of the housing market.

While high homeownership rates in the city can foster stability in the workforce, the lack of rental opportunities reduces choices and housing options for lowwage workers, residents with a disability, people who prefer renting, or senior citizens on a fixed-income.

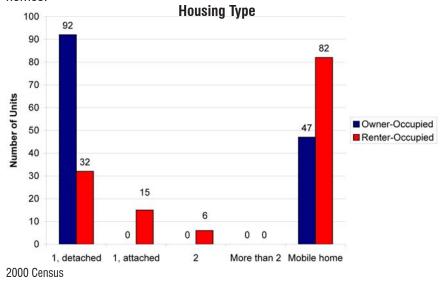
Do you own or rent your residence?





Housing Type

47 percent of housing units in the Redevelopment District are mobile homes. There are no multi-family developments in the area, which are a typical housing type for renters in other cities. Instead, the majority of renters reside in mobile homes.



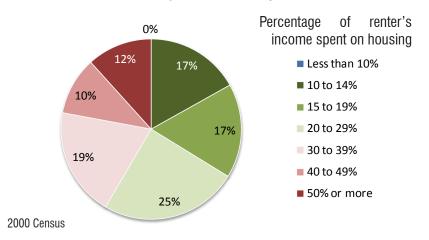
Age of Housing

According to the 2000 US Census, over 54% of structures within the Redevelopment District were built during the 1970's or earlier sugesting that a large number of mobile homes were built before HUD established national regulations intended to improve the safety and quality of manufactured homes.

Rental Affordability

About 41% of households in the Redevelopment District pay more than 30% of their income for rent. Combined with low incomes (see page 28), housing affordability in the Redevelopment District is a concern.

Rental Affordability in the Redevelopment District



Home Sales and Foreclosures

Home sales in the City of Maricopa have suffered at similar rates to the greater Phoenix area. Foreclosure rates were also similar. According to the City of Maricopa Housing Outlook, nearly 80% of homes for sale were in some form of foreclosure as of late 2009 (see chart below). This was an improvement from 83% at mid-year.

[Source: Elliot D. Pollack & Co., Housing, 2009]

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Туре	Inventory	% of Total
Foreclosed/REO	100	12.8%
Short Sale/ Pre-foreclosure	524	67.0%
Traditional Resale	158	20.2%
Total	782	
Source: The Cromford Report	t; ARMLS	

City of Maricopa Housing Outlook. Elliot D. Pollack & Co. 2009.



City of Maricopa Housing Outlook. Elliot D. Pollack & Co. 2009.

While home sales have seemed to relatively stabilize, the City of Maricopa Housing Outlook states that investors have represented as much as 20%-40% of all home purchases in Greater Phoenix. The additional investor activity has resulted in a temporary increase in demand and some stability in housing However, this will also slow the return of housing prices to more normal levels as investors put the homes back on the market.

[Source: Elliot D. Pollack & Co., Housing, 2009]

Population Data

Total Population

The population of the City of Maricopa has exploded in the past decade, from around 1,000 residents at the time of the 2000 Census to around 40,000 in 2009.

POPULATION ESTIMATES CITY OF MARICOPA

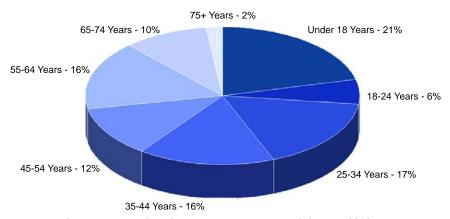
	U.S.	AZ Dept. of
<u>Year</u>	Census	Commerce
2003	4,271	5,000
2004	5,819	5,690
2005	10,500	9,790
2006	30,718	25,830
2007	38,083	32,157
2008	45,571	37,252
Source: U.S. Census Bureau; AZ Dept. of Commerce		

City of Maricopa Housing Outlook. Elliot D. Pollack & Co. 2009.

Population Distribution According to Age

"Age distribution is slightly skewed towards older groups. This partly indicates more retirees than the regional average. But, 45% of the respondents are between 25-54 years of age compared to only 41% in Pinal County. The additional people of retirement age are more than offset by a smaller number of people under 18 years of age. Despite the retirement concentration, Maricopa's workforce (i.e. working age residents) is actually larger than average."

[Source: 2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.]



2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.

Length of Residency

According to the 2009 Labor Survey Results, residents seem to be more established than in 2008. However, there were still few residents who had lived in the City for five years or more - only 18.3%. 65.2% had been in the City for three years or less, and 27.8% had lived in the City for less than one year.

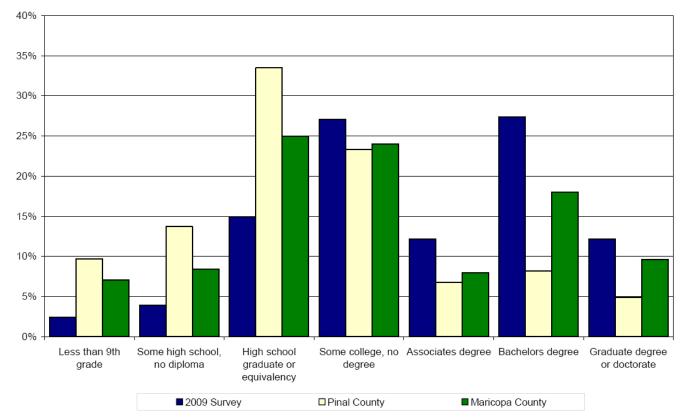
[Source: Elliot D. Pollack & Co., Labor, 2010]

Educational Attainment

Residents in Maricopa have higher educational attainment than the averages for Pinal County and Maricopa County (where many City of Maricopa residents are employed). There are fewer residents with an education below high school graduate or equivalent. Far more residents achieved college degrees.

City of Maricopa - Highest Educational Attainment

Source: City of Maricopa Mail-In Survey Results



2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.

Economic Data

Median Household Income

Redevelopment District (2000 U.S. Census): \$30,625

Maricopa (2008): \$67,816

[Source: 2006-2008 American Community Survey 3-Year Estimates - U.S. Census]

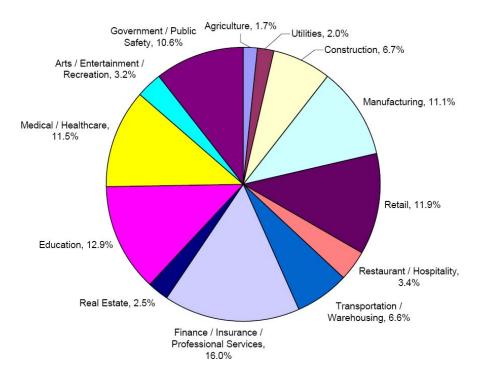
Industry

"Maricopa residents currently work in a variety of industries, but when compared to the Greater Phoenix region relatively more work within higher value added (i.e. higher wage) industries such as manufacturing, finance and insurance, and medical professions."

[Source: Elliot D. Pollack & Co., Labor, 2010]

City of Maricopa - Total Employed Population Distribution of Occupational Categories

Source: City of Maricopa Mail-In/Online Survey Results



2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.

Employment By Industry and Key Employers City of Maricopa Residents			
Industry	% of Total	Key Employers	
Agriculture	1.7%	USDA	
Utilities	2.0%	APS, Arizona Investment Council, Global Crossing Telecommunications, MHS, Salt River Project	
Construction	6.7%	AZ Dept of Transportation, DMM Management/AT&T, RSC Equipment Rental, Wilson Electric	
Manufacturing	11.1%	Freescale Semiconductor, G.M. Corp, General Dynamics, Honeywell, Intel, Microchip, Orbital Sciences	
Retail	11.9%	Bashas, Fry's, Home Depot, Power Toyota, Target, US Food Services, Walmart	
Restaurant / Hospitality	3.4%	Cracker Barrel, Gila River Gaming Enterprises, Hilton, Scottsdale Links Resort	
Transportation / Warehousing	6.6%	Avnet, American Express Travel, Flying J, FedEx, Northwest/Delta Airlines, Southwest Airlines, US Airways	
Finance / Insurance / Professional Services	16.0%	Bank of America, CitiGroup, Countrywide, H&R Block, Liberty Mutual, Progressive, State Farm, Toyota Financial Services, TSYS Acquiring Solutions, Wells Fargo	
Real Estate	2.5%	Prudential	
Education	12.9%	Apollo Group, Arizona State University, AZ Dept of Ed., Casa Grande Elem. School Dist., Chandler USD, Maricopa USD, Maricopa Community College, University of Phoenix	
Medical / Healthcare	11.5%	Chandler Regional Medical Center, Express Sripts, Scottsdale Healthcare, St. Joseph's Hospital, Tgen	
Arts / Entertainment / Recreation	3.2%	Casino Arizona, Harrah's	
Government / Public Safety	10.6%	Ak-Chin Indian Community, City of Chandler, City of Maricopa, City of Mesa, City of Scottsdale, Maricopa County, Pinal County, State of Arizona, USPS	

2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.

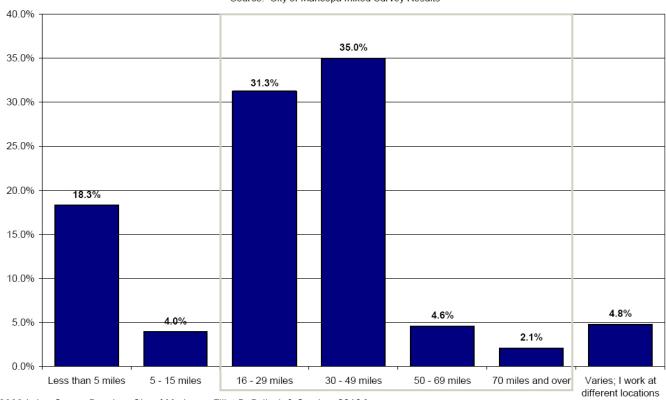
Commuters

The majority (73%) of employed residents travel over 15 miles one-way to work. The extra cost of transportation and the additional time spent commuting effectively reduce wages. Furthermore, commuters have less time to spend with their families, pursuing hobbies, or taking part in their community.

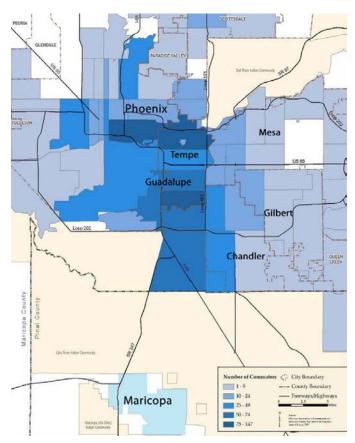
[Source: Elliot D. Pollack & Co., Labor,, 2010]

City of Maricopa - Employed Population Distance Travelled to Work (One Way)

Source: City of Maricopa Mixed Survey Results



2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.]



City of Maricopa Transit Feasibility Review and Implementation Plan: Final Report. Arizona Department of Transportation. July, 2007.

Data from Maricopa County's trip reduction program (TRP) found in the City of Maricopa Transit Feasibility Review and Implementation Plan: Final Report provides information on commute destinations for Maricopa residents in 2005. The TRP data in the map above shows employees commuting from zip code 85239 (City of Maricopa) to zip codes in Maricopa County. Several employment destinations were identified, including downtown Phoenix, northern Tempe, and southern Chandler.

