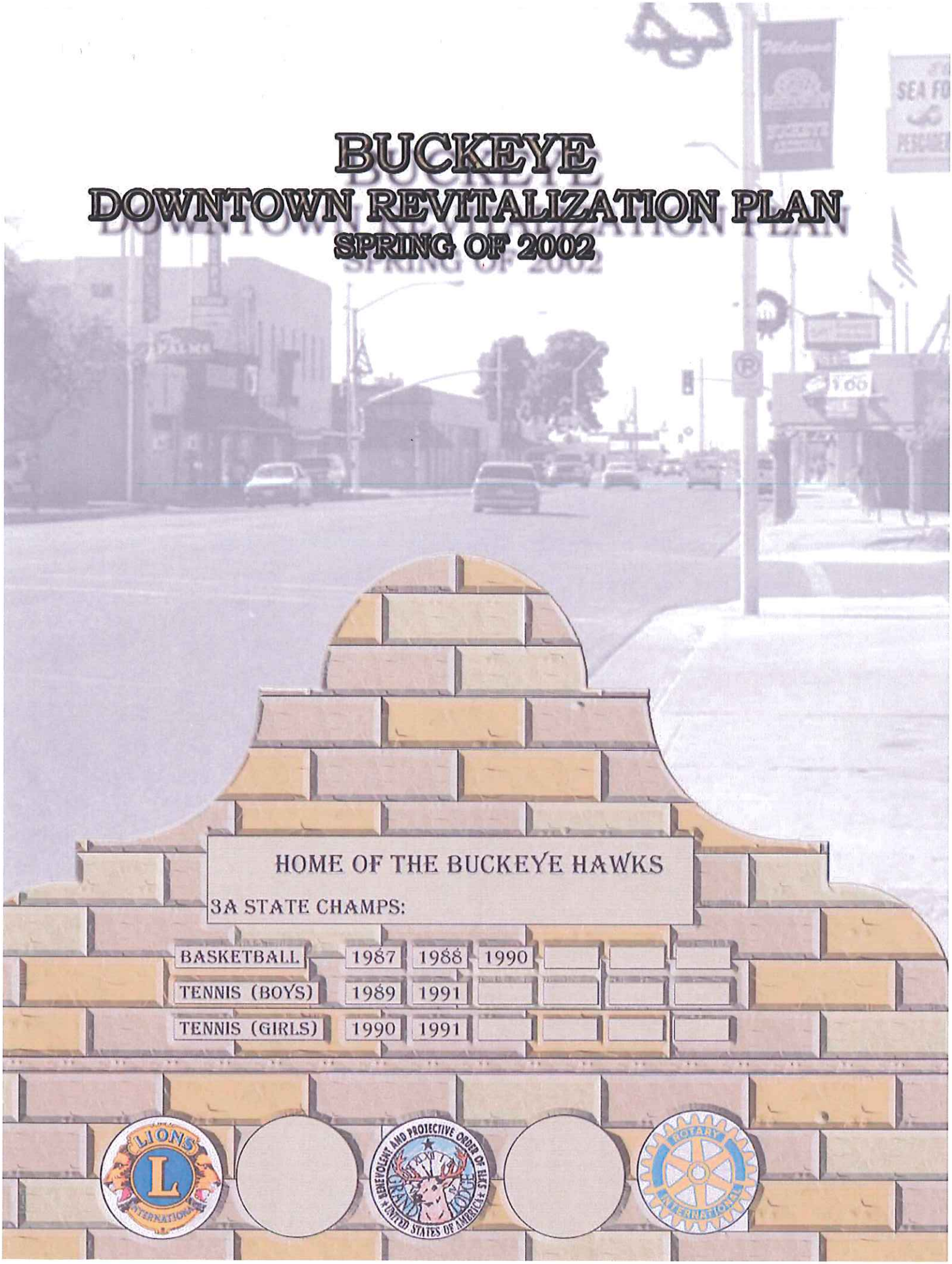
BUCKEYE
DOWNTOWN REVITALIZATION PLAN
SPRING OF 2002



Town of Buckeye

Downtown Revitalization Plan

Arizona State University

Spring 2002

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Table of Contents

1.0 Executive Summary 1

2.0 Introduction 3

- 2.1 Background 3
- 2.2 Location 3
- 2.3 Current Status 5
- 2.4 Community Participation 5

3.0 Goals and Objectives 7

4.0 Community Identity 10

5.0 History and Demographics 11

- 5.1 History 11
- 5.2 Demographics 23

6.0 Comprehensive Circulation Plan 27

- 6.1 Streets 27
- 6.2 Community 30
- 6.3 Pedestrian and Bicycle 32
- 6.4 Paths 34
- 6.5 Transit 37

7.0 Design Guidelines 41

- 7.1 Color and Material Usage 41
- 7.2 Facades 44
- 7.3 Streetscape 51

Table of Contents, continued

8.0 Economic Development and Implementation 55

8.1 Desirable Businesses 55

8.2 Association Involvement 58

8.3 Cost Analysis 60

8.4 Funding 60

8.5 Phasing 64

9.0 Conclusion 66

List of Appendices

Appendix A: Community Workshop, Input Meeting Advertisements, and Attendance Lists
Appendix B: Daily Traffic Volumes
Appendix C: Building Inventory Analysis
Appendix D: Land Value Analysis
Appendix E: Construction/Rehabilitation Costs
Appendix F: Picture Location Map
Appendix G: Future Circulation Designs

List of Figures

Figure 2-1: Context Map 4
Figure 2-2: Downtown Buckeye 4
Figure 5-1: Population Growth Trend 23
Figure 5-2: Age Distribution 24
Figure 5-3: Ethnicity 24
Figure 5-4: Owner-Occupied Units 25
Figure 5-5: Income Level 25
Figure 5-6: Educational Attainment Level 26
Figure 6-1: Monroe Avenue Section 28
Figure 6-2: Monroe Avenue/ 4th Street Intersection Plan 29
Figure 6-3: Bypass Route 30
Figure 6-4: Destinations 31
Figure 6-5: Neighborhood Paths Network 33
Figure 6-6: Proposed Canal Multi-Use Path Section 34
Figure 6-7: Proposed Canal Multi-Use Path Plan 35
Figure 6-8: Bus System 37
Figure 6-9: Downtown Circulator 38
Figure 6-10: Commuter Rail 39
Figure 7-1: Existing Aardvark Video Facade 46
Figure 7-2: Proposed Aardvark Video Façade 46
Figure 7-3: Existing Deli Façade 47
Figure 7-4: Proposed Deli Façade 47
Figure 7-5: Existing Palms Café Façade 48
Figure 7-6: Proposed Palms Café Façade 48
Figure 7-7: Existing Wolf's Western Wear Façade 49
Figure 7-8: Proposed Wolf's Western Wear Façade 49
Figure 7-9: Existing Joslin Building Façade 50
Figure 7-10: Proposed Joslin Building Façade 50
Figure 7-11: Monroe Avenue Perspective 51

List of Photographs

Photo 2-1: First Community Meeting 6
Photo 2-2: First Community Meeting 6
Photo 5-1: Original Sidney Town Site 15
Photo 5-2: First School House 16
Photo 5-3: Long Hotel 16
Photo 5-4: Dana Hotel 17
Photo 5-5: Buckeye Irrigation Company 17
Photo 5-6: 1910 4th Street 18
Photo 5-7: Ware Building 18
Photo 5-8: Joslin Building 19
Photo 5-9: Jailhouse 19
Photo 5-10: 1929 Monroe Avenue, north side of street 20
Photo 5-11: 1929 Monroe Avenue, south side of street 20
Photo 5-12: Roxy Theater 21
Photo 5-13: New Town/County Building 21
Photo 6-1: Art Example #1 36
Photo 6-2: Art Example #2 36
Photo 6-3: Art Example #3 37
Photo 7-1: Lighting Example #1 52
Photo 7-2: Lighting Example #2 52
Photo 7-3: Shoestring Acacia 53
Photo 7-4: Native Mesquite 53
Photo 7-5: Bench Example #1 54
Photo 7-6: Bench Example #2 54

List of Tables

Table 6-1: Parking Availability 28

1.0 EXECUTIVE SUMMARY

The Downtown Buckeye Revitalization Plan provides a detailed framework from which the Town can achieve its goal of providing a town center for the community. Bernard Deutsch Associates completed the Master Revitalization Plan Town of Buckeye Central Business District, in June of 1987. For various reasons, this effort was not implemented. The ASU senior studio was asked to reference the past plan as a base for this document. The Downtown Buckeye Revitalization Plan begins by establishing a foundation of history and demographics from which all future applications are based. The final recommendations are grouped into several sections that delineate how to create a vital downtown. The sections used in the Plan include circulation, design guidelines, and economic development.

The circulation portion of the Revitalization Plan focuses on how to address current transportation issues in the downtown, and how to anticipate future needs. The scope of application for the section includes pedestrians, bicyclists, automobiles, and other users of thoroughfares in downtown. The main issue relating to pedestrian traffic is safety. Therefore, streetscape design standards are recommended to avoid conflicts with pedestrians. The recommendations for improved bicycle circulation in downtown list adequate size bike lanes, and bicycle parking facilities. Because of the dominance of the automobile and its projected increased use in the years to come, the most significant recommendations deal with vehicular circulation. The Plan includes solutions for on and off-street parking, medians, and a commercial truck traffic bypass. Also mentioned in the section are the concepts of connectivity between destination points in downtown and amenities of the region through multi-use trails, public transit, light rail, and a commuter rail.

The design guidelines section of the Revitalization Plan focuses on the physical character and appearance of the buildings in Downtown Buckeye, particularly those fronting Monroe Avenue. Issues raised from community workshops such as incompatible development styles, unsightly remodels, and neglected buildings guided the direction of the section. The recommendations, therefore, incorporate a color scheme for downtown, graphic examples of suggested building typologies and elements, and guidelines to create pedestrian-oriented store fronts.

The final section, economic development, spells out different strategies that encourage commercial growth in Downtown. By providing the Town of Buckeye multiple options in its revitalization efforts, the Plan affords flexibility while accomplishing the task of stabilizing Downtown's business climate. The section explains that variety of business types and sizes can be appropriate for the downtown, a strengthened Main Street Coalition could greatly aid in recruiting new businesses, and many state and federal funding sources are available for financial assistance in revitalization efforts.

The end result of the recommendations contained within the Revitalization Plan, if implemented, would be an improved downtown and enriched cultural and economic future for all of Buckeye.

2.0 INTRODUCTION

2.1 Background

Recognizing the Town's strong potential, town staff has initiated an effort to revitalize and capitalize on its downtown. The Town is working toward creating and maintaining a pedestrian-oriented, traditional retail, and small service commercial center in the downtown area. In cooperation with Buckeye's Economic Development Department and Main Street Coalition, Arizona State University was asked to draft a Downtown Buckeye Revitalization Plan that suggests possible strategies to reinvent the downtown. Bernard Deutsch Associates completed the Master Revitalization Plan Town of Buckeye Central Business District, in June of 1987. For various reasons, this effort was not implemented. The ASU studio, however, was able to use the previous plan as a base for this document. Important elements of this Revitalization Plan include community identity, design guidelines for the downtown commercial corridor, economic development strategies, and implementation plans.

2.2 Location

The Town of Buckeye is located in Maricopa County, the most populous county in the State of Arizona. Buckeye is thirty miles west of the Phoenix Metropolitan area, 350 miles east of Los Angeles, California, 335 miles northeast of San Diego, California and Tijuana, Mexico, and 100 miles north of Sonoyta, Mexico, on the U.S. Mexico border.

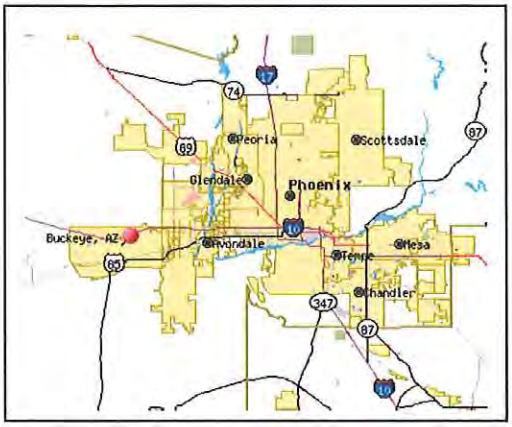

Figure 2-1: Context Map
Source: http://www.census.gov/

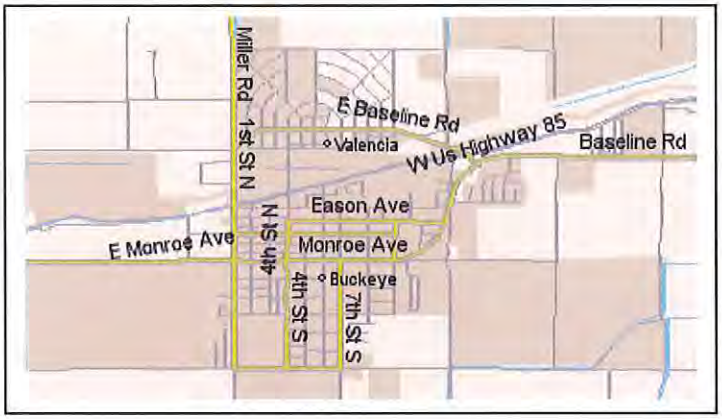

Figure 2-2: Downtown Buckeye
Source: http://maps.yahoo.com/

Situated in an area historically known as the Buckeye Valley, the Town consists of a vast expanse of desert and irrigated agricultural land, which has retained its rural character since the foundation of the town in 1888. The valley is bounded by several mountain ranges with the Sierra Estrella Mountains to the east, the White Tank Mountains to the north, and the Buckeye Hills to the south. The Gila River meanders through the southern boundary of Buckeye flowing east to west. The Hassayampa River is located on the western boundary of Buckeye, and flows from north to south.

Buckeye is accessible by three major modes of transportation: highways, rail, and a municipal airport. Interstate 10 (I-10), an east-west, four-lane component of the Interstate Highway System, bisects Buckeye for approximately eighteen miles and connects the town with the Phoenix metropolitan area and Southern California. Maricopa County 85, another major transportation route in the area, consists of a two-lane road running east to west, passing through the downtown, and connecting to State Route 85 to the west. The Southern Pacific Railroad maintains a railway through Buckeye, with freight hauling as its major use. The railway connects Buckeye with Southern California, Arizona, New Mexico, and Texas. The last major

mode of transportation is the Buckeye Municipal Airport. The airport is considered part of the primary airport system of Maricopa County and is strategically located six miles northwest of downtown between the I-10 and the Southern Pacific Railroad.

