

City of Buckeye
Downtown Specific Area
Plan
2018

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Downtown Specific Area Plan
For the
City of Buckeye



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2018 Planning Capstone
Arizona State University



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Table of Contents

Executive Summary.....	1
1 Introduction	2
1.1 Study Area.....	2
1.2 Vision Statement.....	4
1.3 Guiding Principles	4
1.4 How the Plan is Used	4
2 Land Use.....	6
2.1 Scope.....	6
2.2 Existing Land Use	6
2.3 Goals	7
2.4 Future Land Uses	7
3 Urban Form	18
3.1 Scope.....	18
3.2 Goals	18
3.3 Development Standards and Guidelines	19
4 Transportation	28
4.1 Scope.....	28
4.2 Current Conditions.....	28
4.3 Goals	34
4.4 Proposed Road Network.....	34
4.5 Recreation Hubs.....	38
4.6 Bicycle and Pedestrian Infrastructure.....	38
4.7 Site-Specific Improvements	41
4.8 Transit	42
5 Implementation	43
5.1 Establishment of Voluntary Citizen Organizations	43
5.2 Community Activities	44
5.3 Development Strategies	45
5.4 Incentives and Funding Tools	46

List of Figures

Executive Summary.....	1
1 Introduction.....	2
Figure 1.1: Downtown Activity Center as defined by Imagine Buckeye 2040 General Plan	2
Figure 1.2: Study Area Map	3
2 Land Use	6
Figure 2.1: Existing Land Use Map	6
Figure 2.2: Downtown Future Land Use Map.....	8
Figure 2.3: Downtown Future Residential Density Map.....	9
Figure 2.4: Downtown Future Land Use Categories	10
Figure 2.5: Existing Land Use Building Footprints.....	11
Figure 2.6: Buckeye City Hall.....	12
Figure 2.7: Buckeye Union High School Performing Arts Center.....	12
Figure 2.8: East Monroe Civic Uses.....	12
Figure 2.9: Example Urban Neighborhood	13
Figure 2.10: Valencia Urban Neighborhood Uses.....	13
Figure 2.11: Sample Single-Family Desert Home.....	14
Figure 2.12: East Downtown Traditional Neighborhood Uses	14
Figure 2.13: Rendering of 4 th Street Facing West at the Ware Building.....	15
Figure 2.14: Monroe Avenue Downtown Core Uses	15
Figure 2.15: Example of Vertical Mixed Use with Shaded Arcade.....	16
Figure 2.16: 4 th Street Corridor Mixed Uses	16
Figure 2.17: Example Employment Center	17
Figure 2.18: Northeast Downtown Employment Uses	17
3 Urban Form.....	18
Figure 3.1: Active Streets	18
Figure 3.2: Attractive and Cohesive Built Environment.....	18
Figure 3.3: Shaded Sidewalk	18
Figure 3.4: Pedestrian Infrastructure Zone – Refer to PNC4	19
Figure 3.5: Clearly Marked Crosswalks	20
Figure 3.6: Bulb-Outs	20
Figure 3.7: Pedestrian Plaza.....	20

Figure 3.8 Hardscape Paving.....	21
Figure 3.9 Sidewalk with Shade and Furniture	21
Figure 3.10: Downtown Streetscape – Refer to SDA6.....	21
Figure 3.11: Rear and Side Parking	22
Figure 3.12: Top-Level Parking.....	22
Figure 3.13: Fenestration.....	22
Figure 3.14: Active Ground Floor	22
Figure 3.15: Continuous Storefronts.....	22
Figure 3.16: Building Materials	23
Figure 3.17: Example Awning.....	23
Figure 3.18: Arcade	23
Figure 3.19: 10-Foot Setback	24
Figure 3.20: Example Lighting.....	24
Figure 3.21: Moveable Chairs	25
Figure 3.22: Trash Receptacles	25
Figure 3.23: Tree Basin.....	25
Figure 3.24: Tree Guard	25
Figure 3.25: Shaded Bicycle Parking	26
Figure 3.26: Complementary Architectural Signage.....	26
Figure 3.27: Example Landscaping.....	26
Figure 3.28: San Linda Hotel	27
Figure 3.29: Public Art.....	27
4 Transportation	28
Figure 4.1: Current Roadway Classifications Map	29
Figure 4.2: Monroe Avenue at 4 th Street, Facing West	30
Figure 4.3: Monroe Avenue Existing Conditions	30
Figure 4.4: 4 th Street at Monroe Avenue, Facing Diagonal Parking to the South.....	31
Figure 4.5: 4 th Street Existing Conditions.....	31
Figure 4.6: Watson Road Terminus at Southern Avenue	32
Figure 4.7: Miller Road Facing South Towards Monroe Avenue	32
Figure 4.8: Miller Road Existing Conditions	33
Figure 4.9: Beloit Road Facing East.....	33

Figure 4.10: Proposed Roadway Classification Map.....	35
Figure 4.11: Monroe Avenue Proposed Conditions	36
Figure 4.12: 4 th Street Proposed Conditions.....	38
Figure 4.13: Proposed Bicycle and Pedestrian Infrastructure Map.....	40
Figure 4.14: Miller Road Proposed Conditions	41
5 Implementation	43
Figure 5.1: Buckeye Marathon.....	44
Figure 5.2: Community Garden.....	44
Figure 5.3: Downtown Buckeye Vacant and City-Owned Parcel Map.....	45
Figure 5.4a: Implementation Chart.....	47
Figure 5.4b: Implementation Chart, Continued.....	47

List of Appendices

Appendix I: Glossary of Terms

Appendix II: Public Participation

Appendix III: Urban Form Development Guidelines and Standards

Appendix IV: Existing Conditions

Appendix V: Relationship to Existing Plans

Appendix VI: Sources & Case Studies

Executive Summary

The Downtown Specific Area Plan is a Major General Plan Amendment or an alteration of Buckeye's land use composition as established in the General Plan's land use element. The plan establishes a specific area for Downtown Buckeye and defines land uses, urban form, transportation, and other specific elements such as transportation and development standards.

There are three sections: Land Use, Urban Form, and Transportation. Land Use provides a framework for future land uses and zoning categories in the study area. This plan contains future land use designations and regulations; however, it does not purport to change the existing zoning designations. Urban Form outlines the elements of a cohesive and attractive Downtown. This section details the ways Buckeye can enhance Downtown development and support planning best-practices while maintaining Buckeye's unique character. Transportation assesses current conditions and proposes an enhanced roadway network that includes alternative transportation options such as bicycle, transit, and rail.

Over the past 30 years, Buckeye has adopted multiple plans and documents that identify Downtown. This plan builds upon previous studies such as the 1987 Master Revitalization Plan, the 2002 Buckeye Downtown Revitalization Plan, the Downtown Zoning Overlay adopted in the 2010 Development Code, and the 2017 El Rio District Area Plan. The plan also includes gateway concepts to the rest of Buckeye, including corridors such as State Route 85 and the future State Route 30.

In October 2012, the Downtown Zoning Overlay was adopted which only addressed basic code and private property development needs. The Downtown Specific Area Plan was identified in Buckeye's 2018 General Plan update and has been prioritized to help Buckeye develop a vision for Downtown as well as supplementing regulations in the overlay. Development Services staff partnered with Arizona State University's Master's of Urban and Environmental Planning Capstone Studio to create an area plan as an implementation task of the 2018 General Plan Update. This plan is anticipated to go through the adoption process after ratification of the General Plan, projected for August 2018.

Public meetings were held in February and March and included stakeholder groups including the Buckeye Valley Chamber of Commerce, Buckeye Main Street Coalition, Planning and Zoning Commission, City Council, and members of the public to workshop the vision, guiding principles, and components of the Downtown Specific Area Plan.

1 Introduction

1.1 Study Area

Buckeye, Arizona is located on the western edge of the Phoenix Metropolitan Area. Downtown Buckeye, situated in the southern portion of the City, is located approximately 1.5 miles north of the Gila River and 2.5 miles east of State Route 85.

Downtown is unique due to its potential for recreational opportunities and riverfront connectivity. The Downtown Buckeye Activity Center, as designated in the Imagine Buckeye 2040 General Plan (Figure 1.1), includes Rooks Road to Watson Road and Maricopa Road to the northern edge of the Gila River floodway (approximately 5 square miles). A portion of the Activity Center from Beloat Road south is contained within the City Council adopted El Rio District Area Plan.

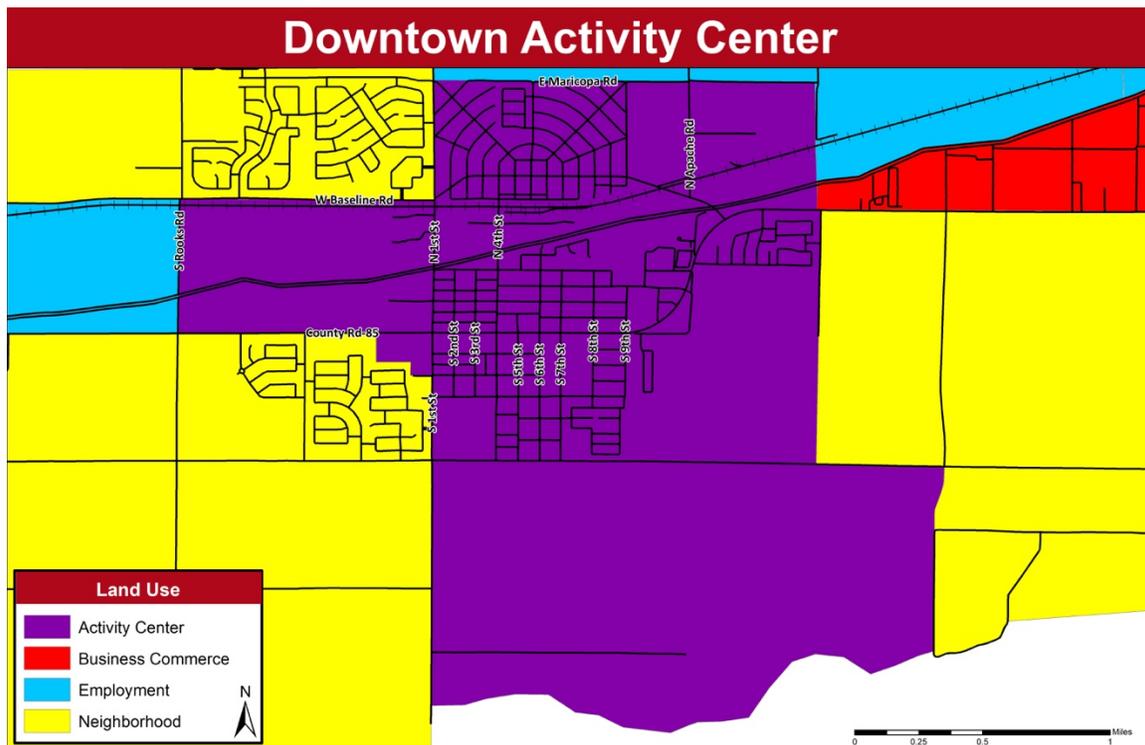


Figure 1.1: Downtown Activity Center as defined by Imagine Buckeye 2040 General Plan

The Downtown Specific Area Plan’s Recreation Study Area expands this study area to include the Gila River, and other key recreational assets to the west of Miller Road (approximately 8 square miles). The Downtown Specific Area Plan’s Downtown Study Area (Figure 1.2) encompasses the northern half of the Imagine Buckeye 2040 General Plan Activity Center from Maricopa Road to Beloat Road and Rooks Road to Shepards Trail.

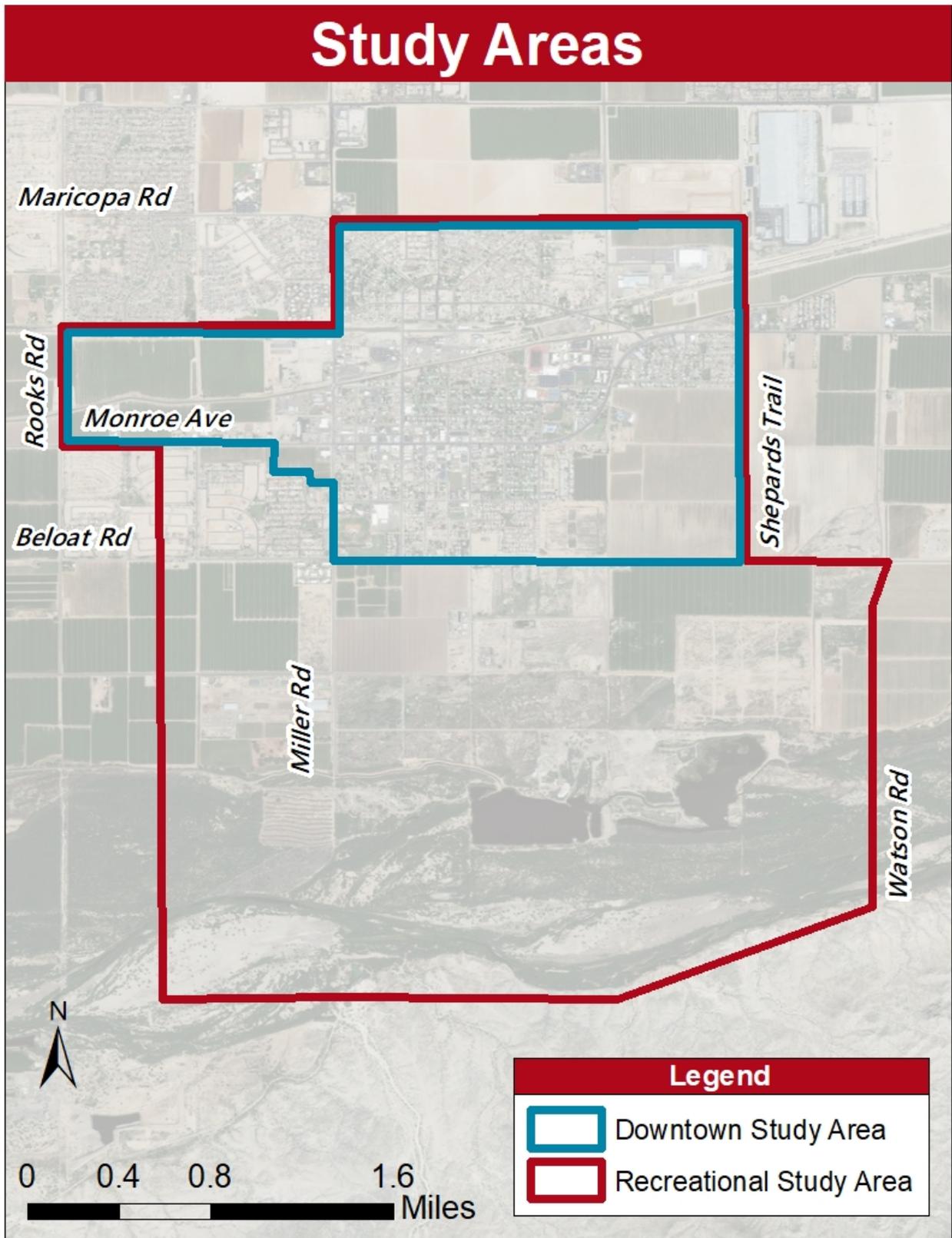


Figure 1.2: Study Area Map

1.2 Vision Statement

As Buckeye continues to grow, Downtown will emerge as the heart of the City. The Downtown Specific Area Plan envisions Downtown as a place that celebrates Buckeye's heritage while embracing the future.



This plan identifies three foundational components of a distinct downtown: Land Use, Urban Form, and Transportation. A more cohesive identity for Downtown will emerge out of these components.

1.3 Guiding Principles

Embrace a Rich History

Settled in 1885, Buckeye has a rich history that is still being written today. The City of Buckeye will work with residents to identify significant historical and cultural markers to recognize and protect.

Spur Economic Vitality

Through the changes proposed in this plan, the City of Buckeye will be well-positioned to create a foundation for economic vitality in Downtown. Buckeye will work with the community to implement portions of this plan that benefit the economic well-being of Downtown.

Cultivate Arts and Culture

Arts and culture plays a role in spurring activity and investment in Downtown. The City of Buckeye will cultivate public and private efforts to become a cultural hub for the region.

Foster a Recreational Identity

Downtown's proximity to the Gila River provides an opportunity to transform the area into a hub of outdoor recreation. The City of Buckeye will invest in recreation-oriented assets to transform the identity of Downtown.

1.4 How the Plan is Used

Arizona Revised Statutes (ARS) § 9-461.08 dictate:

"The planning agency may, or if so directed by the legislative body shall, prepare specific plans based on the general plan and drafts of such regulations, programs and

legislation as may in the judgment of the agency be required for the systematic execution of the general plan. The planning agency may recommend such plans and measures to the legislative body for adoption.”

This plan lays out a vision for the success of Downtown in terms of both community and economic vitality. This plan provides a framework to guide day-to-day decision-making related to land use, urban form, transportation, and development opportunities, yet provides the flexibility to pursue opportunities and respond to challenges. This plan provides a policy basis for citywide decision-making while strengthening Downtown’s status within Buckeye.

The guiding principles outlined in this plan have been led by the public through continuous dialogue with the community and its leaders. These meetings and workshops are detailed in Appendix II.

This plan contains three components for a healthy and vibrant downtown: Land Use, Urban Form, and Transportation. Each section of the plan has goals, strategies for community building, and implementation timeframes in which each proposal can be completed.

1. Land Use provides a framework for future land uses and zoning categories in the study area. This section proposes changes to the current governing documents while providing a clear vision for the future.
2. Urban Form outlines the elements of a cohesive and attractive Downtown. This section details the ways the City can enhance Downtown development and support planning best-practices while maintaining Buckeye’s unique character.
3. Transportation assesses current conditions and proposes an enhanced roadway network that includes alternative transportation options such as bicycle, transit, and rail.

2 Land Use

2.1 Scope

Buckeye's population will surpass 300,000 by 2040, according to Maricopa Association of Governments (MAG) projections. Due to projected rapid growth, it is crucial that Buckeye establishes an imaginative, yet viable, land use plan for the downtown area that provides citizens with a balance of housing, employment, and public space.

2.2 Existing Land Use

Existing Downtown land uses were identified through foot surveys, community input, and open data sources. Downtown Buckeye consists of historic housing, local businesses, and several government agencies. Utilizing general land use categories, the map below (Figure 2.1) details existing land uses within Downtown.

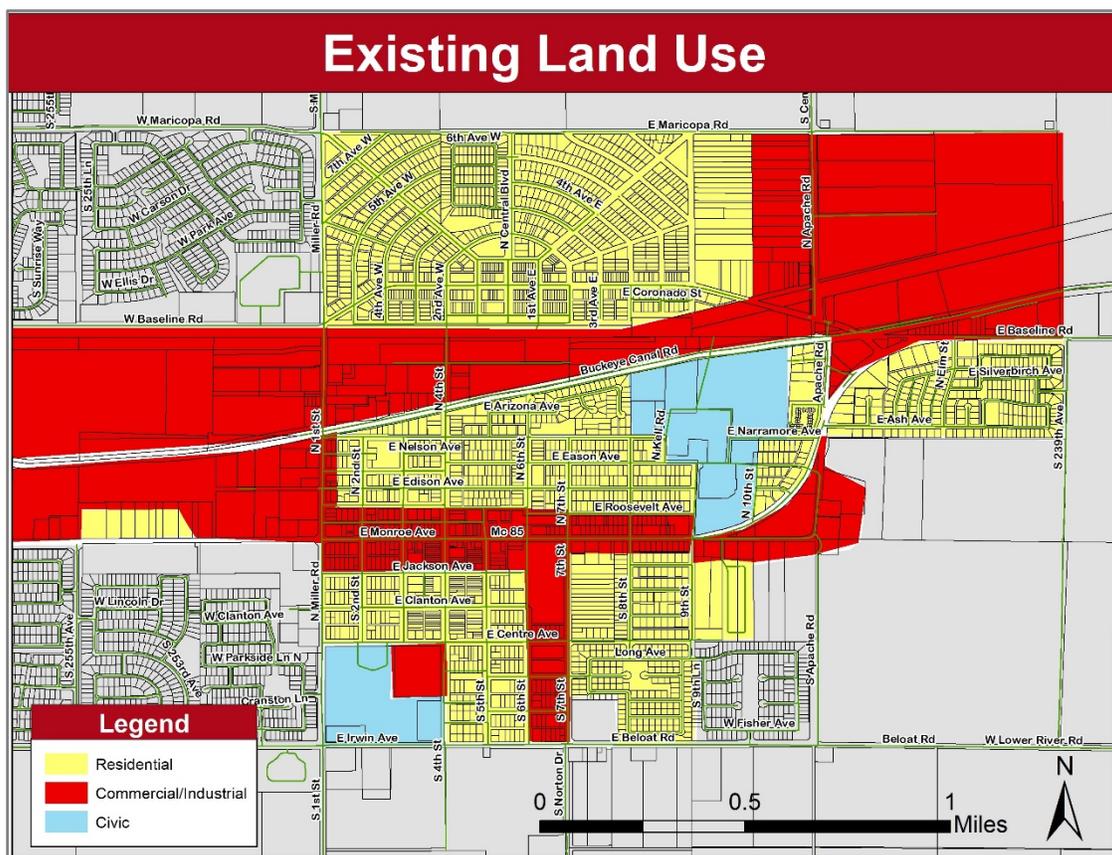


Figure 2.1: Existing Land Use Map

2.3 Goals



LU1. Utilize the Downtown Future Land Use Map (DFLUM) and the Downtown Future Residential Density Map (DFRDM) as a guide for land uses.

LU2. Ensure a smooth transition from higher-density Downtown development to surrounding lower-density neighborhoods.

LU3. Promote all-day activity through a diverse mix of commercial, residential, and civic uses.

LU4. Work with local property owners to coordinate future public infrastructure investments.

LU5. Actively promote the City's Downtown Incentive District to encourage further economic development.

2.4 Future Land Uses

Downtown Future Land Use

The Downtown Core, centered on Monroe Avenue, will be a higher-density commercial center with surrounding lower-density residential and mixed uses. Downtown is buffered by employment and civic uses, as well as urban and traditional neighborhoods. The DFLUM (Figure 2.2) is a general depiction of intended land uses for Downtown and was developed as a result of comments received during the public input process.

Downtown Future Residential Density

The Future Residential Density Map (Figure 2.3) provides a vision of the intended densities of future residential land uses within Downtown. Priority growth corridors are identified along Monroe Avenue and 4th Street with an emphasis on High Density development. Medium to High density surrounds these corridors, with Medium Density on the western and northern edges of Downtown. Low to Medium Density is located on the fringes of Downtown and provides a transition to the surrounding neighborhoods. Residential densities shown on the map are equal the number of units divided by all land devoted to residential use, including local streets but excluding parks and constrained land.