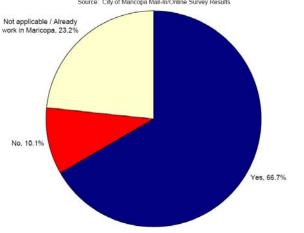
Maricopa residents also travel to Chandler and Ahwatukee for their shopping needs. In addition, the Feasibility Review identified the potential that people without automobiles could become isolated in the rapidly developing city.

Commuter Sentiment

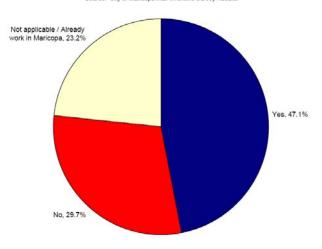
As demonstrated by the three questions represented in the graphs on the right, most commuters would prefer to work closer to home and would take a similar job, if available. Almost half of those polled would consider changing careers in order to work closer to home.

[Source: Elliot D. Pollack & Co., Labor,, 2010]

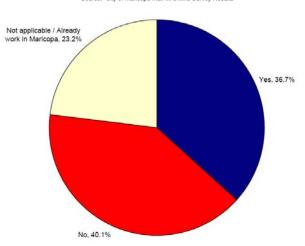
If you are currently commuting out of the local area, would you be willing to accept a comparable job that is closer to your home?



Would you consider changing careers to work closer to home?



Have you already looked for a job closer to home?



[2009 Labor Survey Results - City of Maricopa. Elliot D. Pollack & Co. Jan, 2010.]

Windshield Survey

A windshield survey was conducted of both residential and commercial neighborhoods within the Redevelopment District to assist in determining housing needs.

This visual assessment of the condition of a structure or neighborhood was based on its condition as assessed from the street. 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.

A windshield survey of the Redevelopment District was conducted in February, 2010 in order to better understand the existing conditions of housing stock and neighborhoods. The Redevelopment District was broken up into smaller sections for the purposes of this survey. A team of staff from the Drachman Institute examined the exterior condition of each structure from the street and made a general analysis of each neighborhood. Structures were evaluated according to the following system:

Rating System

Excellent = \$0

Like new, everything is kept up, no work is needed

Good = up to \$5,000

Needs minimal improvement); normal maintenance; cosmetic

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

"Fixer-upper"; structure is still good; needs some work

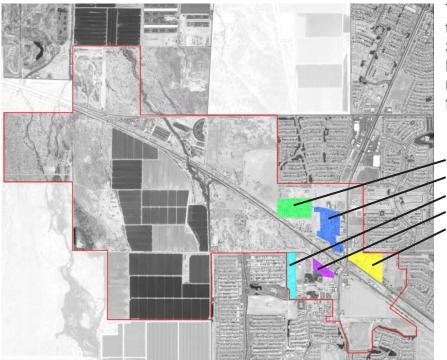
Poor = \$15,000 - \$60,000

Needs major rehabilitation and investment, worth repairing

Replacement

Cost to repair exceed cost to replace; no historic value; includes severely dilapidated or abandoned structures

Residential Areas:



The residential areas surveyed include the areas designated Old Town 1, 2, and 3 in the Redevelopment District Area Plan, as well as two areas south of the railroad tracks, which would benefit from future redevelopment in the area.

Old Town 1 Old Town 2 West High School Neighborhood North High School Neighborhood Old Town 3

Commercial Areas:



The commercial areas surveyed are located along the three main transportation routes through the Redevelopment District: along the John Wayne Parkway north of the railroad tracks, Garvey Ave west of the John Wayne Parkway, and the Maricopa-Casa Grande Highway east of the John Wayne Parkway.

Commercial Area 1 Commercial Area 2 Commercial Area 3

Windshield Survey - Residential



There is a high percentage of manufactured homes in the Redevelopment District. While several of these are in fair or good condition and resting on permanent foundations, many are not on permanent foundations and are suffering from severe weathering and deterioration.

Major roads are paved. Some of the smaller local streets are paved, but have no curbs, sidewalks or street trees; and some minor roads and alleys are unpaved. Seldom do the smaller streets have sidewalks or street lighting.

The residential areas that can benefit the most from reinvestment are Old Town 1 and Old Town 3. Many of the homes in these areas are in poor condition, with failing or no permanent foundations and other structural and maintenance issues.



Old Town 1

- · Many mobile homes in fair to replacement condition
- · Many mobile homes without foundations









Old Town 2

- Manufactured homes
- Good quality/upkeep
- Good/fair home conditions
- · New pavement/drainage
- · No sidewalks or street lights







Old Town 3

- Many homes in fair to replacement condition
- Large numbers of pedestrians
- Unpaved alleys and some unpaved streets
- · Limited maintained yards and landscape









North High School Neighborhood

- Section 8 Housing managed by Pinal County
- Homes in fair condition
- · Paved streets and sidewalks









West High School Neighborhood

- Rural remnants including livestock
- Mix of well-maintained and un-maintained yards and landscape
- All single-family detached homes
- Adjacent high school

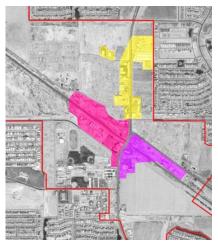








Windshield Survey - Commercial



Commercial development in the Redevelopment District is scattered and varies widely in quality and aesthetic. Junkyards and warehouses characterize development along the railroad tracks. Retail and services, such as gas stations and restaurants, are located mainly along the John Wayne Parkway.

There are two pockets of new development located in Area 1. Other development along the John Wayne Parkway is older but in fair or good condition. Some commercial development is in modular units. A few structures have historical significance to the City.



Commercial Area 1

- Newer developments
- · Various retail, restaurants, services
- Location of fire department, police station, government buildings
- Most buildings in good condition
- · Some older and modular units









Commercial Area 2

- Historic water tower and new water facility, gas stations, restaurants, and services
- Industrial use throughout, including two auto parts yards
- Many buildings in fair/poor condition







Commercial Area 3

- Location of Amtrak station and California Zephyr trainLocation of Farmer's Market
- Mixture of services and restaurants
- Buildings in fair condition







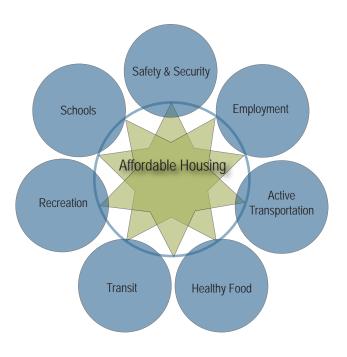


Affordability Analysis: Housing



HUD defines affordable housing as the case when a household pays 30% or less of their income on housing. However, affordability has many dimensions. When people live in substandard housing, society pays greater costs. Health issues, safety issues, and low educational attainment tend to occur at higher rates in substandard housing.

The Affordability Analysis assesses the relationship between the wages of the community and the housing market, transportation services, and other related costs. This helps to determine affordable housing needs.



Standard Measure for Affordable Housing:

Rent / Mortgage + Housing Related Costs
Gross Household Income

30%

Affordability Analysis:

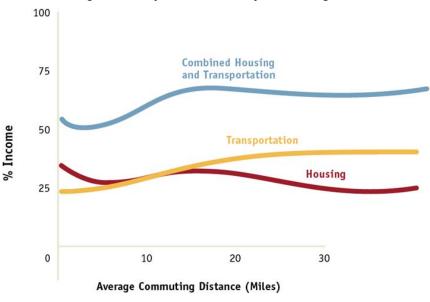
Housing + Transportation

Affordability must be understood as a function of more than just housing costs. It also includes proximity of housing to employment, services, schools, banks, recreation areas and transportation centers.

The idea that housing is more affordable by driving further from the employment center is a myth. While home prices may be lower, transportation costs are much higher. Often households require two cars for travel, rather than one or none; after factoring in commute time, wages are effectively lower.



Housing and Transportation Costs By Commuting Distance



Source: Center for Neighborhood Technology calculations.

Center for Neighborhood Technology Measure for Affordable Housing:

average

<u>Total Housing Costs + Transportation Costs</u> <u>></u> 45% Gross Household Income

Transportation Costs

Phoenix:	\$ 980 /Month
Chandler:	\$1,060 /Month
Tucson:	\$ 911 /Month
Yuma:	\$ 961 /Month
Flagstaff:	\$1,011 /Month
Las Vegas:	\$ 946 /Month
City of Maricopa:	\$1,380/Month

[Source: Center for Neighborhood Technology. Using 2008 gas prices and assuming fuel efficiency of 20.3 miles per gallon. http://htaindex.cnt.org/]

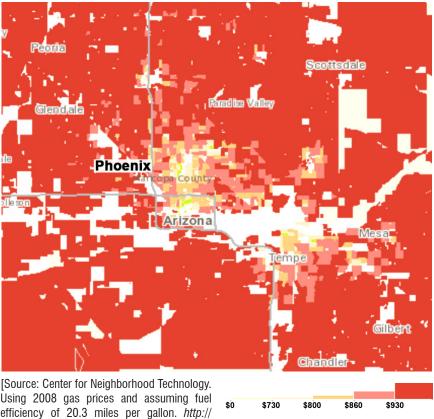
Monthly Transportation Costs

The map at right shows how much households in the greater Phoenix area spend on transportation costs each month. Notice that costs increase the further households are from the urban core.

The red areas show where the average household spends more than \$930 per month on transportation.

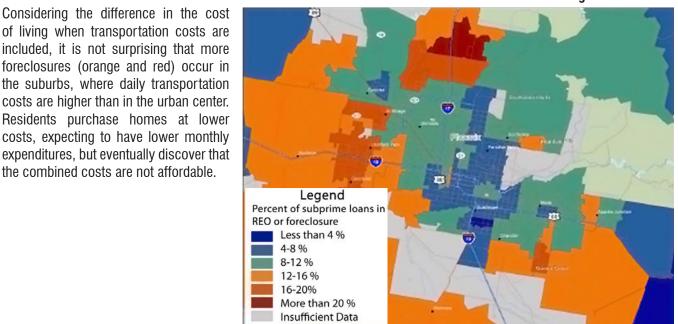
In 2008, the average monthly household transportation cost in the City of Maricopa was **\$1,380**.

[Source: Center for Neighborhood Technology. Using 2008 gas prices and assuming fuel efficiency of 20.3 miles per gallon. http://htaindex. cnt.org/]



efficiency of 20.3 miles per gallon. http:// htaindex.cnt.org/





Source: Analysis by Federal Reserve Board of Governors, First American Loan Performance Data, Dec. 2007. Data represent a sample of subprime loans approximating 70% of subrime loan volume. Data aggregated at the zip code level.