2.3 Current Status

Buckeye was originally established as Sidney, Arizona in 1888. Forty years later, in 1929, the municipality of Buckeye was incorporated. Since that time, the Town has grown to a current population of 10,650 people, and currently feels the strong pressures of impending urbanization. A variety of master planned communities have been approved or are being planned, which will include more than 160,000 dwelling units. This growth could add a projected 500,000 residents within the Town's corporate limits of approximately 600 square miles. (Buckeye General Development Plan, Growing Smarter Plus Elements, April Draft, p. 1)

As for the regional area, Maricopa County is expected to be one of the fastest growing population centers in the country over the next twenty-five years. With a large variety of transportation modes, Buckeye is extremely accessible to the southwestern United States and Mexico. This resource will have a strong influence upon growth in and relocation to Buckeye in the near future.

2.4 Community Participation

The views and impressions of the community are paramount to the success and effectiveness of this document. There were two community workshops held on February 11th and 25th. The purpose of these initial community workshops was to gather as much information as possible about Buckeye and the downtown. A community input meeting was then held on the 8th

of April. This meeting was the first opportunity for the citizens to see their input for the downtown reflected in the Plan. Taking back the comments from the community input meeting, the senior studio had the chance to make revisions and enhancements before the Town Council meeting on the 23rd of April. Notifications for the meetings included distribution of flyers and postings in the local newspaper. Copies of the meeting announcements are included in Appendix A.

Photo 2-1: Community Meeting

Photo 2-2: Community Meeting

3.0 GOALS AND OBJECTIVES

The following section contains the consolidated goals and objectives of the circulation, design guidelines, and economic development sections of the Revitalization Plan. The purpose of this list is to clearly and concisely display the general direction of the individual sections, and provide an overview of the topics addressed within the Plan.

CIRCULATION

GOAL: Ensure an effective public and private transportation system that is sensitive to Buckeye's multi-modal needs.

Objectives:

- Develop a comprehensive downtown public transportation plan that emphasizes public transit, pedestrian flow, bicycles, and alternative modes of transit.
- Develop a roadway-bypass system that will encourage semi-trucks to use alternate routes through downtown.
- Improve the sidewalk environment through a coordinated public-private effort.
- Develop an overall parking strategy that includes appropriate parking requirements for new development and intersperse parking to accommodate public transit.
- Improve access, parking, and circulation for vehicular, bicycle, and pedestrian traffic to high demand destination areas, including downtown Buckeye, rodeos, schools, canals, and parks.

- Plan future road and sidewalk locations, improvements, and traffic patterns in order to provide more efficient circulation patterns, and greater connectivity between neighborhoods.
- Reduce traffic demands by promoting alternative transit usage and creating opportunities for alternative transportation modes, including public transportation and commuter rail.
- Coordinate pedestrian routes and provide safe pedestrian crossings of roadways.
- Establish a system of inter-connected bicycle routes through the downtown area.
- Establish a downtown wayfinding system and create a downtown-walking map.

DESIGN GUIDELINES

GOAL: Provide an attractive and humane environment in which people can live, work, conduct business, and pursue leisure activities.

Objectives:

- Establish a color palette, as well as examples of acceptable and unacceptable building materials, to help create continuity throughout the downtown area.
- Create a quaint, small-town atmosphere.
- Reuse and maintain historic properties as a way of linking the past with the future.
- Promote designs that are responsive to pedestrian needs and reflect the form, materials, and design features of the development district in which they are sited.

ECONOMIC DEVELOPMENT

GOAL: Achieve an economically prosperous downtown.

Objectives:

- Create and maintain a variety of business types.
- Encourage the collaboration of public and private entities.
- Utilize multiple funding options.
- Establish a phasing and implementation strategy.

4.0 COMMUNITY IDENTITY

By its very nature, a definable community identity is extremely complicated to ascertain. The goal of the identity is to set the municipality apart in a distinctive manner, considering a multitude of characteristics that are unique to that place. Buckeye, unfortunately, has to overcome a currently negative image in order to become one of the premier communities in Maricopa County.

It is important to consider all elements of Buckeye when trying to define its identity. These contributing elements include history, demographics, circulation, design guidelines, economic development policies, and essentially any number of other elements that characterize the community. For example, a non-quantifiable, but essential, component of Buckeye's identity is the residents' and Town representatives' desire to promote a small town atmosphere, while encompassing a phenomenal level of growth.

Allocated from comprehensive research on Buckeye's history, its present condition, and future visions, the community identity set forth in this Plan seeks to promote the downtown as a unique destination point within the growing town. Characteristics of downtown such as pedestrian oriented streets, small independently owned shops, and a rural western aesthetic, help to establish a shared theme which can be expanded in revitalization efforts. This document, therefore, includes strategies that outline practical steps to achieve a regenerated downtown and reestablished community identity.

5.0 HISTORY AND DEMOGRAPHICS

5.1 History

The Town of Buckeye lies along the Gila River. To the east is the Agua Fria River and to the west lies the Hassayampa River. Over the years this prime location has provided a variety of residents with an abundance of the most crucial element required for life in the desert: water. One of the earliest people groups documented to have inhabited this area were the Hohokam. These individuals were considered pioneers for their abilities to divert water from the Gila River and use it for agriculture. There is still some evidence of their existence in and around the Buckeye area. Some examples include: irrigation canals, dwellings, red-on-buff pottery, grinding stones, and even mounds of trash (Ryden Architects 13). Along with the availability of rich soil and water, there were also other supplies that the Hohokam utilized for survival, such as "firewood...and animals for food" (Ryden Architects 13). Then, towards the end of the thirteenth century, the Hohokam's community came to an abrupt end due to a severe drought, which forced them to leave their homes in the valley.

For the next 500 years very little is known about the Buckeye Valley. Other peoples such as the Pima and Yavapai inhabited the general vicinity, and Spanish explorers were documented to have had contacts with these groups around the seventeenth and eighteenth centuries. In 1848, the treaty of Guadalupe Hildago ended the Mexican War of Independence, bringing the area just north of the Gila River to the United States. Effectively, this divided Buckeye Valley. The northern half of the region belonged to the United States and the southern portion to Mexico. In 1863, Arizona was separated from New Mexico and became its own territory, and four years later, farming began in the Salt River Valley. The passage of the Desert Land Act of 1877 was

also a contributing factor to the population growth of the area. This Act stated a settler could acquire a title for 640 acres, or one square mile of land, if they irrigated the lands properly.

The first major construction the area received was the creation of the Buckeye canal. In May of 1885, Malin Jackson, Joshua Spain, and Henry Mitchell decided to post notice that an irrigation canal intake would be developed two miles south of the Gila and Aqua Fria Rivers (Ryden Architects 14). On September 3, 1888, Oscar Mahoney and Thomas Clanton purchased 480 acres of land from David P. Wright that would eventually become Buckeye. However, Clanton's portion of the platted town site, approximately 160 acres, was named Sidney after his hometown in Iowa. In 1888, the first post office was established and William O'Neil formed the Buckeye Irrigation Company by purchasing all of the rights and title to appropriated water. Interestingly, William "Bucky" O'Neil went on to fight in the Spanish American War with Theodore Roosevelt's "Rough Riders," and is memorialized to this day with a statue in the courthouse square of Prescott, Arizona.

In 1889, the first schoolhouse was built in Sidney. In 1890, new developments began construction throughout the town. Among these were an adobe building that housed the Buckeye Blade, the first newspaper, and the Long Hotel, complete with twelve rooms and a bath. Ten years later, in 1910, the Arizona Eastern Railroad came to town. The town was forced to replat the land to provide a more efficient business district that was located closer to the railroad. Due to the names of the canal, post office, and railroad station, residents began to refer to Sidney as Buckeye. Therefore on November 23, 1910, Sidney officially changed its name to the Town of Buckeye.

All was looking well for Buckeye when tragedy came, just as it did to the Hohokam some seven hundred years earlier. Except this time the tragedy was a major fire that destroyed the

commercial buildings in the downtown area. The fire did not, however, force the residents to leave the town. With a few minor adjustments and the reconstruction of the commercial district, Buckeye quickly recovered. The invention of modern inter-city transportation, combined with the railroad, allowed the town's agricultural economy to grow rapidly. In 1912, the Ware Building, the Joslin Building, and a new courthouse were constructed to support the rapid growth. The expansion of the business district included the addition of a bakery, blacksmith, brick school, butcher, ice cream parlor, ice plant, harness shop, movie theater, and three general merchandise stores.

In 1929, Buckeye incorporated, and included 440 acres of land. The Town of Buckeye's first mayor was Hugh Watson, who also established the Buckeye Valley Bank. In 1935 the Chamber of Commerce, along with the Buckeye Woman's Club, started "Helzapoppin Days," which included such festivities as street dances, a parade, a carnival, and a rodeo. Proceeds were given to local churches that dispensed the money to scholarships and people in need. By 1939, the fourth year of the annual festival, "Helzapoppin Days" drew thirty thousand visitors to the town. Attendees included celebrities such as Gene Autry and Buster Crabb.

Through the duration of the 1930s, Buckeye continued to grow. Houses were built north of Monroe, with informal development expanding the northern edge of the town. Along with the new residential development came a prominent segregation, with newspaper advertisements stating that the properties had "adequate restrictions for race" (Ryden Architects 19). The separation created a town where the minorities lived in the original town site and the wealthy, white families moved to the affluent neighborhoods north of Monroe.

The growth in the 1940s continued in the same manner. Most of the new development exhibited Ranch style designs and took place north of Monroe. The war years were quiet for

Buckeye, but the cotton crop supported the town's population and life. Demand for other agricultural products including sugar beet seed, oats, lettuce, potatoes, and alfalfa also remained stable.

Although the Town of Buckeye had established itself as a thriving community, the late 1950's and early 1960's were a period of decline for the municipality. There were three main factors that led the decline and disrepair of the lively farming-based town. The first factor was the increased use of the automobile. The distance between Buckeye and Phoenix is thirty-miles. Before automobiles could travel at high speeds, the distance was long enough for people to make a stop in Buckeye, sleep there, and go to Phoenix the next day. With further advancements in automobile technology, however, the interim stop in Buckeye became unnecessary. The second element to Buckeye's decline was the establishment of new satellite cities closer to Phoenix's western boundary, such as Goodyear and Glendale. These towns dispersed residential growth in the West Valley, and created competition between commercial districts. Lastly, and probably the most prominent reason for the population loss of Buckeye, was the use of the cotton-harvesting machine. Because the harvesting machines ran mechanically, the demand for Mexican farm workers, or braceros, greatly diminished. This loss of employment forced the residents of Buckeye to leave the cotton fields and find new jobs elsewhere.

Since then, Buckeye has suffered the repercussions of population loss and the neglect of downtown. Hopefully, with the projected population growth, and the revitalization of the downtown, Buckeye will once again have the opportunity to be a thriving town.

The Settlement of Downtown Buckeye

(All photos courtesy of Buckeye Valley Museum)

1888: March 10-The Post Office, designated Buckeye, was established a ½ mile east of the Town of Sidney, Buckeye's original town name.

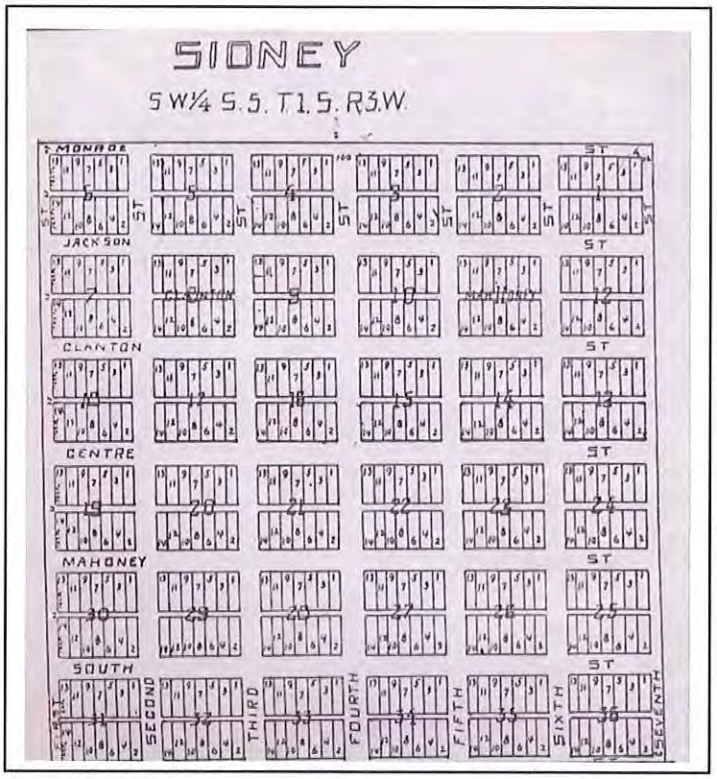

Photo 5-1: Original Sidney Town Site

1889: First schoolhouse built

Photo 5-2: First Schoolhouse

1890: W. O'Neill built an adobe building on the corner of 5th and Centre Street. This area was considered the original center of town.

- Buckeye Blade was established, the first newspaper located in the O'Neil building.
- New businesses arrive: the Gowell butcher shop and the first 2-story Long Hotel.

Photo 5-3: Long Hotel

1901: The Town of Buckeye has a post office, a few small stores, the Dana Hotel (a lodging house), a restaurant, a church, a schoolhouse, and a telephone station for the public.

Photo 5-4: Dana Hotel

1907: Buckeye Irrigation Company is incorporated.

Photo 5-5: Buckeye Irrigation Company

1910: Railroad arrives in Buckeye, this marks a new era in the community.

- All deeds and legal documents are required to show the name change from Sidney to Buckeye.
- Downtown is located between 4th Street and 6th Street (known as Main Street) on Centre Street
- The railroad is built, and the town moves two blocks north to Monroe Avenue. 4th Street becomes the main north and south street. The railroad is a ½ mile away, but Monroe Avenue serves as the northern limit of the plated town site.
- Ware Building is built on the southwest corner of 4th Street and Monroe Avenue.

Figure 5-6: 1910 4th Street

Figure 5-7: Ware Building

1911: Buckeye Valley Bank is the first to locate in the Ware Building.

- May 10- disaster strikes again; Buckeye is severely affected by fire. Losses include a movie house, a dance hall, a confectionary store, and a combined poolroom and barbershop.
- 2-story building that housed the 3-H Mercantile Company and the San Linda Hotel was built by Wallace Joslin. Located at 4th Street and Monroe Avenue.

Figure 5-8: Joslin Building

1912: Buckeye Valley News locates in the Ware Building. February 14- Arizona becomes the 48th state.

- July- A new jail and court house are constructed on 4th Street between Jackson and Clanton.