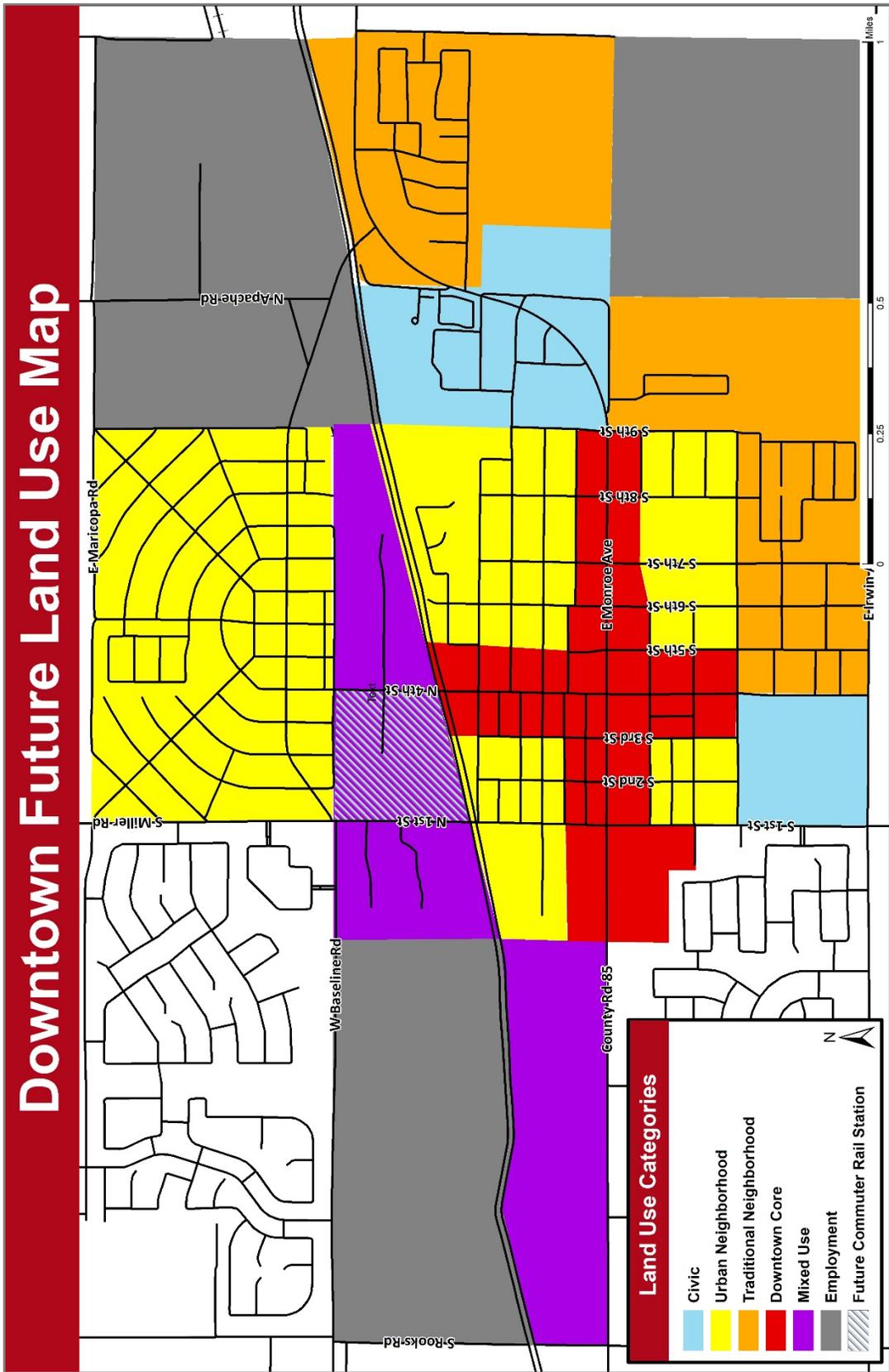


Figure 2.2: Downtown Future Land Use Map

Future Downtown Residential Density Map

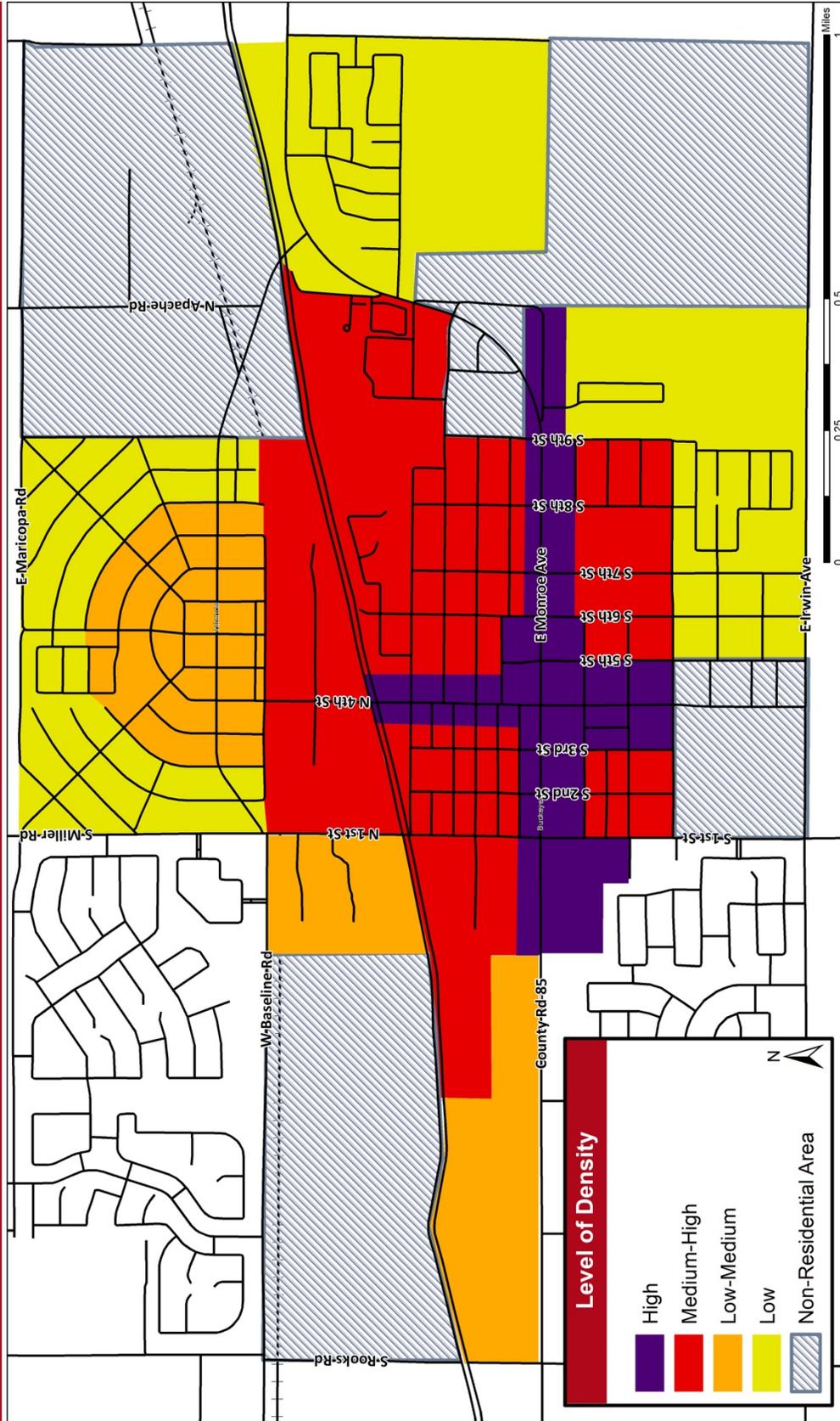
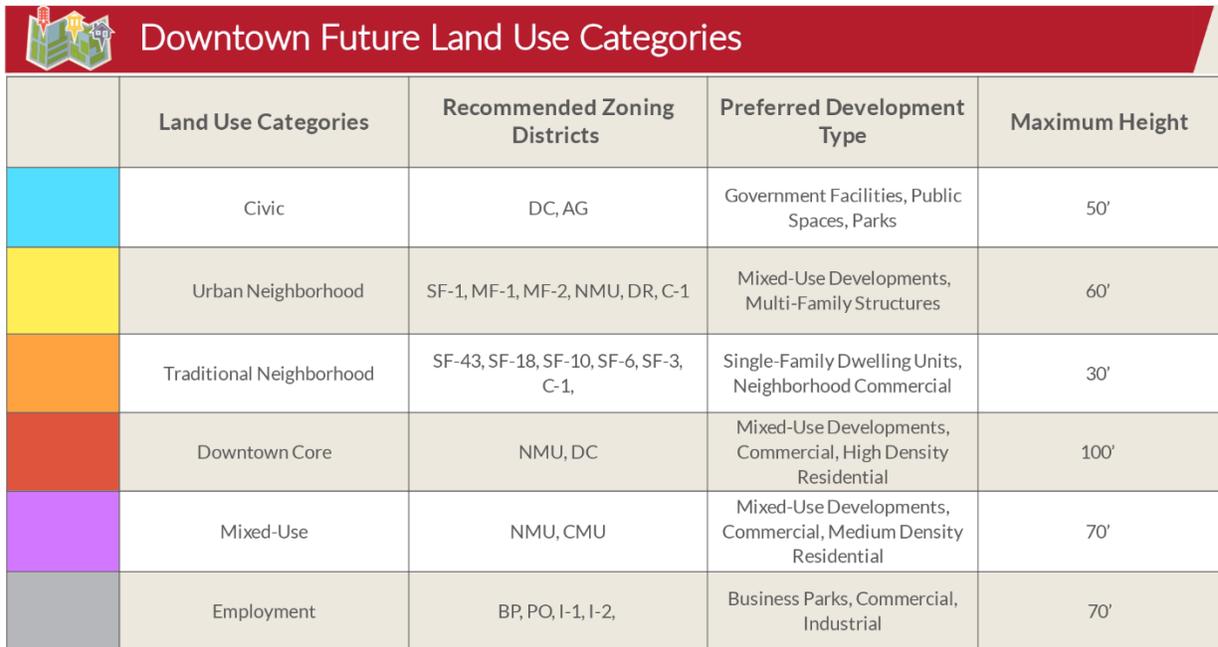


Figure 2.3: Downtown Future Residential Density Map

Downtown Future Land Use Categories Chart

Land use categories were identified to preserve community and economic anchors, diversify stock, and provide new amenities within the core such as office space, restaurant, and retail. The chart below identifies the land use categories depicted on the DFLUM, recommended zoning districts within those categories, preferred development type, and maximum height associated with each. Land use descriptions below follow the categories, recommended zoning districts, preferred development types, and maximum heights allowed listed in Figure 2.4.



The chart features a red header with a small icon of a city skyline on the left and the title "Downtown Future Land Use Categories" in white text. Below the header is a table with five columns: Land Use Categories, Recommended Zoning Districts, Preferred Development Type, and Maximum Height. Each row is color-coded: Civic (light blue), Urban Neighborhood (yellow), Traditional Neighborhood (orange), Downtown Core (red), Mixed-Use (purple), and Employment (grey).

	Land Use Categories	Recommended Zoning Districts	Preferred Development Type	Maximum Height
	Civic	DC, AG	Government Facilities, Public Spaces, Parks	50'
	Urban Neighborhood	SF-1, MF-1, MF-2, NMU, DR, C-1	Mixed-Use Developments, Multi-Family Structures	60'
	Traditional Neighborhood	SF-43, SF-18, SF-10, SF-6, SF-3, C-1,	Single-Family Dwelling Units, Neighborhood Commercial	30'
	Downtown Core	NMU, DC	Mixed-Use Developments, Commercial, High Density Residential	100'
	Mixed-Use	NMU, CMU	Mixed-Use Developments, Commercial, Medium Density Residential	70'
	Employment	BP, PO, I-1, I-2,	Business Parks, Commercial, Industrial	70'

Figure 2.4: Downtown Future Land Use Categories

Land Uses Defined

When defining new land use categories for Downtown, the existing land uses must be evaluated for context and current conditions. The map below portrays building footprints and current uses within Downtown. Throughout this chapter, each of the proposed land uses will have a definition and an example figure. In addition, an aerial map of aligned current land uses has been provided for context.

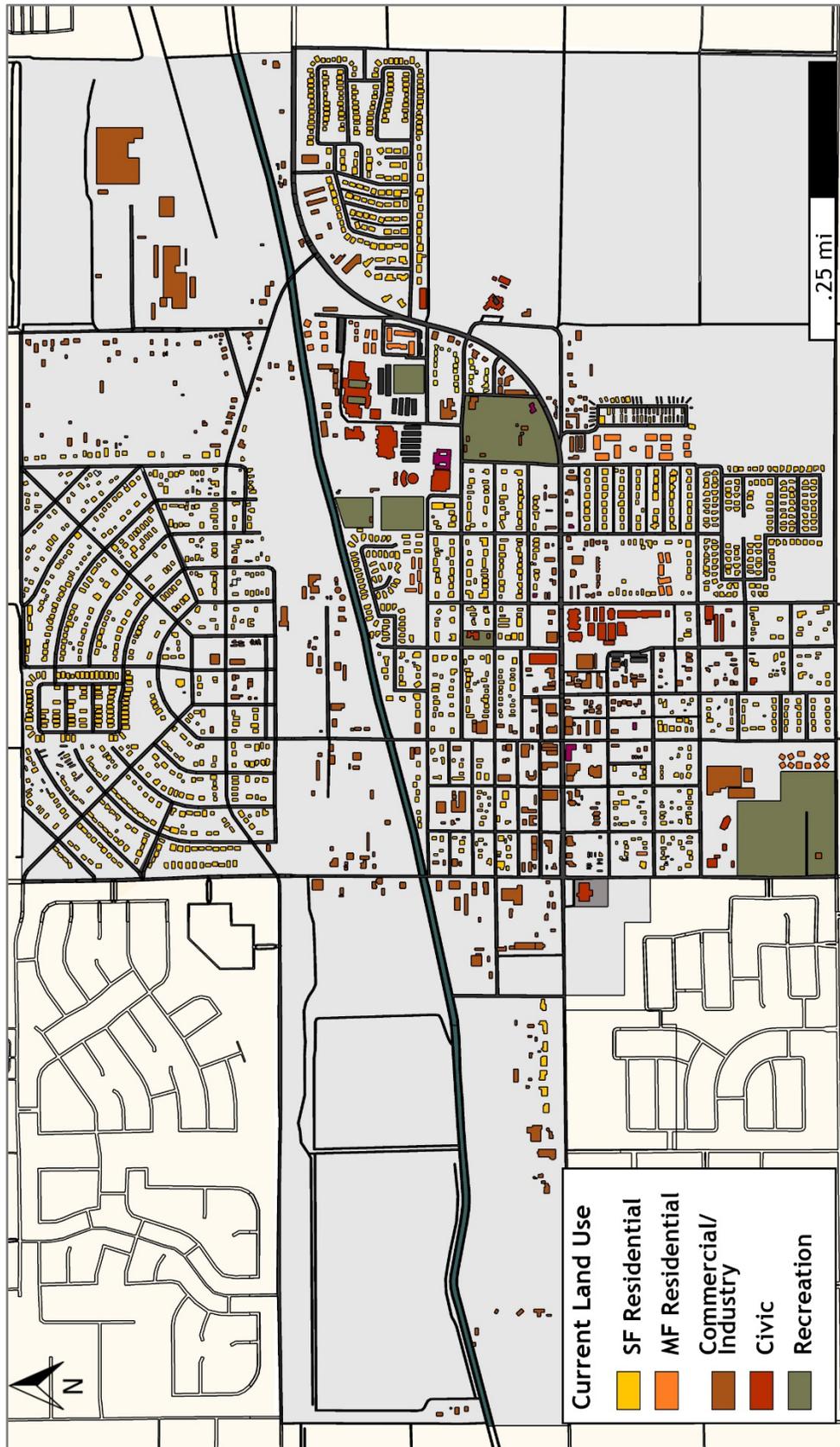


Figure 2.5: Existing Land Use Building Footprints

Civic

The Civic classification identifies areas that are suitable for public and quasi-public facilities. Preferred uses include government facilities, educational institutions, community services, and public parks. The various parks located in Downtown provide approximately 30 acres of recreation and green space. As stated in Imagine Buckeye 2040 General Plan, the four types of parks designed to provide different levels of service:

Pocket Park: one acre or less with a service radius of 1/4 mile. Pocket Parks serve a limited population and are located in neighborhoods and higher density residential areas.

Neighborhood Park: five to 15 acres with a service area of 1/2 mile. Neighborhood Parks serve recreational activities. These parks are located near public schools and community centers.

Community Park: 25 to 50 acres with a service area of up to 2.5 miles. Community Parks provide diverse recreational opportunities and are located throughout Buckeye.

Large Municipal Park/Sports Complex: 75 to 200 acres with a service area of five miles. These parks are either natural or developed and provide outdoor activities. These parks may have facilities for day and night activity.



Figure 2.6: Buckeye City Hall



Figure 2.7: Buckeye Union High School Performing Arts Center



Figure 2.8: East Monroe Civic Uses

Urban Neighborhood

The Urban Neighborhood classification identifies areas along downtown corridors with existing housing on small lots with the potential for medium to high density residential and commercial development. The commercial component should be integrated throughout, preferably in the form of mixed-use or live/work developments. Commercial should be located on the ground floor to activate the street front and serve the residential development within the area. This may also include office, entertainment, and restaurant uses.



Figure 2.9: Example Urban Neighborhood



Figure 2.10: Valencia Urban Neighborhood Uses

Traditional Neighborhood

The Traditional Neighborhood classification identifies areas that are ideal for Low- to Medium-Density residential developments further from the heart of Downtown than Urban Neighborhoods. These areas are suitable for attached and detached single-family homes primarily within a grid style residential neighborhood.



Figure 2.11: Sample Single-Family Desert Home

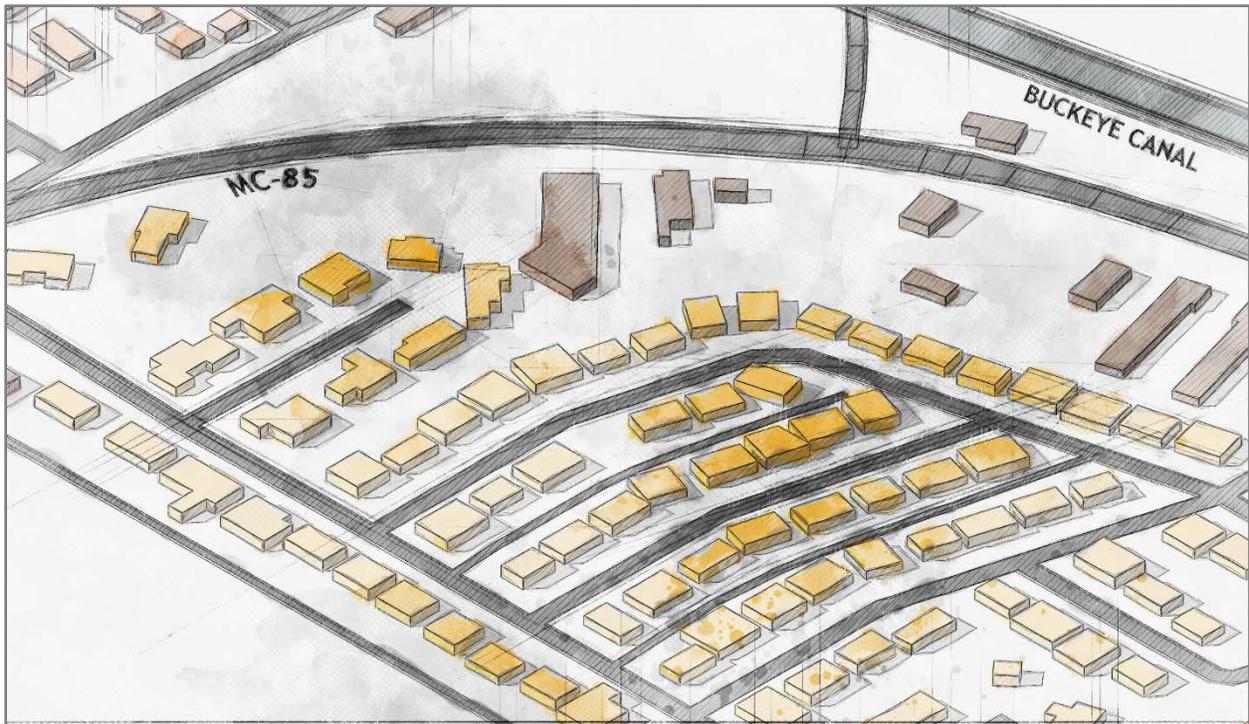


Figure 2.12: East Downtown Traditional Neighborhood Uses

Downtown Core

The Downtown Core classification largely encompasses the Monroe Avenue and 4th Street Corridors, supporting mixed-use development. Development within this area should promote multimodal travel that enhances the character of Downtown. Preferred uses include multi-family and mixed-use housing, small businesses, restaurants, nightlife, government, and cultural institutions.



Figure 2.13: Rendering of 4th Street Facing West at the Ware Building.



Figure 2.14: Monroe Avenue Downtown Core Uses

Mixed Use

The Mixed-Use classification identifies areas ideal for a variety of commercial and residential development. Residential should be Medium- to High- Density multi-family with a commercial component on the ground floor to activate the street front. Preferred commercial uses in this area include office, retail, restaurant, business, and entertainment.



Figure 2.15: Example of Vertical Mixed Use with Shaded Arcade

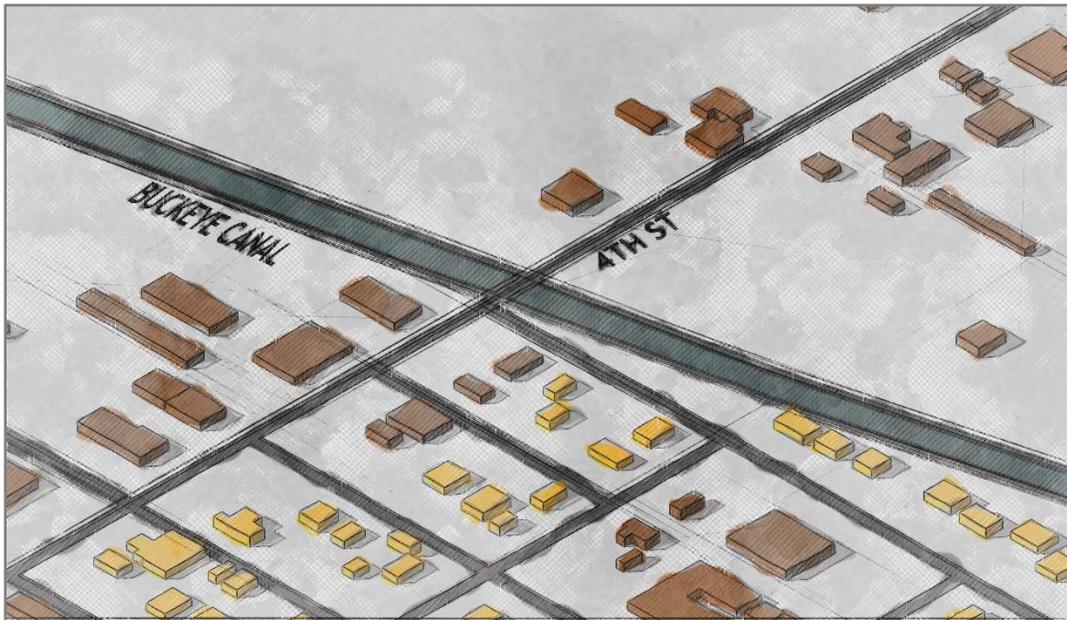


Figure 2.16: 4th Street Corridor Mixed Uses

Employment

The Employment classification identifies areas on the edges of Downtown that are ideal for medium to large employment districts. This area is suitable for office and education but may also include light industrial and manufacturing. Commercial is recommended along the edges when abutting residential districts.



Figure 2.17: Example Employment Center

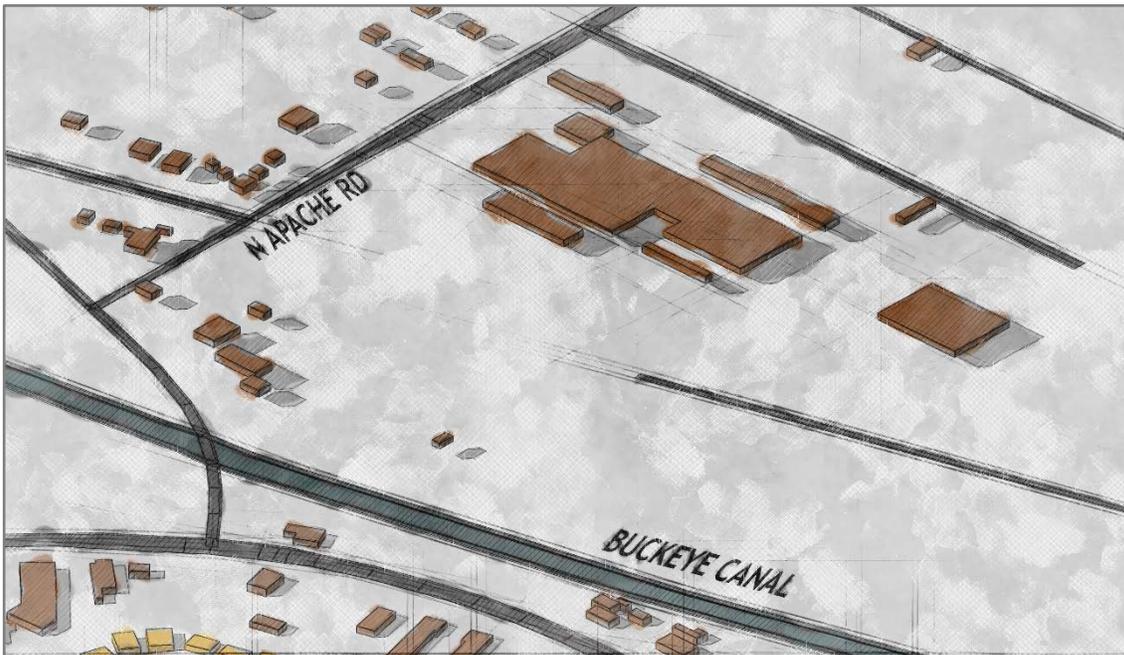


Figure 2.18: Northeast Downtown Employment Uses

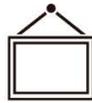
3 Urban Form

3.1 Scope

Preserving and developing Downtown’s unique identity is a major component of this plan. In order to achieve this goal, key urban form elements have been identified to enhance Downtown’s built character. There is opportunity to forge an identity for Downtown by expanding upon Buckeye’s unique positioning in history, sustainability, and recreation.