Illustrative comparison of affordability conditions in the City of Maricopa:

Costs for Housing in Maricopa

Costs for Housing + Transportation



Source: Housing and Transportation Affordability Index. Center for Neighborhood Technology. http://htaindex.cnt.org/

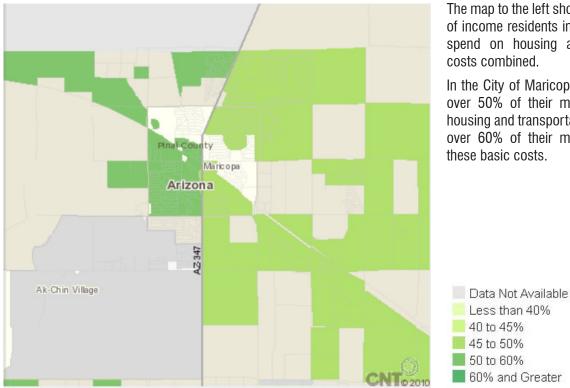
The housing and income data reflected in these two maps comes from the 2000 US Census. Thus, this data may characterize the conditions within the Redevelopment District, and not necessarily the City of Maricopa's current conditions.

The map on the left shows that housing in the Maricopa region is affordable, according to the standard measure (less than 30% of income is spent on housingrelated costs).

However, as the map on the right shows, no areas in Maricopa have housing that is affordable once transportation costs are taken into account. This means that more than 45% of household income is spent on housing and transportation costs combined.

This is a function of the availability of housing, jobs, and amenities. The farther people must travel to work or shop, the cheaper housing must be to maintain affordability.

Income Spent on Housing + Transportation Costs



Source: Housing and Transportation Affordability Index. Center for Neighborhood Technology. http://htaindex.cnt.org/

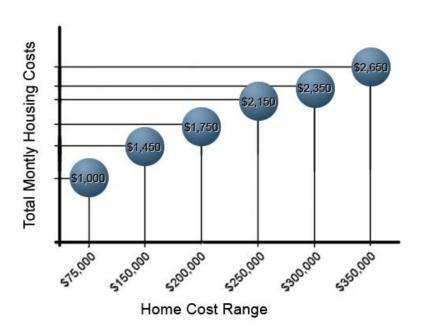
The map to the left shows the percentage of income residents in the marked areas spend on housing and transportation costs combined.

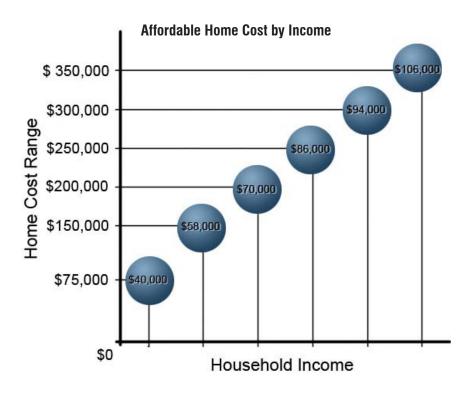
In the City of Maricopa, residents spend over 50% of their monthly income on housing and transportation. Many spend over 60% of their monthly income on these basic costs.

Monthly Housing Related Costs (Averages For a \$150,000 Home) \$100 Gas Electric \$50 Telephone (land line) \$35 No Cable-No Internet 0 Water \$55 Insurance \$52 Taxes \$98 Repairs \$80 Replacement Reserve \$80 **TOTAL** \$550

Total Monthly Cost of Housing by Home Price

Mortgage + Housing Related Costs





The graphs above represent the monthly costs and income thresholds necessary to meet the 30% benchmark for affordability. These numbers account for the related housing costs in addition to mortgage.

Total Monthly Cost of Housing + Transportation Mortgage + Housing Related Costs + Transportation \$3,730 \$3,530 \$3,130 Total Montly Housing Costs \$2,830



TOD201: Mixed Income Housing Near Transit -Increasing Affordability with Location Efficiency. Center for Transit-Oriented Development. Available http://www.reconnectingamerica.org/public/ reports

Affordable Home Cost by Income Including Transportation Costs

5150,00

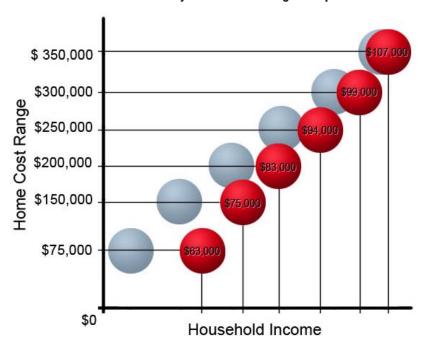
520,000

Home Cost Range

5250,000

5350,00

530,00



The graphs above show costs including transportation and the income thresholds for the 45% benchmark. While the additional costs don't have much effect on the income needed to buy a house over \$300K, they make a huge difference in the lower income brackets.

In order to afford a house that costs \$75K, the homeowners must earn \$63,000 a year, rather than the \$40,000 needed just for home costs.

Findings

An evaluation of the various data collected led to the following findings regarding housing related issues in Maricopa and in the Redevelopment District:

- · Most working residents work outside of Maricopa.
- The workforce residing in the City is above average in skill and education. However, 72.9% of residents are commuting out of the City for work.
- While housing costs are relatively lower in Maricopa compared regionally, high transportation costs can make living in Maricopa unaffordable.
- The median income in the Redevelopment District is significantly lower than the City of Maricopa median income.
- The population of Maricopa has grown more than 30 times its size in the last decade; however, most new housing has been single-family detached residences, limiting housing options in the City.
- There is a significantly higher percentage of renters in the Redevelopment District than City-wide, and of those, 41% pay more than 30% of their income for rent.
- There are many mobile homes within the Redevelopment District that were built prior to HUD regulations (1976).
- Unsafe crossings at major intersections and railroad tracks and the lack of pedestrian infrastructure and connections make it difficult to connect residents with amenities such as schools and retail areas.



The purpose of this chapter is to give the City a series of recommendations which can be implemented to improve housing within the City. These recommendations respond to the Findings section of the Analysis chapter and include both general tools and specific strategies for improving housing. 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, energyefficient homes and repair manufactured homes that are in serious disrepair.
- Seek to partner with local energy providers and other organizations in order to assist low-income residents in receiving weatherization assistance.
- Expand the availability of affordable rental housing by considering zoning and incentives that encourage development of higher density, mixed-use, and mixedincome housing options.
- Seek to establish private-public partnerships at different scales to help implement strategies to address housing issues.
- Develop a structure within the City such as a housing department to oversee and implement strategies and resources that address housing issues.
- Involve residents, business owners, churches, organizations, and other community members in establishing recreational/social opportunities such as pocket parks within the Redevelopment District.
- Improve connectivity between residents and amenities throughout the City by incorporating street and landscape improvements into redevelopment efforts, and implementing a network of pedestrian and bicycle corridors.
- Take steps to encourage citizens to become more involved in their local government and increase community pride by initiating and supporting the creation of neighborhood associations.

RECOMMENDATIONS

Manufactured Housing Repair and Replacement

Recommendation

The City of Maricopa 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 repair manufactured homes that are in serious disrepair.

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

Manufactured Home



Photo: http://www.northcountryaffordablehousing.com **Mobile Home**



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

Modular Home



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

Park Model

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 Maricopa 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 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 that is built on a single chassis mounted on wheels.

According to the 2000 U.S. Census, over 47% of housing units in the Redevelopment District 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 Maricopa can improve the quality of existing housing and develop stronger neighborhoods.

Principles

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

Benefits

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

Application

It is important to consider community partnerships that help the City connect with interested and qualified residents and with local retailers or contractors who can aid with the rehabilitation or replacement process. Also, there are separate, and sometimes distinct funding sources to provide manufactured home repair and mobile home replacement. (See the Appendix for funding sources that support manufactured housing repair and replacement.)

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.

Economic Viability

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



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

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

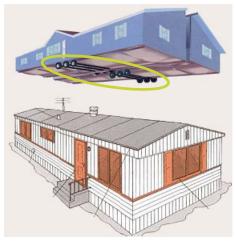


Photo: http://www.homeinspectioninstitute.com/ manufactured.html

If built after 1976, a manufactured home such as shown above could be considered for repair with HUD funding.



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

This new manufactured home was installed with a permanent foundation.



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

This example of a manufactured home has no permanent foundation.

Funding and Market Value

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

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

Installation

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

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

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

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

As of the date of this report, the bill passed the House and was referred to the Senate for consideration.

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

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





Source: City of Glendale Home Replacement Awardee. For more information go to: http://www. hud.gov/local/az/news/2009-03-12.cfm

Example: Home Replacement Program - Glendale, AZ

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

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

Funding: HOME Investment Partnership Program

Example: New York State Manufactured Home Replacement Initiative

The state has set aside HOME funds to be administered through local governments to replace dilapidated manufactured housing for qualifying families. The federal grant limit is \$50,000 per household, but other HUD or FHLB loans can finance the whole process of removal of the old home and installation of the new.

Applicants must:

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

Funding: HOME funds, HUD funding, FHLB Loans

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



DHCR's new statewide Manufactured Home Replacement Initiative

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

Example: Rehabilitation Program - Mohave County, AZ

Grants of up to \$15,000 are available for emergency repairs. Up to \$40,000 can be awarded as forgivable loans (some include a 5/10 year lien, some do not) to help people make necessary repairs to their homes. Repairs include fixing safety issues, plumbing, hot water, heating and airconditioning, ADA accommodations, etc. As long as the owners continue to occupy their homes for 10 years, the loans are forgivable.

Funding: CDBG, State Housing Fund or Housing Trust Funds





Before: Burned out manufactured home needed to be demolished





After: A happy owner (third from right) enjoys her new home with those who made it possible

Source: Partnerships: Strategies for Success in Housing Rehabilitation. ADOH Presentation. Barbara Blythe, Grants Coordination Specialist, Mojave County Housing and Community Revitalization, 2009.

Strategies for Action

- Administration: Manufactured home repair and replacement could be administered through a housing department or an approved local nonprofit organization in partnership with local government.
- Funding Coordination: research and apply for funding from state and federal programs; possibile sources may include:
 - HOME funds
 - Community Development Block Grant (CDBG)
 - Corporation for Enterprise Development (CFED)
- Homeowners can apply for funding through:
 - Federal Home Loan Bank (FHLB)
- Community Outreach: establish awareness and a process through which homeowners can apply; work with community organizations to gain insight into residents' needs.
- Contracting and Installation: partner with trained contractors for proper site preparation and utility hook-ups.

Weatherization Assistance



photo: http://www.housingnm.org/nm-energymart

Recommendation

The City of Maricopa should seek to partner with local energy providers and other organizations in order to assist low-income residents in receiving weatherization assistance.

Overview

Weatherization assistance and services could be provided by the City and/or through partnerships with the Arizona Community Action Association (AZCCA), the Community Action Human Resources Agency (CAHRA), Arizona Public Service (APS), and/or other organizations and businesses. Weatherization assistance helps low-income households permanently reduce their utility costs by improving the energy efficiency of their home. Typical weatherization activities include:

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

Services

A weatherization assistance program could perform the following services:

- Provide information to the public about opportunities for weatherization assistance:
- Develop a clear, standard application process for residents and offer assistance throughout the application process;
- Establish criteria for selecting households to receive assistance:
- Identify improvement opportunities in the selected households;
- Develop relationships with local contractors to conduct weatherization improvements in the selected households.

Example: Energy\$mart - New Mexico

The Energy\$mart Program in provides limited assistance to low income homeowners to improve the energy efficiency of their homes, thus reducing utility costs. Energy\$mart awards funds to Community Action Agencies or nonprofit organizations through a competitive request for proposals process.