Figure 5-9: Jailhouse

1914: The Buckeye Ice Company is built on 5th Street between Monroe Avenue and Clanton.

1929: May 8- The Town of Buckeye is incorporated. The first Mayor is Hugh M. Watson.

Figure 5-10: 1929 Monroe Avenue, north side of the street

Figure 5-11: 1929 Monroe Avenue, south side of the street

1941: Roxy Theater was built at 530 E. Monroe Avenue.

Figure 5-12: Roxy Theater

1952: July- New town/county building is constructed at 508 East Monroe Avenue.

Figure 5-13: New Town/County Building

1954: The Valley National Bank is bought by the Buckeye Valley Bank, which is located on the northwest corner of 4th Street and Monroe Avenue.

1978: Town of Buckeye expanded its borders with stripped annexing. The town perimeter becomes 126 square miles. Its north border is McDowell Rd., its east border is Perryville Rd., its west border is 223rd Ave., and its south border is the Gila River.

1980: March- City Hall moved to 715 Monroe Avenue. Justice Court and Police Department remain at 508 Monroe.

1988: Current Municipal Complex completed. City Hall, Justice Court, and Police Department all move to new facility.

2000: The Roxy Theater is destroyed by fire and eventually demolished.

5.2 Demographics

Demographic information provides pertinent data concerning the characteristics of Buckeye. Included in this section is a short synopsis of findings collected from the decennial Census 1990 and 2000, and the 1995 Maricopa County Special Census. Population trends, income, education, housing, and employment conditions provide essential clues to understanding not only the Downtown, but also Buckeye as a whole.

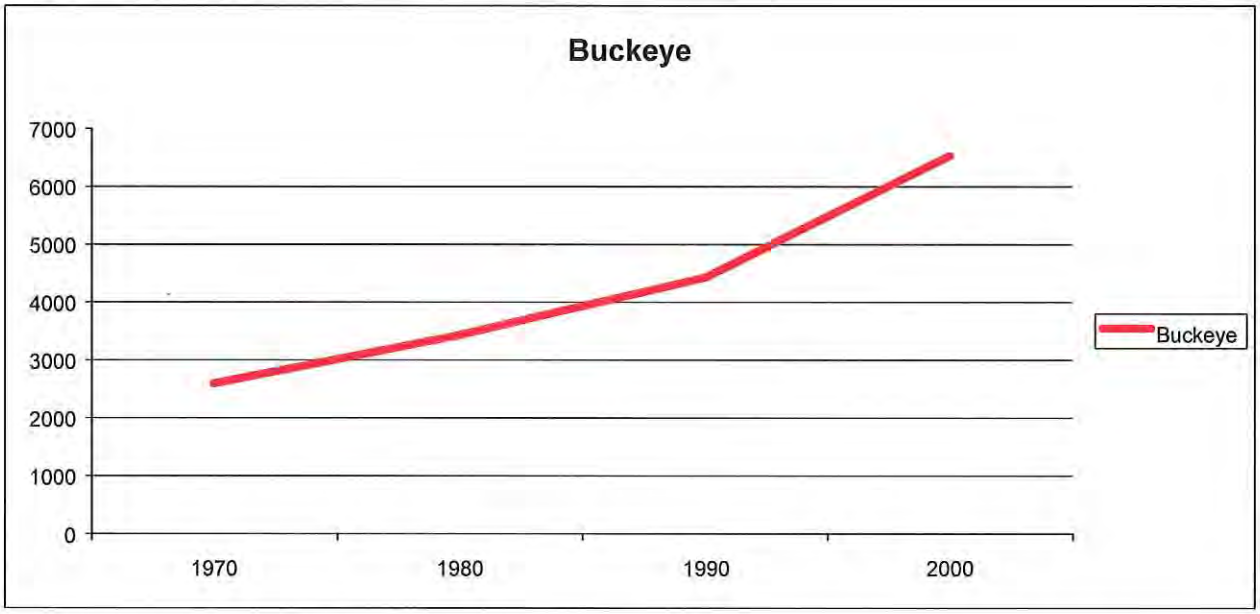

Figure 5-1: Population Growth Trend

Source: U.S. Bureau of the Census/1970-2000

The Town of Buckeye has a small, but stable population and a solid labor force. 51 percent of the population falls within the prime work force age range of 18 to 59 years old, with a median age of 30. The median household income is just over $17,500. The average household contains 2.98 people with 28 percent of the households having two or more working adults. Educational attainment level of Buckeye is relatively low compared to that of Maricopa County and the State of Arizona.

Figure 5-2: Age Distribution

Source: U.S. Bureau of the Census/2000

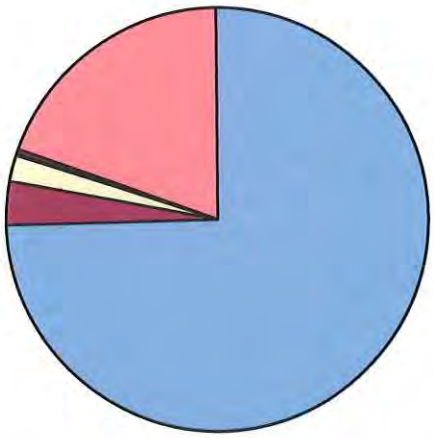

Figure 5-3: Ethnicity

Source: U.S. Bureau of the Census/2000

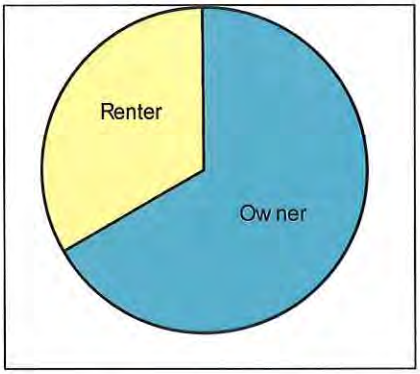

Figure 5-4: Owner-occupied Housing
Source: U.S. Bureau of the Census/1990

- Median Year Structure Built: 1974
- Median Monthly Mortgage for Owner-Occupied units: $566
- Median Monthly Rent for Renter-Occupied Units: $348

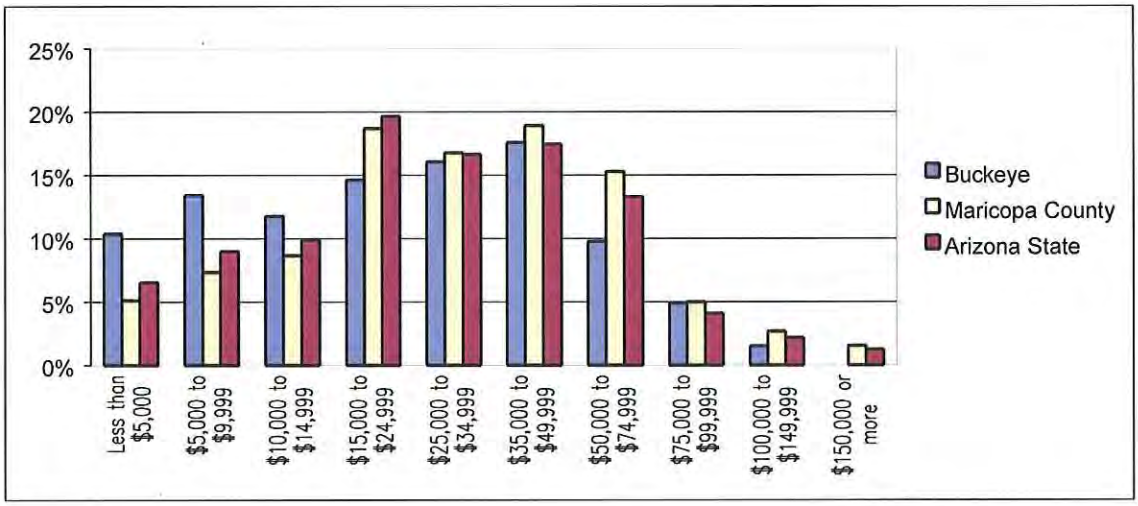

Figure 5-5: Income Level

Source: U.S. Bureau of the Census/1990

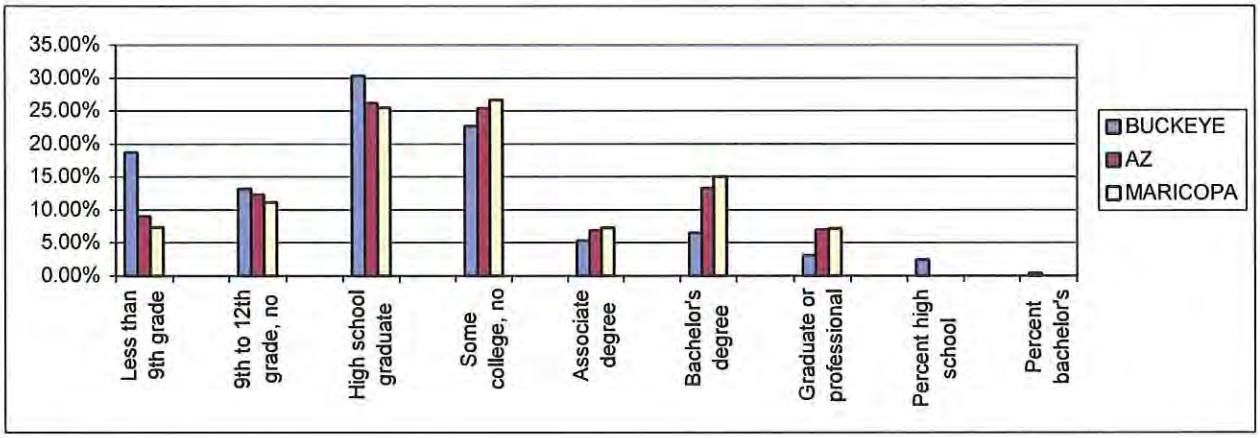

Figure 5-6: Education Attainment Level

Source: U.S. Bureau of the Census/1990

The population of Buckeye has not grown as fast as that of the County, nor the State. It is important to keep in mind that during these years, Phoenix and its adjacent urban areas have experienced phenomenal growth. This growth has been the principal reason for the large percentage of population increase in Maricopa County as a whole. The State of Arizona data also includes the Phoenix and Tucson areas, both of which have experienced significant population gains. Keeping this in mind, any effective comparison between the Town of Buckeye and the State of Arizona or Maricopa County should take into consideration the inherent inequalities and disproportionate growth displayed in the census data.

6.0 CIRCULATION

The purpose of the circulation study is to engage the public in identifying physical and perceived constraints, barriers, and deficiencies of the existing transportation system. All of these factors impact travel flow and accessibility of downtown. To design a balanced transportation system the circulation section concentrates on several key aspects of importance including streets, community, pedestrian and bicycle, paths, and transit.

6.1 Streets

Parking

According to the Final Traffic Circulation and Parking Study organized by Entranco in 2001, there is a 2,527 on-street and 1,120 off-street parking supply in downtown Buckeye. The existing on-street and off-street parking in downtown are currently being underutilized. Destination areas within the town were used to determine potential parking areas. With effective parking, utilization of the downtown area will create a more pedestrian-friendly environment. The following are recommendations for revitalizing the parking in downtown:

- Revitalize existing off-street parking areas downtown, between Miller Road and 9th Street, adjacent to Monroe Avenue, by paving parking lots and providing effective signage. For Example, "No Parking," "Meter Parking," and "Event Parking" signage would be very effective in controlling the existing parking situation.
- Redesign existing on-street parking downtown with curb extensions, which will improve pedestrian safety at intersections as well as provide more space for sidewalks, bike racks, and accessible curb ramps.
- Designate future parking at the rodeo arena (event and paid parking), parks, and Buckeye Town Lake, for destination areas within the town.

Current Downtown Buckeye Parking Supply

The following is a list of available parking areas between Miller & 9th Street and Narramore & Centre according to the 2001 Entranco Traffic Study

Location	On-Street	Off-Street		Total
Between Miller & 4th St. /Narramore & Monroe	213 spaces	366	=	579
Between 4th St. & 6th St./ Narramore & Monroe	166	127	=	293
Between 6th St. & 8th St./ Narramore & Monroe	163	106	=	269
Between 8th St. & 9th St./ Narramore & Monroe	165	101	=	266
Between Miller & 4th St./ Monroe & Clanton	248	130	=	378
Between 4th St. & 6th St./ Monroe & Clanton	135	57	=	192
Between 6th St. & 7th St./ Monroe & Clanton	137	20	=	157
Between 7th St. & 8th St./ Monroe & Clanton	106	102	=	208
Between 8th St. & 9th St./ Monroe & Clanton	194	111	=	305
Total	**1,527**	**1,120**		**2,737**

Table 6-1: Parking Availability Source: Final Traffic Circulation and Parking Study, Entranco

The purpose of the Entranco study was to collect traffic data to help determine existing and future travel patterns in the downtown Buckeye area. Traffic along Monroe Avenue has been

Figure 6-1: Monroe Avenue Section

determined to have a "C" level of service throughout most of the downtown area except for the intersection at Baseline Road. This means that traffic flows smoothly throughout the day with relatively few delays or backups. Since Baseline Road acts as a bypass around the downtown, and is also a main connection to residential neighborhoods, high traffic volumes (as well as delays) show that the intersection with Monroe is in need of several improvements. There should be a focus on creating an intersection that improves the flow of traffic as well as act as a gateway to the downtown business district.