Complete streets, quality public spaces, and unique facades can transform Downtown into a destination. This plan emphasizes walkability, pedestrian orientation, safety, and streetscape activation. Cumulatively, these facets will activate Downtown.

3.2 Goals



- UF1. Activate Downtown by providing a safe and pedestrian-friendly space.
- UF2. Maximize convenient access between buildings.
- UF3. Encourage policies that focus on the human scale.
- UF4. Provide additional shade.
- UF5. Create a framework for attractive and cohesive built environment.
- UF6. Build upon the historic character of Downtown.
- UF7. Utilize sustainable building techniques.



Figure 3.1: Active Streets



Figure 3.2: Attractive and Cohesive Built Environment



Figure 3.3: Shaded Sidewalk

3.3 Development Standards and Guidelines

The following sections describe the elements intended for the cohesive urban form of Buckeye. Specific development standards and guidelines for each section can be found in Appendix III.

Pedestrian Network and Connections (PNC)

The Monroe Avenue Corridor is envisioned to be a pedestrian-oriented, varied-activity environment. The design standards and guidelines in Appendix III (PNC) will highlight designs for pedestrian activity such as pedestrian infrastructure zones, clearly marked crosswalks, bulb-outs, and pedestrian plazas.

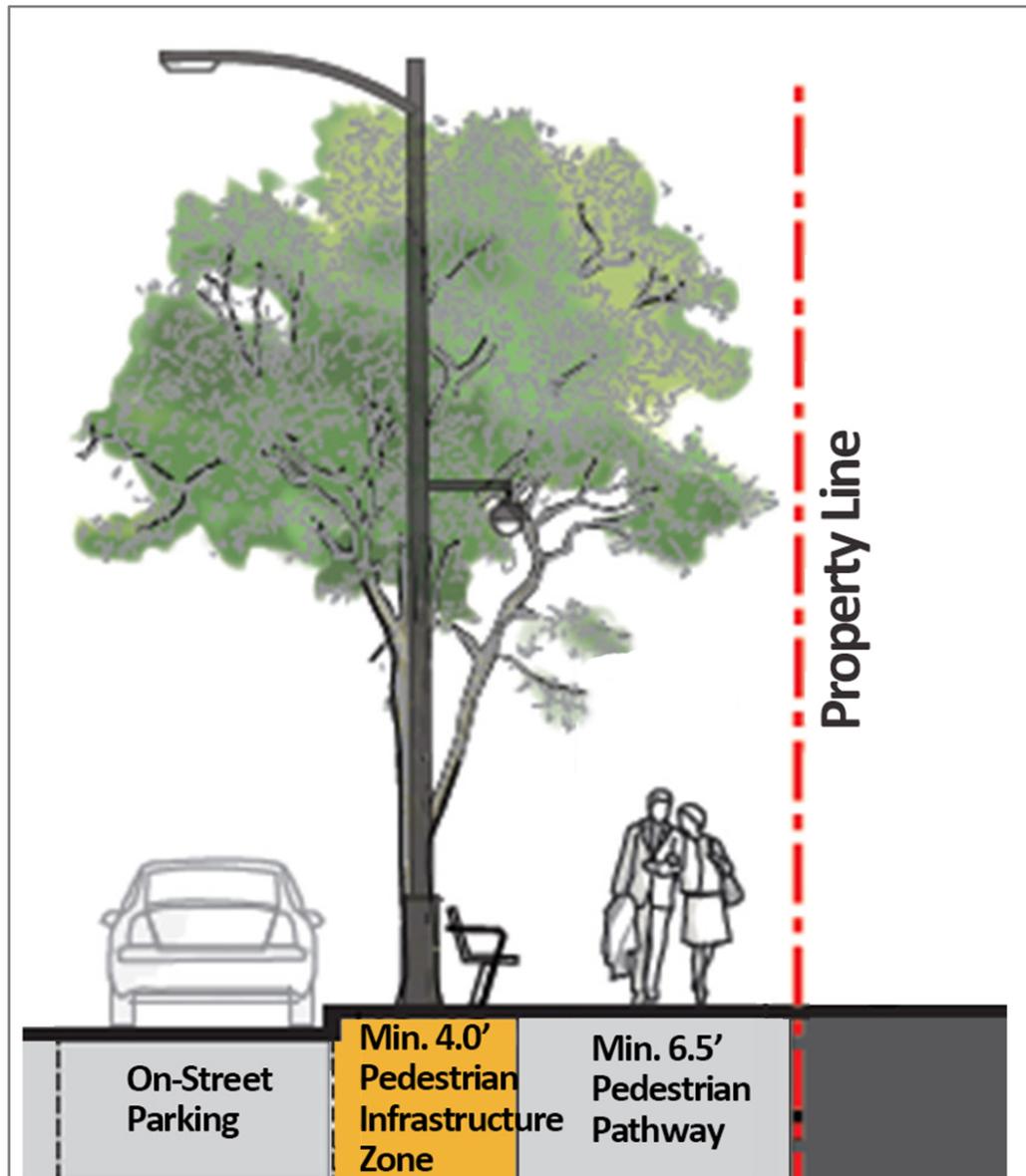


Figure 3.4: Pedestrian Infrastructure Zone – Refer to PNC4



Figure 3.5: Clearly Marked Crosswalks

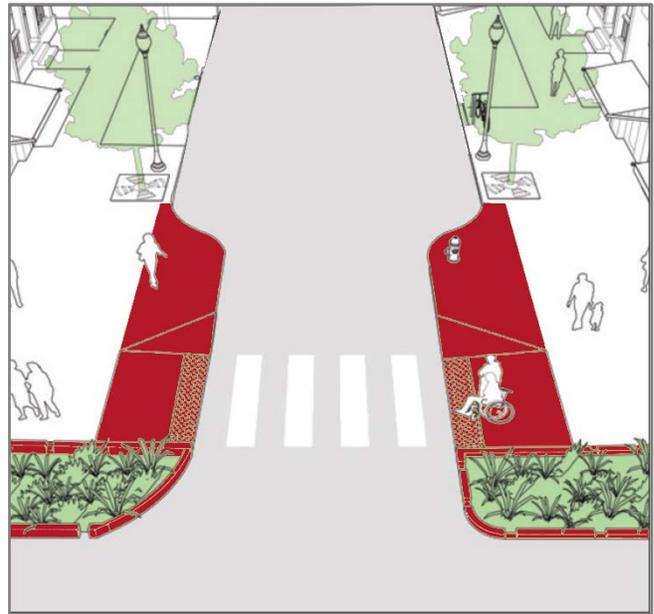


Figure 3.6: Bulb-Outs



Figure 3.7: Pedestrian Plaza

Streetscape Design and Activation (SDA)

Streetscape design should emphasize pedestrian usability and intimate scale by using plant and hardscape materials, color, form, and texture. Unifying streetscape elements will create visually attractive and compelling spaces. Sidewalks should be wide enough to accommodate pedestrian movement and activities. Specific standards and guidelines of streetscape elements and sidewalk width are in the Appendix III (SDA).



Figure 3.8 Hardscape Paving



Figure 3.9 Sidewalk with Shade and Furniture

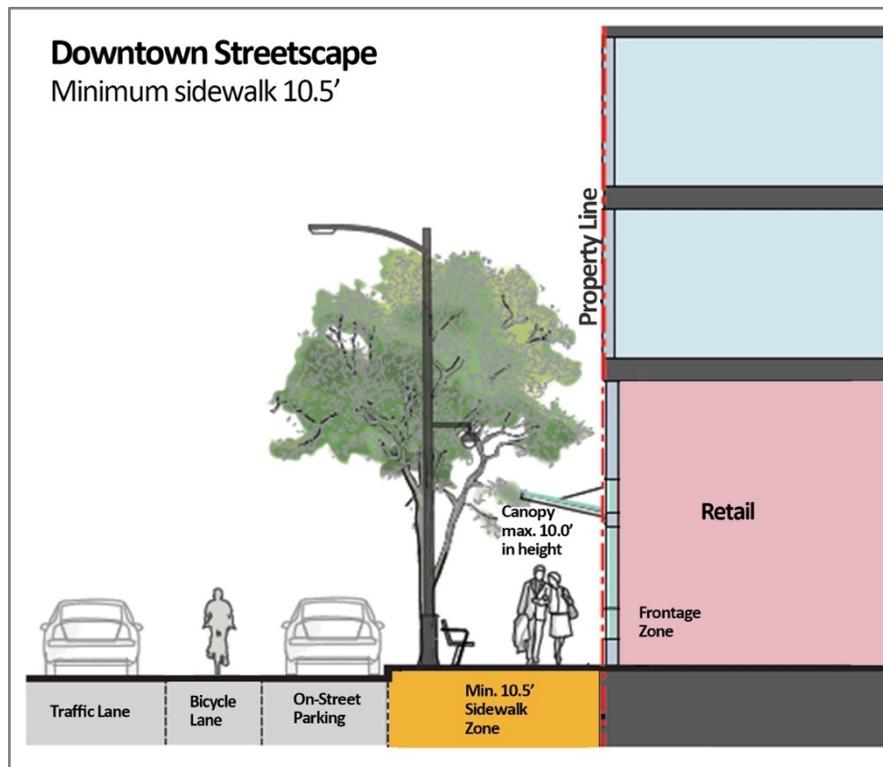


Figure 3.10: Downtown Streetscape – Refer to SDA6

Parking (PRK)

Downtown has an abundance of public on-street and off-street parking. When on-site parking is applicable, the parking should be located at the rear or sides of the building. Parking garages are encouraged to be covered by solar panels or other shade structures. Cross access to allow shared parking is also encouraged to serve two or more individual land uses without conflict.

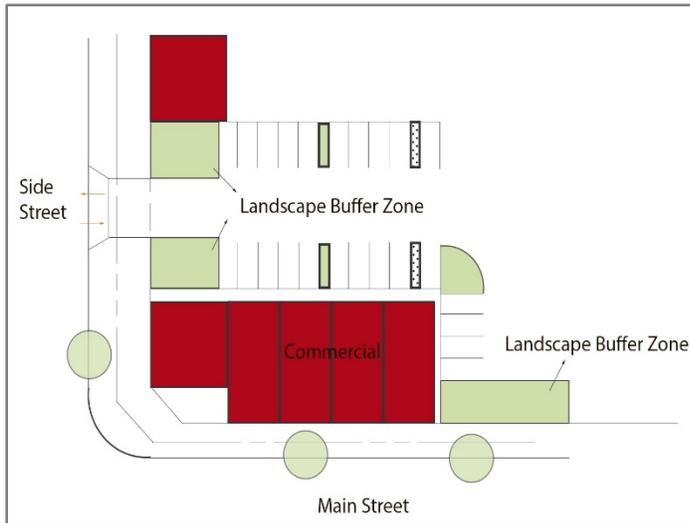


Figure 3.11: Rear and Side Parking



Figure 3.12: Top-Level Parking

Facades and Storefronts (FAS)

Facades play an important role in street activation, walkability and pedestrian activity. To build upon the historic feel of Downtown, new facades should be cohesive with existing building stock. Storefronts should be oriented toward the street in an effort to improve the public realm and provide a seamless blend of space.



Figure 3.13: Fenestration



Figure 3.14: Active Ground Floor



Figure 3.15: Continuous Storefronts

Building Materials (BLD)

Building materials add visual cues in the built environment to create a sense of place. Such materials should be sustainably sourced, durable, diverse in tactile qualities, and mitigate heat whenever possible.

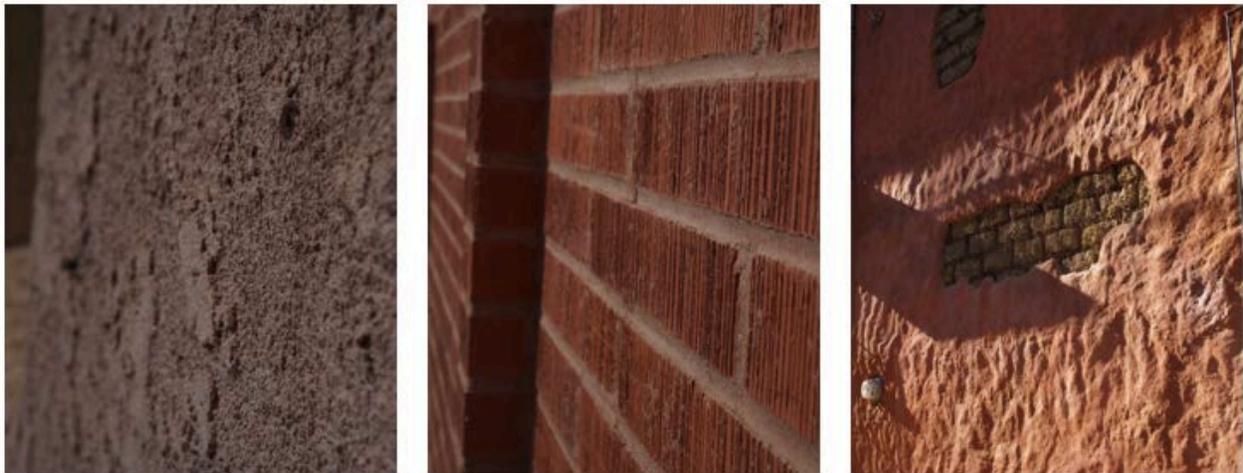


Figure 3.16: Building Materials

Shade (SHD)

Streetscapes must offer sufficient shade to preserve the pedestrian environment. Currently, the Buckeye Development Code requires that shaded sidewalks are provided along at least fifty percent of all commercial building facades adjacent to or facing streets and encourages the use of shade structures, awnings, canopies, and covered arcades.

The Development and Design Standards and Guidelines of Area 1 in the Downtown Overlay should be updated to require that commercial lots on Monroe Avenue with facades facing the street must have a higher percentage of shaded sidewalks. The Standards and Guidelines should also establish a suite of required shade options in Area 1 of the Downtown Overlay as identified in the implementation table as a short-term goal. Through these alterations, the Monroe Avenue Corridor will be visually and physically transformed into a distinctive and inviting space.



Figure 3.17: Example Awning



Figure 3.18: Arcade

Setbacks (STB)

To enclose Downtown's streetscape, Area 1 of the Downtown Overlay should be updated to reduce the maximum front setback distance currently allowed in commercial and mixed-use buildings. Currently, the Development and Design Standards and Guidelines of Area 1 in the Downtown Overlay in the Development

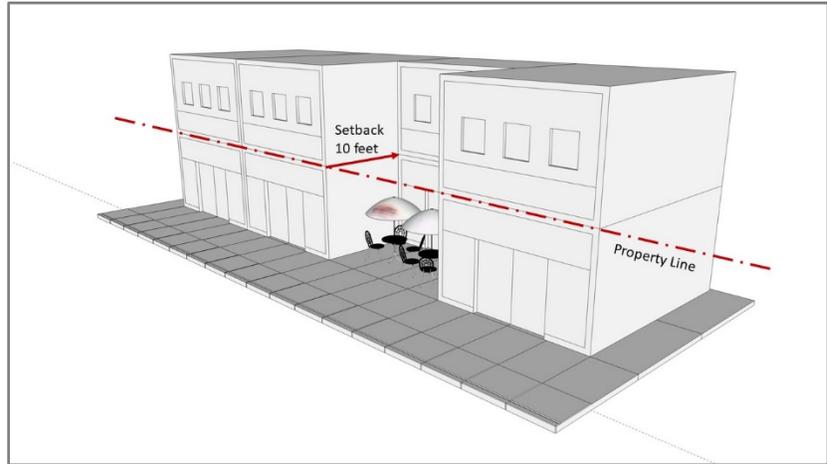


Figure 3.19: 10-Foot Setback

Code allow setbacks in the Downtown to range from 0 to 15 feet for commercial buildings (section 5.12.5.G in the Buckeye Development Code). This distance should be reduced to allow setbacks to be either 0 or 10 feet. Developments should only be allowed to have 10-foot setbacks for the purpose of including public space, public seating, outdoor dining, or other features approved by the Planning and Zoning Commission.

Public Infrastructure and Street Furnishings

Unified public infrastructure design and colors will enhance Downtown's visual identity. Street furnishings should be installed throughout Downtown. These elements include:

Lighting (LGT)

Downtown lighting should create a safe and secure pedestrian environment with a distinct and coordinated style through the use of consistent fixtures and placement.



Figure 3.20: Example Lighting

Benches and Seating (BNH)

Public seating creates a comfortable, active public environment and a sense of place. Orientation of seating should promote spaces for interpersonal interaction such that people can sit facing each other.

Trash and Recycle Receptacles (TRR)

Public trash and recycle receptacles are essential to the health and function of Downtown. Installing these amenities Downtown will discourage littering and promote a cleaner streetscape.



Figure 3.21: Moveable Chairs



Figure 3.22: Trash Receptacles

Tree Infrastructure (TRI)

Street trees are an important streetscape shade element that will enhance Downtown's character and create a pedestrian-friendly environment. Tree infrastructure includes basins, grates, and guards.



Figure 3.23: Tree Basin

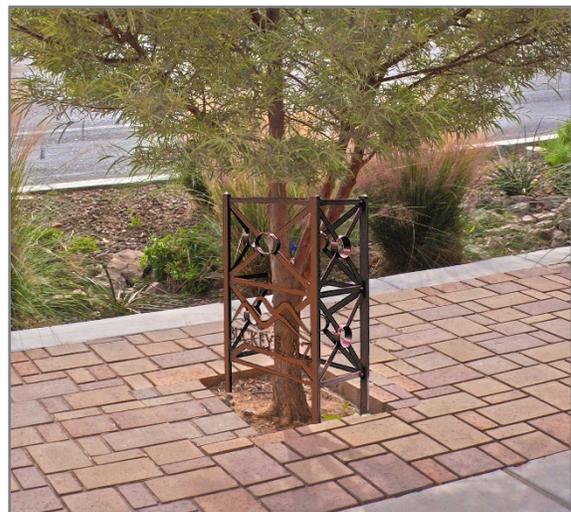


Figure 3.24: Tree Guard

Bicycle Parking (BKP)

Bicycle parking is necessary for the success of the bicycle network proposed in this plan. In addition, it promotes recreational activities and provides opportunity for public art.

Plaza Space (PLZ)

A convening space for the community is integral to the success of Downtown. Though Downtown currently has a plaza space across Monroe Avenue from City Hall, it must serve both the needs of the school that it is co-located with and the greater community. This plan proposes a larger plaza space where Buckeye can host farmer’s markets, food truck festivals, fairs and other events. The proposed plaza will have a stage, built-in seating, public art, and bicycle parking. The proposed plaza should be located on land designated for civic uses and should be no smaller than five acres.

The plaza should connect to the proposed transportation network. It should feature shade wherever possible, enabling year-round use. The plaza’s design must conform with the newly created Urban Design Guidelines (Appendix III).

Public Signage (SGN)

Public signage should be compatible with Downtown public infrastructure and building stock. Signage includes wayfinding, which facilitates movement to, and around Downtown.



Figure 3.25: Shaded Bicycle Parking



Figure 3.26: Complementary Architectural Signage



Figure 3.27: Example Landscaping

Landscaping (LND)

To unify the visual identity of Downtown Buckeye, the types of plants allowed in landscaping in Area 1 of the Downtown Overlay should be limited to local desert species that are drought tolerant.

Historic Preservation (HPR)

Historic assets will be identified for preservation to enhance Downtown’s culture. Buckeye should foster partnerships to preserve the historic fabric of the area. These partnerships can assist owners of historic buildings in the rehabilitation of structures.

Public Art (ART)

Incorporation of public art draws people to the street and contributes to sense of place. As seen in other communities in the region, economic growth can occur as a result of an investment in public art. Public art can be developed at no cost to Buckeye through a proposed incentive that awards Floor Area Bonuses (FAB) to developments that incorporate public art. Public art should also be sourced from the West Valley Arts Council and local artists.



Figure 3.28: San Linda Hotel



Figure 3.29: Public Art

4 Transportation

4.1 Scope

Connecting Downtown with outdoor recreational experiences and other activation opportunities is key to Downtown's success. In order to invigorate Downtown, it is crucial to tie in these activities with the surrounding natural amenities. The Buckeye Transportation Master Plan (TMP) is currently in the process of evaluating and addressing the current road network and supporting infrastructure. The Downtown Specific Area Plan has created a proposed transportation network through field assessments and public participation to find the best alternatives to improve connectivity. Improving public transit and bicycle infrastructure will create a more complete transportation system for Downtown. Incorporating multi-modal transportation will provide greater access to Downtown, while also allowing for greater connectivity. The recommendations in this plan should be integrated into the TMP.

4.2 Current Conditions

Future growth demands that current road infrastructure and connectivity in Downtown be improved. The Imagine Buckeye 2040 General Plan, identifies Monroe Avenue (Maricopa County 85) as a major arterial from State Route 85 to Miller Road and from Baseline Road continuing east (see Figure 4.1). Monroe Avenue from Miller Road to Baseline Road is currently listed as a less-intensive arterial. A main goal for this plan is to slow traffic on Monroe Avenue to make the street more pedestrian-friendly.

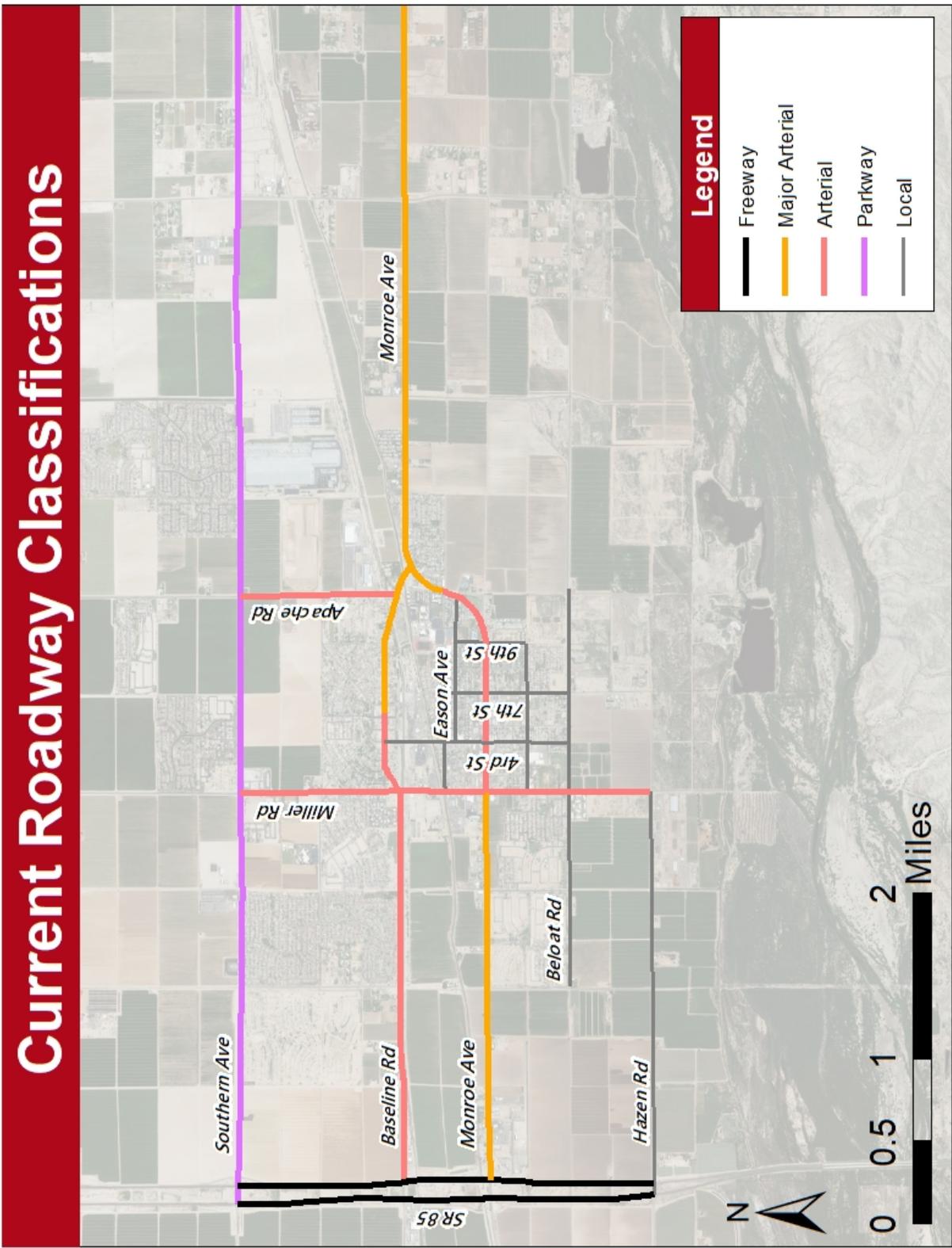


Figure 4.1: Current Roadway Classifications Map

Monroe Avenue

Monroe Avenue is the main transportation corridor in Downtown. This east-west thoroughfare bisects the heart of the City and is recognized as Buckeye’s main street. Currently, Monroe Avenue is four-lanes, with on-street parallel parking accompanied by road diet features at main intersections. The street and accompanying sidewalks have an 80-foot right-of-way in most places. Monroe Avenue also faces challenges with heavy truck traffic and public concerns related to safety and speed. Shade features along Monroe Avenue are sporadic. Americans with Disabilities Act (ADA) compliance issues are currently being addressed as per the Buckeye ADA Transition Plan.