To be eligible, homeowners must have incomes relative to family size at or below 200 percent of federal poverty guidelines. Any home can be eligible, whether owned or rented, single family or multi-family. Due to the scarcity of resources, priority is given to the lowest income households.

Weatherization work is performed by four sub-grantees located throughout the state.

Energy\$mart may be used for the following:

- Air leakage reduction including; repair or replacement of broken glass; sealing/caulking cracks; exterior doors; thermostat controls; incidental repairs including lumber to frame or windows and doors; roofing materials to patch or repair leaks; ceiling, wall and floor insulation; and more.
- Electric base load measures including: compact florescent light bulbs; and new refrigerators.
- Health and Safety including: stove pipe repair/replacement; smoke and carbon monoxide detectors; space heaters; furnace repair/replacement; and moisture related problems.

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

http://media.idahostatesman.com/smedia/2009/07/20/23/430-0721 Wire weatherize. standalone.prod affiliate.36.jpg

Example: Tucson Urban League HOPE 3 - Tucson, AZ

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

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

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

Funding: CDBG + City of Tucson and Pima County HOPE 3



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

Strategies for Action

- Administration: a weatherization assistance program could be administered through a housing department or an approved local non-profit organization in partnership with local government.
- Funding Coordination: work with AZCCA, CAHRA, APS, and/or other community organizations to facilitate weatherization assistance.
- Community Outreach: establish awareness and a process through which homeowners can apply and communicate with community organizations that might have insight into residents' needs.
- Weatherization Specialist: partner with trained weatherization specialists, local contractors, or non-profits who are qualified to conduct weatherization improvements.



Photo: http://images.publicradio.org/content/2009/05/20/20090520 marlowinans 33.jpg

Mixed-Use/ Mixed-Income Rental Development





Top: Asheville, NC. Dan Burden. 2006. Bottom: Back-in parking. Dan Burden. 2006. Source for both: http://www.pedbikeimages.org

The City of Maricopa has a history in transit oriented development. From the earliest trail dusters to the bustling railroads and now the car, development in Maricopa has always accommodated travelers. As a train depot and trading post, the town offered everything travelers needed, from hotels to restaurants, shopping and more.

Recommendation

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

Overview

According to the 2000 Census, 41% of renting households in the Redevelopment District pay more than 30% of their income for rent with about 12% paying more than 50% of their income for rent.

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

Additionally, pairing residential land uses with compatible commercial land uses can offer more convenience to renting residents. Mixed land uses allow people to access amenities more readily, help reduce transportation costs, strengthen community interaction, and help define city centers.

Principles

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

Benefits

- -Increased mixed-income with affordable housing options
- -More open spaces through dense development
- -Reduced sprawl of communities
- -Reduced automobile traffic
- -Reduced air pollution

Application

In order to encourage new mixed-income rental housing development, Maricopa should first verify that zoning and land use codes are compatible with the goals for rental housing. It is important to consider density and height requirements for multifamily developments.

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

Mixed-income Rental Housing

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

Mix Land Uses

Mixed-use communities are inherently affordable. The close vicinity of places to live, work, play, shop, eat, and access health care, financial services, and transportation help foster healthy diversity of residents and activities. Reducing transportation costs increase housing affordability and increase household expendable income. In addition, mixed land use creates vibrant, active neighborhoods with increased safety due to the greater amount of eyes on the streets and interaction of the residents.

Businesses in mixed-use neighborhoods benefit from the consistent presence of pedestrians and the regular patronage of residents. Developers benefit from higher density developments and the balanced income from residents and business owners. The City benefits from reduced infrastructure, paving, pollution and sprawl.



Mixed Use in Arlington, VA. Source: http://amgencorp.com/services.html

Strategies in developing a successful mixed-use/ mixedincome development:

- · Select a site adjacent to existing daily amenities (grocery, school, bank, work, restaurants, shops, etc)
- · Select a site that is visible and attractive
- Maximize interaction with the street
- · Incorporate large windows and commercial storefronts into streetlevel units to create interest for pedestrians
- · Locate parking behind the building
- Use landscaping to provide an enjoyable outdoor space, promoting
- Encourage public use of outdoor space such as a pocket park with seat walls and benches
- Provide on-site amenities (laundry, daycare, grocery, bank, etc) to promote walkability and interaction
- Use permeable paving or stabilized decomposed granite to allow rainwater to percolate on-site
- Use vegetation, trees and shrubbery to provide shade and privacy, rather than block walls
- Provide areas of interest for a variety of ages
- Implement storm water catchment, rainwater harvesting and passive solar strategies to demonstrate healthy urban living



Mixed Use in Bellevue, WA. Source: http:// seattletimes.nwsource.com/ABPub/zoom/ html/2008022278.html



CALA Desert Laboratory. University of Arizona, Tucson, AZ. Ten Eyck Landscape Architects Inc. Photo by: Bill Timmerman. http://hpigreen. com/2010/01/22/finding-water-in-the-desert/

Example: The Shops at Waterford - Dublin, CA

This shopping center in northern California is a hybrid of the typical midcity grocery center and a high density mixed-use development.

This type of development may be appropriate for the City of Maricopa, as it combines the comfort and convenience of a familiar urban typology with a more affordable, higher density residential option. A similar project could be built in stages, or even be added on to the recent commercial development along the John Wayne Parkway or Honeycutt Rd.

Information and images are from Urban Review STL and can be found at: http://www.urbanreviewstl.com/?p=2919



Residential buildings around a central parking garage push activity to the edges of the site.

Courtyards improve ventilation and natural lighting in the units as well as providing outdoor space for residents.



Retail is on the ground floor of the residential development.





Large parking lot is broken up with pathways and trees. The open parking space could be used for special events, such as festivals, fairs or markets.

Commercial buildings are pushed up to the street, increasing presence along the main traffic route. Pathways to the main buildings allow for safe, comfortable passage through the parking lot.













Maricopa Housing Assessment & Strategic Plan 59



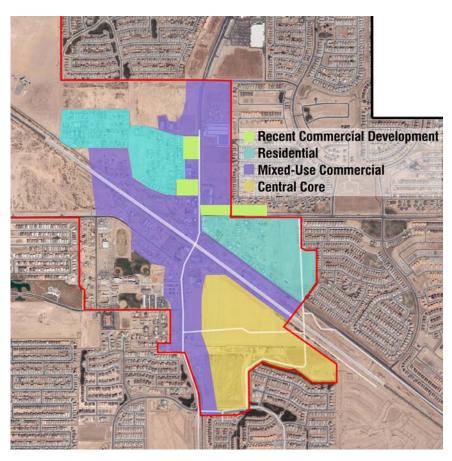
Mixed-Use in Maricopa

The Redevelopment District is centered around the busiest intersection in town, where the John Wayne Parkway meets the Maricopa-Casa Grande Highway. Development around this intersection, which is the physical and historic vertex of the City, would breach the railroad barrier and create a common hub where the northern and southern populations can come together. Locating development near this intersection would improve the likelihood of success for early projects.

A Central Core

The following diagrams propose the development of a core mixed-use district that is centered on this already developing area. Currently the land along the railroad tracks is greatly underutilized, causing a zone of inactivity between the land to the north and the south. By developing this area and improving connectivity across the railroad tracks, the communities to the north and south can enjoy a common city center that relates to the City's history as a transportation hub.

- Commercial and mixed-use developments occur along heavily trafficked roads, while residential units are slightly more removed.
- Increased traffic congestion can be avoided through very dense development with strategically placed parking pockets, which make it easier to park and walk than to drive. Improved pedestrian and bicycle paths enable and encourage people to walk or bike around the area (see section: Community Connectivity).
- Connectivity is improved with paths to the west and south, and pedestrian bridges over the railroad to the areas north and south of the tracks.
- A high density civic, cultural and social core is developed on the underutilized land south of the railroad tracks.
- A heritage park along the railroad tracks is connected to the core of the town, bringing past and present Maricopa together.





The plan for downtown Scottsdale, AZ was overlaid on the central zone of Maricopa to show how a dense commercial corridor might function in the proposed location.

If the current railroad evolves as a transit line, there is a strong potential for transit oriented housing development. However, if it continues as a more industrial service track, the potential for housing near the track becomes diminished and it may be more appropriate to locate housing away from the rail line. Sound mitigation may be considered in either case.



http://www.wfrc.org/cms/image_library/lmageLibrary/Pocket%20Park/2/lg/Pocket_Park_-_Park_City 2 .htm

Use Land Efficiently

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

Provide Shared Open Space

Developing denser rental housing opens land for parks and plazas that provide places for children to play and for people to interact. Although large community parks can be a great asset to the City, it is not necessary to have vast open land to create a park. Courtyards and small areas can provide public gathering spaces or playgrounds. These can be provided in or near town centers/nodes emphasizing a walkable and vibrant community.

Strategies for Encouraging Mixed-Use/ Mixed-Income Rental Development

Develop incentives for owners and developers

The City of Maricopa can provide various incentives to owners or developers to encourage the development of affordable housing through a mixed-use and/or mixed-income model. Zoning and other incentives may include:

- · Density bonuses
- Development fee waivers
- Expedited permitting and inspections
- · Increased flexibility for the design of affordable housing units,
- Reduced or modified parking requirements
- Subsidies to aid in the financing of affordable housing units

Example: Density Bonus - Madison, WI

The City of Madison's Inclusionary Housing Ordinance uses a citywide density bonus to encourage developers to provide housing for low/moderate (workforce) income families. To receive a density bonus, eligible housing projects of ten or more total units must include a minimum of 15 percent affordable units. The size of the density bonus awarded to developers is determined using a point system. The system awards points based on criteria developed by a committee/commission/council process. Each point earns developers 10-20 percent more allowable units (depending on the number of stories, total units and available parking) up to a three point maximum. For example, if a housing project originally includes 40 units, and the developer earns two incentive points, the developer might receive a bonus of four to eight additional housing units. (Source: http://www.uwsp.edu/cnr/landcenter/pdffiles/implementation/densitybonus.pdf)

Examples: Parking Requirement Reduction

- Los Angeles allows a reduction of 0.5 spaces per unit for deed-restricted affordable units and additional reductions for units within 1500 feet of a transit line.
- Seattle, Washington grants reductions in minimum parking requirements for affordable housing (down to 0.5 to 1 space per unit, depending on income, location, and unit size); housing for seniors or people with disabilities; multi-family developments with car-sharing programs; and developments in dense, mixed-use neighborhoods.
- Santa Monica, California reduces parking from 2 spaces per unit to 1.5 for two bedroom affordable housing units.
- Hartford, Connecticut allows reductions of up to 30% of required parking in exchange for implementing Transportation Demand Management programs such as discounted carpool parking, rideshare promotions. subsidized transit passes and shuttle services to off-site parking.

(Source: http://www.mapc.org/resources/parking-toolkit/strategies-topic/flexible-parkingreqs)

Establish programs to subsidize rental housing

Subsidy programs for rent can come in a variety of forms, either through subsidizing the housing or providing subsidy funds to the tenant.