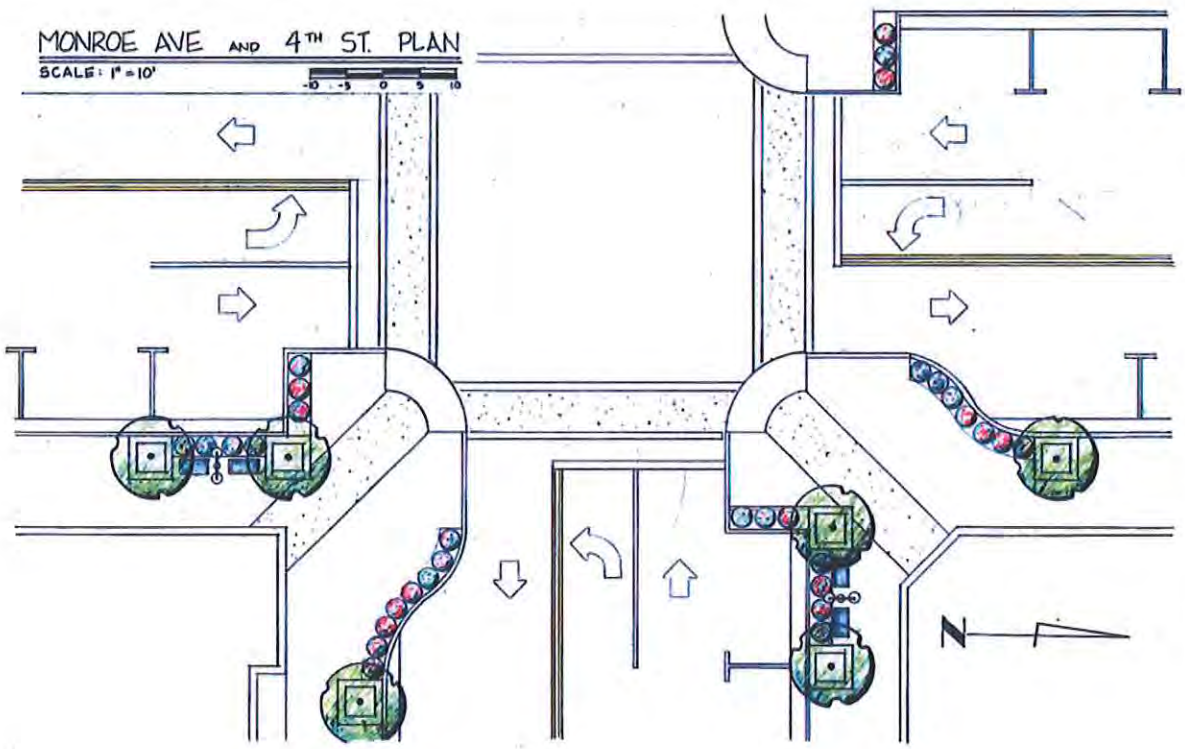

Figure 6-2: Monroe Avenue/4th Street Intersection Plan

Even though the Town of Buckeye has adopted the Entranco study, the Town should still consider alternatives that create a pedestrian environment while allowing traffic to flow smoothly through the downtown area. The Town should try to redirect the existing on-street parking to the plentiful off-street parking with creative and visible signage, while adding bike lanes based on the presence of critical mass in the downtown. Any effort to follow this proposed alternative should be carefully phased to minimize the effects on business owners.

6.2 Community

Bypass Route

The necessity for a semi-truck bypass route for downtown Buckeye is warranted to keep large vehicles from entering the proposed pedestrian-friendly environment of downtown. The Entranco study recommends that the semi-truck traffic be diverted south of Monroe Avenue to Beloat Road where it would eventually reconnect with Monroe Avenue west of the downtown area. A possible alternative is for westbound semi-trucks on State Route 85 to divert north at Rainbow Road to Southern Avenue reconnecting with Maricopa County 85 (See Figure 6-3: Bypass Route). This will take the semi-trucks out of downtown, where they would have been delayed with traffic lights and pedestrians. Conversely, Monroe Avenue would be free from the noise and congestion that semi-trucks currently impose.

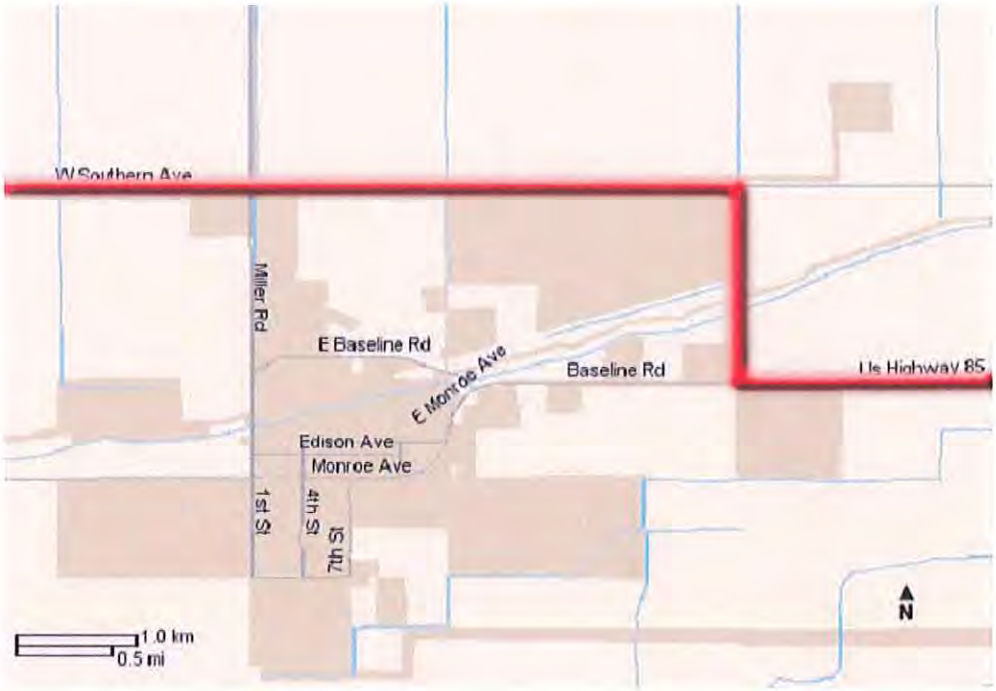

Figure 6-3: Bypass Route

Destinations

It is essential to develop and maintain a complete transportation system including major streets, public transit, bicycle, and pedestrian ways. Within downtown Buckeye, several key destinations have been identified as essential focal points in the community. These key destinations bring identity to the community, a source of pride, and should be important elements within the transportation network. The focal points that have been identified are 'Helzapoppin' Rodeo Arena, Buckeye Irrigation Canal, Buckeye Union High School, Buckeye Aquatic Center, Buckeye Public Library, Buckeye Elementary School, 4th Street, future Buckeye Town Lake, and various parks throughout the downtown area. The Town of Buckeye's transportation system will ultimately determine the connectivity of these focal points and therefore the success of using these elements for the larger image of Downtown.

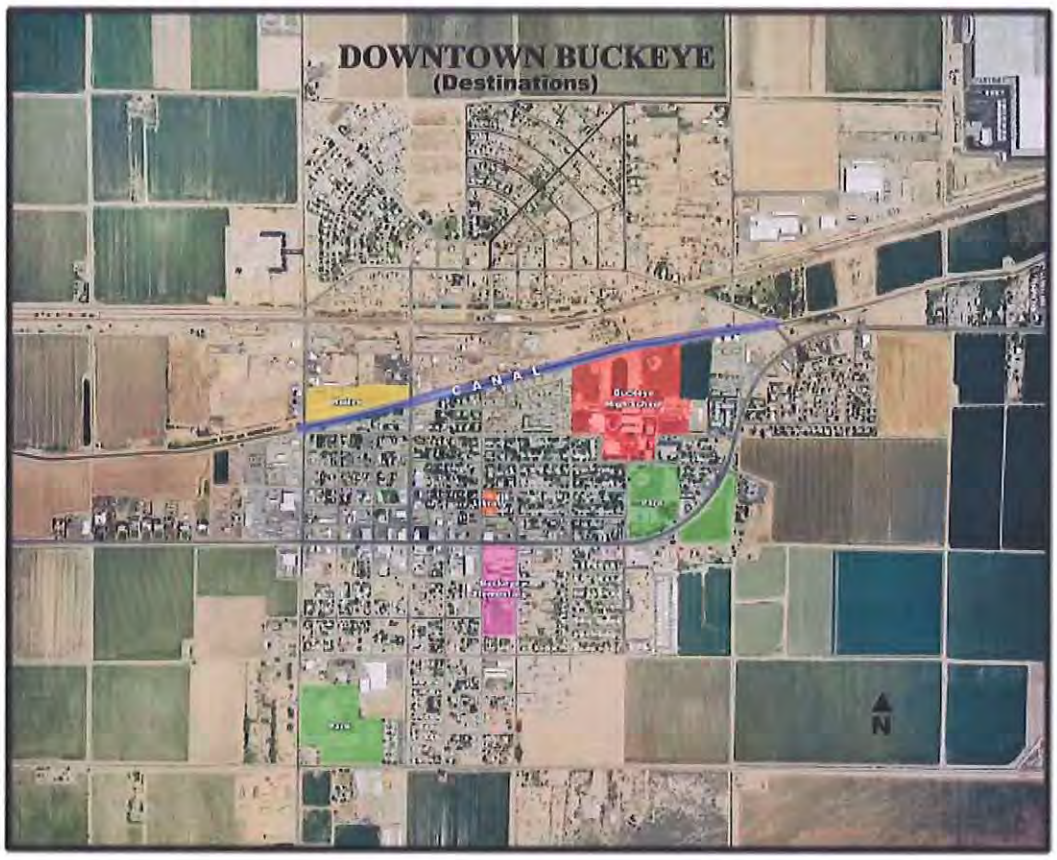

Figure 6-4: Destinations

Buckeye Town Lake

Buckeye Town Lake presents an opportunity to combine the urban multi-modal paths of downtown Buckeye with a regional recreational facility and the riparian environment of the Gila River. These paths can be used for walking, biking, and in-line skating connecting the pedestrian and bicycle paths in downtown Buckeye. With these connections, the users of the downtown Buckeye path system will benefit from the unique experience of both urban and natural environments accessible from the same trail system.

6.3 Pedestrian and Bicycle

Pedestrians

Vehicle speed is a significant factor in causing fatalities as a result of pedestrian collisions. Another common reason for pedestrian/vehicle collisions is driver inattention. The streetscape guidelines in this document address the different design treatments for increased pedestrian safety. Other strategies to create a more pedestrian friendly atmosphere in and around Downtown Buckeye include:

- Establishing a downtown wayfinding system that includes a cohesive system of directional signs, maps, and informational kiosks that inform pedestrians how to travel between major destinations, parks, historic sites, and neighborhoods.
- Integration of transit shelters that ensure a clear and comfortable path for passing pedestrians.
- Provide and maintain pedestrian friendly streets, and walkways.
- Improve pedestrian connections between the downtown Buckeye and the surrounding neighborhoods.
- Anticipate, provide, and maintain downtown pedestrian amenities such as restrooms, phones, furniture, kiosks, trashcans, and lighting.

Bikeways

Dedicated bike lanes provide consistent separation between bicyclists, pedestrians, and passing motorists. Striping and/or signing typically designate bike lanes. Bike lanes also reduce the space provided to motor vehicles enhancing the safety for pedestrians. Below are some

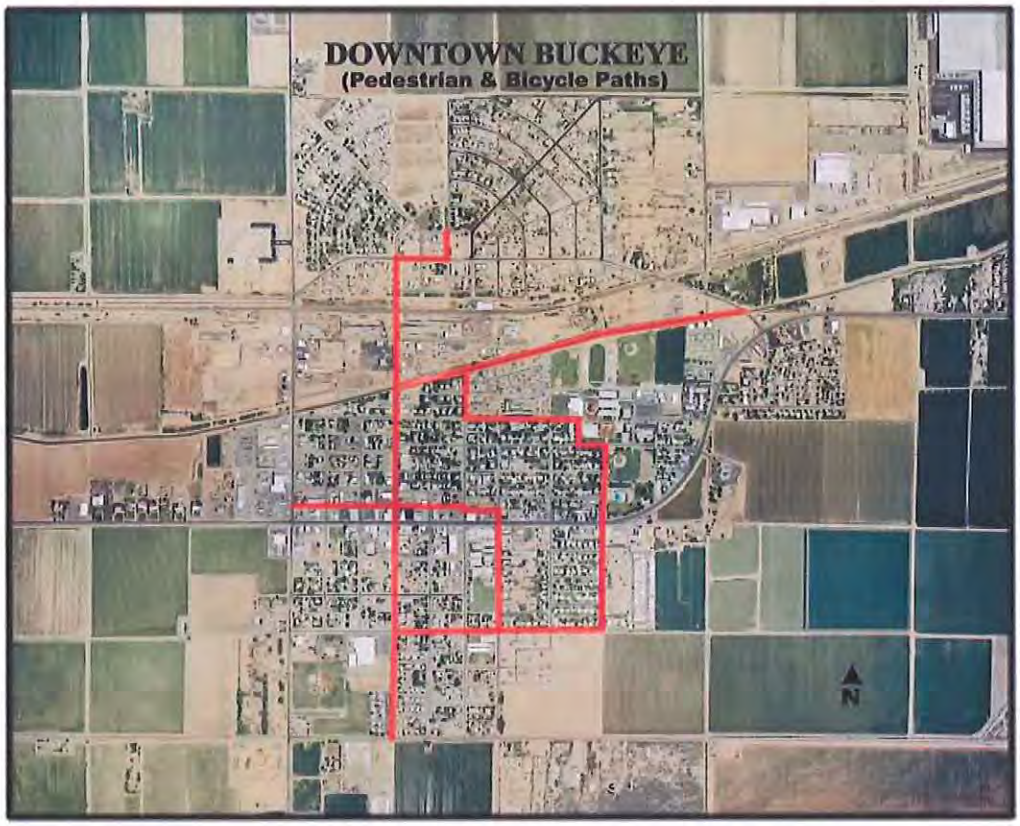

Figure 6-5: Neighborhood Paths Network

recommendations for the town of Buckeye when considering installing future bicycle lanes in downtown:

- Provide at least 4-foot minimum width lane to accommodate bicycle travel. This measurement must be of useable width and not include the gutter.
- A wider curbside lane allows a motorist to safely pass a cyclist in the same lane. If plausible, the Town of Buckeye should widen the outside traffic lane of Monroe to more than 12 feet.
- Street markings should be visible with painted white 6-inch stripes on the pavement along with street signs informing vehicles, pedestrians, and bicyclists of the dedicated bike lanes.
- Provide sufficient bicycle parking downtown.
- Create bicycle shelters that are consistent with the design of downtown.

6.4 Paths

Canal Multi-Use Path

Shared use paths provide valuable benefits including transportation links, recreation areas, habitat corridors, economic development attractors, and outdoor fitness centers. Buckeye area has an opportunity to create a vast and diverse multi-use pathway system with the Buckeye Irrigation Canal being the cornerstone of the system. See Figures 6-6 and 6-7 for details of the system.

The proposed canal multi-use paths will be located on a dedicated right of way that has already been established. These opportunities allow for a cohesive first segment of a regional multi-use trail system in the heart of Buckeye. The initial path should be created from 4th Street west along the canal, to the bridge at Baseline Road. Other areas should be developed in the future as needed with priority along the canal south of the rodeo arena.

The mix of pedestrians, bicycles, horses, rollerbladers, and others on a multi-use trail is not always a desirable situation based on the potential for conflict. For example, trails heavily used by commuting bicyclists present problems for families on recreational strolls. The conflicts between these users should be avoided by designing the trail to separate users. Below are considerations that ensure the trail is safe and useable by everyone.