Figure 4.2: Monroe Avenue at 4th Street, Facing West

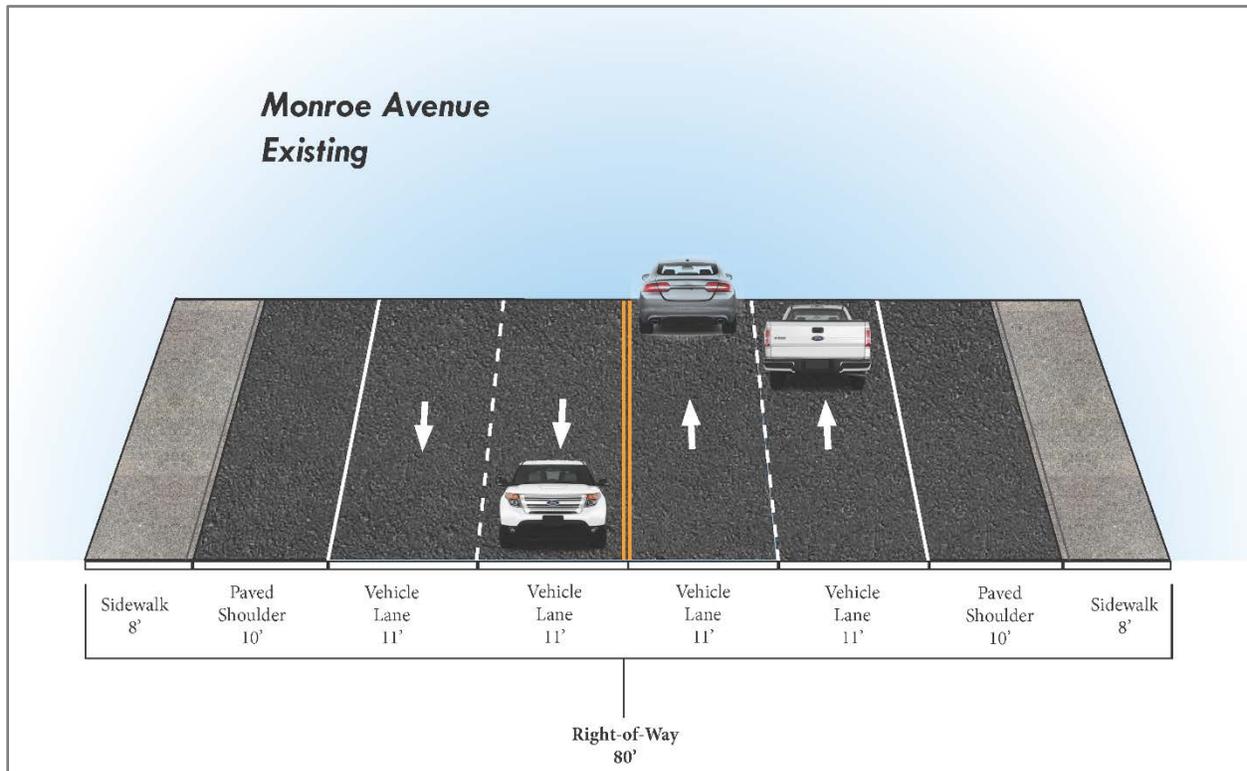


Figure 4.3: Monroe Avenue Existing Conditions

4th Street

4th Street has two lanes with a 100-foot right-of-way and diagonal on-street parking. 4th Street bisects Monroe Avenue near the physical center of Downtown. Shade features along the street are sporadic. The street abuts residential properties one block south of the Monroe Avenue Corridor.



Figure 4.4: 4th Street at Monroe Avenue, Facing Diagonal Parking to the South

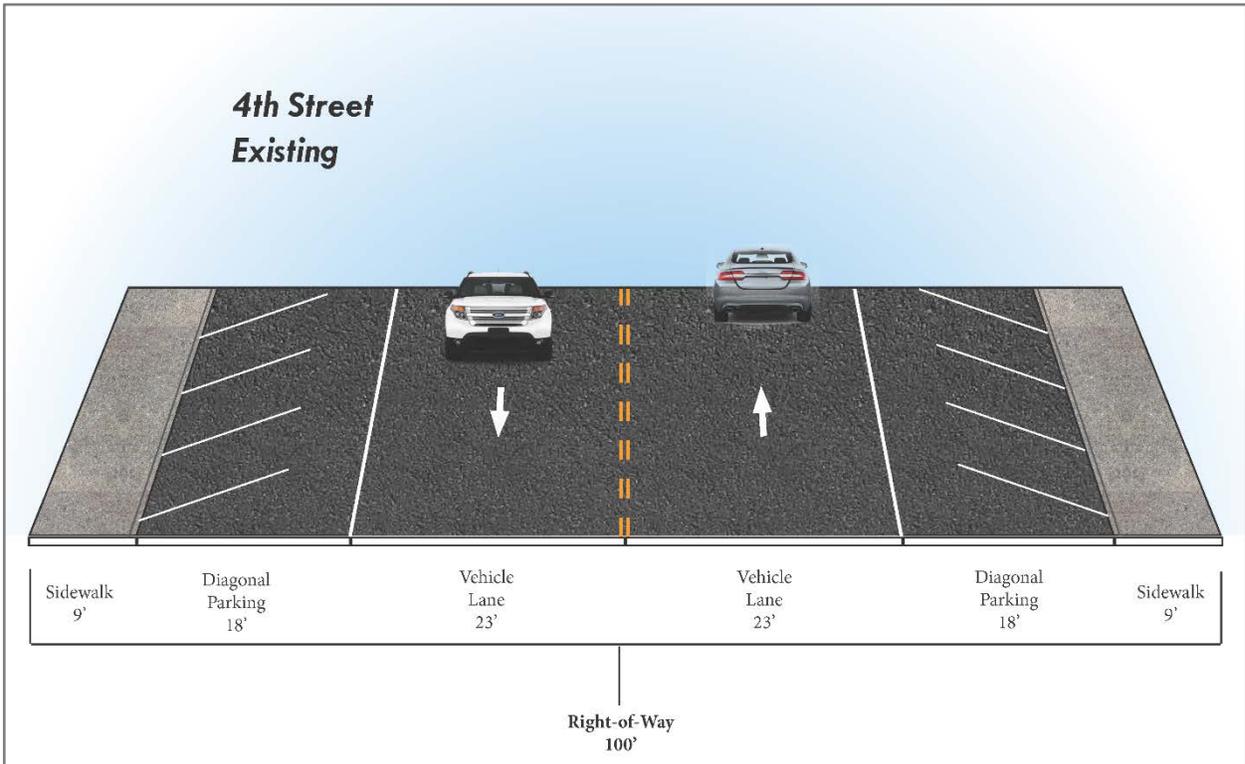


Figure 4.5: 4th Street Existing Conditions

Watson Road

Watson Road is a major arterial that connects to Interstate 10. Watson Road, however, is not utilized as the main corridor into Downtown because it does not connect to Monroe Avenue directly. Currently, Watson Road ends at Southern Avenue near the Walmart Distribution Center.



Figure 4.6: Watson Road Terminus at Southern Avenue

Miller Road

Miller Road is seen as the main route to Downtown from Interstate 10. The road is two-lanes with varied rights-of-way. There are five traffic signals from Interstate 10 to Monroe Avenue on Miller Road and features stop signs at key intersections. Sections of Miller Road have recently been paved and widened. Miller Road extends south of Monroe Avenue to the Gila River, unlike other southbound streets.



Figure 4.7: Miller Road Facing South Towards Monroe Avenue

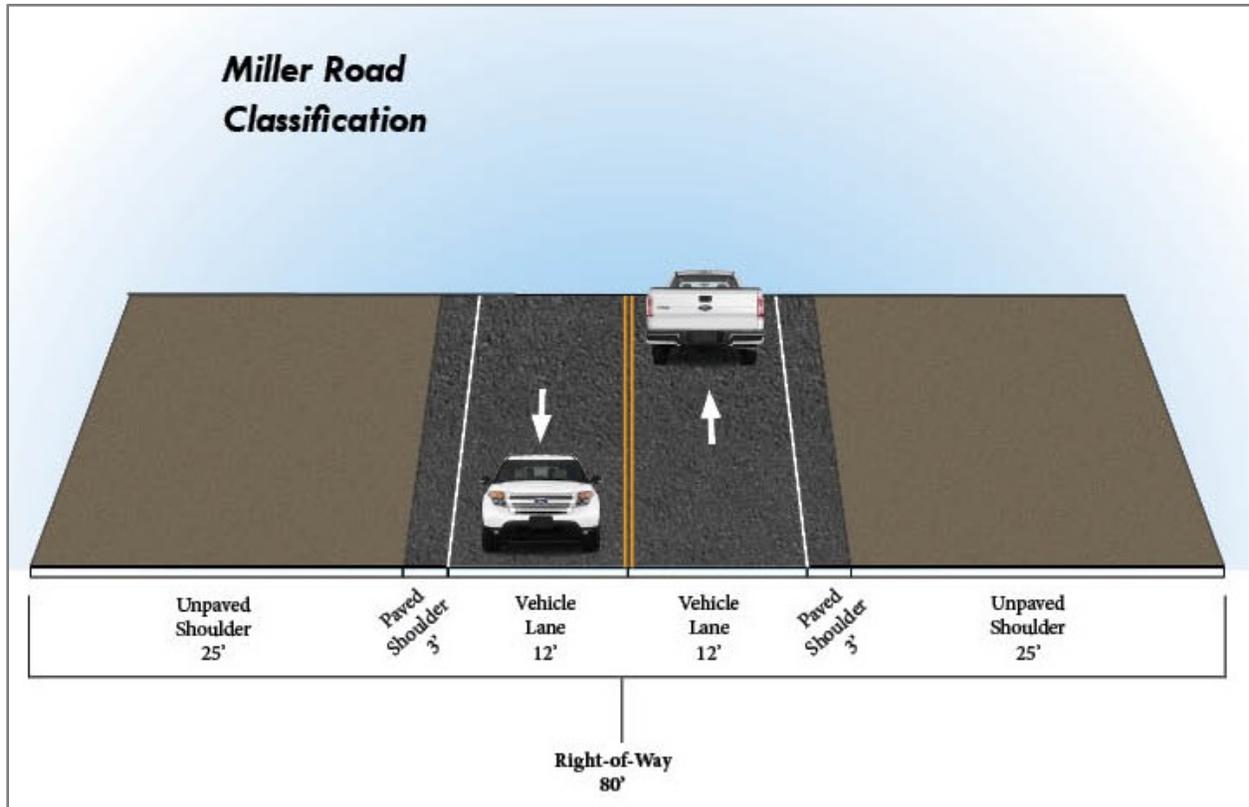


Figure 4.8: Miller Road Existing Conditions

Beloat Road

In this plan, Beloat Road will serve as the title for both Lower River Road and Irwin Avenue. Beloat Road is currently the most southern east-west road north of the Gila River. It does not currently connect to State Route 85, which is a potential future connection.



Figure 4.9: Beloat Road Facing East

4.3 Goals



- T1. Create a connectivity plan within and around Downtown for all modes of transportation.
- T2. Implement a transportation system to promote recreational activities.
- T3. Promote safe road networks with ADA compliance.
- T4. Develop a road classification and a hierarchy of roads consistent with the TMP.
- T5. Develop consistent road names throughout Downtown.
- T6. Design a road network that is attractive and accessible for visitors and Buckeye residents.
- T7. Create a cohesive bicycle network.

4.4 Proposed Road Network

The proposed road network (Figure 4.10) reduces truck traffic on Monroe Avenue by creating a truck bypass route, extends southbound arterials, and improves connections from Interstate 10 to Downtown. In accordance with the TMP, the plan addresses the reduction of truck activity on Monroe Avenue.

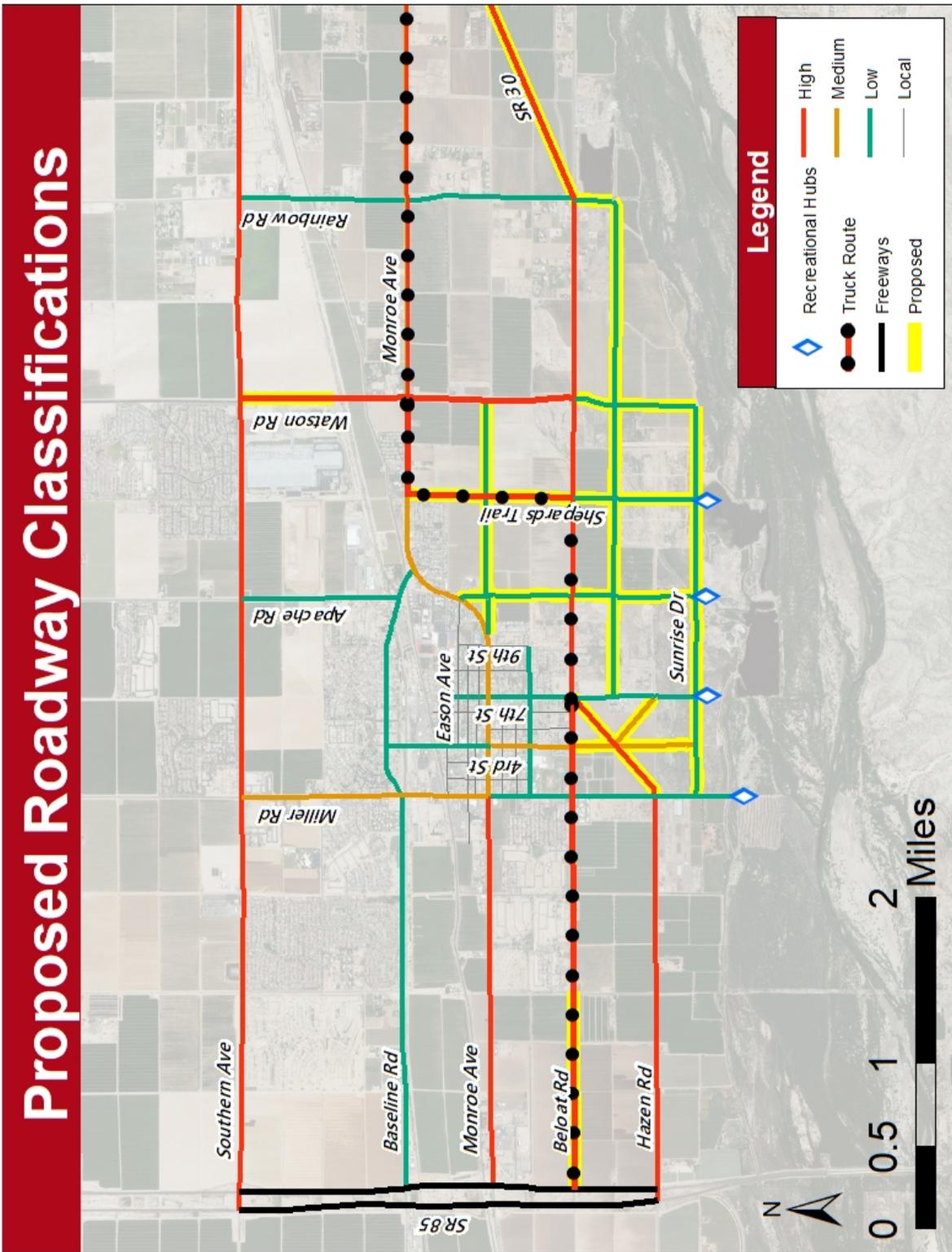


Figure 4.10: Proposed Roadway Classification Map

The Heart of Downtown: Monroe Avenue

The community has indicated that it is imperative that this plan improves the pedestrian environment along Monroe Avenue. Within the proposed framework, Monroe Avenue is reduced to two-lanes with bicycle lanes, a center turn lane, on-street parking, shade features, and improved lighting lining a wider sidewalk.

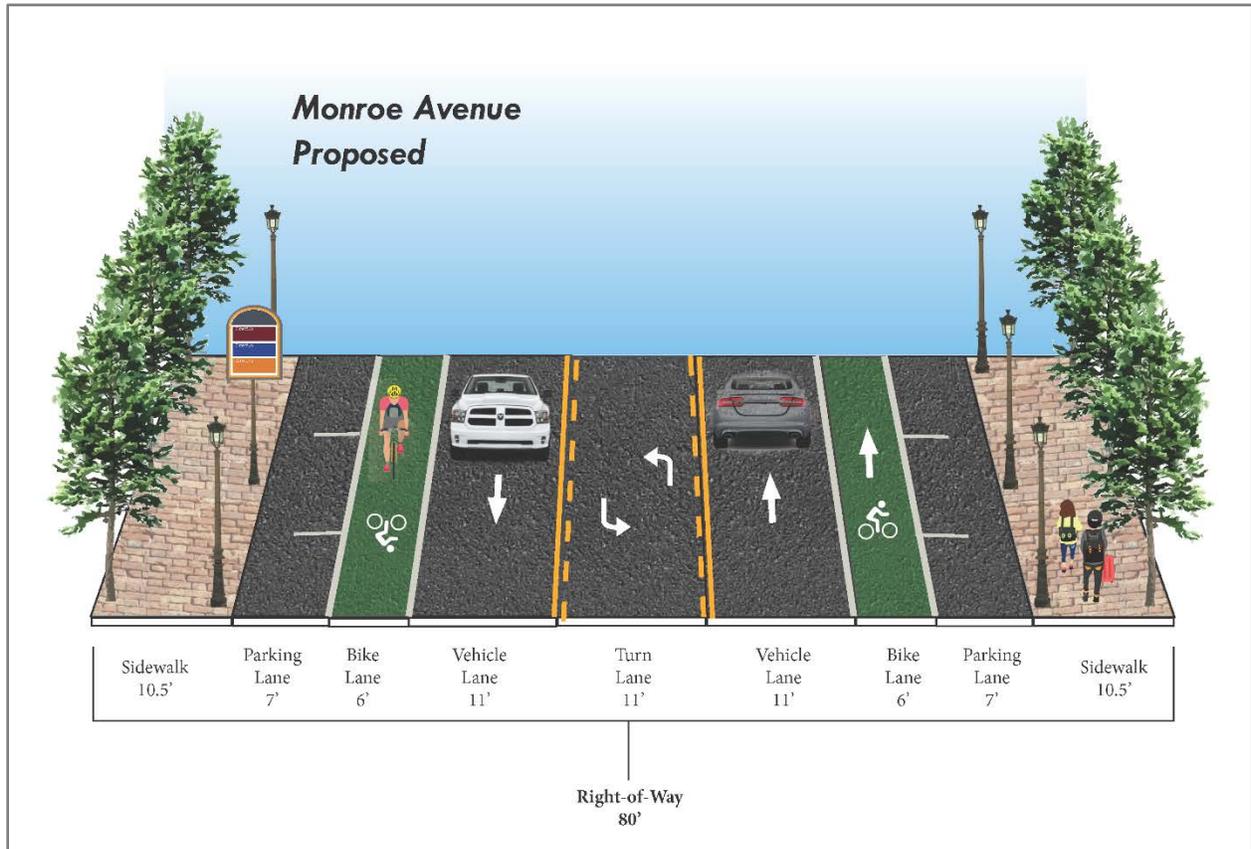


Figure 4.11: Monroe Avenue Proposed Conditions

Truck Bypass Route

Buckeye has previously studied truck bypass routes in an effort to determine the best solution to reduce truck activity on Monroe Avenue. Before State Route 30 becomes a reality, a new truck bypass route needs to be approved by Maricopa County. The bypass (Figure 4.10) will improve circulation in and out of Downtown.

The proposed bypass route is as follows: Beloit Road will connect to State Route 85; this will serve as the main access point for all trucks that enter Downtown. The Beloit Road extension will connect with the existing Rooks Road intersection and continue east until Watson Road. Continuing on this proposed route, trucks will turn left on Watson Road to Monroe Avenue. The bypass will finish by continuing east on Maricopa County 85.

Watson Road Connection

Creating a Watson Road connection is crucial, as it will provide additional access from Interstate 10 to Downtown. A proposed bridge will link Watson Road at the Southern Avenue intersection north of the Union Pacific rail, to Watson Road at the Monroe Avenue intersection south of the rail.

State Route 30

The proposed truck bypass route should exist until State Route 30 is constructed between Downtown Buckeye and the Gila River. Buckeye should urge ADOT to establish State Route 30 as an at-grade Parkway with multimodal infrastructure in the Downtown area. If State Route 30 becomes a high-speed above-grade route, it would irreparably harm the potential connection between Downtown and the El Rio District. A main goal of this plan is to connect the activity in Downtown with the activity spurred by the Gila River and the adopted El Rio District Plan. Buckeye should work with ADOT to evaluate the potential benefits between an at-grade and above-grade route to determine the best course of action for Buckeye and region.

4th Street

4th Street is seen as the most vital Local road and could become a major activity corridor for future development. 4th Street has potential to become the most heavily-used southbound arterial due to its 100-foot right-of-way near Monroe Avenue and its central location in Downtown. When fully developed, 4th Street should be moderately intense with four lanes despite residential properties currently adjacent south of Monroe Avenue. 4th Street will also connect to Buckeye's future transit hub just north of Monroe Avenue.

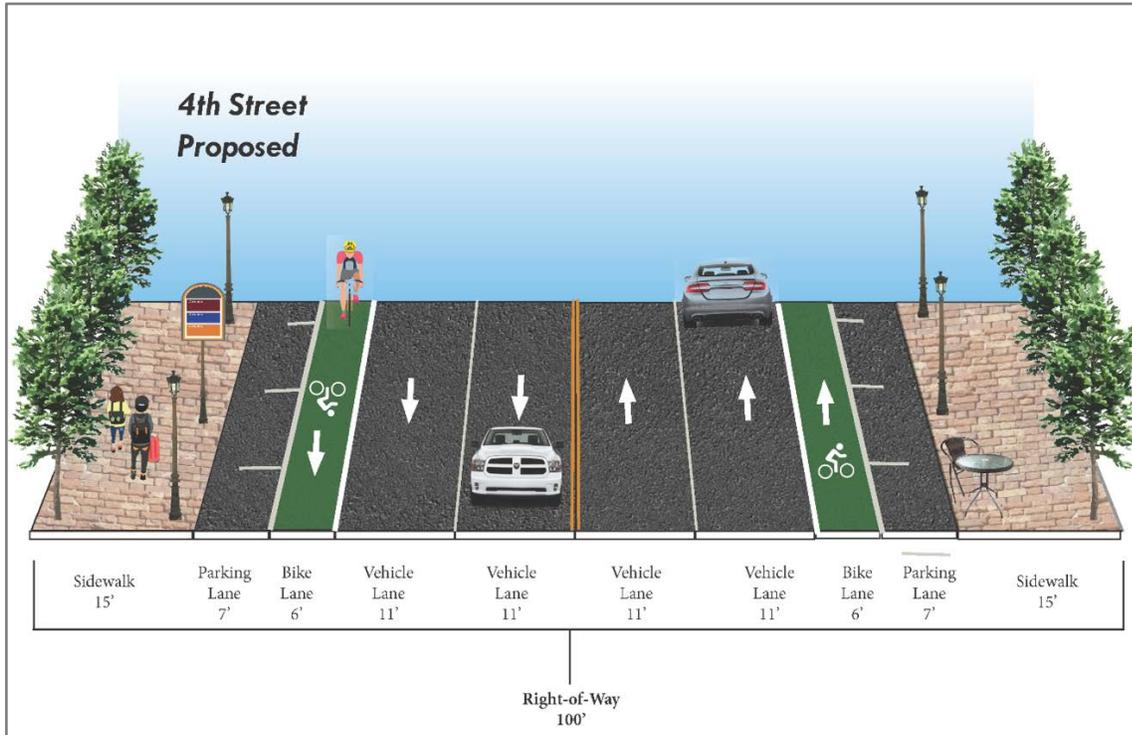


Figure 4.12: 4th Street Proposed Conditions

4.5 Recreation Hubs

This plan recognizes four recreational hubs (Figure 4.10) located along the Gila River. These hubs will work in conjunction with the proposed road network. The first and only existing connection is at the southern terminus of Miller Road. The second hub is at the convergence of 4th Street and 7th Street intersecting at Sunrise Drive (proposed, Figure 4.10). The third hub is located at the southern end of Apache Road, a major access point due to its central location between the two lakes. The last hub, at the base of Shepards Trail intersecting with Sunrise Drive, will be another lake-based recreation node, especially for the eastern lake. These hubs will serve as recreational access points for trailheads, lake amenities, and the Gila River.