Example: Mohave County Housing Choice Voucher Program

The Housing Choice Voucher Program provides rental assistance to low income participants. Subsidy is tied to the tenant not the housing unit. which allows the family to choose the home that they like as long as it meets certain requirements for housing quality and is within the Fair Market Rent established by HUD. The Landlord and Tenant negotiate and sign a lease agreement and the family pays its portion of the contract rent, which is based on income, directly to the Landlord/Owner.

Housing Choice Voucher – Section 8 Family Self Sufficiency Program (FSS): The FSS Program provides the opportunity for Section 8 families to work on goals to reach economic self-sufficiency while their rent is subsidized. As an added bonus, an Escrow Account is set up and money is deposited into it as the participants earned income increases. Successful program graduates easily achieve accounts with over \$10,000.00.

Funding: HUD Section 8

Support employer-assisted housing programs based on proximity to employer

The City of Maricopa can increase affordable housing options as their economic base grows by encouraging employer-assisted housing programs. While large employers can provide great amounts of assistance on their own, smaller local businesses can also contribute through cooperation with a local housing department.

Employer-Assisted Housing (EAH) is a generic term to describe any number of ways an employer invests in workforce housing solutions, such as:

- Increasing the community's supply of affordable housing through cash contributions to housing initiatives, donation of land, housing developed and owned by the employer, construction financing, or Low Income Housing Tax Credit investment.
- Helping employees obtain affordable housing through downpayment and closing cost assistance, secondary (gap) financing, rent subsidies, or homebuyer education and counseling funding.

A good employer-assisted program benefits the full range of stakeholders:

- The employer benefits from a more stable workforce, improved morale, less turnover and reduced recruitment.
- The employee, beyond receiving financial support, also gains extra time, formerly spent in traffic, for family or community life.
- The surrounding community gratefully trades in a portion of its traffic congestion for the new investment and property taxes, as former commuters buy homes near the jobsite.

Examples Weerts Company Housing - Winnebago, Minn.

EMPLOYER ROLE: Owner and Developer of Housing for Employees Winnebago, a town of 1,600 in Faribault County, was experiencing household and job growth and an inadequate supply of affordable housing. One local employer, Weerts Company, invested \$174,900 to produce eight two- and three-bedroom affordable rental units for its employees. The city contributed by waiving hook-up and permit fees for the units. The local utilities granted \$8,500 toward the overall development cost. The local housing fund participated with a \$120,000, 0-percent interest deferred loan to the project.

Example: Hoffman Center Apartments - Hoffman, Minn.

EMPLOYER ROLE: Grant Funds from Employer Pool

In Hoffman, a town of about 700 people in Grant County, MN, the Economic Development Authority (EDA) and several local employers converted the city's old school building into affordable housing in 1999. The EDA launched a campaign that recruited over 11 local businesses to contribute a total of \$32,000 in grant funds for the development. The local housing fund matched the employer commitment with a \$30,000, 0-percent interest deferred loan.

For more information on Employer-Assisted Housing Programs, refer to:

- -Greater Minnesota Housing Fund Employer Assisted Housing Program [http://www.gmhf.com/programs/eah/program profile/EAH.htm]
- -Metropolitan Planning Council's Employer-Assisted Housing Project [http:// www.metroplanning.org/work/project/8]
- -Reach Illinois [http://www.reachillinois.org/]
- -National Housing Institute [http://www.nhi.org/online/issues/141/EAH. html]:

Encourage Transit Oriented Development

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

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

Example: Orenco Station - Hillsboro, OR

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

Partnerships:

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

Source: http://www.nrdc.org/cities/smartgrowth/solve/orenco.asp



Photo: http://commondatastorage.googleapis. com/static.panoramio.com/photos/original/22189977.jpg

Public-Private Partnerships

Recommendation

The City of Maricopa should seek to establish private-public partnerships at different scales to help implement strategies to address housing issues.

Overview

Public-private partnerships are vital to the long-term success of redevelopment and reinvestment programs. These can occur at different scales, from large scale developments to local organizations and community projects. Partnerships allow organizations to:

- Combine skills and resources of the public, private, and community sectors
- · Accomplish goals not viable through a single agency
- Use a holistic approach to client needs
- · Serve more clients
- · Access a wider range of resources



What to look for in forming partnerships:

- · What are the unmet needs of community members?
- What can the city provide?
- What can't the city provide?
- How can other agencies help?

How to establish partnerships:

- Talk to local businesses
- · Get involved in networking groups
- Publicize successes

Development Scale

Partnerships with private investors can enable the City to accomplish projects that are impossible using only public funding sources. Partnering can ensure that private investments are put toward accomplishing the City's long term vision. In addition, the initial development can inspire future investment from private sources.

Developers benefit from partnering with the public sector in a number of ways:

- Bonus incentives like increased FAR or density allowances, and reduced parking or setbacks, allow more units to be built, which increases profits.
- The local government may provide additional advertising for the development, or offer subsidies to qualified families who move in, which speeds up the rate of sale or rental.
- The government may approve improvements in transit, utilities or the public ROW, which increases the attractiveness of the development as well.





Example: Pearl District Redevelopment, Portland OR

In the early 90s, the City of Portland struck a deal with the owner of 40 acres of vacant land near the center of town. If the owner agreed to upzone his property, increasing the density from 15 units per acre to 125. the City would build the streetcar line past the property, among other improvements.

While there was no market for the dense development at the time, it is now the City's most popular neighborhood. The public investment in the streetcar attracted enough private investment to meet a number of the City's public goals and objectives, including affordable housing, high quality streetscapes, parks and plazas, and a high volume of business activity for downtown.

Source: Encouraging Transit Oriented Development: Case Studies that Work. Reconnecting America. 2009. Available online at: http://www.epa.gov/dced/pdf/phoenix-sgia-casestudies.pdf





All Images from Portland Neighborhood Guide: The Pearl District. PortlandBridges.com. http://www.portlandbridges.com/portlandneighborhoods/00-The%20Pearl%20District. html



A few of the contractors who work with the Manufactured Home Repair and Replacement Program. Source: *Partnerships: Strategies for Success in Housing Rehabilitation.* ADOH Presentation. Barbara Blythe, Grants Coordination Specialist, Mojave County Housing and Community Revitalization. 2009.

Organization Scale

Local governments and housing agencies can partner with businesses to help make community development projects possible that couldn't be done alone. Home repair or replacement programs can work with local suppliers and contractors to find low cost or discounted materials and labor. Local utility companies may be willing to work with affordable housing agencies to offer rebates or waive fees associated with connecting and repairing utilities. Local businesses can help by donating their time, products, or expertise.

The organizations benefit from the reduced costs of operating, while the partners enjoy the guaranteed business and additional advertising venue. The residents whose homes are repaired, of course, reap the greatest benefit from the partnership.

Example: Mojave County Housing and Community Revitalization

The Manufactured Home Repair and Replacement Program in Mojave County would not be possible without the partnership of local businesses. Federal funding gets the ball rolling, but in-kind contributions in the form of goods and services from the community members allow the program to be a success. The following are partners in the program:

- Home Depot provides maintenance workshops and free toolboxes for homeowners
- · Ashley Furniture donates home furnishings
- Repo Depot (Kingman, AZ) helps locate new and used mobile homes for replacement
- Construction and home repair contractors donate labor or provide reduced rates
- Utility Companies offer rebates for installing solar-collectors, system upgrades, etc.









Sources Left to Right: The Home Depot: www.homedepot.com; Ashley Furniture Homestore: www.ashleyfurniture.com; Pouring Foundation: http://www.logstickandsteel.com/manufactured_home_foundation.jpg; Water Faucet: http://michelledonahue.wordpress.com/2009/05/24/turn-off-the-faucet-its-not-cheap-its-green/

Community Scale

Neighborhood Associations and other community organizations can work with local businesses, organizations, and other community members to assist with neighborhood repair and beautification projects, fundraising events, and to support the operation of the organization. Community leaders should contact local businesses that may be able to donate materials, time, or lend their expertise to help accomplish the goals of the community.

Example: Somerville Community Growing Center - Somerville, MA

The City of Somerville is one of the most densely populated cities in the nation with close to 80,000 people in just over four square miles. This highly urbanized environment was made possible through the use of high density housing throughout the community, but often at the expense of residential green space. For Somerville residents looking to garden, "backyard" opportunities are generally very limited leaving little chance for residents to grow even a small portion of their summer produce. Fortunately, local initiatives in the city have created the Somerville Community Growing Center (SCGC). These gardens are managed by volunteer Garden Coordinators who assign plots on a first-come firstserved basis, help gardeners get seeds and compost, and provide information and advice. The SCGC is located on a 1/4-acre parcel and has become much more than a community garden, offering both educational and cultural performance programs. One of the unique aspects of the SCGC is how much has been made to fit into a small space.

Materials were donated for construction and numerous groups such as the Somerville Youth Program, Eagle Eye Institute, Somerville Environmental & Recycling Volunteers, Boys and Girls Club, Conservation Commission, City Year, local businesses, Somerville High Vocational Tech program, Walnut Street Center and The Cummings School assisted with building the garden.

Source: http://www.mass.gov/envir/smart_growth_toolkit/pages/CS-ag-somerville.html



Conceptual Landscape Plan. Source: www.mass.gov/envir/smart growth toolkit/ pages/CS-ag-somerville.html

Housing Department

Housing Department
Housing Authority
Housing Commission

Redevelopment Committee

Housing Office

Dept. of Housing Services

Dept. of Neighborhood Services

Community Development Office

Community Resources Office

Recommendation

The City of Maricopa should develop a structure within the City such as a housing department to oversee and implement strategies and resources to address housing issues.

Roles of the Housing Department:

A housing department can help establish and maintain vibrant, beautiful, and affordable neighborhoods. It can be a valuable resource for public entities, developers, communities, and individuals by providing the following services:

Oversee Federal Grants/Funding

- Research and apply for grants and other federal programs
- Work with local and state government to allocate funding to qualified businesses and individuals
- Develop local programs for determining the allocation of funds

Establish and Enforce Codes/Ordinances

- Develop housing codes and zoning ordinances that encourage affordable housing and result in safe, walkable, healthy communities
- Oversee the enforcement of codes and zoning, especially in affordable housing developments

Establish Local Housing Programs

- Develop programs to counsel and educate individuals in the community: homebuyer education and counseling, homeowner counseling, homeowner delinquency counseling, foreclosure counseling
- Create neighborhood relations programs: encourage community involvement by supporting the establishment of neighborhood associations, assisting in the organization of community cleanups and neighborhood beautification, and educating communities on how to create safe, healthy neighborhoods
- Establish a rental property taskforce in charge of overseeing affordable rental properties and improving renter-tenant relations
- Establish programs that manage the allocation of federal funds such as: rental housing subsidy; manufactured housing replacement; downpayment assistance; infrastructure subsidy; land banking; housing vouchers; community connectivity, etc.

Develop Public-Private Partnerships

- Create financial and zoning incentives to help developers offset the financial burden of building affordable housing units
- Encourage local businesses to take part in providing housing through partnering to provide employer-assisted housing and donating/discounting goods and services for the creation and renovation of affordable housing
- Work with utility companies to waive connection fees for affordable housing
- Help developers partner with local businesses to create mixed-use developments
- Create a Citizens' Advisory Committee to help implement community plans

Example: City of Tempe Housing Services

City of Tempe Housing Services provides the following services: Section 8 rental assistance (housing for elderly, disabled, and lowincome families;) Section 8 Homeownership program; CDBG/HOME administration; the Family Self-Sufficiency program; Homeownership Down Payment Assistance; Homeless resource coordination; Fair Housing activities; and the Home Improvement Program.