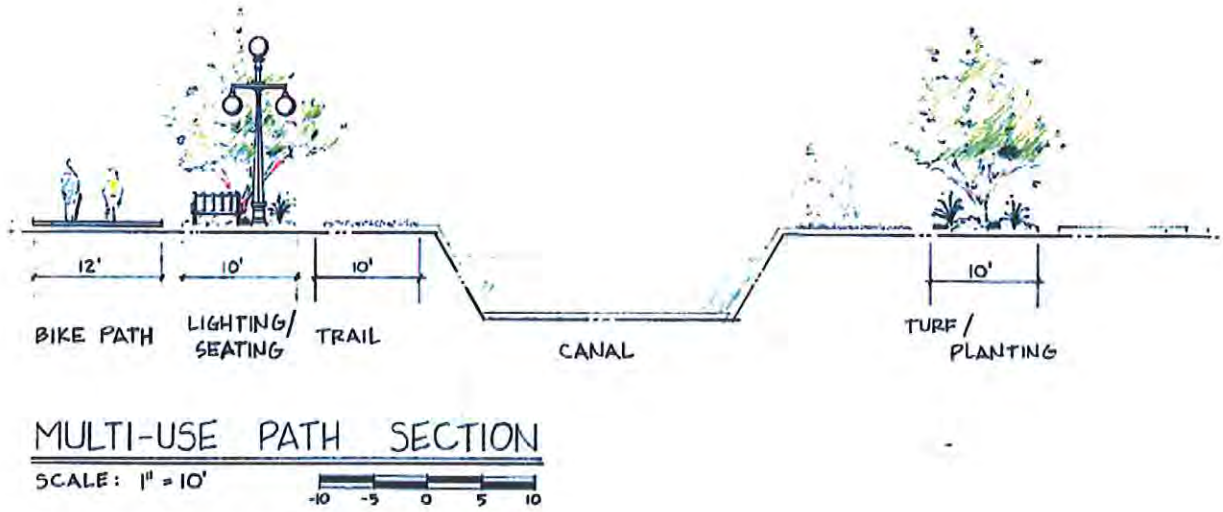

Figure 6-6: Proposed Canal Multi-Use Path Section

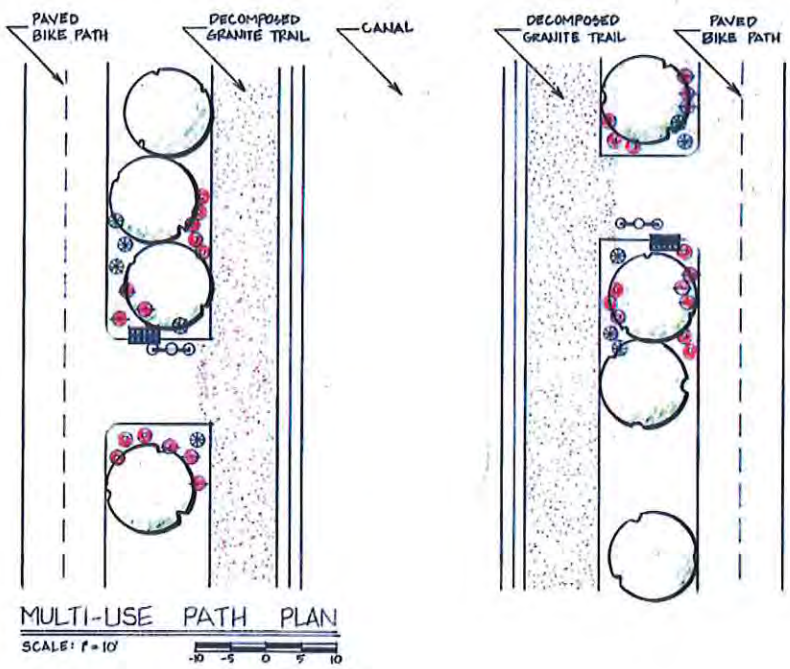

Figure 6-7: Proposed Canal Multi-Use Path Plan

- Provide wide shoulders for resting areas and to allow for passing.
- Ensure a clear line of sight for pedestrians and other users.
- Install directional signing.
- Create a separate, soft-surface jogging or equestrian path parallel to the paved path used by bicyclists and other users.
- Construct surfacing along the paved part of the Buckeye canal consisting of a smooth, paved, all-weather surface such as asphalt or concrete.
- Create surfacing along the jogging and equine stretch of the canal made of compacted crushed material or stabilized earth.
- Install trees on the north side of the canal to mitigate the noise caused by the Southern Pacific Railroad.
- Design and integrate safety barriers along the canal banks.

- Construct fixed sources of lighting to improve visibility along the canal path.
- Supply an exit off of the multi-use path on the south side of the canal at 5th Street for accessibility to schools and downtown.
- Assemble a ramp over the canal at the existing flood gateway located on the canal north of Buckeye Union High School to access the Valencia neighborhood.
- Install brightly colored bollards that are adequately spaced at the pathway entrances to restrict vehicle access while allowing easy access to trail users.

Photo 6-1: Art Example #1 Source: City of Tempe

Photo 6-2: Art Example #2 Source: City of Scottsdale

Neighborhood Paths

Bringing identity and improving the connectivity of the neighborhoods is the purpose of the neighborhood paths. Figure 6-5: Neighborhood Path Network shows the north-south backbone of the path system located along 4th Street connecting Valencia in the north to the future Buckeye Town Lake in the south. Throughout the neighborhood system there could be a variety of local art along the walls of the neighborhood. This could bring a sense of place to that neighborhood and conveniently connect these neighborhoods to some of the destinations in Downtown Buckeye. These neighborhood paths will connect to the aquatic center, both the elementary and high schools, the

Photo 6-3: Art Example #3 Source: City of Tempe

downtown corridor of Monroe Avenue, 4th Street, Helzapoppin' Rodeo Arena, parks, and the future Buckeye Town Lake. The sidewalks should be a minimum of 6 feet to accommodate the pedestrian traffic.

6.5 Transit

Bus System

Currently, there is no dedicated bus service from Valley Metro to the Town of Buckeye. Several factors contribute to this situation. There is a distance of over 15 miles to the closest

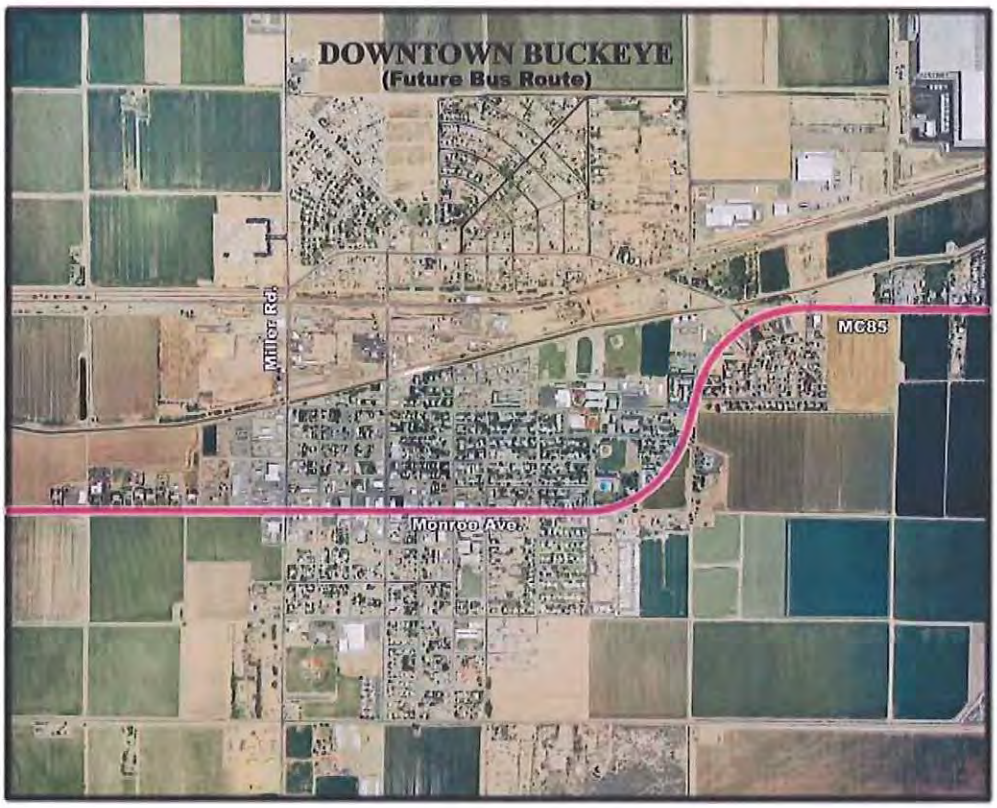

Figure 6-8: Bus System

transit stop. The need for service out to Buckeye is cost prohibitive due to the lack of urbanization. Bus service will have to be implemented in the future as the surrounding cities develop along with the expected population growth in Buckeye. The logical corridor will be Maricopa County 85 coming from the City of Goodyear. This will create a need for a transit center. This transit center must be developed to welcome passengers to the downtown Buckeye and the area as a whole. First, the transit center must be designed in a way that is accommodating to the pedestrian. This could include a creation of a pocket park with shade trees, restrooms, play areas for children, telephones, drinking fountains, information kiosks, and areas to purchase tickets. Secondly, it is important to site this transit center in downtown Buckeye so the person departing the bus has maximum accessibility to the entire circulation of the downtown region including bicycle and pedestrian paths.

Downtown Circulator

The implementation of a neighborhood bus circulator will be key to those who are unable, or choose not to walk or bicycle to various destinations in the downtown area. This bus

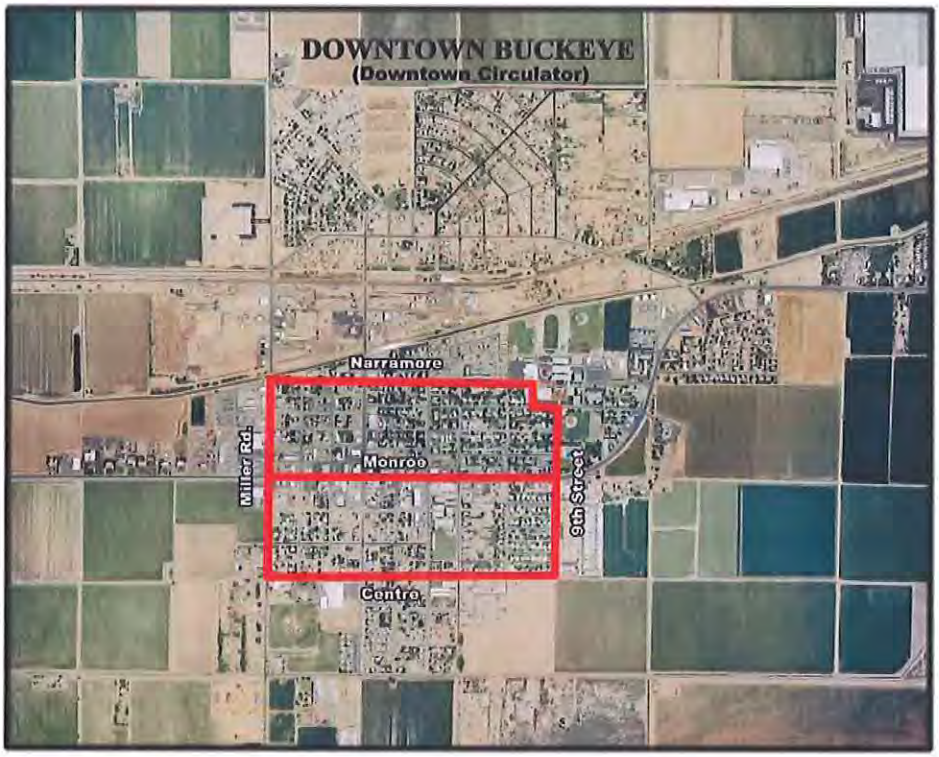

Figure 6-9: Downtown Circulator

and conditions by changing the adjacent land uses from an industrial use to a more neighborhood friendly commercial use.

In addition to commuter rail, the Town of Buckeye should consider light rail transit as a possibility in the future. In the eventuality that the light rail system does become necessary, the downtown must take full advantage of this opportunity. With this in mind, appropriate right-of-way must be made available for the light rail system.

The current lack of a comprehensive circulation network in the downtown area of Buckeye can be rectified. All of the components presented in this paper must be implemented to successfully solve this transportation issue. The social value of downtown to the community should never be overlooked, and can be increased, if the solutions to circulation issues create new uses for all modes of transit. The solutions presented in this paper will create a pedestrian-friendly downtown that is socially beneficial to the community. Therefore, the Town of Buckeye should continue to think long-term when making decisions about future investment. Capital improvements to roadways and intersections are important and will be helpful in alleviating some of the future negative effects of traffic congestion. Options such as the canal multi-use path, local and regional mass transit, and pedestrian/bike trails will create a fully integrated transportation system, lessen dependence on the automobile, and improve circulation between key areas in the downtown Buckeye area.

7.0 DESIGN GUIDELINES

The purpose and intent of Design Guidelines is to promote quality urban design with a strong emphasis on a small town character. The Guidelines are to assist designers in achieving a quality design, which will enhance the proposed and existing development for the Town of Buckeye. The guidelines will provide examples and recommendations on how to achieve this style for downtown Buckeye. Certain colors and building materials are suggested to produce the desired façades and streetscapes.

7.1 Colors and Materials

Acceptable Colors

The following color scheme has been deemed appropriate by a design guidelines study for the Town of Buckeye conducted by the Urban Design Studio.

These colors are not exclusionary, but are examples of the historical "southwest" style that Arizona represents. The colors are dark, muted red, dark brown, cream, gray-blue, tan and white.

Unacceptable Colors

The unacceptable colors represent bright or unnatural colors. The color scheme that has been deemed inappropriate by the same study is as follows:

These colors are bright red, bright blue, purple, orange, yellow and pink. These are colors that are usually not permitted in design codes for downtown areas and housing CC&R's.

Acceptable Building Materials

The purpose of categorizing and specifying certain building materials as acceptable and unacceptable will help create continuity throughout the downtown area, which in turn will establish an identity for the Town of Buckeye. All building materials that are used in the downtown area should be aesthetically pleasing and conform to the small town feel of Buckeye. Although these criteria are recommended, they are not intended to force all developments in the downtown area to look identical. Instead, the purpose is to create an overall theme, while enabling individual buildings to have their own sense of identity. The building materials listed and explained below are the most commonly used in construction, and are considered acceptable by the Town of Buckeye.

Brick

Brick is relatively inexpensive, comes in a variety of styles, and is both aesthetically pleasing and durable. It is the most appropriate material to use in the downtown area because of its strong historical presence. Brick was used in the construction of the original Buckeye Irrigation Company building, the Chamber of Commerce, and the Ware building. Continued use of brick construction can help carry Buckeye's history into the future.