4.6 Bicycle and Pedestrian Infrastructure

Bicycle and pedestrian infrastructure is critical for recreation activities, accessibility, and mobility throughout Downtown. This plan attempts to implement pedestrian infrastructure improvements in Downtown as well as give current and proposed arterials, major and minor collectors and the north bank of the Buckeye Canal designated bicycle lanes (Figure 4.14). Improving bicycle and pedestrian infrastructure on arterials and collectors to create complete streets will emphasize multi-modal transportation. Streets will include wider sidewalks, landscape enhancements, signage, lighting, ADA improvements, in addition to two-way bicycle

lanes. Demonstrating a commitment to bicycling and pedestrian access through infrastructure investment will provide economic benefits by exposing users to local shops and restaurants.

Recreation Loops

The plan proposes two recreation loops which will provide bicycle and pedestrian connectivity between Downtown and the Gila River. Both loops will have wayfinding to designate the established loop network. The City Loop starts and stops in the heart of Downtown and reaches the north bank of the Gila River. It takes advantage of Miller Road and Apache Road on its western and eastern edges, respectively. It intersects Monroe Avenue to provide exposure for local businesses and cultural facilities.

The Gila Loop is mainly located within the floodway of the Gila River. The Gila Loop, designed for both bicycle and pedestrian use, connects to the City Loop on its northern edge. These two loops combine into a network that is approximately 10 miles long.

Recreation Trail

Buckeye plans to construct a trail along the north bank of the Buckeye Irrigation District Canal, owned and operated by the Buckeye Water Conservation and Drainage District (BWCDD). Buckeye has an intergovernmental agreement with the BWCDD to construct the trail along the north bank from Miller Road to Baseline Road. In the future, this path will extend along all 23 miles of the main line canal from Buckeye's border with Goodyear to the canal's confluence with the Hassayampa River. The trail will tie in with economic and cultural assets when implemented.

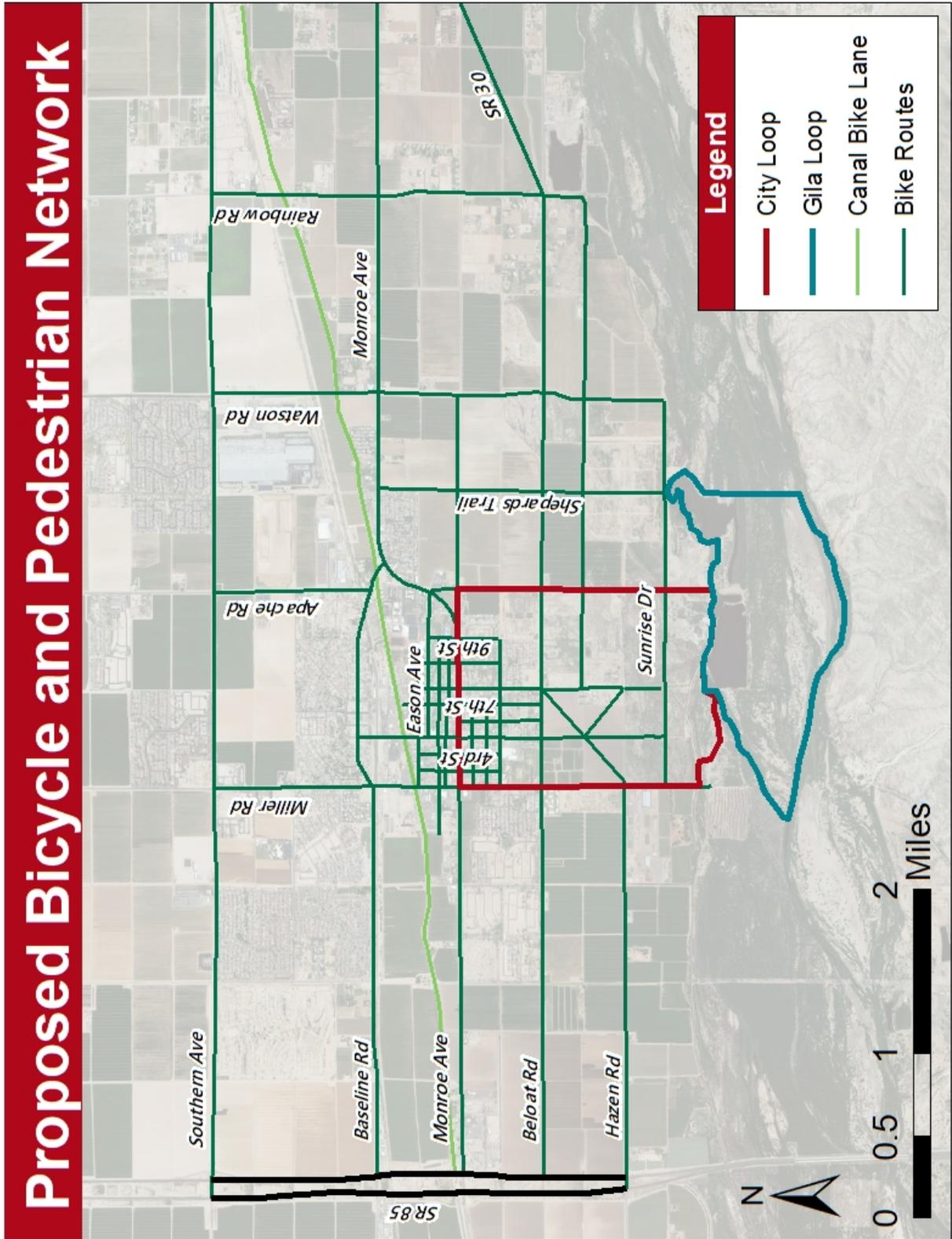


Figure 4.13: Proposed Bicycle and Pedestrian Infrastructure Map

4.7 Site-Specific Improvements

Safety

Based on feedback from the community, the most common concern about Downtown is speeding traffic, especially at Monroe Avenue intersections from 6th to 9th Street. 9th Street has visibility concerns in both directions, especially for Buckeye Union High School students who cross Monroe Avenue on their way to and from school. As described through public participation efforts, features such as notification signals, improved crosswalks, and other safety features need to be implemented in these specific areas. Another safety issue detailed includes alleyway access abutting Monroe Avenue. All alleyways connecting to the downtown corridor should be ingress only, and no alleyway should egress onto Monroe Avenue. Lack of sidewalk and bicycle lane infrastructure is a major safety concern. The ADA Transition Plan addresses ADA compliance issues, especially on Monroe near 3rd, 4th, 6th, 9th, and 10th Streets.

Accessibility and Mobility

As indicated by public feedback, the intersection at Monroe Avenue and Miller Road can be improved, specifically street design. City Council appropriated funding in the Capital Improvement Program for traffic signals at major intersections on Miller Road at Baseline Road, Southern Avenue, and Broadway Road to improve mobility. Apache Road, from Southern Avenue to Baseline Road, has been recognized as a road that needs to be reconstructed to accommodate more traffic during peak hours for The Odyssey Preparatory Academy.

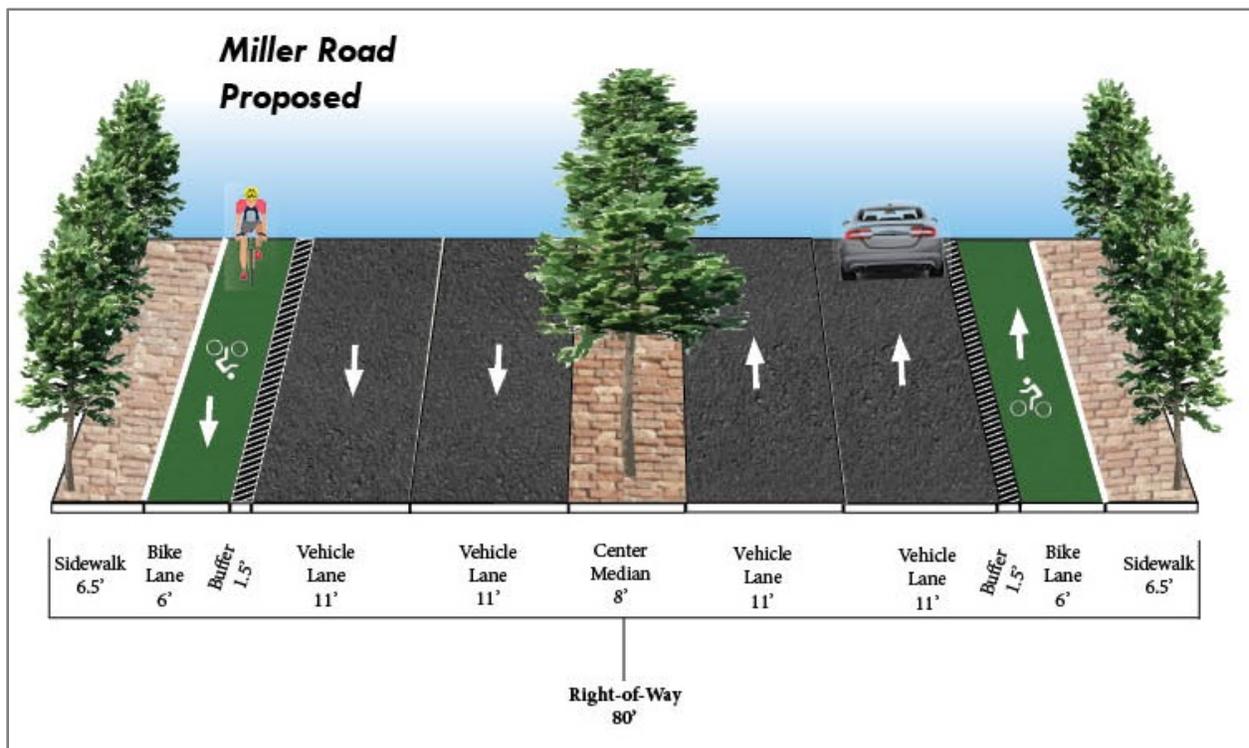


Figure 4.14: Miller Road Proposed Conditions

Parking

The community recognizes parking as a major asset to Downtown. Parallel parking should remain, but overflow parking should be made available for special events and future growth. The public has voiced their support for parking garages in Downtown on adjacent streets to Monroe Avenue. While parking garages are not currently necessary, growth projections indicate a future need. These structures should incorporate green technology.

4.8 Transit

Commuter Rail

The Buckeye Commuter Rail Station will be a major transportation mode to connect Downtown to the rest of the Phoenix Metropolitan area. The Buckeye Commuter Rail Station should be located north of the Buckeye Canal, south of Coronado Street, and west of 4th Street. The proposed station is less than a half-mile walk from the heart of Downtown at 4th Street and Monroe Avenue, which is roughly an eight-minute walk. The Buckeye Commuter Rail Station will be a stop on the Yuma West Estrella Line. To support this proposed rail, a Transportation Overlay District should be implemented to stimulate transit-oriented development.

Downtown Circulator System

The Downtown Circulator System creates connectivity in Downtown to recreation hubs and other activities. The proposed circulator should run east on Monroe Avenue, south on Apache Road, west on Sunrise Drive, and north on Miller Road to connect back onto Monroe Avenue. The circulator will stop at major activity spots including Earl Edgar Park, South Buckeye Equestrian Center, all four recreation hubs, and multiple locations along Monroe Avenue.

5 Implementation

5.1 Establishment of Voluntary Citizen Organizations

Including the public in the process of shaping the future of Downtown is an essential part of seeing this plan to fruition. This plan recommends establishing three bodies: a Citizens Advisory Committee to coordinate and facilitate the implementation of the plan, a Downtown Community Development Corporation to coordinate potential funding sources and opportunities, and a Downtown Design Review Board that will ensure the design and implementation of potential development projects within the Downtown Core match the established vision.

Citizens Advisory Committee

A Citizens Advisory Committee should be created by City Council to advise the City Council on suggested changes to the Downtown based on input received from the community. The Committee should be composed of 10-20 members of the public that represent the diverse interests of the city as a whole to guide future development within the Downtown. The committee should be comprised of professionals from various fields, such as staff from other local governments, public agencies, regional transportation agencies, planning departments, as well as members of the general public. It will be the responsibility of the committee to hold public meetings in which they can gather the desired public input on the progress of the implementation of the plan and will convey that input directly to the Council.

Downtown Community Development Organization

Buckeye can create a nonprofit Community Development Corporation (CDC) to raise funds for maintenance, growth and attracting affordable housing into Downtown. The CDC should actively represent the community with a Board of Directors and focus on quality urban development within the Downtown Core. Comprised of residents of the community as well as other stakeholders paying close attention to urban design and pedestrian-oriented streetscapes. The CDC should be supported by grants and other funding sources for promoting development in Downtown.

Downtown Design Review Board

A Downtown Design Review Board (DDRb) will act as a representative body that votes on the approval of development site plan designs within the Downtown Core. The DDRb will give recommendations to Council on designs based on their adherence to the Downtown Design Guidelines. The DRB will be comprised of no more than seven individuals from the community who have a background in engineering, architecture, urban planning, or design. At least one member from each City Council district should be appointed by the City Council and Mayor.

5.2 Community Activities

Athletic Events

Buckeye has a tradition of hosting athletic events such as the Buckeye Marathon and the Special Olympics Torch Run, which starts Downtown. Expanding this tradition to include marathons, challenge and bicycle races, and other types of outdoor athletic competitions and events will enhance Downtown's status within Buckeye. Downtown's park system enables the City to host these events.



Figure 5.1: Buckeye Marathon

Community Gardens

Uses such as community gardens unite the community and maintain a connection to Buckeye's agricultural heritage. Community gardens can be located in all zoning districts as well as vacant lots throughout Downtown. The All-Faith sponsored community garden demonstrates there is a demand for these amenities in Downtown.

Arts Center

Public dialogue throughout the creation of this plan highlighted that residents desired public art facilities in Downtown. Buckeye should include an arts center in designated Civic areas to enhance its public facilities. In doing so, Downtown can become a hub for art in the West Valley drawing both residents and visitors to Buckeye. Both Downtown Phoenix and Downtown Scottsdale have experienced substantial economic success as a result of investment in the arts.

Murals, statues, and mixed media are useful ways to bring public art to Downtown Buckeye. Buckeye



Figure 5.2: Community Garden

should include oversight of the installation of public art within the purview of the Citizens Advisory Committee (CAC), within Appendix VI. In addition, the CAC should foster relationships with existing programs, such as the West Valley Arts Council, Agave Farms, and educational institutions.

5.3 Development Strategies

There are a number of ways that Buckeye can encourage development Downtown. This section includes tools and strategies that Buckeye can utilize in order to facilitate development.

Encouraging Infill Development

Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. There is a significant amount of vacant land in Downtown, which, for various reasons, has been passed over in the normal course of urbanization. This plan recommends that Buckeye actively encourage infill development in Downtown through the Economic Development Department. The Economic Development Department should prioritize locating business in Downtown as a primary growth strategy.

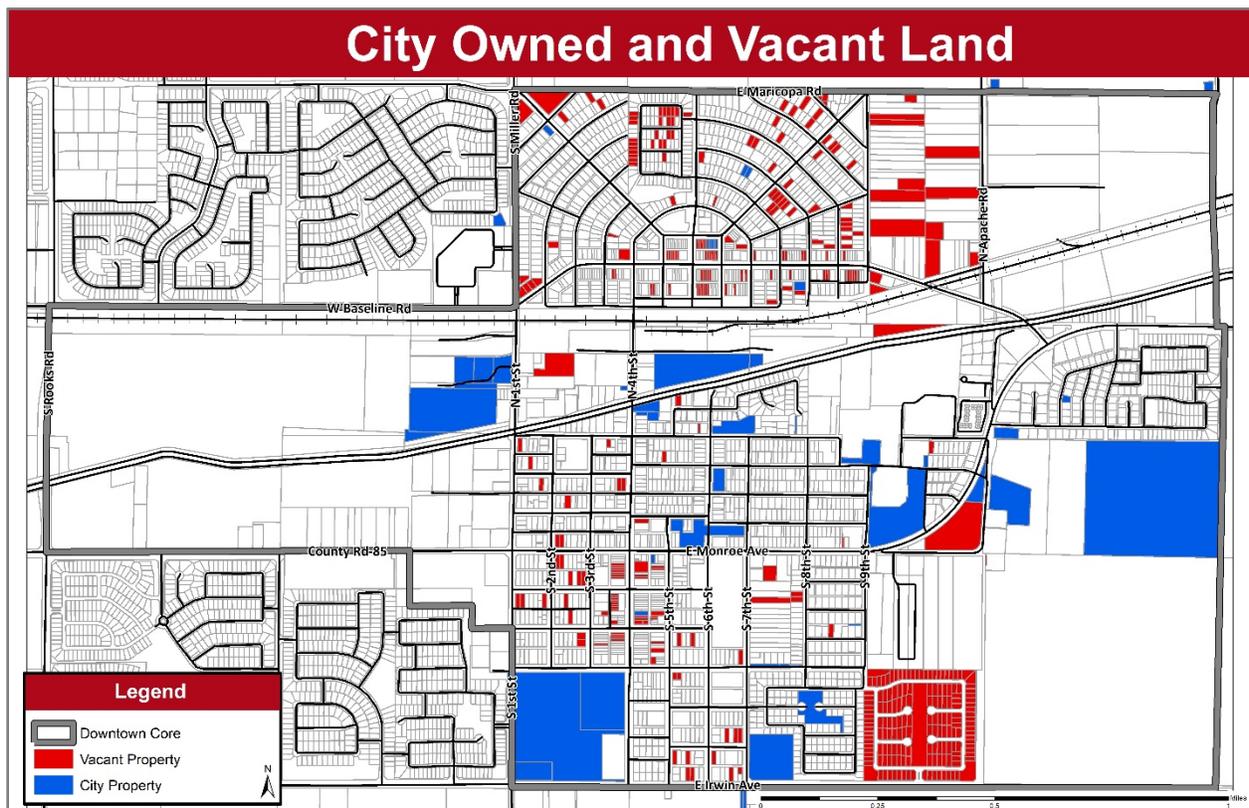


Figure 5.3: Downtown Buckeye Vacant and City-Owned Parcel Map

Fast-Track Permitting

This plan recommends that Buckeye create a fast-track permitting program. Fast-track permitting is for qualified new, expanding, or relocating businesses and offers a business-friendly environment which allows businesses in the community expand and relocate rapidly and efficiently. This plan recommends that Buckeye formalize this process by creating specific rules for fast-track permitting.

Inspection Assistance

For development projects in Downtown, this plan recommends that Buckeye create a program that assigns a dedicated commercial building inspector who works with Planning and the applicant and/or owner for the entirety of the project.

5.4 Incentives and Funding Tools

Fee Reimbursement

While Buckeye already utilizes fee reimbursements to direct development, this plan recommends that City specifically target these reimbursements for Downtown development.

Facade Improvement Program

The Facade Improvement Program should be open to property owners and tenants in Downtown. Participants would receive reimbursements for eligible city-approved facade improvements that enhance the attractiveness and functionality of their properties. This plan recommends that Buckeye mandate that property owners must fund at least 50% of the total project cost.

Enhanced Municipal Service District

The Arizona Constitution allows municipalities to establish special taxing districts for the development of public infrastructure. Arizona Revised Statutes (ARS) § 48-572 outlines Enhanced Municipal Service Districts for the purpose of funding lighting, sidewalks, curbs, bridges, and other streetscape improvements. Buckeye currently uses Community Facilities Districts in many master planned communities across the city and should develop such a district specifically for the proposed improvements in Downtown. The City Council should act as the Board of Directors, and city management should have operational responsibility for the district.

Implementation Chart		
Short (0-10 years)	Medium (10-20 years)	Long (20 years+)
 Land Use		
Establish Citizens Advisory Committee	Establish Redevelopment District	Arts center
Establish infill & development incentives to promote infill development within the downtown	Integrate Community Development within the Downtown through implementing additional parks, gardens, civic & arts facilities	Implement Transportation Overlay District to support future commuter rail
Community gardens	-----	Ecotourism
Athletic competitions	-----	-----
 Urban Form		
Establish a Design Review Commission	Incremental streetscape & facade Improvements	Incremental Streetscape & facade Improvements
Incentivize public art in development code	Expand facade improvement program	Build out of unified frontage right of way along MC-85/Monroe & 4th St.
Establish downtown area branding & strategic marketing plan	Focus Infill development -MC-85/Monroe & 4th St. Corridor in addition to Area 1 of the Downtown Overlay	Focus Infill Development Area 2
Identify potential list of historic properties for designation	Designate historic buildings & properties	Establish a Historic Preservation District

Figure 5.4a: Implementation Chart



Implementation Chart

Short (0-10 years)	Medium (10-20 years)	Long (20 years+)
-----------------------	-------------------------	---------------------



Urban Form

Establish unique design guidelines for Area 1 & Area 2 of the Downtown Overlay	Establish Mainstreet Coalition as the Downtown Buckeye Community Development organization	Establish plaza & event Space
Create unified street furniture guidelines	Pedestrian & bicycle Improvements	-----
Incentivize first floor activation & public shade	Redesign Downtown streets to be multimodal with streetscape improvements	-----
Incorporate downtown Buckeye wayfinding along Interstate 10	Adopt a tree & shade masterplan	-----
Apply for grants/utilize new funding, mechanisms enabled through creation of a Redevelopment District	-----	-----



Transportation

Implement the Monroe Avenue & 4th Street streetscape designs	Execute the Beloat Road & Watson Road connections	Finish the proposed road network
Work with ADOT to achieve a new truck bypass route	Connect Downtown to the Gila River & establish four recreational hubs	Work with ADOT to compare the benefits of an above grade & at-grade State Route 30
Begin to develop bicycle infrastructure throughout Downtown	Redesign Downtown streets to be multimodal with streetscape improvements	Establish commuter rail line
Establish consistent names for Downtown streets	Establish a Downtown Circulator	-----
Address the public's site specific concerns in Section 4.7.	-----	-----

Figure 5.4b: Implementation Chart, Continued

APPENDICES

APPENDIX I: GLOSSARY OF TERMS

Accessibility: Quality of movement within a larger transportation network.

Bypass Route: A road that purposely avoids a built-up area to let traffic flow without the interference of local traffic.

Complete Streets: Streets that are designed to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Connectivity: Relative distance from one location to another based upon the density of transportation network links.

Enhanced Pavement: A pavement that includes higher quality or additional design features in comparison to standard concrete pavement.

Facade: The principal wall of a building that is usually facing the street and visible from the public realm. It is the face of the building and helps inform passers-by about the building and the activities within.

Fenestration: The design and disposition of windows and other exterior openings of a building.

Frontage: The property boundary that abuts the street. If a property abuts two or more streets, it is the boundary the building or proposed building faces.

Green Technology: Technology that is intended to mitigate or reverse the effects of human activity on the environment.

Major Shade Feature: Built or natural features that provide shelter from the sun along at least 80% of a building's front facade. These features include: awnings, canopies, trees, covered arcades, or other Shade structure as approved by the Planning and Zoning Commission.

Minimal Long-term Maintenance: A preventive maintenance strategy to replace an aged item at a given time interval in order to minimize the long-term cost per unit time.

Mobility: The ability and ease of movement within a larger transportation network.

Monroe Avenue Corridor: (According to the Development Code) Located between Miller Road and 9th Street on Monroe Avenue.

Multi-modal: Characterized by several different modes of transportation, including, but not limited to, walking, cycling, and driving.

Pedestrian Infrastructure Zone: A zone is defined as the section of the sidewalk between the curb and the pedestrian pathway in which street infrastructure and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided.

Public Space: A public space is a place that is generally open and accessible to people. Roads (including the pavement), public squares, parks and beaches are typically considered public space.

Public Realm: Public realm belongs to everyone. It comprises the streets, squares, parks, green spaces and other outdoor places that require no key to access them and are available, without charge for everyone to use.

Shaded Sidewalk: Shall be any one of the following:

- A sidewalk at least ten feet wide made of pervious concrete with shade trees at 30-foot intervals or of standard concrete with the trees planted in grates at the same distance.
- A five-foot sidewalk adjacent to a landscape strip at least ten feet wide planted with shade trees at 30-foot intervals.
- A sidewalk at least six feet wide covered with weather-protection materials (such as awnings, an arcade, or other structure)

Streetscape: The visual character of a street space that results from the combination of street width, curvature, paving, street furniture, plantings and the surrounding built form and detail. The people and activities present in the street also contribute to the streetscape.

Streetscape design and activation: Planning the perceived street space through the use of built and natural features, while also promoting foot traffic and commercial interaction.

Setback: The distance of a building wall from any lot boundary. A building front setback can add to the perceived width of the street, provide additional public or private space, and allow space for landscaping. A building set on the front property boundary has zero street setback.

Regionally Appropriate Materials: Includes building materials typically used in the Sonoran Desert region, such as stucco, tile, stone, brick, concrete masonry, wood, architectural metal, or other material approved by the Planning Commission.