For more information see: http://www.tempe.gov/housing/

Example: Mohave County Community Services Department

The goal of the Community Services Department is to create and enhance viable and livable communities for Mohave County. It serves Mohave County employers, employees, and residents by coordinating available federal, state, and local resources. It seeks to maximize community and workforce by seeking

- Affordable housing for Mohave County residents
- Community development projects for low and moderate income communities
- Skilled and available workforce for the economic community
- Business services and comprehensive information source for business and economic development through the One-Stop Centers
- Business expansion and retention programs
- · Regional collaboration and partnership in workforce, community and economic development initiatives

For more information see: http://www.co.mohave.az.us Under "Departments" go to "Community Services."



Source: http://www.housingpartnershipinc.org



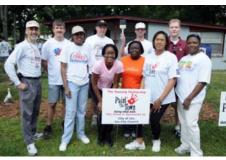
Source: Center for Transit Oriented Development

Example: Richardson, TX Neighborhood Services

The mission of Neighborhood Services is to protect the vitality and integrity of Richardson by creating healthy neighborhoods through the actions of its departments:

- Neighborhood Integrity enforces codes and ordinances; regulates and inspects rental housing and apartments
- Neighborhood Enhancement creates enhancement strategies that inventory the assets and weaknesses of individual neighborhoods to develop new proactive enhancement programs
- Neighborhood Relations fosters improved neighborhood selfmanagement and promote the success of neighborhoods through interaction with neighborhood associations and community members

For more information see: http://www.cor.net/neighborhoodservices. aspx





Source: http://www.thehousingpartnership.com

Pocket Parks



Park in Chandler, AZ. Source: http://www.land-scapeforms.com

Recommendation

Involve residents, business owners, churches, organizations, and other community members in establishing recreational/social opportunities such as pocket parks within the Redevelopment District.

Overview

A pocket park is a small outdoor space, usually no more than ¼ of an acre, most often located in an urban area that is surrounded by commercial buildings or houses on small lots. There is no set design for a pocket park; each one is different depending on the size and use of the space. They can be active play areas, quiet areas, projects like community gardens, or anything in between.

Why Recreational/Social Spaces are Important

Pocket parks, play areas, and paths can serve multiple purposes when woven into the urban fabric of a city. They help bring community together and can improve the safety and aesthetics of a neighborhood in the following ways:

- · Parks provide spaces for children to play and adults to relax
- Parks and community centers establish a social setting where community members can meet one another
- Parks and green spaces make neighborhoods more visually attractive
- · Parks and open space increase property values
- Parks provide space for community gatherings
- Public spaces lower crime rates and increase residents' sense of comfort by placing more eyes on the street
- Green spaces help combat the urban heat island effect
- The creation and maintenance of neighborhood parks can be a common goal and activity for community members

How Maricopa is Thinking about Parks

The City of Maricopa recognizes the importance of integrating open space into their development plans. The *Redevelopment District Area Plan* recommends a large park near the Government Center and Transportation Center, and a system of trails along drainageways.

In addition to these larger elements, however, smaller areas of repose within the more densely developed district are important to both residents and visitors. Pocket parks can be maintained by the community or the City, and should serve the whole public.





Left: Daniel T Webster School. Indianapolis IN. www.kibi.org Right: Ashland Neighborhood, Indianapolis IN. www.kibi.org

Community Involvement

Pocket parks can be simple community projects. Work with schools, churches and other local organizations to make the creation of small parks and gardens possible. Once established, the parks can be maintained by the community or the City.





Both Images: Maricopa, AZ. Photos property of Drachman Institute.

Location

Pocket parks should be established throughout the redevelopment district. Eligible locations include vacant lots, foreclosed lots, excessively wide rights-of-way, and other places where they can serve dual roles as parks and neighborhood connections.





Left: Oaks Academy Aboretum. Indianapolis IN. www.kibi.org Right: Snoqualame, WA. Dan Burden. 2006. www.pedbikeimages.org

Amenities

Parks should include places to sit (benches, low walls, steps, etc), things to play on (small statues, rocks, play equipment), shade elements (trees, canopies) and permeable ground cover.

Additional amenities may include a garden, a drinking fountain, tables, bike racks, public art, etc.







Left: Rincon Heights Neighborhood. Photo property of Drachman Institute. Middle: Barry Goldwater Garden, Paradise Valley AZ. www.LandscapeForms.com Right: Underwood Family Sonoran Landscape Laboratory, Tucson AZ. Drowning in the Desert: A zero-budget plaza at the University of Arizona harvests water from an adjacent building. Sorvig, Kim. Landscape Architecture. Jan, 2010.

Sustainability

Furnishing should be made to endure the climate, use and years. Vegetation should be appropriate to the desert environment. Groundwork should exhibit rainwater harvesting principles. Work with a local landscape architect to learn more about true xeriscaping techniques.

Blue Triangle Park site before



Blue Triangle Park site during - the community at work



Blue Triangle Park site after, with mature trees and established vegetation.

Example: Blue Triangle Park, Indianapolis, IN

"Since 1995, Keep Indianapolis Beautiful, Inc., in partnership with Indianapolis Power & Light Company (IPL) and the City of Indianapolis, has helped neighborhoods, schools, churches, and other community-based organizations (CBO's) create beautiful places from vacant lots, old parking lots, medians, or little used areas. Often, these sites are neglected and overgrown—inviting littering, illegal dumping, or worse! These little-used, undervalued, or detrimental places are transformed into community assets--green and beautiful places that build community, encourage community pride, and add value to neighborhoods across Indianapolis." (Source: www.kibi.org/pocket_parks)

The Blue Triangle Park was a service drive at the rear of this apartment building. After some community effort and help from KIB, it was transformed into an inviting entrance and greenspace.



Blue Triangle Pocket Park in Indianapolis, Source: http://www.kibi.org/blue triangle

How-To Guide for Creating Pocket Park and Greenspace Projects

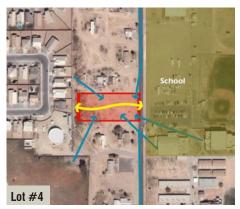
- 1. Secure the community's commitment. The more inclusive the decision-making, the more successful the park or garden will be. Get community members involved and organize local resources. It may be helpful to work with local organizations to find the people with useful skills and connections, such as expert gardeners, construction experience, etc.
- 2. Establish a steering committee. Divide responsibilities in terms of planning for and working on the project. The steering committee will need a chair/leader who has the ability to facilitate, network and be diplomatic and decisive.
- 3. Choose a site. Think about how the site could best be used. What kinds of improvements need to be made? What is realistic in terms of creation and maintenance and which site fits the plans? Who owns it and what is the best way to get permission to use the space?
- 4. Plan. Determine a site plan either as a community or with the help of a landscape architect. Begin to strategize how the landscaping will be installed, how it will be funded, and who will maintain it in the long run and how.
- 5. Identify and secure potential partners. These partners should be local business, churches and other organizations. Partners can provide funds, expertise, materials or advice. Identify the roles of each partner and secure a written understanding if possible.
- 6. Secure long-term and short-term funding. Look at various resources in the form of grants, in-kind materials and money from businesses. Corporate sponsorship may also be a possibility. Be sure to think long-term. There should be an account to save money for maintenance or repairs that could come up, as well as to cover probable liability insurance coverage.
- 7. Schedule work days in advance. Assign a project manager and plan out what activities need to occur in what order. With multiple work days, people who cannot make one day can volunteer on another. With one big day, you can build excitement for both volunteer recruiting and for fundraising.
- 8. Plan a big work day/dedication/celebration event. This is very important to the neighborhood and the partners. It is a chance to possibly garner some outside attention, as well as involve as many people as possible. Be sure to have the kids in the neighborhood out working on that day! They'll be much more likely to protect and take pride in their park or garden in the future.
- 9. Implement maintenance plan. Before any work is done, a maintenance plan and put it on paper. This could be anything from establishing a weekly mowing or weeding schedule divided up among neighbors, to continually raising money to pay local teenagers to work in the park, to coming up with an endowment capable of paying professional landscapers.
- 10. Pursue consistent engagement and on-going communication with community and partners. On-going communication with the neighborhood should keep them interested and involved in the project. Continue thinking of innovative possibilities and partnerships to fundraise as the community's needs and desires for the greenspace change over the years.

For more information, go to: http://www.kibi.org

Chamber of Commerce and Post Office







Pocket Parks in Maricopa

There are many locations in Maricopa that would be ideal for a pocket park. Vacant lots and foreclosed home sites offer opportunities to create connections throughout the community and to bring community members together in an enjoyable outdoor space.

Hypothetical Location Examples:



Lot #1: Vacant lots in the northeast corner of Old Town #2 can connect residential units with the current governmental and future commercial uses.

Lot #2: Vacant lots in the center of Old Town #2 can serve the greater residential area.

Lot #3: Vacant lots along the north border of Old Town #3 can connect the residential district with the growing commercial uses along Honeycutt Rd

Lot #4: A pocket part near the school would improve connectivity between the school and neighborhoods to the west, as well as offer a place for school children to go after classes

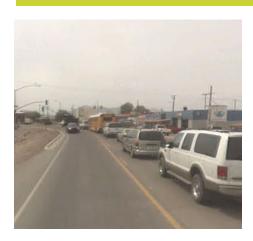


A lot for sale can become a kids' play place.



A vacant corner lot could become an attractive pathway with shade and seating.

Community Connectivity



Recommendation

The City of Maricopa should improve connectivity of residents and amenities throughout the City by incorporating street and landscape improvements into redevelopment efforts, and implementing a network of pedestrian and bicycle corridors.

Overview

Automobile travel is currently the focus of the majority of Maricopa's streets. Streets primarily designed for the automobile can lead to challenges for residents opting to travel by other methods. By designing streets with all end users in mind, transportation costs can be greatly reduced making housing more affordable and communities more accessible and comfortable.

Principles & Benefits

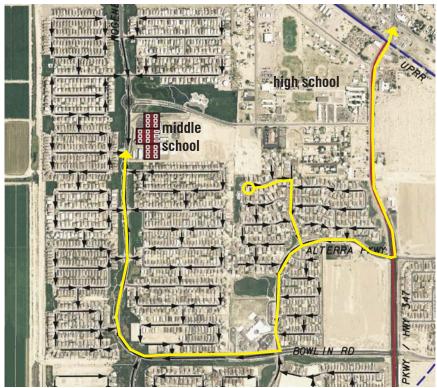
Complete streets is a movement gaining popularity among transportation planners and engineers. The focus is on the design of streets for all users. End users include pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Principles

- -Give equal preference to pedestrians, bicyclists, motorists, and public transit users
- -Provide direct routes for pedestrians and bicycles to schools, parks, transportation centers, and other amenities
- -Define pedestrian spaces, and separate them from high-speed vehicular traffic
- -Designate crosswalks and bicycle lanes and provide safe crossings
- -Make public transit readily accessible
- -Incorporate pedestrian and bicycle corridors that prioritize pedestrians and bicyclists over automobiles by impeding the flow of vehicle traffic through various traffic calming measures
- -Enhance the environment by increasing vegetation
- -Implement appropriate pedestrian lighting
- -Include elements such as traffic circles, way-finding signs, pavement markings, drinking fountains, and bike parking

Benefits

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









Source: Base map from Safe Routes to School: A Program Framework. May 2008.