Stone

Stone materials are similar to brick in that they are durable, come in a variety of colors, and are aesthetically pleasing. Sandstone is currently a primary building material evident in the Palms Café on Monroe Avenue. Using stone as an accent material brings along historic ties and breaks up the monotony of single material facades.

Stucco

In the southwest region, stucco is a popular material used in housing construction and is also appropriate downtown. It is recommended that stucco be considered a secondary building material to be used in conjunction with one of the primary materials, such as brick or stone. This material creates a terrific texture and is also aesthetically pleasing. Stucco comes in a variety of

colors and holds up well in the desert climate. Touch up repairs can be completed quickly and at a relatively low cost.

Other

Other building materials, such as metal or glass, may be considered appropriate for use in the downtown area. However, all downtown revitalization projects must pass a site plan approval process.

Unacceptable Building Materials

These are examples of uncommon materials that are not often seen in historic small towns in the southwest. These types of materials have been determined inappropriate because they do not conform to the downtown area identity and are unattractive. The following building materials are not recommended in the downtown area and should be considered unacceptable.

Concrete and Cinderblock

Unacceptable cinderblock relates to the block that is higher than 4" and not stained or painted. Concrete and cinderblock often lack character and aesthetic quality. Concrete is a versatile construction material, adaptable to a wide variety of agricultural and industrial uses, but it is not appropriate for the downtown area because of its industrial look. These materials are originally grayish in color and do not comply with the acceptable color scheme previously mentioned.

Metal

Metal as the main building material is not allowed according to the Town of Buckeye's Development Code. This type of material has an industrial feel and can also be reflective. However, painted and treated metals, as a secondary material, may be acceptable if used for trim or shading devices.

Wood

Wood siding and shingles are not recommended in the downtown area. Siding and shingles are aesthetically unpleasing to the eye and do not conform to the pre-selected color scheme or material styles recommended.

Other

Other materials may be deemed unacceptable for the downtown area through the site plan review process. Any materials that were inconsistent with Buckeye's character would be classified as unacceptable.

7.2 Facades

Building façades are one of the most important features of downtown design guidelines by virtue of their visual character. Façades can create a rhythm or continuity throughout an area generating a theme. Large-scale building façades are deemed inconsistent with the small town character of Buckeye, and are therefore discouraged. Desired façade characteristics include:

Entrances and Windows

Entrances to buildings should be well defined and visible from the street. They should be well lit and inviting, promoting a pedestrian-friendly environment. The presence of large, unobstructed windows will display activities inside and out, providing safety and commercial interest. Also, using large and numerous windows brings natural light into a building and therefore reduces energy costs.

Signage

All signs should be fully integrated with the design of the building and the site development, reflecting the architecture, building materials, and landscape elements of the project:

- Freestanding signs should be integrated with the architecture of the building(s) through the replication of architectural ornamentation, colors, and building materials, texture, and/or other elements found in the building design.

- Wall-mounted signs should be located on or below the fascia or parapet wall of the primary building.
- Integration shall also include sign graphics that are consistent in terms of lettering style, colors, and method of attachment used for wall-mounted signage on buildings.
- All downtown signs, whether freestanding or wall-mounted, should not include neon as it is incompatible with the acceptable building materials and styles.

Shading Devices

Various types of shading devices are necessary in the hot, Arizona desert climate. In order to create a pedestrian friendly environment, the use of awnings and shaded walkways are essential. A combination of awnings, shaded porches, and trees are highly recommended for the downtown area to provide the most coverage possible.

- Awnings are the most commonly used shading devices. They can be made of painted metal, or cloth. They extend out from the building to create shade. Awnings are aesthetically pleasing, functional, and have had a historic presence in downtown.
- Entrances can also be set back a certain distance from the front of the building, which creates shade for the entryway. Several buildings in downtown currently include recessed entryways including Bank One and Aardvark Video.
- Shaded porches are similar to awnings, except they use support columns to enclose the shaded area. Porches can extend further out past a building and can be used for additional outdoor seating. The top of a shaded porch can be used as balcony for second story patrons or residents. Construction of such structures should be integrated into the overall design and include the materials of the primary structure.
- Trees are commonly used for shading walkways. Low-water usage trees that are able to tolerate the desert climate are highly recommended for landscaping. Trees are further discussed in the streetscape vegetation section.