Right-of-way: A right of way is a type of easement granted or reserved over the land for transportation purposes, especially for maintenance or expansion of existing services.

Wayfinding: Signage that enables users to orient themselves in physical space and navigate to destinations.

APPENDIX II: PUBLIC PARTICIPATION

First Meeting: Chamber of Commerce

In February 2018, the Arizona State University Capstone Studio presented initial findings and theming of the Downtown Specific Area Plan to the Buckeye Chamber of Commerce. At this meeting, parking needs, identity, and visioning were discussed. Promoting new business was emphasized in Downtown Buckeye all while allowing historical and authentic Western culture to thrive.



Second Meeting: Mainstreet Coalition

The Capstone group presented initial findings and themes of Downtown Specific Area Plan to the Mainstreet Coalition just following the Chamber of Commerce meeting. At this meeting, the location of truck bypass route, the Watson connection, and public art were discussed. It was important to discuss the preliminary proposed road network classification in Downtown Buckeye to establish a more accurate proposal.



Charrettes

The Capstone Group and Buckeye Planning and Zoning staff hosted two design charrettes during the creation of this plan. The charrettes provided useful feedback and have shaped the plan significantly. The elements of the Downtown Specific Area Plan were discussed in detail with the community. Below are exhibits from the charrettes:

CONTACT US

DOWNTOWNBUCKEYE.AREAPLAN@GMAIL.COM

DOWNTOWN BUCKEYE SPECIFIC AREA PLAN

A COLLABORATION BETWEEN
ARIZONA STATE UNIVERSITY
AND THE CITY OF BUCKEYE



PARTICIPATE IN A COLLABORATIVE WORKSHOP

The City of Buckeye, in collaboration with Arizona State University, is hosting two interactive workshops to gain the citizens of Buckeye's input for the Downtown Specific Area Plan. Community participation is key during the creation process of this plan.

WHEN

FEB

MARCH

WHERE

FEB

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

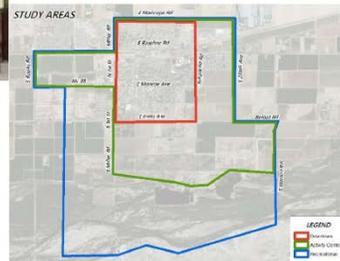
JANE JACOBS



GET INVOLVED IN THE PROCESS

WHAT IS THE DOWNTOWN SPECIFIC AREA PLAN?

The Downtown Specific Area Plan is a guiding visioning document for the future of downtown Buckeye. This plan will create a vision to capture the unique identity of the city and to revitalize the area bringing it to its full potential as the city continues to expand.



Urban Form

Urban Form administered an interactive activity that provided the public an opportunity to prioritize the strategies they would like to see implemented in the downtown corridor to promote a more unique and distinguished identity. The activity featured six “identity strategies”: 1. Public Space, 2. Facade, 3. Shade, 4. Public Art, 5. Complete Streets, 6. Street Furniture. Each participant was given six stickers, two green (high priority), two yellow (medium priority), and two red (low priority). Participants were asked to place the stickers next to the identity strategy in their personal order of hierarchy.

Recreation

Recreation, which was folded into other sections as a result of the charrettes, presented specific sites for redevelopment and activity options for those sites. Community members were encouraged to provide feedback on site location through conversation. In addition, community members were asked to rank activity preferences on sheets adjacent to the sites on a map. During this activity, there were certain sites in Downtown chosen for specific activities. This was a tool to begin the conversation but did not become a specific theme in this plan.

Transportation

The transportation charrette station consisted of one main and two smaller activities. The main activity utilized a blown-up map of Downtown, centered on Monroe Avenue from Rooks Road to Apache Road. Stakeholders were directed to post stickers in four different categories with associated colors on the respective areas of concern, with the option to write comments directly on the map. The four categories were roadway/speeding, parking, bicycle and pedestrian, and intersection concerns.

In addition, handouts showed the proposed roadway network. Stakeholders were asked to write directly on the handout to give their comments and concerns. On the other side of the handout, proposed roadway cross-sections for Monroe Avenue, Miller Road, 4th Street and the proposed State Route 30 were shown. The State Route 30 cross-section has since been cut as specific details of the route are out of the scope of this plan. Participants were invited to write comments about what they thought about the potential cross-sections.

Results from the charrettes revealed concerns regarding roadway and speed on Monroe Avenue from the 9th Street to the Monroe Avenue curve. In addition, participants indicated that Monroe Avenue should be less intense with a maximum speed limit of 30 miles per hour. Feedback detailed the lack of parking during larger events. Comments showed that a majority of Downtown streets were not safe for biking and ADA improvements should be made for sidewalks. Intersection concerns highlighted Monroe Avenue in general, and on Miller Road where traffic

signals were not present at Broadway Road, Southern Avenue, and Baseline Road. Lastly, more wayfinding and shading in Downtown was desired.

Land Use

The land use group facilitated two interactive activities, Re-Imagine Monroe and Community Anchors. These hands-on activities were designed to encourage the public to identify optimal land uses within the downtown study area, while also pinpointing existing community assets. For the main activity, Re-Imagine Monroe, the land use group gave citizens the opportunity to display how they would like to see Downtown designed in term of types of optimal land uses. The goal of this exercise was to gain a generalized idea of how the citizens of Buckeye would like to see their city develop and to create an ideal future land use plan. The top three uses that were identified during the first charrette included 1: Retail, 2: Restaurants, and 3: Mixed-Use. The top three uses that were identified during the second charrette included 1: Mixed-Use, 2: Restaurants, and 3: Retail.

The second activity, Community Anchors, included an aerial map of the Downtown study area where participants could place pins to identify specific existing community assets or anchors. The top three categories that had the highest number of identified assets for the first charrette included 1: Built Capital, 2: Cultural Capital, and 3: Social Capital. The top three categories that had the highest number of identified assets for the second charrette included 1: Economic Capital, 2: Cultural Capital, and 3: Built Capital. The goal of this exercise was to have the participants identify existing community assets within the downtown to integrate these community viewed resources into the future land use plan.

While many residents taking part in these exercises gave their feedback via the specified activity maps, a few chose to verbally express their vision for Downtown. Some of these topics discussed during the first charrette included rail, transit, implementing a Redevelopment District, and ensuring equestrian access. Some of these topics discussed during the second charrette included a desire for more live-work developments, additional markets and grocery stores, a senior center, and historic residential homes preservation.

Of the four commercial uses identified, which included grocery stores, retail, restaurants, and office space, the highest demand was identified to be along Monroe Avenue between 3rd Street and 4th Street.

The demand for open space was primarily focused in the most western portion of the study area between Baseline Road and Monroe Avenue. The highest demand for urban plaza was located at both the intersection of 3rd Street and Monroe Avenue and Jackson Avenue.

Of all residential developments, Mixed-Use Developments had the highest demand. The optimal areas that were identified were located between 9th Street and 6th Street along Monroe Avenue.

Comment Card Summary

Overview

At both design charrettes, a brief questionnaire was provided to attendees. The questionnaire consisted of 6 multiple-choice questions developed to guide respondents into thinking about the theme, business types, and infrastructure improvements desired for Downtown, and two open-ended questions. The seventh question asked respondents what they like about Downtown as it is currently, and the eighth question provided a blank space for additional comments.

Question 1

The first question asked what type of businesses residents would like to see downtown. The most common answer was Bars/pubs/breweries, with 20 total responses in favor, or about 22%. Other notable answers include casual dining (17 responses) and coffee shops (15 responses).

1. I would like to see more of the following business types in downtown Buckeye (check all that apply)			
Responses	Charette 1	Charette 2	Total
Casual dining	11	6	17
Fine Dining	7	4	11
Coffee shops	7	8	15
Bars/pubs/breweries	12	8	20
Retail	7	4	11
Western wear/specialized retail	4	1	5
Recreational shops/ outdoor retail	5	1	6
Other Comments:			
Charette 1:			
Density			
Café type			
Durham Cenral Park			
Distillery			
Art galleries			
Charette 2:			
Grocery stores			
Bakery, ice cream shop			
Office			
Irish pub			
Drug store (old-fashioned)			
Butcher/meat store			

Question 2

The second question asked what type of activities Buckeye residents would like to see in Downtown. The most common answer, overwhelmingly, was an outdoor concert venue, which captured 22 responses, or about 27% of votes. Other notable answers included community garden (12 responses), rodeo events (9 responses), and swimming/water activities at the Buckeye lakes (9 responses).

2. I would like to see more of the following activities available in downtown Buckeye (check all that apply):			
Responses	Charette 1	Charette 2	Total
Marathon/other running events	5	1	6
Bicycle race/other bicycling events	4	2	6
Rodeo/other horse events	7	2	9
Swimming/boating/water skiing/other water activities	7	2	9
Outdoor concert venue	13	9	22
Dog park	3	3	6
Community garden	9	3	12
Picnic areas	4	2	6
Other Comments:			
Charette 1:			
Farmer's Market			
Build on existing rodeo			
Beer, wine, and spirits tasting			
Beer garden			
Renaissance festival			
Art galleries			

Question 3

The third question asked what type of art/design themes residents would like to see in Downtown. The most common answer was Western heritage with 22 total responses in favor, or about 28%. Other notable answers include desert landscapes, with 9 responses in favor.

3. I would like to see the following art themes and design accents in downtown Buckeye (check all that apply):			
Responses	Charette 1	Charette 2	Total
Outdoor Recreation	8	0	8
Western Heritage	13	9	22
Spanish Heritage	4	4	8
Native Heritage	7	1	8
Desert landscapes	5	4	9
More murals	4	2	6
More sculptures	5	1	6
More artistic signage	6	2	8
Other Comments:			
Charette 1:			
Agricultural Heritage			
Charette 2:			
Agricultural Heritage			

Question 4

The fourth question asked what type of driving concerns residents have for Downtown. The most common answers were lack of parking with 11 responses, or about 32%, and lack of lighting, with 10 responses or about 29%.

4. When driving in downtown Buckeye, I have the following concerns (check all that apply):			
Responses	Charette 1	Charette 2	Total
Unsafe intersections	2	2	4
Curves and grades	2	0	2
Visibility of oncoming or turning vehicles	2	1	3
Lack of lighting	9	1	10
Lack of parking	8	3	11
Other Comments:			
Charette 1:			
Trees wrapped with lights			
Miller and Monroe tight right-hand turn heading north			
Charette 2:			
Rundown buildings			
Lack of sidewalks			

Question 5

The fifth question asked what type of walking concerns residents have in Downtown Buckeye. The most common answer was lack of amenities, especially public restrooms, with 17 total responses in favor, or about 27%. Other notable answers include too many large freight vehicles (11 responses), lack of sidewalks/shoulder (10 responses) and lack of lighting (10 responses).

5. When walking in downtown Buckeye, I have the following concerns (check all that apply):			
Responses	Charette 1	Charette 2	Total
Lack of sidewalks/shoulder	7	3	10
Lack of crosswalks/unsafe intersections	5	1	6
Unsafe drivers/speeds	3	2	5
Too many freight vehicles/large trucks	10	1	11
Lack of lighting	8	2	10
Lack of trails/unable to access trails	0	0	0
Lack of amenities (public restrooms, doggie bags, garbage cans, water fountains, etc)	11	6	17
Other Comments:			
Charette 1:			
Shade			
Tree-lines streets			
Remove metal fence at 6th St. and Monroe - looks like playpen			
Charette 2:			
Safety			
Places to sit/hang out			

Question 6

The sixth question asked what type of bicycling concerns residents have for Downtown. The most common answer was lack of bicycle lanes/shoulder, with 11 total responses in favor, or about 19%. Other notable answers include lack of separation between vehicles and bicycles (9 responses), lack of trails (8 responses), and lack of amenities (9 responses).

6. When bicycling in downtown Buckeye, I have the following concerns (check all that apply):			
Responses	Charette 1	Charette 2	Total
Lack of bike lanes/shoulder	7	4	11
Lack of separation between vehicles and bicycles	6	3	9
Lack of crosswalks/unsafe intersections	4	0	4
Unsafe drivers/speeds	3	1	4
Too many freight vehicles/large trucks	5	2	7
Lack of lighting	5	1	6
Lack of trails/unable to access trails	5	3	8
Lack of amenities (public restrooms, doggie bags, garbage cans, water fountains, etc)	5	3	8
Other Comments:			
Charette 1:			
Equestrian			

Question 7

The seventh question asked what residents like about Downtown. Responses were varied, but the most common trend was the small town or historic aspect of Downtown.

7. What do you like about downtown Buckeye?
Charette 1:
Rural historic feel, small town feel The old town look. Several long time businesses Getting better The potential heritage is important. The empty building and the owners to do something or sell it. Small town feel. It's a priority to maintain that. Historic - La Placita restaurant as well as Café 25/35 both are done with atmosphere in mind It's home. Family-owned businesses Love its potential
Charette 2:
Red brick - like Powers Levitt and Café 2535 Frendliness, small town feel History/Heritage opportunity Its history & character Evenings are dead Plenty of parking, light traffic, Veterans Park, Café 2535 City hall, Powers Levitt building

Question 8

Question eight provided an open space for additional comments. Results were varied and tended to reflect feedback given in the earlier questions.

8. Please provide other comments below:	
Charette 1:	
Parking city code	
Palm trees/walking --> outdoor recreation activities	
Parking spaces	
Buckeye is doing good, keep it up.	
Slow down Monroe - 2 lane with turn lane	
Watson Road Connect	
Work with economic development	
Restaurants & retail are needed.	
Optimism is contagious!	
Buckeye desperately needs an "Old Town" District - bars, eating places, music venues, diversity	
Charette 2:	
Too dangerous for bikes & scooters to get around	
Need for larger Senior Center	
Downtown needs private investment that will be successful with more residents to support business. Hopefully this is aided with the economy & development of El Rio.	
Churches on 4th Street have good development potential	
We need consistency in design	
Artistic crosswalks	
Themed crosswalks (decorative)	

APPENDIX III: URBAN FORM DEVELOPMENT GUIDELINES AND STANDARDS

This section includes both standards and guidelines. Standards are rules, principles, or measures with which compliance is mandatory unless expressly modified through the Variance or Minor Modification procedures in Sections 8.11, Variances, or 8.12, Minor Modifications, of the Development Code. A development application may be denied for failure to meet the standards established by this plan. Guidelines are policy preferences for which no specific measures exist. Guidelines further Buckeye's land-use goals and policies. A development may not be denied solely for failure to comply with a guideline if the underlying policy preferences are addressed. Additionally, these standards and guidelines shall be applicable to developments per section 5.1.2 of the Development code.

Pedestrian Network and Connections

Pedestrian Network and Connection Standards (PNC)

- ❖ PNC1. Sites shall be designed to encourage major pedestrian movement along Monroe Avenue.
- ❖ PNC2. Parking layouts and connecting pedestrian paths shall accommodate pedestrian movement to primary building entrances facing the street.
- ❖ PNC3. For mixed-use developments, separate entrances shall be considered for the resident/employee/customer.

Pedestrian Network and Connection Guidelines (PNC)

- ❖ PNC4. Pedestrian infrastructure should be designed with adequate widths to successfully accommodate pedestrian circulation. A minimum four-foot Pedestrian Infrastructure Zone should be provided between traffic lanes and pedestrian pathways. If the existing infrastructure and plants are not compliant with the Pedestrian Infrastructure Zone, keep them and encourage to provide adequate width for pedestrian circulation.
- ❖ PNC5. Sidewalks and pathways should form a connected pedestrian network that provides access to destinations.
- ❖ PNC6. Pedestrian crosswalks in drive aisles should be clearly marked with signage, special paving, landscaping, or similar methods.
- ❖ PNC7. Side and rear entrances should be designed as attractive alternative entries to Businesses.

-
- ❖ PNC8. Speed tables, bulb-outs and proper signage should be utilized to increase safety on Monroe Avenue.
 - ❖ PNC9. Shade should be utilized for sidewalks, storefronts and pedestrian areas to encourage pedestrian activity.
 - ❖ PNC10. Pedestrian spaces (plazas, courtyards, paseos, open space, etc.) should be connected and provide varied activities.

Streetscape Design and Activation

Streetscape Design and Activation Standards (SDA)

- ❖ SDA1. Hardscape paving materials shall be desert-appropriate, including suitable colors and finishes that utilize local material.
- ❖ SDA2. Selected streetscape paving materials shall require minimal long-term maintenance and shall follow the aesthetic design of this plan.

Streetscape Design and Activation Guidelines (SDA)

- ❖ SDA3. Streetscape elements constructed of recycled material are encouraged.
 - ❖ SDA4. Streetscape elements should utilize high quality, durable material. For instance, the current standard tree grate in Portland is manufactured from recycled scrap metal and is made from durable cast iron. These tree grates had a lasting presence within the streetscape without need for continual replacement or maintenance.
 - ❖ SDA5. Enhanced pavement should be used at pedestrian crossings, bulb-outs, signalized intersections, mid-block crossings, and in the pedestrian zone/sidewalk area where possible to enhance the aesthetic value of the pedestrian experience and discourage speeding.
 - ❖ SDA6. Sidewalks should be wide enough to comfortably accommodate pedestrian movement and activities, including on-street dining, sidewalk cafés, retail merchandise displays, and seating. A minimum 10.5' sidewalk zone should be provided.
 - ❖ SDA7. Sidewalks and pathways should have adequate tree shade to improve comfort for pedestrians.
 - ❖ SDA8. Street trees, shrubs, accents, and groundcover selection should derive from the Low Water Use/Drought Tolerant Plant (List), as prescribed by the Arizona Department of Water Resources.
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Parking

Parking Standards (PRK)

- ❖ PRK1. When on-site parking is utilized, the parking shall be designed to the rear or sides of the building.
- ❖ PRK2. When traditional parking is not feasible, refer to Section 5.6.7B Parking Alternatives of the Buckeye Development Code.
- ❖ PRK3. Access shall be limited to side streets and alleys.
- ❖ PRK4. A landscape buffer zone shall be maintained between the sidewalk and any surface parking lot, with a minimum width of 5 feet and a maximum of 15 feet from the sidewalk to the surface parking lot.
- ❖ PRK5. Large surface parking areas shall be landscaped and provide tree canopies to mitigate heat build-up and to screen parking areas.

Parking Guidelines (PRK)

- ❖ PRK6. Parking should be screened or disguised with walls that emulate fenestration, or other architectural treatment to minimize the visual impact of the parking spaces or where parking spaces may be visible from the street from some angles.
- ❖ PRK7. On-street parking should take priority over other options where applicable.
- ❖ PRK8. Top-level parking should be covered by shade structure, solar panels, or an amenity deck.
- ❖ PRK9. Opportunities to minimize impervious parking surfaces is encouraged. Permeable surfaces and bioswales are recommended for all parking surfaces.
- ❖ PRK10. Shared parking should be encouraged to serve two or more individual land uses without conflict.

Facades and Storefronts

Facade and Storefront Standards (FAS)

- ❖ FAS1. Primary entrances shall face the street to encourage pedestrian activity.
- ❖ FAS2. Parking entrances shall be secondary to pedestrian entrances and activity.

-
- ❖ FAS3. Fenestration shall include a predominance of transparent windows, doors, and openings on the first floor to insure visibility of active uses at a pedestrian scale.
 - ❖ FAS4. Corner buildings at intersections should be required to incorporate at least one of the following special treatments:
 - Towers
 - Taller building sections
 - Special roofing structures
 - Varied parapet heights
 - Other as approved by the Planning and Zoning Commission

Facade and Storefront Guidelines (FAS)

- ❖ FAS5. Building setbacks should encourage a unified frontage facing Monroe Avenue and 4th Street to reinforce pedestrian activity as designated by the setback standard STB1.
- ❖ FAS6. Storefronts should be continuous and appropriately scaled along Monroe Avenue and 4th Street to allow varied heights to reflect unique business while unifying the larger downtown theme.
- ❖ FAS7. Buildings should be designed to create an outdoor living room space opposed to solely a street; generally, a minimum of two stories in height along Monroe Avenue and 4th Street with inclusion of outdoor/patio seating.
- ❖ FAS8. The ground floor of buildings should contain active street frontages, lined with a mix of commercial and retail uses.
- ❖ FAS9. Upper floors should contain windows, balconies rooftop decks and other articulation to create active street frontages.

Building Materials

Building Material Guidelines (BLD)

- ❖ BLD1. Regionally appropriate materials should be utilized.
- ❖ BLD2. Materials should provide visual cues in line with the character of Downtown.
- ❖ BLD3. Materials should be durable, sustainably sourced and low maintenance without infringing upon quality.

-
- ❖ BLD4. Materials used should be consistent with Development code 5.12.5 D1, with the following exception: Minimal stucco use aside from Colonial Spanish Architecture.
 - ❖ BLD5. Materials should consider the desert climate and mitigate heat whenever possible.

Shade

Shade Standards (SHD)

- ❖ SHD1. Commercial buildings in Area 1 of the Downtown Overlay shall provide shaded sidewalks (as defined in the glossary of this document,) along at least 80 percent of all building facades facing Monroe Avenue.
- ❖ SHD2. Commercial Buildings along Monroe Avenue in Area 1 of the Downtown Overlay shall be required to have at least one major shade feature.
- ❖ SHD3. All shade structures shall be forever maintained by the property owner, even to the extent the shade structure is over the public right of way.

Shade Guidelines (SHD)

- ❖ SHD4. Shade should be provided as much as possible along commercial building facades in Area 1 of the Downtown Overlay.
- ❖ SHD5. Shade along Monroe Avenue should be continuous.

Setbacks

Setback Standards (STB)

- ❖ STB1. Front setbacks on commercial and Mixed-Use Buildings in Area 1 of Buckeye's Downtown Overlay shall be either:
 - 0 feet, or 10 feet for the purpose of including:
 - Public space
 - Public seating
 - Outdoor dining
 - Other as approved by the Planning Commission
- ❖ STB2. A maximum building front setback may be calculated using the average of the two-adjacent building front setbacks in situations the Planning Commission approves.

Public Infrastructure and Street Furnishings

Lighting Guidelines (LGT)

- ❖ LGT1. All exterior lighting should be designed as an integral part of the building and landscape design.
- ❖ LGT2. Decorative lighting fixtures are strongly recommended.
- ❖ LGT3. Site and architectural plans should include location, design, nature, and level of illumination of external lighting fixtures.
- ❖ LGT4. Heights of lighting fixtures should be in scale with the building and site design.
- ❖ LGT5. Sources of lighting should be kept low to the ground while ensuring safe and functional levels of illumination.
- ❖ LGT6. At a minimum, street and sidewalk lamps should illuminate downward to provide for safe walking and cycling conditions at night.
- ❖ LGT7. The location of lighting should respond to anticipated use and should not exceed the amount of illumination required by the users.
- ❖ LGT8. Use of intense bright light or illumination of an entire area is strongly discouraged.
- ❖ LGT9. Outdoor lighting at night, particularly street lighting, should have a color temperature no greater than 3000 Kelvin (K), as recommended by the American Medical Association.

Benches and Seating Guidelines (BNH)

- ❖ BNH1. Benches should be made of durable, high-quality materials.
- ❖ BNH2. Seating should be located under shade when possible.
- ❖ BNH3. Temporary or moveable seating should be used, particularly in locations where there is active street management by adjacent businesses, a merchant's association, or the like.
- ❖ BNH4. Seating should be designed as an integrated part of other streetscape elements when possible, including:
 - integrated seat walls in pedestrian refuges;
 - seat walls and benches around trees and landscaping;

-
- public art and gateway monuments;
 - other elements where integration improves utility of the element to pedestrians without compromising its primary function.
- ❖ BNH5. Seating is encouraged to be designed by local artists as long as there is in adherence to the local downtown design standards.
 - ❖ BNH6. Seating/benches should be oriented near each other or facing each other within 5-6 feet to encourage spaces for social interaction

Trash and Recycle Receptacle Guidelines (TRR)

- ❖ TRR1. Receptacles should be located near or as near to corners as is possible.
- ❖ TRR2. Receptacles should be located near high activity areas such as commercial destinations.
- ❖ TRR3. There should be a maximum of one receptacle every 200 feet along the Monroe Ave. Corridor.
- ❖ TRR5. The design of the receptacles should reflect Buckeye's aesthetic and functional aspects.
- ❖ TRR6. The receptacle selection should be constructed and painted with the same or similar design as other street furnishings.
- ❖ TRR7. Recycle receptacles should be paired with trash receptacles wherever possible.

Tree Infrastructure Guidelines (TRI)

- ❖ TRI1. Basins should meet size requirements for trunk growth based on species.
- ❖ TRI2. Permeable surfacing increases access of tree roots to water and oxygen. Continuous trenching between tree basins should be used wherever possible to maintain the capacity of oxygen and water to enter the soil in tree basins, especially where minimum sized trees have to be planted.
- ❖ TRI3. Tree grates should be designed with easily-removable rings to allow for tree growth.
- ❖ TRI4. Fixed-tree grates and other structural basin covers are not optimal as over time they can become tripping hazards and obstacles for pedestrians, and often require costly maintenance to be expanded for tree trunk increases.