Due to its many walled neighborhoods, Maricopa is generally NOT a walkable community. In the example above, someone living at the yellow circle has no direct route on foot or bike to the neighboring school or to the Redevelopment District. Paths occur chiefly along streets and are often uninviting or dangerous.

The image below, right shows a school bus stop with no curb, shade, or marked crossing. The sidewalk is not buffered from the street and offers no shade to pedestrians.

How Maricopa is Thinking About Connectivity:

The City of Maricopa recognizes the importance of pedestrian and bike connectivity and has taken steps toward improving connectivity throughout the city:

The Redevelopment District Area Plan calls for improvements to streetscapes and pedestrian paths, as well as a trail system that would stem out from the redevelopment district.

A Safe Routes to School study looks at how pedestrian and bike travel to Maricopa schools can be improved.

The 2010-2013 Strategic Plan for the city includes as a goal for the City, being known for its bike and pedestrian amenities.



Tools for Improving Connectivity:

Pedestrian Infrastructure

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





Left: Pedestrian crossing at the Shops at Waterford, Dublin CA. Steve Patterson. 2006. http://www.urbanreviewstl.com/?p=2919

Right: Pearl St, Boulder CO. Dan Burden. 2006. www.pedbikeimages.org

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 bike lanes increase the safety of cyclists while encouraging additional residents to commute by bike.

Bike lanes linking the Redevelopment District to the rest of the community will allow bicycle commuters and residents without access to a private vehicle to travel access the core of the city within the safety of a designated bike lane. This will decrease traffic in the Redevelopment Area.

Bicycle and pedestrian corridors located on through-streets with low vehicle traffic are also an important component of bolstering bicycle ridership.





Left: Green Bike Lane. www.portlandize.com Right: Bike Lane in Santa Cruz, CA. Dan Burden. 2006. www.pedbikeimages.org.



Photo: www.pedbikeimages.org / Dan Burden



Above: Signal crossing for bikes and pedestrians in Tucson, AZ. Right: Raised crosswalk. Dan Burden. 2006. www.pedbikeimages.org



Safe Street Crossings

In the City of Maricopa, where heavily trafficked highways are between neighborhoods and the schools and amenities they use, safe crossings are vital.

Signals should be provided pedestrians and bikes crossing the main John Wayne Parkway and the Maricopa-Casa Grande Highway. A raised median or other safe zone in the center of the street ensures that pedestrians do not get stranded in traffic if they cannot cross the entire street at once.

At smaller streets, changes in material, bright colors, and raised crossings are effective in slowing traffic at crosswalks.







Top Images: Dunbar Spring Neighborhood, Tucson AZ.

Vegetation Buffers

Street trees and plantings can enhance neighborhoods in Maricopa, supplying pedestrians with shade, lessening the urban heat island effect, and providing a safety and noise buffer between pedestrian paths and vehicular traffic.

Vegetation in Maricopa's climate should include native species and desert trees to provide shade. 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.

Tools for Improving Connectivity, Continued:

Street Furnishings

Whether built-in or mobile, places to sit, meet, and play make the sidewalks habitable and inviting spaces. Benches, planters, fountains, steps, and walls allow pedestrians to rest or wait.

Commercial ventures such as restaurants and cafes can spill onto the sidewalk, creating a vibrant zone between the buildings and the street.



Above: Easton NJ. Dan Burden. 2006. Right: Portland OR. Andy Hamilton. 2003. Far Right: Madison, WI. Eric Lowry. 2009. All Images: www.pedbikeimages.org





Wayfinding

Clear signage should indicate distance and direction to shops, trails, civic buildings, and other points of interest. Vegetation, ground surface material, lighting and signs should be used to give identity to bike and pedestrian routes.

Important policies, such as no pets or no parking, should be posted clearly for visitors and residents to see.







Above Left: Don Valley wayfinding. www.valdodge.com Above Right: www.spacingtoronto.ca Left: Westminster City Council Wayfinding. www.holmes-wood.com





Left: http://www.ledbravolight.com/images/ Sidewalk.JPG Above Left: Solar street lighting project in Nigeria. www.prlog.org. Above Right: LED Bollards, www.advanced-led.com

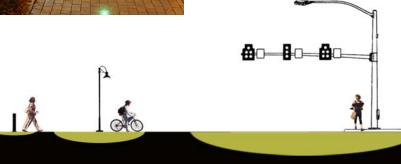




Photo: www.pedbikeimages.org / Dan Burden, Eric Lowry



Bicycle Boulevard Section

Lighting

Lighting along sidewalks and streets enables pedestrians and bicyclists to see their path and to identify potentially hazardous situations as they approach. 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, properly selected lamps minimize the amount of light that can escape to the atmosphere and pollute the night sky. A variety of lighting types can reduce energy use and light pollution by lighting only where it's needed.

Pedestrian & Bicycle Corridors

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

Bicvcle boulevards are a great way to encourage and increase the safety of bicycle or pedestrian travel. best bicycle/pedestrian boulevards are located on through-streets with low traffic volume.

Example: Dunbar Spring Neighborhood, Tucson AZ

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



Top and Middle: http://www.harvestingrainwater.com

Bottom: Dunbar Spring Neighborhood Proposal for Pima County Neighborhood Reinvestment Program. 2008. http://www.dunbarspring.org/wp-content/uploads/2009/05/dunbar-proposal.pdf









Example: Rincon Heights Neighborhood, Tucson AZ

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

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



Portions of the street's asphalt shoulder were replaced with planting chicanes supported by rainwater harvesting. This narrowed the street and increased vegetation, while preserving on street parking between chicanes.



All images on this page property of the Drachman Institute.







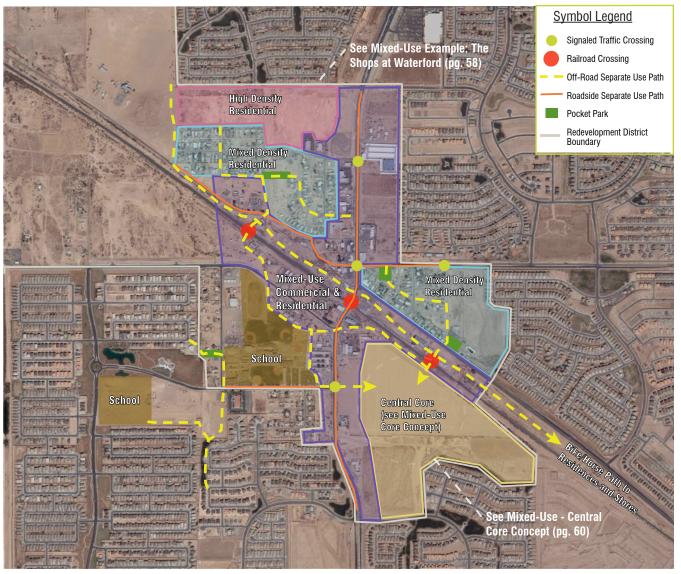
Connectivity in Maricopa

The map below shows an example of how the City of Maricopa could begin to address connectivity issues around the Redevelopment District.

Off-road separate use paths connect residential zones to amenities more directly than roads do. These paths can be paved or unpaved, depending on the amount of traffic. They should offer shade and safe access from residences to the commercial core and schools.

Roadside separate use paths run adjacent to streets and can be paved or unpaved. They should butter pedestrian and bicycle traffic from vehicular traffic and offer shade for pedestrians.

Pocket parks work in conjunction with pedestrian paths to improve connectivity. The parks allow passage between streets and provide destinations of rest and interest for residents. See the section: Integrate Pocket Parks



Railroad crossings can be on ground level or over the tracks. Safe crossings should be clearly marked and visible from a distance. Ground level crossings should be signalized to warn pedestrians of coming trains. Pedestrian bridges bring people over the tracks safely regardless of the presence of trains.

Bridging the railroad tracks and bringing the northern and southern areas together through safe and convenient pedestrian connection may be one of the most important aspects of improving connectivity in the Redevelopment Area. This will meet a number of needs:

- · connect the neighborhoods to the schools
- reduce dependence on the automobile for residents who walk to the store, to school, to meet with friends, etc.
- decrease traffic congestion by enabling residents and visitors to park on one end of the district and walk to the other
- stimulate economic activity by encouraging people to leave their cars and linger in the commercial area

Example: Riverfront City Park - Salem, OR

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





http://www.cityofsalem.net/Departments/UrbanDevelopment/DepartmentProjects/Pages/Front-Street.aspx

Neighborhood Associations



Recommendation

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

Overview

Neighborhood associations are voluntary organizations of dedicated residents who share an interest in maintaining/improving the quality of their neighborhoods. Common goals they mare share include better communication, crime reduction, beautification, application for grant money, etc. 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.

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.

Benefits of Neighborhood Associations:

- Promote community interaction and participation
- Establish communication between residents and City agencies
- 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
- Stabilize and add value to community
- Lead to other improvements by empowering neighborhood residents and strengthening community ties
- Create visible capitol 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





Example: Neighborhood Services Department - 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.

http://www.msa2.saccounty.net/dns/Pages/AboutNeighborhoodAssociations. Sources:

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





Example: Dunbar Spring Neighborhood, Tucson AZ

The Dunbar Spring Neighborhood is located near downtown Tucson, AZ, and has a high percentage of rental units. The Neighborhood Association, which includes owners, renters, and businesses has been a forceful voice in the development that has occurred in - and been kept out of - the Dunbar Spring Neighborhood.

The Dunbar Spring Neighborhood operates a community garden, generates funds through neighborhood events, and was recently awarded a federal grant for traffic calming, water harvesting and streetscape improvements throughout the neighborhood.