Example Facades

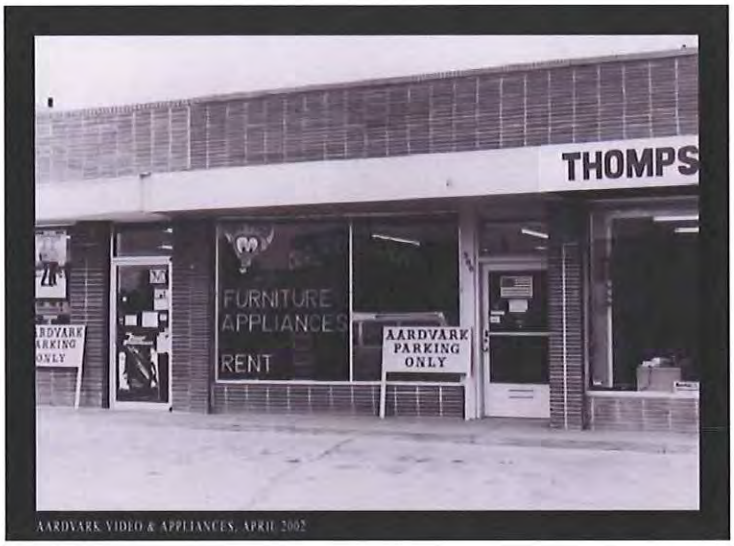

Figure 7-1: Existing Aardvark Video Facade

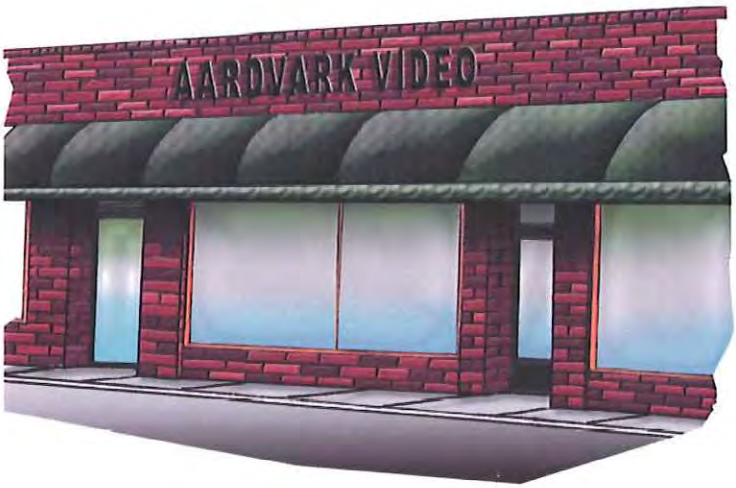

Figure 7-2: Proposed Aardvark Video Facade

Figure 7-3: Existing Deli Facade

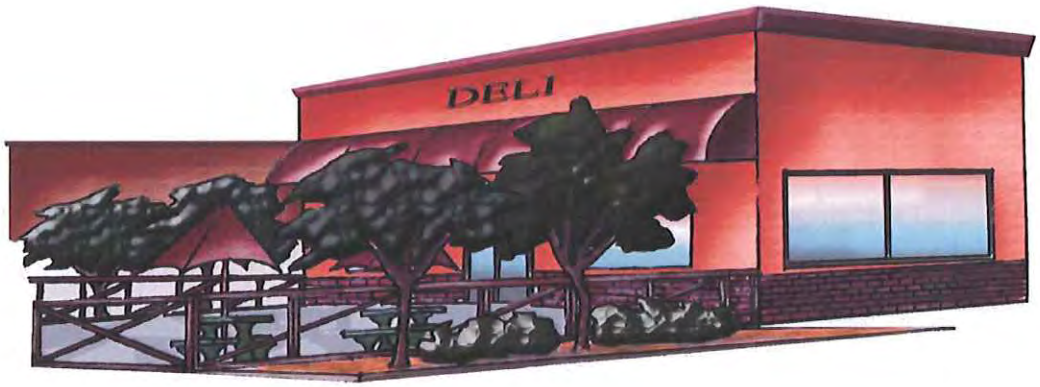

Figure 7-4: Proposed Deli Facade

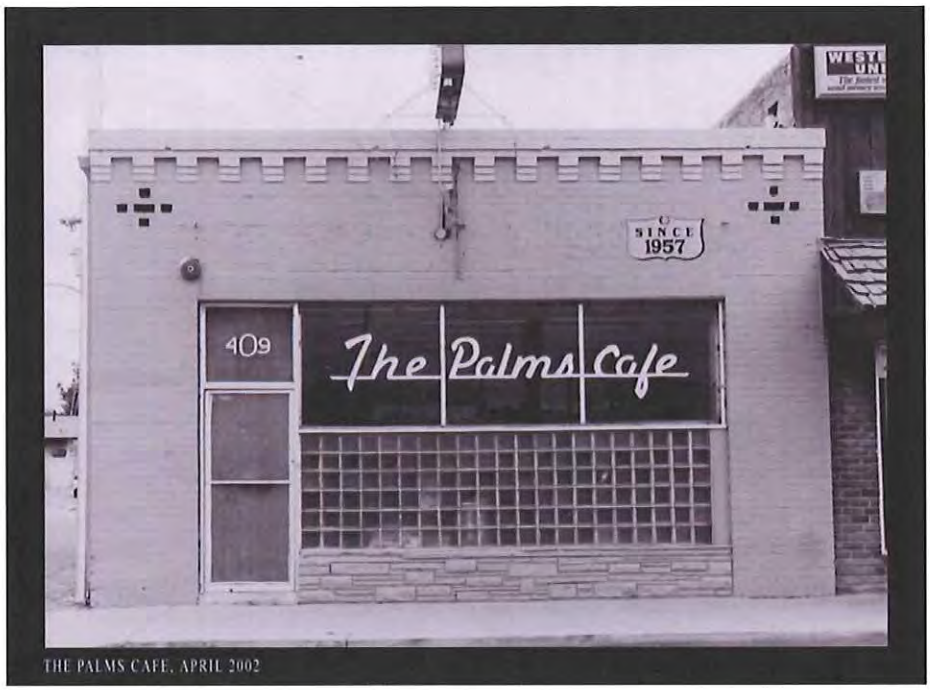

Figure 7-5: Existing Palms Cafe Facade

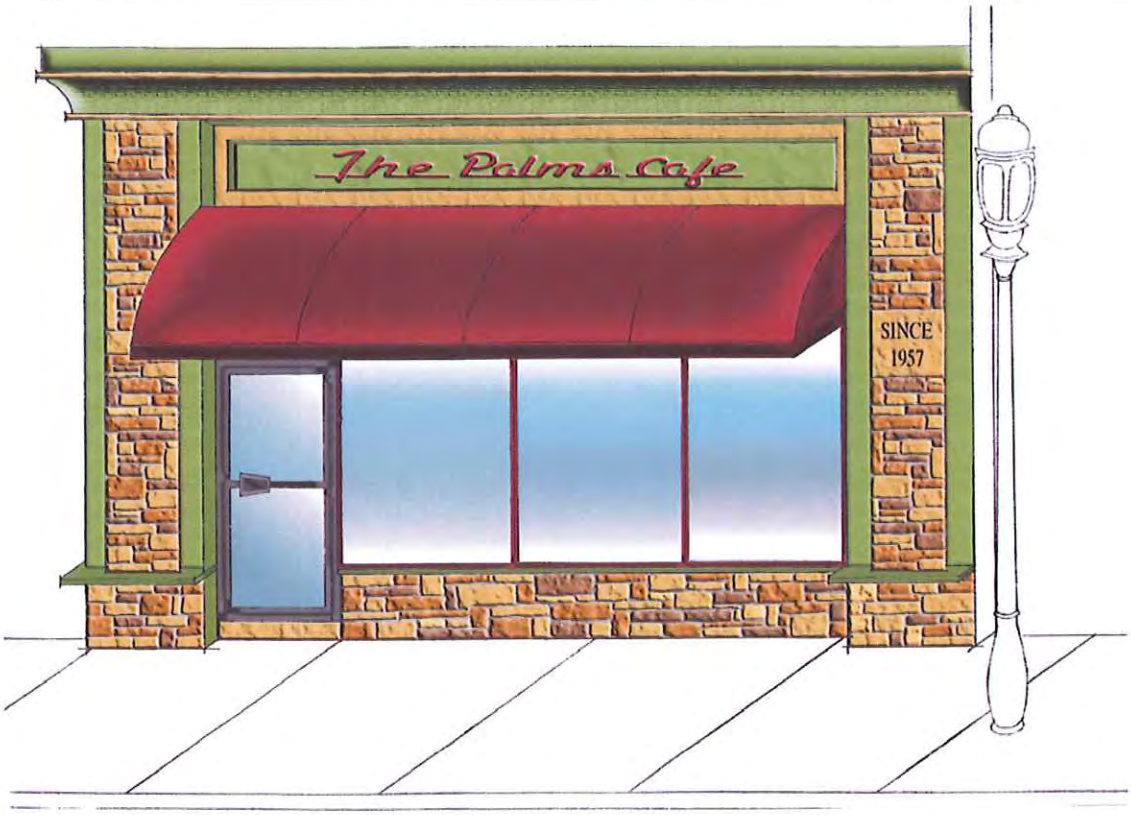

Figure 7-6: Proposed Palms Cafe Facade

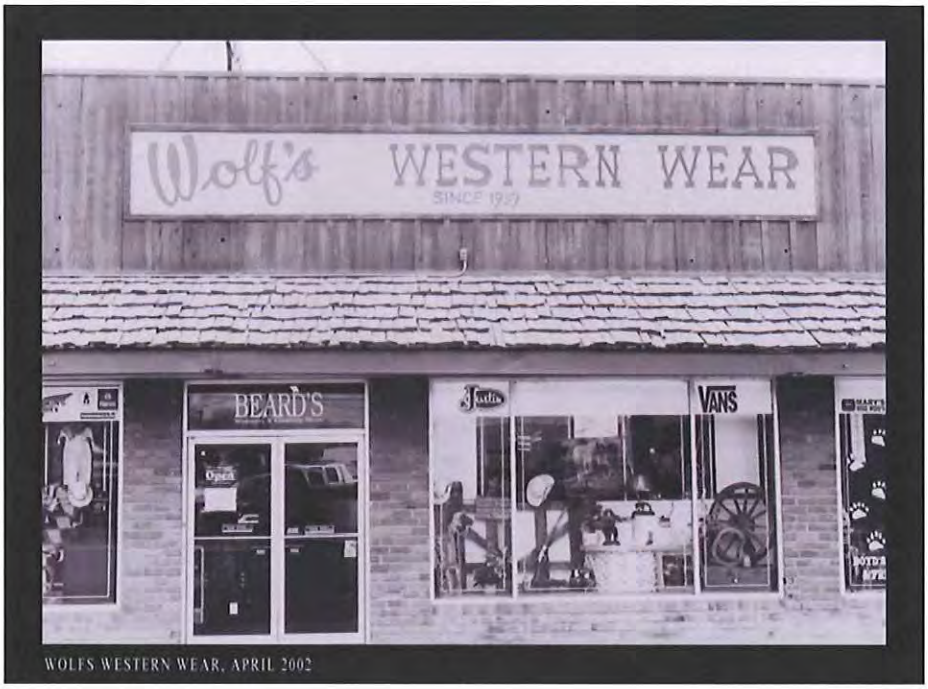

Figure 7-7: Existing Wolf's Western Wear Facade

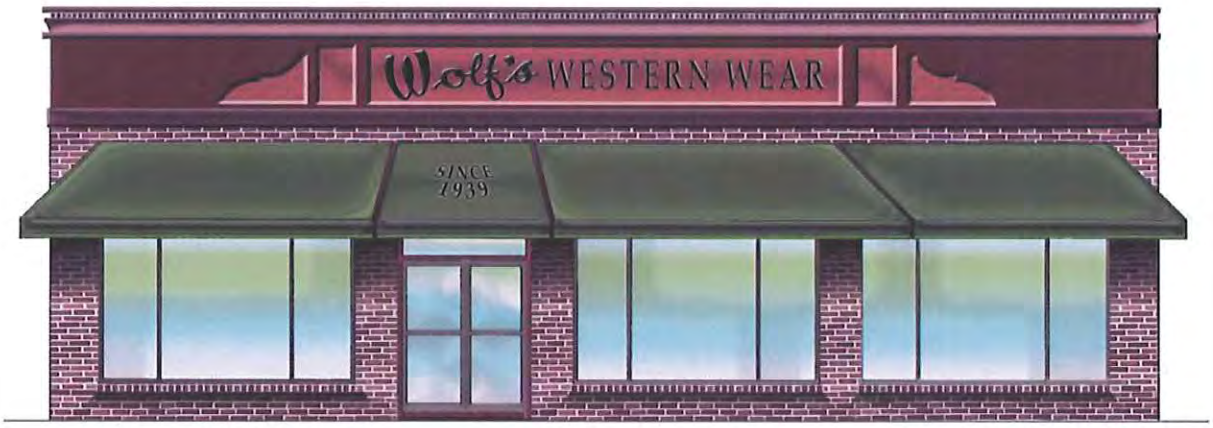

Figure 7-8: Proposed Wolf's Western Wear Facade

Figure 7-9: Existing Joslin Building Facade

Figure 7-10: Proposed Joslin Building Facade

7.3 Streetscape

Streetscapes are a balance between pedestrians and cars, traffic flow, and accessibility of downtown. The completion of a continuous well-designed streetscape calls for creating a pedestrian-friendly environment. Traffic needs must also be addressed with well-marked parking and buffers for pedestrian safety. Entranco has provided one scenario approved for a re-striping process. The accepted plan calls for the elimination of one lane in each direction and the creation of a center turn lane. The on-street parking remains and a 4-foot landscape strip will be created between the street and the sidewalk. The elements of a pedestrian-friendly streetscape are subsequently addressed.

Figure 7-11: Monroe Avenue Perspective

Lighting

The streetlights will function more to illuminate the sidewalks than the street. They should be at a pedestrian scale with an antique design. The first example was in place on Monroe Avenue in the early 1900's. The second example is an antique, ball-style light from San Francisco.

Photo 7-1: Lighting Example #1
Source: Buckeye Museum Archives

Photo 7-2: Lighting Example #2
Source: http://www.webshots.com/

Vegetation

Trees provide shade for pedestrians walking on the sidewalk, as well as acting as a buffer from traffic. The following suggested trees are from the Arizona List of Shade Trees. These trees range in size from small to large and were selected because of their low water usage and few, if any, negative impacts such as bugs or ground litter. The Weeping Acacia, Shoestring Acacia, Ironwood, Live Oak, Native Mesquite, Indian Rosewood, and Palo Brea are excellent examples of what can be planted along the street. The Rosewood can grow very large and may not be the best to be planted near stoplights or power lines. Both the Ironwood and the Native

Mesquite are native trees of Arizona and are representative of the Sonoran Desert. All trees must adhere to the low-water usage/drought tolerant plant list found in the development code.

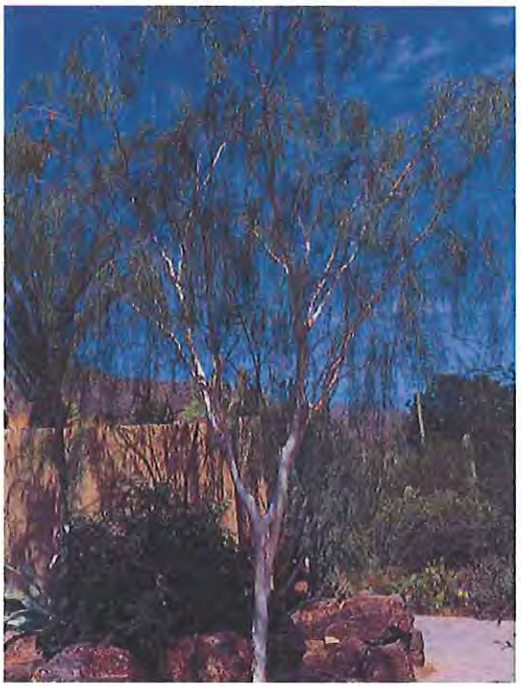

Photo 7-3: Shoestring Acacia
Source: Mielke, 1993.

Photo 7-4: Native Mesquite
Source: Mielke, 1993.

Benches

Benches should be provided along Monroe Avenue. The style of bench should comply with the defined downtown character. A recommended bench material is molded plastic because of its durability, lower heat retention, and ease of maintenance. Other acceptable materials include wood and colored concrete. The first example provided one the following page is made from a combination of wood and metal rails. The second example is a multi-functional bench/planter box incorporating the ability to provide vegetation as well as the functionality of a bench.

Photo 7-5: Bench Example #1
Source: City of Tempe

Photo 7-6: Bench Example #2
Source: City of Mesa

Design Guidelines hope to assist the Town in achieving its goal of providing a vital downtown by providing specific examples of desired downtown characteristics. The suggested colors and building materials allow the Town to carefully create the identity they want to achieve. With this document, the Town will have more strength behind its suggestions or requirements of the developer. The design guidelines will bring back the history of downtown and provide continuity for a new vital destination downtown.

8.0 ECONOMIC DEVELOPMENT

The Downtown Buckeye Revitalization Plan is the first step in what will be a long-term process to create a unique and active downtown district for Buckeye. This section outlines implementation strategies to stimulate the economy of the area. The role of the public sector is pivotal in the revitalization process. Before involvement from the private sector can be expected, the Town must articulate what economic goals it hopes to achieve in the downtown area.

8.1 Desirable Businesses

The General Plan and Zoning Maps already designate the placement of commercial activity throughout Buckeye in generalized areas. Within the downtown, commercial activity should adhere to the established typologies and characteristics desired for the downtown. These characteristics include:

- Small town quality/character
- Tourism
- Pedestrian scale of streets and buildings
- Office services
- Regional organizations
- Government offices
- Neighborhood retail

There must be a clear vision of those business types that are appropriate for the downtown. Only establishments that are in keeping with the character of the area should be encouraged. Therefore, the Economic Development Department should target desired business types so that the downtown remains economically viable, while embracing a unified revitalization theme. The following business types could be utilized in strengthening the commercial vitality and diversity of Downtown Buckeye.

Small-Town Quality Character

Buckeye's primary goal for the downtown is to retain and enhance its comfortable, small-town character. The scale of individual stores should reflect that atmosphere. Therefore, large, single purpose stores are inappropriate in the downtown. An important aspect of revitalization will be the encouragement of independent retail shops and restaurants. Concentrated efforts to encourage these types of businesses will reinforce the small-town character of the downtown. Some specific examples include:

- Neighborhood retail
- Independent retail
- Coffee shop/bakery
- Antique shops
- Art shops
- Home furnishings
- Bookstores
- Ice cream/candy shops
- Art galleries
- Jewelry shops
- Street vendors
- Independent movie house
- Tailor/seamstress/wedding shop
- Bike rental
- Beauty salon/barbershop
- Newsstand
- Community center

Tourism

Buckeye can capitalize on its small town and western character. With easy access to Interstate 10 and close proximity to tourist attractions around the valley, the town can become a destination center. Recognizing this, amenities aimed at capturing the tourist market should be

encouraged. Tourist-oriented businesses located within the downtown should be of the same character and scale already present in the area. Specific businesses types that encourage the tourist market include:

- Hotels
- Handmade gifts markets
- Museums
- Art exhibitions
- Amusement/entertainment
- Historical attractions
- Antique shops
- Theme restaurants
- Specialty restaurants
- Local bar/specialty bars
- Specialty retail/markets
- Local businesses/artisans

Office Spaces and Services

Downtown should provide a viable mix of office spaces and services. By locating significant office and specialized services downtown, citizens will be drawn to the area to conduct business. In addition, the critical mass created by the downtown office workers will provide economic spin-offs supporting small businesses. The size, character, and location of the office spaces should be in keeping with the downtown identity. Large, independent office complexes should be discouraged. The goal for the downtown is to create a destination for a variety of social and entertainment purposes rather than a business center only, as businesses tend to have restricted hours of operation. Office space that could serve as valuable additions to the downtown atmosphere include:

- Professional offices
- Legal offices
- Support offices

- Architectural/design firms
- Engineering firms

Regional Organizations

The Town of Buckeye can position itself as a destination point within the West Valley by attracting a variety of patrons. One strategy to bring both workers and patrons from other West Valley cities is to target regional organizations and offices. Additionally, the inclusion of multipurpose facilities can attract outside dollars and help to stabilize downtown. Some regional organizations are:

- Hospital emergency service
- Performing arts
- Regional library
- Adult education/job training
- Museums/interpretive centers

Government Offices

By locating municipal buildings downtown, the Town directly invests in revitalization efforts. The Town should recruit other branches of government to locate their regional offices in the area. Government branches and facilities are critical to the attraction of various government and social service needs. The following lists some possibilities:

- Local branches of county, state, or federal government
- Social service offices

8.2 Association Involvement

Town of Buckeye Main Street Coalition

The Buckeye Main Street Coalition must be enhanced to maintain a focus on the business operations of downtown. The Buckeye Main Street Coalition and the Buckeye Economic Development Department must work closely with one another to ensure that everyone is working towards the same goal. To help bring promotional attention to the downtown, the Chamber of

Commerce, the Main Street Coalition, a possible merchants' association, or non-profit organization should host special events and festivals. During these festivals, the Buckeye Main Street Coalition could charge a booth fee to collect money for the organization. Fee waivers may be offered in exchange for helping to advertise or operate the event.

During the festivals and events, all local merchants should be welcomed. An application process will need to be completed for each booth as well as a small fee to participate. The strengthened Main Street Coalition should gather other funds from concession stands, donations, and sponsors. With these funds allocated, the organizations will have the opportunity to use the funds for community benefits such as local education scholarships and social events for the merchants. The Buckeye Main Street Coalition and the possible merchants association should use a variety of promotional strategies such as informational brochures, press releases, and flyers mailed in utility bills.

Economic Development Department

The Economic Development management should make various resources available to new businesses. The purpose of these resources will be to make new businesses feel confident locating their store or office in the downtown area as well as promoting downtown Buckeye. The Economic Development Department should produce downtown economy reports biannually and provide incentives such as fee waivers to encourage new businesses to establish in Buckeye's Downtown. Examples of different incentives are discusses later in this document.

The Buckeye Valley Chamber of Commerce

The Chamber of Commerce should strive to supply community profile updates to assist businesses in their decision-making. They should provide information on specific business types to help attract favorable businesses. The Chamber of Commerce may also assist in activities and promotional advertising. They should provide business support services, labor force data information, income data, and growth projections. The Chamber of Commerce should also provide information on housing options for potential residents. This could be accomplished by providing vacancy reports as well as analysis of housing demand in the downtown area.

8.3 Cost Analysis

A major question in Buckeye, currently, is the price of land downtown. Data from the Maricopa County Assessor's Office provided a fundamental comparison base. It is important to remember that the calculations involved are not guaranteed in accuracy and in no way represent any legal applications. Accurate price per square foot is based on market rate, which fluctuates greatly. The first step in the process was to collect information from the Assessor's Office. This information included the 2002 Full Cash Value Assessment and square footage of each parcel adjacent to Monroe Avenue. A basic price was determined for each parcel. This amount was then divided by the square footage, resulting in an approximate price per square foot. The individual price per square foot figures were averaged, eliminating the property where substantial investment had already occurred, including government owned and medical facility parcels.

Using this technique, the approximate price per square foot of unimproved land in downtown is $1.34. Approximate price for improved land, again eliminating government and medical uses, is $8.14 per square foot. This figure is substantially below that of property elsewhere in the Phoenix Metro area. A more accurate assessment could be achieved by consulting the services of a professional appraiser.

8.4 Funding

Elements of Success

The Town of Buckeye can assist in the revitalization process with different techniques to spur downtown growth. Even with a clear vision for revitalization, the process is not risk-free. The Town may need to alleviate some of these risks to enable development. In order for the downtown to reach its economic potential, a public and private partnership should be established. Two important activities this partnership could provide are:

Advertising

In order to have a prosperous downtown, it will be important that many contributing parties show support through the promotion and funding of Downtown Buckeye. These promotional campaigns should be performed locally, regionally, and nationally. By

participating in promotional strategies, the Town of Buckeye will encourage businesses to locate in downtown and become part of an expanded Main Street Coalition or a future merchants association.

Collaboration

Businesses need to work collectively in a complimentary fashion, rather than contradicting or duplicating each other. To ensure a variety of business types, the Main Street Coalition should be intimately involved with recruiting efforts, and able to give advice regarding the changing composition of businesses and services.

Incentives

One of the strongest resources the Town of Buckeye can bring to bear for the revitalization of downtown is its ability to create incentives, most of which are financial. These incentives lower the overall cost of proposed projects, and thus decrease the amount of risk a new project faces. Some of these incentives apply to the construction of projects, while others relate to future operating expenditures. Incentives should be increased initially, but scaled back as development increases and the area attains a critical mass. The following incentives are appropriate for both residential, commercial, and municipal development in downtown:

Municipal Bonds- General Obligation Bonds

Allows issuance of bonds for infrastructure, municipal development, or parking structures.