-
- ❖ TRI5. Tree guards may be appropriate to protect newly-planted trees, especially in high pedestrian activity areas.
 - ❖ TRI6. Tree guards should be an attractive design that compliments the design of other street furniture.

Bicycle Parking Guidelines (BKP)

- ❖ BKP1. Bicycle parking should provide an opportunity for public art and other designs specific to Buckeye.
- ❖ BKP2. Bicycle parking facilities should be common in active commercial areas of Downtown BKP3. Buckeye. Racks should be provided near major shopping and service destinations or any other locations where there is high cycling traffic.
- ❖ BKP4. Bicycle parking facilities should not be placed at accessible parking or passenger loading zones.
- ❖ BKP5. Bicycle parking facilities should not be located directly in front of a store/building entrance or exit, or driveway.
- ❖ BKP6. Bicycle parking should be considered to replace on-street vehicle parking where sidewalk space is constrained or adequate demand exists.
- ❖ BKP7. Bicycle parking should be shaded and utilize shells.

Public Signage

Signage Guidelines (SGN)

- ❖ SGN1. A commercial signage update should be enacted to better regulate signs in the downtown area, while simultaneously complying with *Reed v. Gilbert*.
- ❖ SGN2. Street sign should incorporate unified colors.
- ❖ SGN3. Signs should be located in areas that will enhance and complement the architectural design of the facade.
- ❖ SGN4. Continuity and consistency of signage should be considered.
- ❖ SGN5. Signage should be legible, understandable, and attractive to the environment.

Landscaping

Landscaping Standards (LND)

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- ❖ LND1. A List of Allowable Plant Materials shall be developed for the Downtown Overlay. The list shall consider, climate, shade coverage, aesthetics, local sourcing, potential allergens, and sustainable maintenance.

Landscaping Guidelines (LND)

- ❖ LND2. Plants that bloom all at once or near the same time of year should be used.
- ❖ LND3. Other considerations by the Planning Commission.

Historic Preservation

Historic Preservation Standards (HPR)

- ❖ HPR1. Buckeye can develop a Historic Assets Registry that will compile all the structures within the community that are historic or that present character worthy of preservation.

Historic Preservation Guidelines (HPR)

- ❖ HPR2. Buckeye should foster partnerships with organizations like the Salvation Army, churches, Habitat for Humanity, Adventures in Preservation, Historicorps, and others that can assist owners of historic buildings in the clean up or rehabilitation of their structures. Assistance from outside organizations will ease concerns of funding or restoration ability for owners of historic sites.
- ❖ HPR3. If owners are unwilling to work with Buckeye or other organization, Buckeye should exercise Ordinance 34-10 that allows Buckeye to place a lien on properties for the amount of money it would take to clean the site up and ensure the structure is not a life and health safety issue.

Public Art

Public Art Standards (ART)

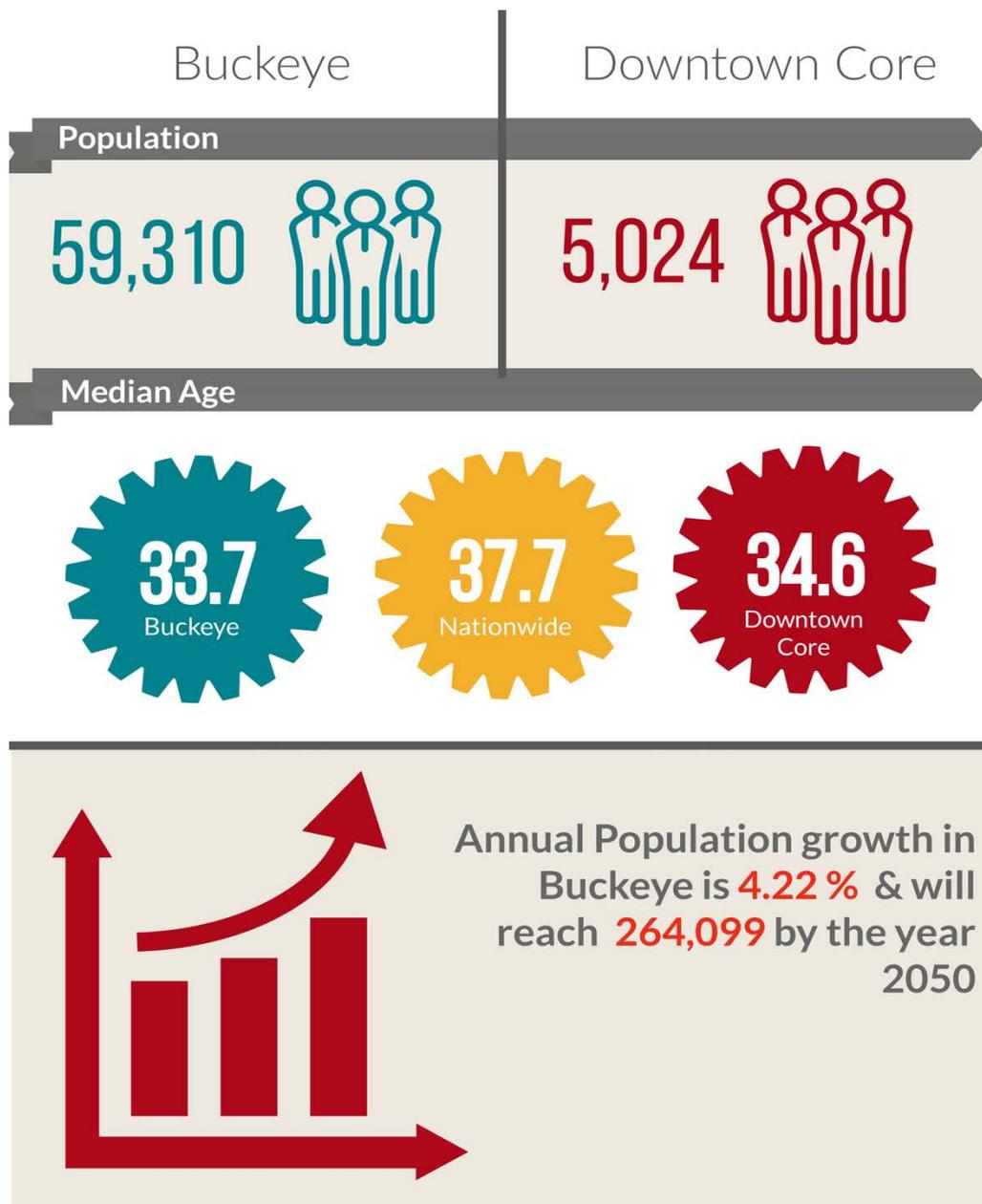
- ❖ ART1. A Floor Area Bonus (FAB) model shall be implemented to incentivize bonuses for incorporating art on private development at no additional cost to the City. The ratio of the FAB will be awarded based on the percentage of facades facing the public realm.

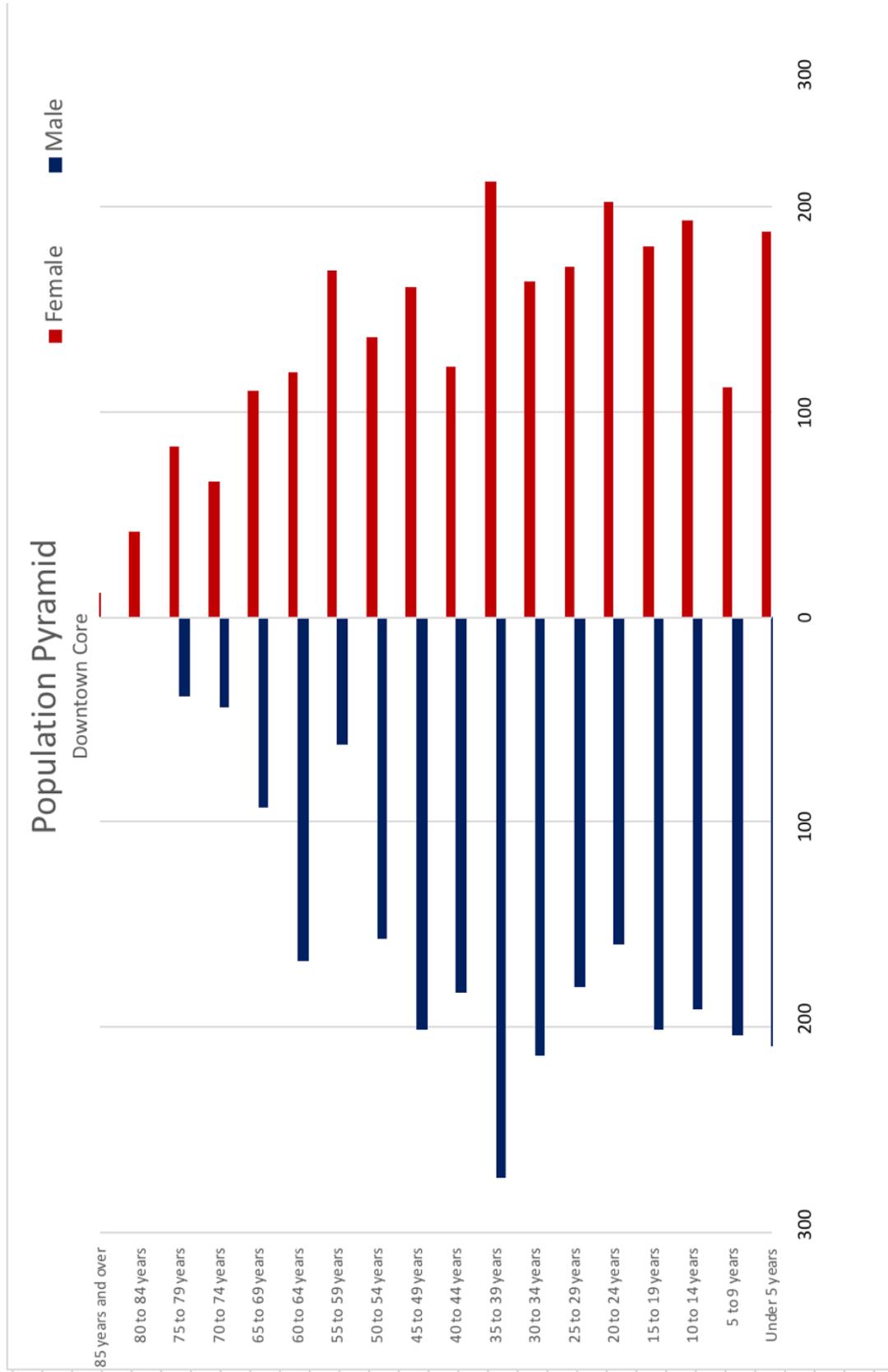
Public Art Guidelines (ART)

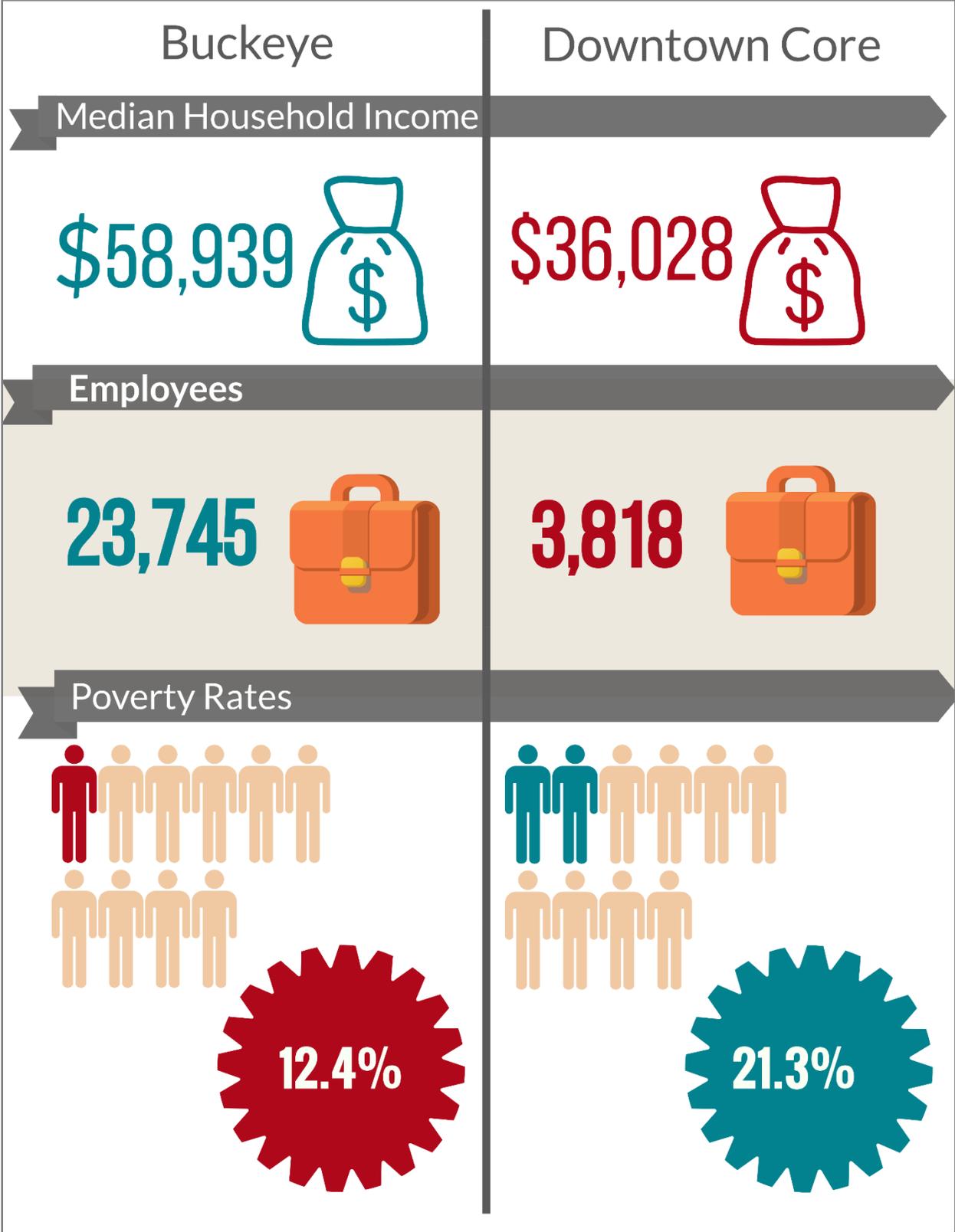
- ❖ ART2. Art should be sourced from the West Valley Art Council and other local artists.

APPENDIX V: EXISTING CONDITIONS

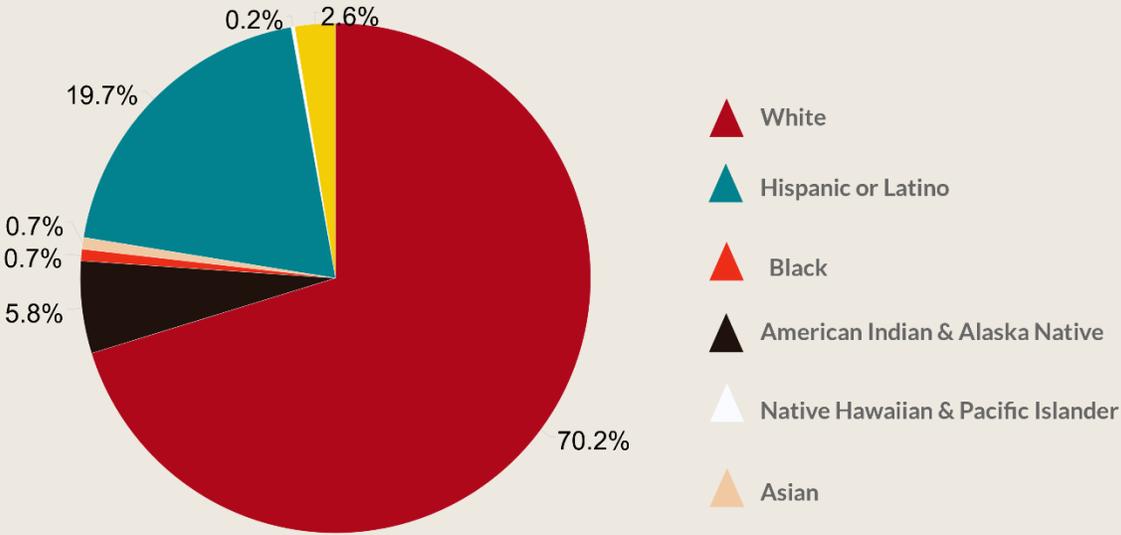
The charts and graphs below display demographic, economic, housing, and other data characteristics in Downtown Buckeye, the City of Buckeye, Maricopa County, the State of Arizona, and the United States. The graphics below highlight top-level data selected from larger data sets. This data is meant to provide the backdrop for this plan. Data sources include Maricopa Association of Governments 2016 datasets and United States Census Bureau American Community Survey 2012-2016 5-Year Estimates.



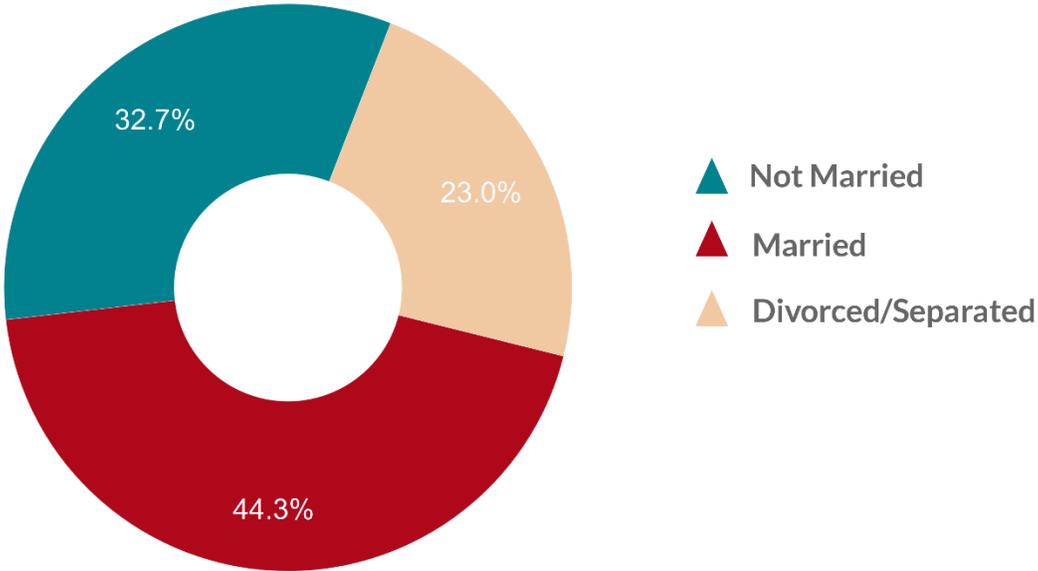




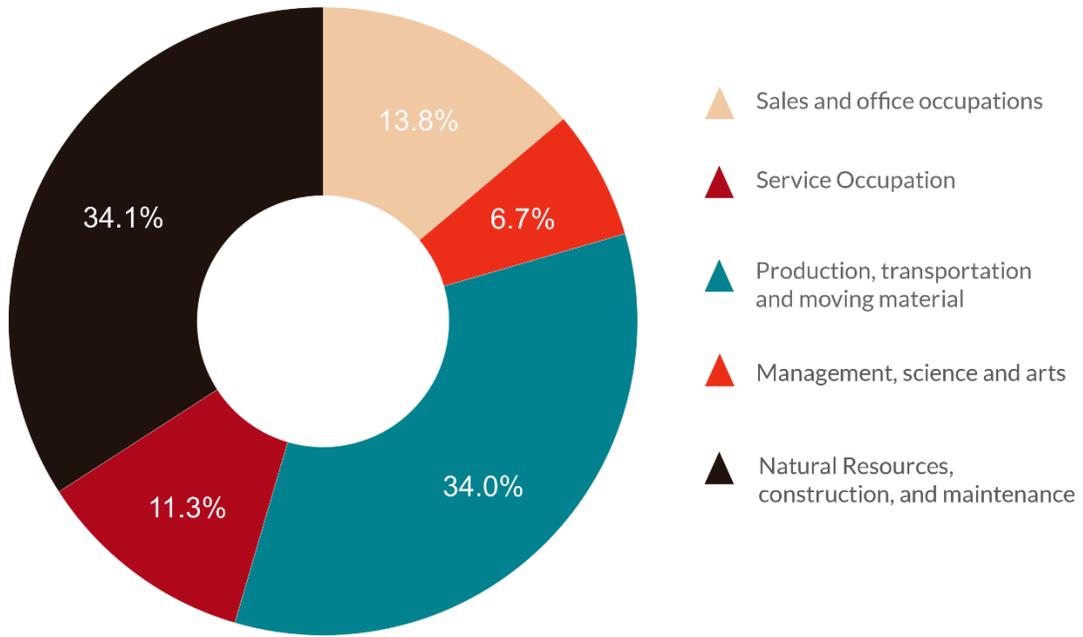
Racial Distribution 2011-2016



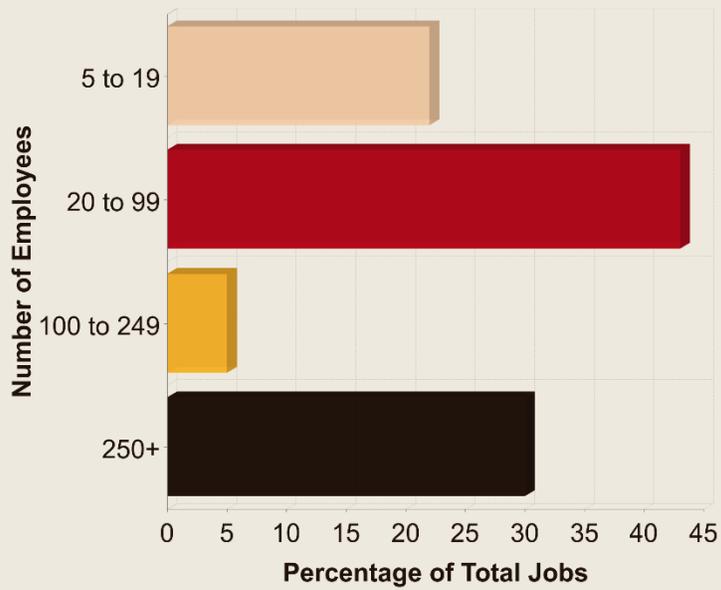
Marital Status 2011-2016



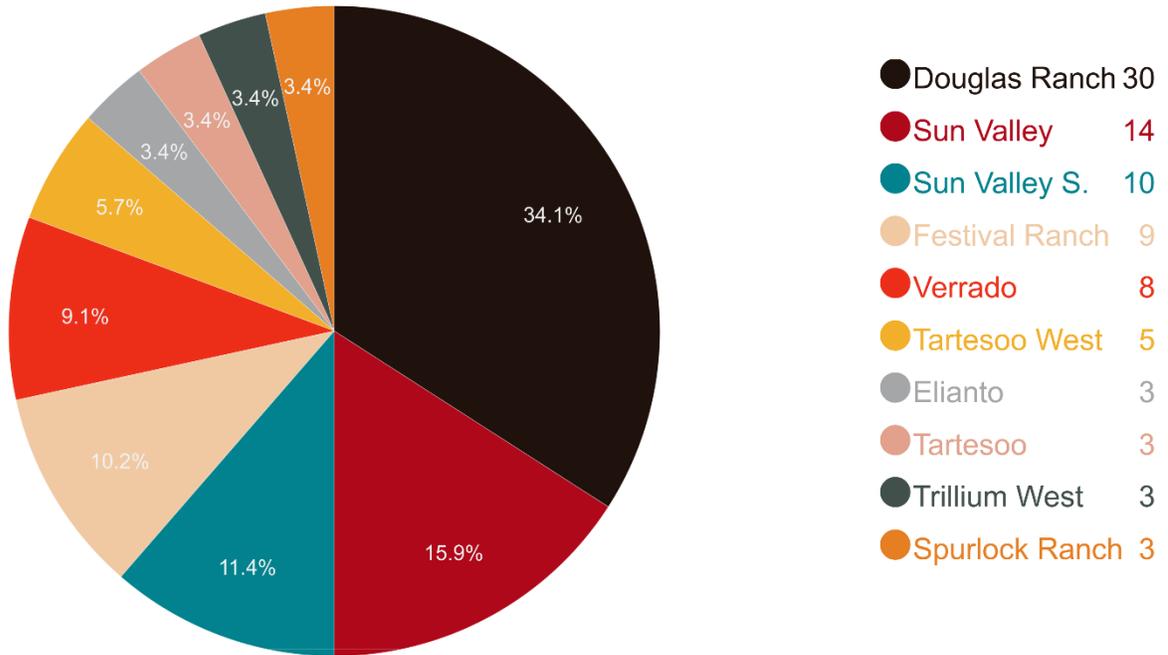
Employment by Sector 2011-2016



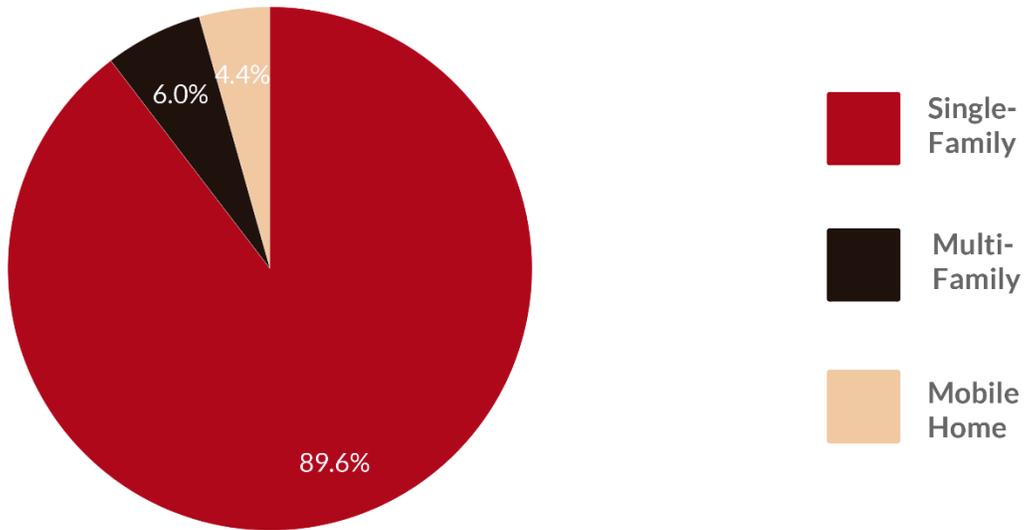
Employer Sizes Buckeye 2011-2016



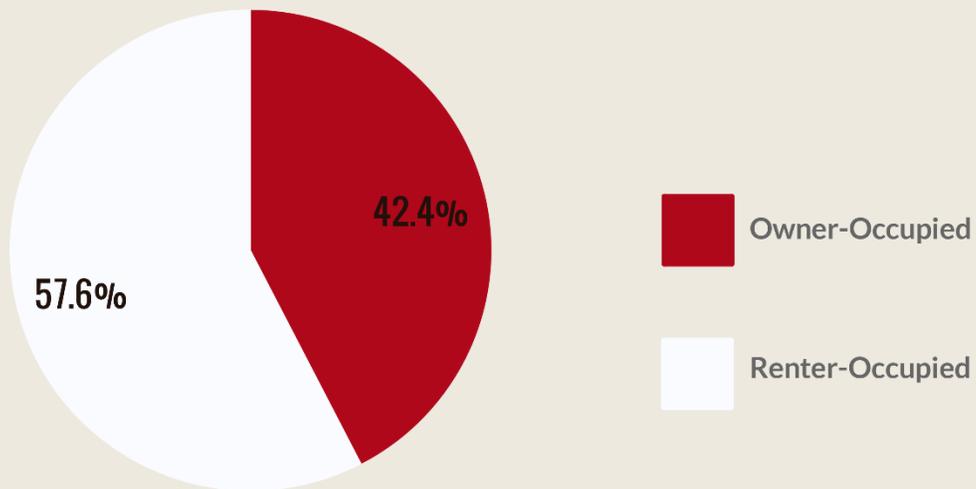
Planned Developments Acreage
Buckeye
2011-2016