Images to the right from the Dunbar Spring Neighborhood Proposal for Pima County Neighborhood Reinvestment Program. 2008. http://www.dunbarspring.org/wp-content/uploads/2009/05/dunbar-proposal.pdf

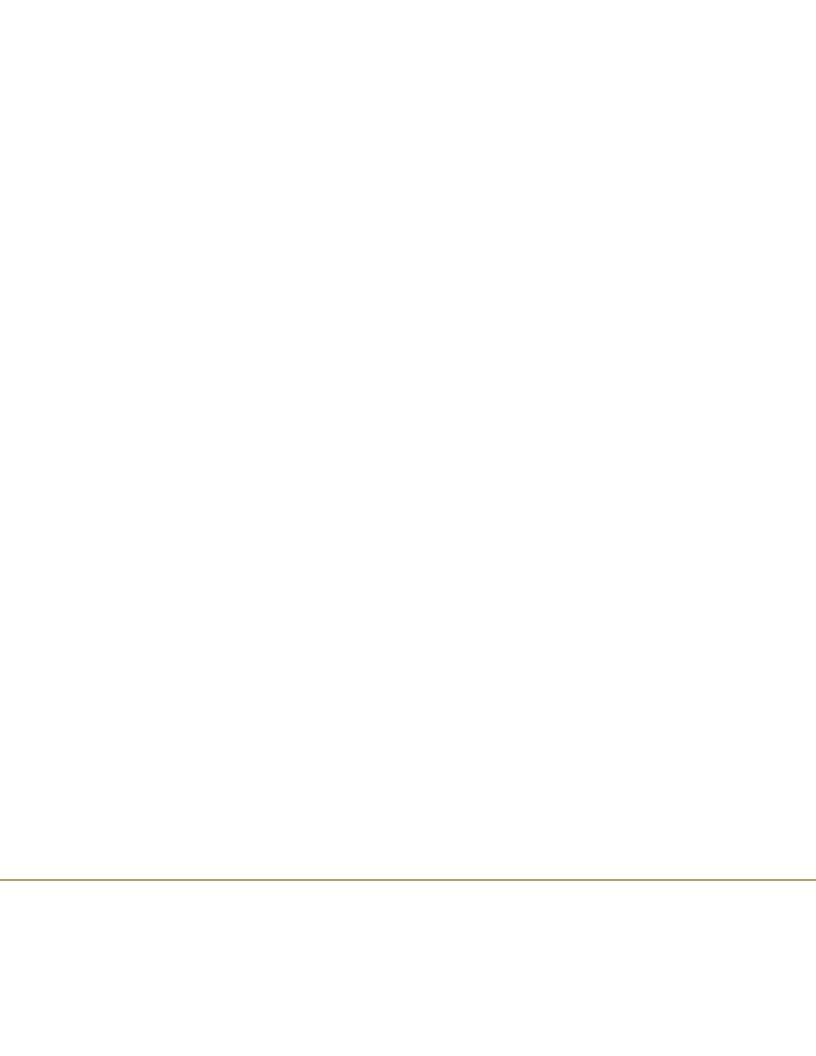
Strategies for Action

The following steps could help the City of Maricopa to establish and support the creation of neighborhood associations:

- 1. Maricopa could create an office, position, or responsibility devoted to the needs and concerns of neighborhoods.
- 2. Maricopa could establish a standard procedure/application for requesting neighborhood association registration. The City would work to ensure a clear, standard application procedure and could provide assistance throughout the process.
- 3. Maricopa could offer incentives/benefits to registered neighborhood associations and their residents.

For example:

- mailing of newsletters/postcards
- covering postage costs
- arranging for meeting space
- providing assistance and equipment for neighborhood clean-ups
- sponsoring neighborhood assistance and infrastructure improvement programs
- priority access to reinvestment grants
- 4. Maricopa could coordinate with other possible funding sources for registered neighborhood associations, and makes this information available to the public.



APPENDIX

Potential Funding Sources

Overview

There are a number of funding sources available to cities and residents to improve housing and community connectivity. This section highlights a few of the available options which Maricopa 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	✓			✓	4	
Sustainable Community Planning + Sustainable Housing Communities				~	~	~
Section 8				✓		
Section 202	✓			~		
Section 203(k)	✓					
Section 220				✓	✓	
Section 221(d)(4)				✓	✓	
Section 811	✓			✓		
Low Income Housing Tax Credit				✓		
State Housing Fund	✓			✓		
HOME Investment Partnership	~			✓		
CDBG	✓	✓	✓	✓	✓	✓
CDBG Section 108	✓				✓	
WAP		✓				
LIHEAP		√				
Section 5307					4	4
Section 5309					4	4
CMAQ					4	4
STP					·	·
Transportation					·	·
Enhancement (TE)					*	٧
I'M HOME	(

HOPE VI: Main Streets

What is it?

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

Who can apply?

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

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

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

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

Sustainable Communities Planning Grant + Sustainable **Housing Communities**



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

CABAN DEVELOS

Who can apply?

Local governments and partner municipalities.

How can it be used?

Eligible activities include local and regional transportation and land-use planning, transit oriented development with commercial and residential uses, energy efficient and affordable housing.

Who administers it?

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

What recommendations can it be applied toward?

- -Rental Housing Development
- -Transit Oriented Development
- -Community Connectivity

http://portal.hud.gov/portal/page/portal/HUD/program offices/ sustainable housing communities

VPPENDIX

Section 8

What is it? Rental voucher program.

Who can apply? Individuals below 50% of the area median income.

How can it be used?

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



Who administers it? HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward?
-Rental Housing Development

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

Section 202

What is it?
Interest-free capital advance for supportive housing for low-income elderly.

Who can apply? Private nonprofit organizations.

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

- -Manufactured Housing Rehabilitation
- -Rental Housing Development

Section 203(k)

What is it?

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

Who can apply?

Anyone able to make monthly mortgage payments.

How can it be used?

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

Who administers it? HUD (U.S. Department of Housing and Urban Development)

What recommendations can it be applied toward? -Manufactured Housing Rehabilitation

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

Section 220

What is it?

What is it?

Mortgage insurance for rental housing 3 for urban renewal and concentrated development areas.

Who can apply?

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

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

- -Rental Housing Development
- -Transit Oriented Development

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

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 profitmotivated.

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

- -Rental Housing Development
- -Transit Oriented Development

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

Section 811

What is it?

CABAN DEVE 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 lowincome adults with disabilities.

Who administers it?

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

What recommendations can it be applied toward?

- -Manufactured Housing Rehabilitation
- -Rental Housing Development

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

Low-Income Housing Tax Credit



What is it? HOUSING Indirect federal subsidy used to finance the development of rental housing for lowincome 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 HOUSING Trust (HTF) resources combined into a single program.

Who can apply? Public entities, private non profits, private developers, and tribal governments.

How can it be used?

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

Who administers it? ADOH (Arizona Department of Housing)

What recommendations can it be applied toward?

- -Manufactured Housing Rehabilitation
- -Rental Housing Development

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

HOME Investment Partnership



What is it?

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

Who can apply?

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

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

- -Manufactured Housing Rehabilitation
- -Rental Housing Development

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

Community Development Block Grant (CDBG)



What is it?

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

Who can apply?

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

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

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

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

Section 108

What is it?

Loan guarantee provision of the CDBG program.

Who can apply?

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

How can it be used?

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

Who administers it?

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

What recommendations can it be applied toward?

- -Manufactured Housing Rehabilitation
- -Transit Oriented Development
- -Community Connectivity

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

Weatherization Assistance Program (WAP)

What is it?

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

Who can apply? Local governments, community organizations

How can it be used?

Funding from the WAP program can be used for home improvements for low-income families. Eligible activities include envelope insulation and sealing, improved heating and cooling equipment, and other measures to increase the energy efficiency of homes.

Who administers it?

Department of Energy (DOE) distributed through state governments

What recommendations can it be applied toward? -Home Weatherization

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

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 lowincome households. Who administers it?

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

What recommendations can it be applied toward?
-Home Weatherization

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

Section 5307 Urbanized Area Formula Program



What is it?

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

Who can apply?

Governors, urbanized areas of 50,000 or more.

How can it be used?

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

Who administers it? FTA (Federal Transit Administration)

What recommendations can it be applied toward?

- -Transit Oriented Development
- -Community Connectivity

http://www.fta.dot.gov/funding/grants/grants financing 3561.html

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, parkand-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger

amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Who administers it? FTA (Federal Transit Administration)

What recommendations can it be applied toward?

- -Transit Oriented Development
- -Community Connectivity

http://www.fta.dot.gov/funding/grants/grants financing 3557.html

Congestion Mitigation and Air **Quality Improvement Program (CMAQ)**

What is it?

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

Who can apply? State DOTs and local governments.

How can it be used?

Eligible activities include transit and public transportation programs, ride sharing programs, and pedestrian and bicycle programs including the creation of trails, storage facilities, and marketing efforts.

Who administers it? FHWA (Federal Highway Administration)

What recommendations can it be applied toward?

- -Transit Oriented Development
- -Community Connectivity

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

Surface Transportation Program (STP)



What is it?

Capital funding for transportation improvements.

Who can apply?

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

How can it be used?

These funds may be used for car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these

funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

Who administers it?

FHWA (Federal Highway Administration) apportions funds to states

What recommendations can it be applied toward?

- -Transit Oriented Development
- -Community Connectivity

http://www.fta.dot.gov/funding/grants/grants financing 3786.html

Transportation Enhancement activities (TE)



What is it?

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

Who can apply? Metropolitan planning areas (MPAs).

How can it be used?

Eligible activities include: provision of pedestrian and bicycle facilities or education activities; acquisition of scenic or historic easements and sites; scenic or historic highway programs; landscaping and scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures,

or facilities; conversion of abandoned railway corridors to trails; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation; establishment of transportation museums.

Who administers it? FHWA (Federal Highway Administration)

What recommendations can it be applied toward?

- -Transit Oriented Development
- -Community Connectivity

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

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 lowand moderate-income families and helping them build assets through manufactured homes.

Who can apply?

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

How can it be used?

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

Who administers it? CFED (Corporation for Enterprise Development)

What recommendations can it be applied toward? -Manufactured Housing Rehabilitation

http://cfed.org/programs/manufactured housing initiative/im home/



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PUBLIC NOTICE

Redevelopment District Area Citizen Advisory Committee Thursday, March 18, 2010, at 6 p.m. Interim City Hall Cotton Conference Room 45145 W. Madison Avenue Maricopa, AZ 85139

- 1.0 Call To Order
- 2.0 Roll Call
- 3.0 Approval of Minutes
 - 3.1 February 18, 2010 Minutes.
- 4.0 Agenda Items

Items on the agenda are open for citizen input. Please fill out a card and present it to the Committee Chair before the meeting begins. The Committee Chair will call upon you for your comments.

- 4.1 <u>Drachman Institute Presentation</u>. Representatives from the University of Arizona working on an affordable housing needs assessment, per a grant awarded to the City, will be present for a brief presentation/discussion with the committee. **Discussion**.
- 4.2 <u>Cleanup Event Debrief</u>. The committee will review event activities, catalog items and statistics for future reporting, and discuss what went well and what could be improved. **Discussion.**
- 4.3 <u>Budget Update</u>. Staff will provide an estimate of where the GRIC grant budget sits, to determine what amount of funds remain. **Discussion**.
- 4.5 Additional Assistance Requests. Committee will review submitted applications for additional assistance as well as any items identified by volunteers during the cleanup that is a need; projects will be selected that fit within remaining budget. Committee members will also discuss ideas on what can be done to encourage properties that have been cleaned to remain in this state as opposed to continued stockpiling of trash and eventual repeat of blight conditions. Discussion and Action.
- 4.6 Next Meeting Date. Committee members will discuss and select the next meeting date. Discussion and Action.

5.0 Call to the Public

The procedures to follow if you address the Committee are: Committee requests that you express your ideas in five minutes or less and refrain from any personal attacks or derogatory statements about any City employee, a fellow citizen, or anyone else, whether in the audience or not. The Chair will limit discussion whenever he deems such an action appropriate to the proper conduct of the meeting.

6.0 Adjournment

This notice was posted at City Hall, Maricopa High School, Maricopa Fire Department, and the City of Maricopa Post Office by Wednesday, March 17 by 6 p.m.
LeeAnne Schirato for Vanessa Bueras, CMC, City Clerk