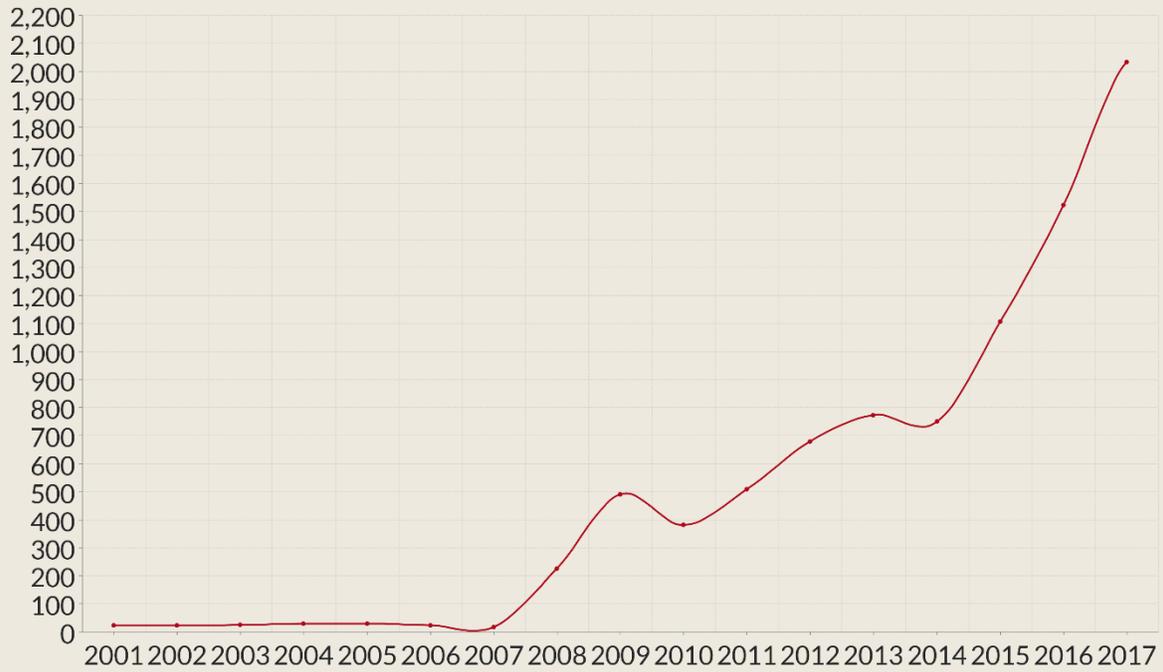
Housing Type Buckeye 2011-2016



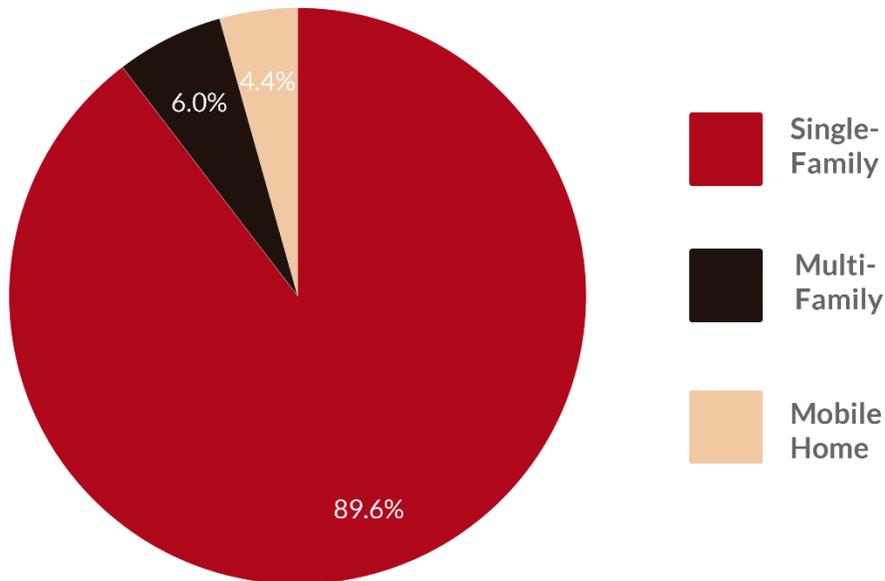
Housing Tenure 2011-2016



Housing Units: Building Permits Issued 2001-2017



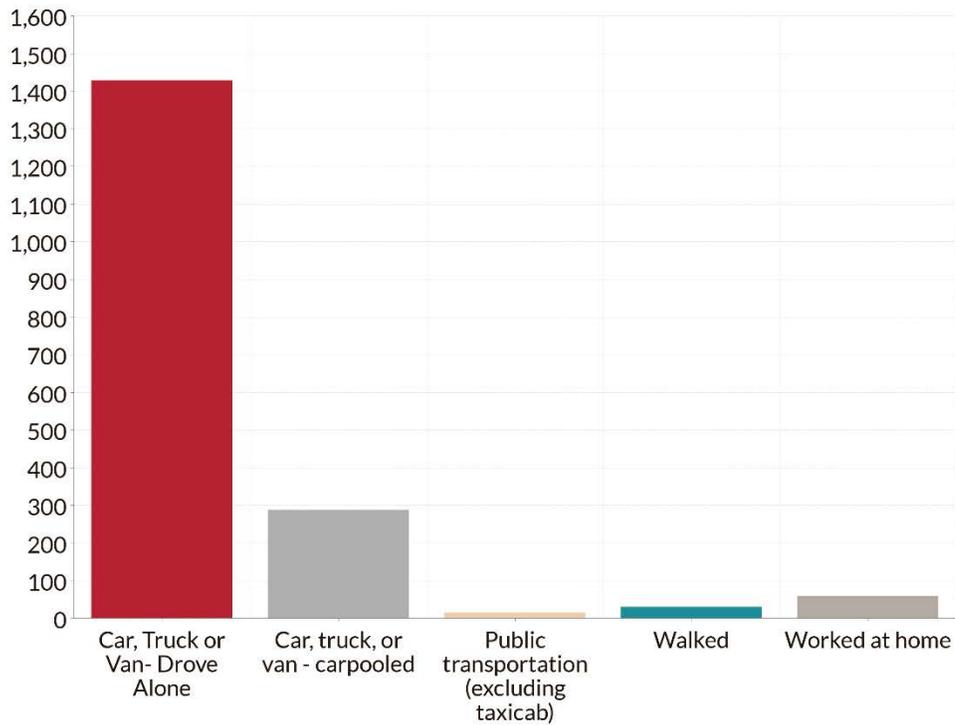
Housing Type 2011-2016



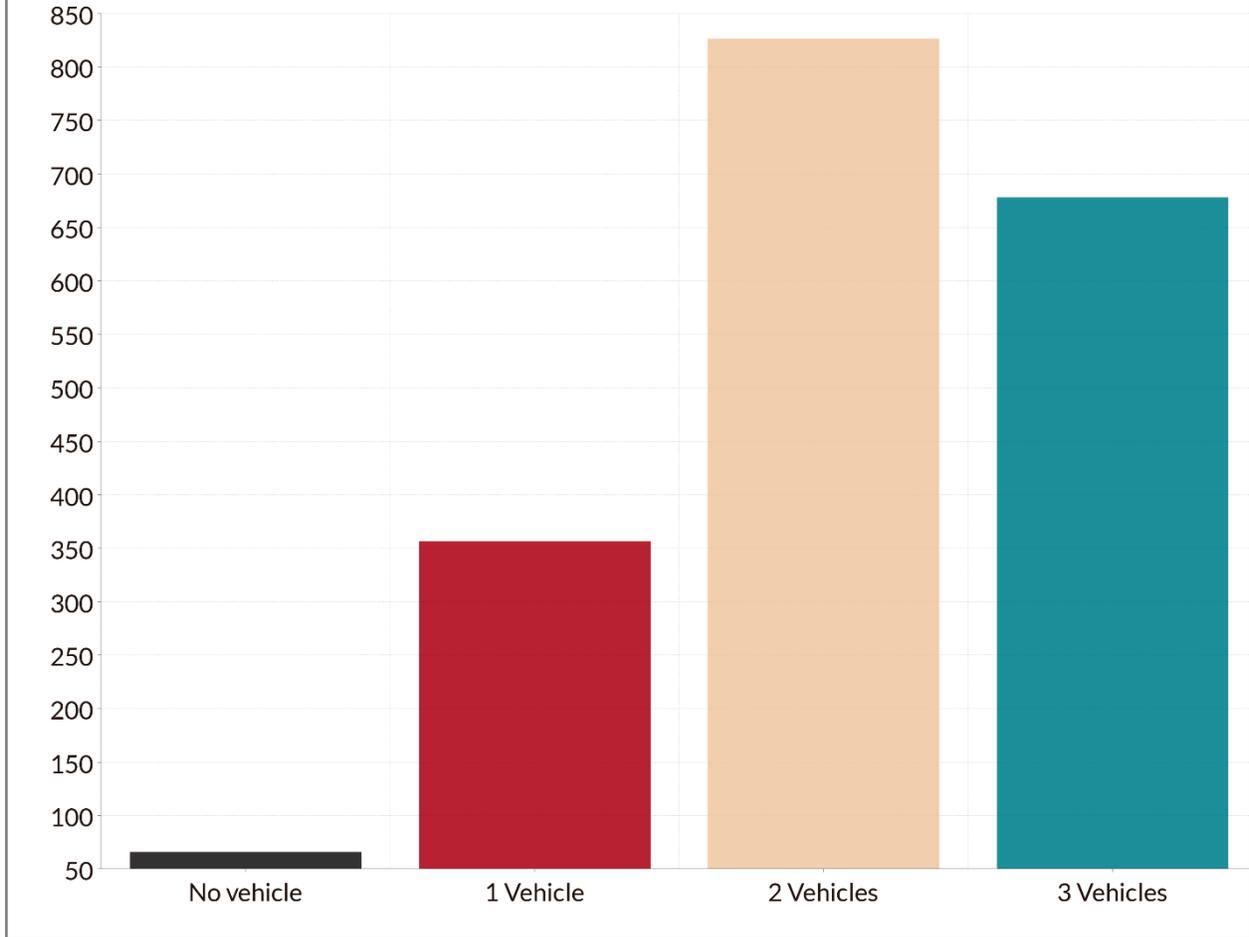
Transportation Flow MARICOPA COUNTY



Mode of Transportation to Work 2011-2016



Vehicles per Household 2011-2016



Total Population						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Male	31,784	53.6%	2,021,817	49.5%	3,344,106	49.7%
Female	27,526	46.4%	2,066,732	50.5%	3,384,471	50.3%
Total	59,310	-	4,088,549	-	6,728,577	-

Population by Age						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Median Age	33.7	-	35.8	-	37.1	-
Under 5 years	4,155	7.0%	276,150	6.8%	434,939	6.5%
5 to 9 years	5,181	8.7%	289,790	7.1%	457,144	6.8%
10 to 14 years	4,963	8.4%	286,719	7.0%	454,665	6.8%
15 to 19 years	4,459	7.5%	278,790	6.8%	458,070	6.8%
20 to 24 years	3,258	5.5%	284,690	7.0%	483,124	7.2%
25 to 34 years	9,165	15.5%	581,921	14.2%	899,711	13.4%
35 to 44 years	9,324	15.7%	542,527	13.3%	835,719	12.4%
45 to 54 years	7,378	12.4%	528,640	12.9%	840,159	12.5%
55 to 59 years	2,749	4.6%	236,785	5.8%	406,293	6.0%
60 to 64 years	2,832	4.8%	216,770	5.3%	388,602	5.8%
65 to 74 years	4,104	6.9%	326,526	8.0%	620,856	9.2%
75 to 84 years	1,467	2.5%	169,609	4.1%	326,244	4.8%
85 years and over	275	0.5%	69,632	1.7%	123,051	1.8%

Population by Race & Ethnicity						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
White, Non-Hispanic	31,950	53.9%	2,327,125	56.9%	3,777,876	56.1%
Black, Non-Hispanic	4,666	7.9%	204,984	5.0%	270,045	4.0%
Native American, Non-Hispanic	977	1.6%	63,011	1.5%	266,191	4.0%
Asian, Non-Hispanic	541	0.9%	153,811	3.8%	199,520	3.0%
Pacific Islander, Non-Hispanic	139	0.2%	7,856	.2%	11,832	0.2%
Other, Non-Hispanic	30	0.1%	5,123	.1%	7,977	0.1%
Two or More, Non-Hispanic	797	1.3%	88,347	2.2%	140,287	2.1%
Hispanic	20,210	34.1%	1,238,292	30.3%	2,054,849	30.5%

Population by Educational Attainment						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Less than 9th Grade	2,185	5.9%	164,449	6.2%	270,834	6.1%
9th to 12th Grade, No	3,290	8.8%	184,352	6.9%	340,409	7.7%
High School Graduate	10,458	28.0%	613,123	22.9%	1,078,358	24.3%
Some College, No Degree	11,606	31.1%	656,831	24.6%	1,130,402	25.5%
Associate Degree	3,589	9.6%	226,040	8.5%	379,207	8.5%
Bachelor's Degree	4,665	12.5%	527,975	19.8%	777,681	17.5%
Graduate or Professional Degree	1,501	4.0%	299,640	11.2%	463,744	10.4%

Population by Household						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Average Household Size	3.3	-	2.8	-	2.7	-
Family Households (Families)	13,053	79.1%	959,264	65.4%	1,602,188	65.4%
Married-couple family	10,052	-	690,929	-	1,160,631	-
Female Householder, no husband present	2,152	-	185,569	-	308,828	-
with own children under 18 years	1,411	-	106,240	-	172,164	-
Nonfamily Households	3,446	20.9%	506,576	34.6%	846,731	34.6%
Householder living alone	2,590	-	396,211	-	669,679	-

Median Household Income						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Median Household Income (dollars)	\$58,939	-	\$ 55,676	-	\$ 51,340	-
Less than \$10,000	836	5.1%	98,666	6.7%	183,573	7.5%
\$10,000 to \$14,999	463	2.8%	64,635	4.4%	125,264	5.1%
\$15,000 to \$24,999	1,145	6.9%	139,661	9.5%	262,188	10.7%
\$25,000 to \$34,999	1,412	8.6%	147,461	10.1%	264,024	10.8%
\$35,000 to 49,999	2,639	16.0%	206,365	14.1%	356,455	14.6%
\$50,000 to \$74,999	4,197	25.4%	270,472	18.5%	453,655	18.5%
\$75,000 to \$99,999	2,883	17.5%	183,119	12.5%	294,491	12.0%
\$100,000 to \$149,999	1,999	12.1%	201,648	13.8%	299,740	12.2%
\$150,000 to \$199,999	545	3.3%	77,182	5.3%	107,864	4.4%
\$200,000 or more	380	2.3%	76,631	5.2%	101,665	4.2%

Commuting to Work, Workers 16 Years and Older						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Car or Truck - drive alone	17,663	80.9%	1,413,761	76.7%	2,179,692	76.7%
Car or Truck - carpool	2,407	11.0%	199,556	10.8%	309,080	10.9%
Public Transportation	29	0.1%	41,658	2.3%	57,872	2.0%
Bicycle	12	0.1%	15,902	.9%	27,327	1.0%
Walked	168	0.8%	28,038	1.5%	56,645	2.0%
Other means (taxicab, motorcycle, etc.)	358	1.6%	32,456	1.8%	50,404	1.8%
Work at home	1,202	5.5%	112,862	6.1%	162,087	5.7%

Civilian Employed Population 16 Years and Older						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Management, business, science, and arts occupations	5,670	25.7%	691,506	37.0%	1,017,992	35.4%
Service occupations	4,140	18.8%	342,601	18.3%	572,224	19.9%
Sales and office occupations	6,378	28.9%	501,412	26.8%	747,220	26.0%
Natural resources, construction, and maintenance occupations	2,328	10.6%	157,298	8.4%	263,662	9.2%
Production, transportation, and material moving occupations	3,517	16.0%	178,322	9.5%	278,274	9.7%

Occupancy, Tenure, Value, and Rent						
	Buckeye, AZ	Percent	Maricopa County, AZ	Percent	Arizona	Percent
Average Household Size	3.3	-	2.8	-	2.7	-
Owner Occupied Housing Units	10,888	66.0%	884,770	60.4%	1,531,878	62.6%
Average Household size of Owner Occupied Housing Units	3.1	-	2.8	-	2.7	-
Median Value (dollars)	\$ 166,900	-	\$ 204,900	-	\$ 176,900	-
Renter Occupied Housing Units	5,611	34.0%	581,070	39.6%	917,041	37.4%
Average Household size of Renter Occupied Housing Units	3.5	-	2.8	-	2.7	-
Median Rent (dollars)	\$ 1,143	-	\$ 989	-	\$ 937	-
Vacant Housing Units	2,683	14.0%	214,572	12.8%	464,622	15.9%
For seasonal, recreational, or occasional use	1,190	-	81,344	-	216,315	-
All other vacant	1,493	-	133,228	-	248,307	-

APPENDIX V: RELATIONSHIP TO EXISTING PLANS

To date, no Downtown Specific Area Plan has been adopted by the City. However, Downtown land uses have been governed by the 2008 General Plan and 2010 Development Code Update and addressed in other guiding documents such as the El Rio District Specific Area Plan and the Parks and Recreation Master Plan. This plan complements these existing plans with minor deviations to accommodate the specific needs of Downtown. Because of the specific nature of this plan, it will be limited in its scope. In the absence of specific standards, other documents will prevail.

Relationship to Imagine Buckeye 2040 General Plan

The Imagine Buckeye 2040 General Plan designates Downtown as one of the six Activity Centers. As outlined in the in the Imagine Buckeye 2040 General Plan, Activity Centers are intended to be destinations that provide activities such as entertainment, education, employment, hotels and resorts, and tourism. More specifically, the Historic Downtown Buckeye Activity Center is intended to be a regional destination which builds upon existing historic and cultural assets.

The Imagine Buckeye 2040 General Plan provides the Future Land Use Map as well as goals and policies for development. Land Use Categories include: Agriculture, Rural, Neighborhood, Master Planned Community, Business Commerce, Employment, Activity Center, Open Space, and Military. Additional land uses were refined from these categories to address the development goals of the Downtown Activity Center designation. There are currently no Specific Area Plan Guidelines, nor recommended zoning districts for each currently identified category.

Relationship to El Rio District Specific Area Plan

The El Rio District Specific Area Plan, adopted in 2016, reaches beyond its study area to address adjacent Downtown and develop land use character types. These include: Existing Downtown, Extended Downtown, Government/Quasi-Public, and Transitional Neighborhood. The character area typology provides flexibility for future zoning through broad descriptions of preferred development patterns, a variety of compatible activities, and continuation of existing uses. It does not provide regulation for specific uses, densities, or zoning districts with Downtown. This plan further refines land uses and development within these character areas. It acknowledges the efforts made to intensify housing and employment within the core of the Downtown Buckeye Activity Center and provides transitional neighborhoods as a buffer to suburban and rural development.

Downtown Overlay District

The Downtown Specific Area Plan builds upon the regulations set forth by the Downtown Overlay District by recognizing extended development west to Rooks Road and east to Shepards Trail.

The overlay district regulates permitted and conditional commercial uses in single family dwelling units including food services, personal services, web-based retail, and artist’s studios (BDC 5.12.5.I). Development Standards as determined by the Downtown District Overlay apply regardless of land use or zoning district.

Transportation Master Plan

Buckeye is currently in the process of publishing their Transportation Master Plan that will set the framework for all future transportation in Downtown. The Downtown Specific Area Plan strives to complement the Transportation Master Plan for all transportation-related elements.

ADA Self Evaluation & Transition Plan

The Downtown Specific Area plan builds upon the City of Buckeye’s ADA Self Evaluation & Transition Plan to implement ADA compliant features. The ADA Self Evaluation & Transition Plan relates to the Downtown Specific Area Plan by addressing public concerns in Downtown to ensure accessibility for people with disabilities in the community.

APPENDIX VI: SOURCES & CASE STUDIES

Sources:

Rosenfeld, Dan. "The Financial Case for Public Art." CityLab, 28 May 2012, www.citylab.com/design/2012/05/financial-case-public-art/2113/.

U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Maricopa Association of Governments 2016 Dataset

Case Studies:

Florida Department of Economic Opportunity Ecotourism Report, State of Florida

Outdoor Industry Association Arizona Report, Outdoor Industry Association

Arizona Department of Tourism 2016 Arizona Domestic Overnight Visitors Report, State of Arizona

Downtown Plan, Richmond, Virginia

Old Town Specific Area Plan, City of Peoria

City of Maricopa Redevelopment District Area Plan, Maricopa, Arizona

Mesa Southwest Redevelopment Area Plan, Mesa, Arizona

Downtown Small Area Study, Longview, Texas

A Guide to Small Area Planning, Tulsa, Oklahoma

Heritage District Redevelopment Plan, Gilbert, Arizona

South Main Urban Village Master Plan, Fort Worth, Texas

Downtown Falls Church: The Heart of the City, Falls Church, Virginia

Celebrating Authenticity: Downtown Specific Plan, Ventura, California

Downtown Tolleson Redevelopment, Tolleson, Arizona

Downtown Area Plan, Denver, Colorado