Government Property Lease Excise Tax

Provides the Town of Buckeye with the ability to exempt business developments from payment of a portion of the property tax. This refers to property tax abatement on real estate improvements that are located within the revitalization district. Land for development would be deeded to the town and leased back to the development project for an allowed time period. Developer Disposition Agreements must be made to outline timing and implementation of project for both public and private parties' participation.

Town Leases

Allows the Town to secure financing for a project or development. A lease is secured by the Town and then subleased to the developer. This would be a way to encourage targeted primary commercial areas along Monroe Avenue. Future municipal buildings could be developed with commercial space for a small business opportunity program. Such a program would provide a leasing option for the Town, and would offset the development, operating, and maintenance cost of municipal buildings.

Rebates or Fee Waivers

Allows the Town to determine fees required in connection with the construction or expansion of a commercial or residential project, including plan-checking fees, inspection fees, water and sewer connection fees, and impact fees. The Town could waive such fees to help entice development within the downtown area.

Rebate or Reduction on Sales Tax

Allows the Town to provide tax relief for a project determined to be within the Downtown Revitalization Area.

Bonus Zoning

Allows the Town to have the flexibility in zoning to consider the needs of a particular project, specifically within the Downtown Revitalization Area. Decisions related to increasing or decreasing the Floor Area Ratio (FAR), height adjustments, residential density, and flexible parking standards can be offered to projects which exceed in design standards, provide public places or services, create public art, or fill unique needs of the downtown. Bonus zoning encourages creative solutions and flexible standards to help stimulate a vibrant and interesting development pattern. It provides incentives and options for developers to enhance projects for the community while limiting their need for rezoning or variance requests. This option would also apply as an incentive for existing Buckeye business to relocate to Downtown.

Low Interest Loans

Local lending institutions could agree to capitalize a loan pool and offer low interest loans to qualified projects for downtown development. This helps stimulate investment in the downtown and should be designed to meet specific needs of the area.

Government Programs

The Town should work with each potential development project to acquire national, state, and local incentives where applicable. The following incentives may be appropriate for Downtown Buckeye:

- Commerce and Economic Development Commission Fund: Low interest fixed asset loans.
- Job Training Assistance Program: State grants matching funds (up to 75%) to businesses for worker training.

  Additional information: www.commerce.state.az.us/pdf/wfd/16.pdf
- Revolving Energy Loans of Arizona: The Revolving Energy Loans for Arizona (RELA) Program is offered by the Department of Commerce for companies that either manufacture renewable energy, alternative energy, energy conserving equipment, or acquire such equipment for their own use. Manufacturers can qualify for the loan only if they have at least two years operating experience in Arizona. Loan requests may range from $10,000 to $500,000, up to a maximum of 75% of total project costs. Fixed interest rates are 5% for conservation or retrofit projects and manufacturing. Projects must have seven years simple payback or less.

  Additional information: www.nmsea.org
- Community Development Block Grants: Funds available from the Maricopa County Community Development Office.

  Additional information: www.maricopa.gov/comm_dev
- Arizona Department of Commerce: www.commerce.state.az.us
- Arizona Community Foundation (private- not governmental): provides assistance with staffing of revitalization efforts.

  Additional information: www.azfoundation.com

- State Historic Preservation Office: assistance in the preservation of historic building and facades.

  Additional information: www.pr.state.az.us/partnerships/shpo/shpo.html
- Governor's Office of Housing Development/ Housing Trust Fund: Funds for housing projects.

  Additional information: www.housingaz.com

8.5 Phasing and Recommendations

The Town of Buckeye needs to take a realistic approach to the implementation of this, or any, Downtown Revitalization document. Although the actual revitalization will be a steady, long-term trend, the town should look at two different types of goals set forth in this section: short term and long-term goals.

Phase I: Short-Term Goals

Phase I should lay the foundation for all future expansion of economic development in Downtown. The most basic needs for economic development should be considered first, including infrastructure. The capacity of current infrastructure should be determined and then if enhancements are required, a municipal improvement plan should be devised. Municipal bonds could be used to fund such an improvement plan. Another foundational element will be the establishment and organization of business associations. These associations will be able to spearhead funding drives for revitalization while also maintaining the quality of existing assets.

After these initial steps are completed, the Town should determine what it will designate as an anchor, and highest priority in the redevelopment of downtown. Whether it is expanded city facilities, a renovated Chamber of Commerce, Town Park, or private investment, it is essential that the Town demonstrates support for Downtown and creates a draw for new businesses. Phase I should include:

- An inventory of municipal facilities (water, sewer, sidewalks, lighting, etc)
- Public assembly of land/relocation of current owners (if necessary)
- Town provision of parking for private businesses
- Town issuance of Request For Proposals for vacant/redevelopment parcels

Phase II: Long-Term Goals

Phase II will call into action some of the longer-term goals of the revitalization plan. All municipal infrastructure issues should be completed by the beginning of this phase, so the Town can focus its attention on attracting additional businesses and implementing design guidelines. At this time, the Town will have a solid foundation of small businesses and could now organize a campaign for larger, more intense development such as offices, hotels, or larger businesses such as a movie theater.

With the completion of Phase II, Downtown Buckeye will have a compliment of small-scaled, individually owned businesses, commercial, medium commercial, municipal facilities, and limited renovated housing. This mix is essential to the long-term health of Downtown Buckeye and Monroe Avenue. With the active participation and assistance of local community and business groups, this area will see its goals come to fruition and establish Downtown Buckeye as a unique destination point for people from all over the town.

Recommendations

- Encourage commercial activity to obtain distinctive characteristics such as tourism, small town character, office services, regional organizations, government offices, and neighborhood retail.
- Endorse small-scaled, individually owned businesses.
- Strengthen the Buckeye Main Street Coalition.
- Strive to form a unity between the Buckeye Main Street Coalition, the Economic Development Department, and the Chamber of Commerce.
- Initialize local, regional, and national advertising campaigns.
- Provide and encourage multiple funding options that will attract new business to locate in downtown.
- Promote development incentive programs.

9.0 Conclusion

The Town of Buckeye is at a turning point in its history. In the past it has experienced both days of abundance and days of need. At the beginning of the 21st century, however, the future looks brighter than it ever has before. With the continued growth of Maricopa County, adequate municipal utilities, and seemingly endless amounts of developable land, the Town of Buckeye has positioned itself for unparalleled growth in the next 25-50 years. The citizens of Buckeye do not want this growth to come at the expense of the established downtown. Through discussions at the public workshops and public input meeting, it became clear that now is the time to revitalize Downtown Buckeye.

Currently, large commercial trucks rumble down Monroe Avenue. Pedestrians have limited choices throughout the downtown, especially if they want a wide, attractive sidewalk. Bicyclists enter streets at their own risk and have no unified system to access the various destination points in Buckeye. The streetscape of Monroe is a mismatch of wooden shingles, wall murals, and obstructed store windows. Business signs attach to buildings at odd angles and attract attention through their variant colors or shapes. The Main Street coalition works hard at promoting economic development in downtown, but has to contend with many obstacles including limited governmental support.

This does not have to be the situation in Downtown Buckeye. If the Town decides to adopt this Revitalization Plan, the recovery of Downtown Buckeye would be one step closer to reality. With a bypass in place, Monroe Avenue could once again be claimed by the residents walking down the street, or driving slowly in their cars. The view these residents would see would be completely different than what they see today. Refurbished storefronts complete with cloth canopies and pedestrian-level signs. New lighting fixtures lining both sides of the street, not to mention benches, planters, and trees. They would not just see the existing buildings of Buckeye in use, but also new structures being erected thanks to the financial investment of the Town and other institutions. The vacant properties would be developed and new merchants would bring unique and interesting wares to the exciting mix of goods and services offered along Buckeye's main street.

This vision does not have to remain a dream. The recommendations contained within this Revitalization Plan spell out the necessary steps to begin the process of revitalizing Buckeye's

downtown, but it will not happen without the active support of the people of Buckeye. The Town, Main Street Coalition, and residents must make the commitment to follow through with the plan and ensure that its goals come to fruition. If this involvement does take place, however, there is no telling how successful Downtown could be. Very likely in the near future, a family that lives in North Buckeye, just west of the White Tanks, will come to Downtown and enjoy an afternoon perusing the shops and eating in a specialty restaurant. They might not realize it, but their opportunity to experience such a unique place relates directly to the visionary commitment of a group of individuals who decided that something needed to be done, and that the time for action was now.

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Interviews

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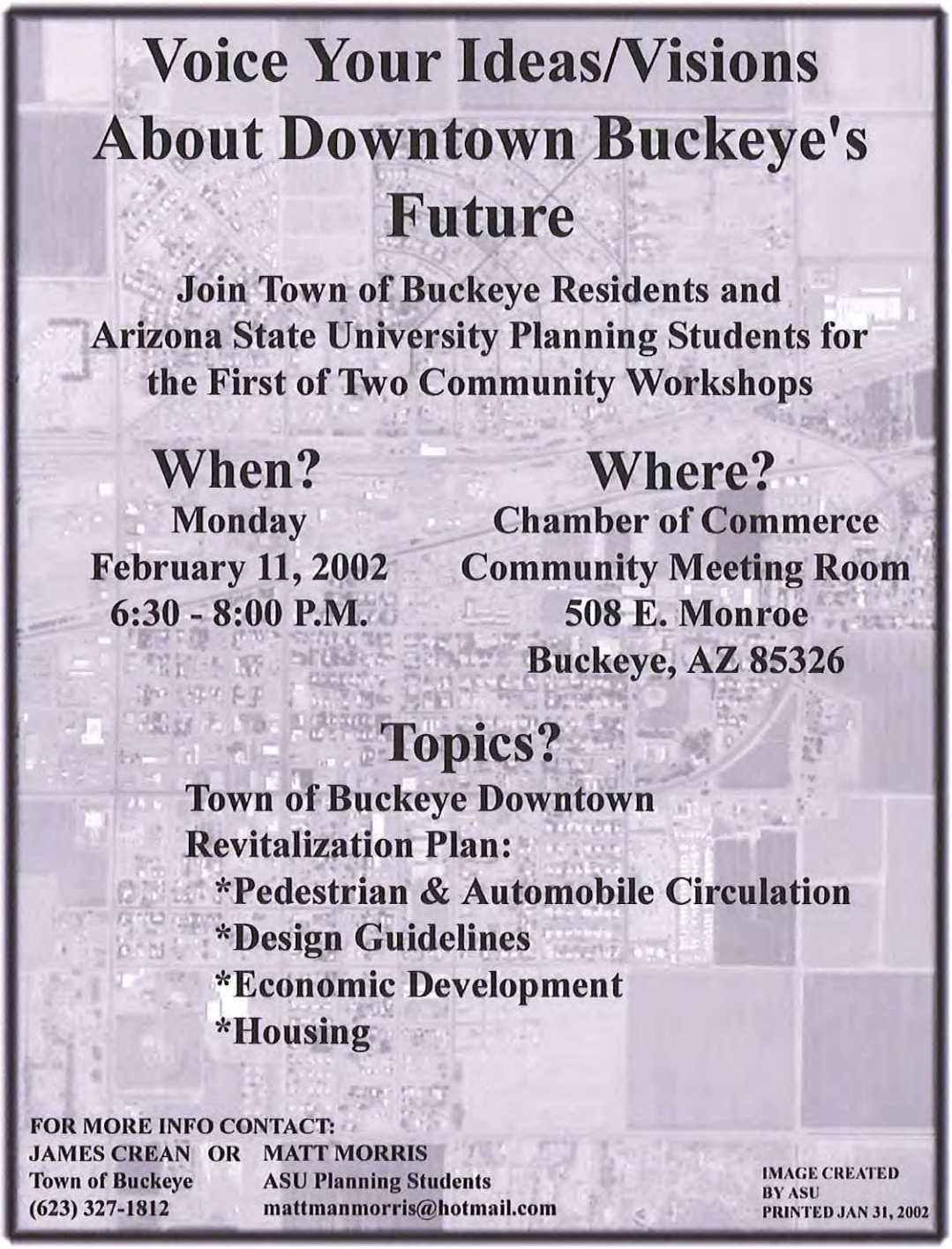
Appendix A

Community Workshop Advertisements and Attendance Lists



Flyer announcement for 1st Community Workshop

Buckeye Community Workshop Attendees
February 11, 2002

Name	Address	Phone / Email
1. Joe Amabisca	424 Monroe, Buckeye, AZ	623-386-4632
2. Connie Bailey	508 E. Monroe, Buckeye, AZ	623-386-2727 / cbailey@buckeyevalleychamber.org
3. Jack Bailey	22926 Gibson, Buckeye, AZ	
4. Marge Balvitsch	22016 W. Watkins, Buckeye, AZ	623-694-9691
5. Levi Beard	407 E. Monroe, Buckeye, AZ	623-386-4443
6. Joe Blanton	100 N. Apache, Ste A, Buckeye, AZ	623-386-4691 / jblanton@buckeyeaz.org
7. Jay Broadbent	8951 San Angelo, Goodyear, AZ	623-383-0520
8. James Crean		
9. Alice Dryer	423 E. Monroe, Buckeye, AZ	623-386-6102 / dadryer@mindspring.com
10. Joe Griffith	504 Monroe, Buckeye, AZ	623-386-6822
11. Lynn Longhenry	General Delivery Buckeye, AZ	608-295-7193
12. Rich Longhenry	General Delivery Buckeye, AZ	608-295-7193
13. Mike Melton	210 S. 6th St., Buckeye, AZ	623-386-4887
14. Annette Napolitano	256 Apahce Rd., Buckeye, AZ	623-386-2466 / ariznap@aol.com
15. Kathie Pace	626 E. Monroe, Buckeye, AZ	623-386-4400 / kacp1@mindspring.com
16. Kala Parker	508 E. Monroe, Buckeye, AZ	
17. Cindy Rohrback	523 N. Rubel Ct., Buckeye, AZ	623-386-9574 / cindyyr5@yahoo.com
18. Richard Rohrback	523 N. Rubel Ct., Buckeye, AZ	623-386-9574
19. Murel Stephens	25750 W. Hwy 85, Buckeye, AZ	623-386-6583 / murelstep@msn.com
20. Greg Vogel		gvogel@landadvisors.com

Voice Your Ideas and / Visions Concerning Downtown Buckeye's Future

JOIN TOWN OF BUCKEYE RESIDENTS AND ARIZONA STATE UNIVERSITY PLANNING STUDENTS FOR THE SECOND COMMUNITY WORKSHOP

WHEN?
MONDAY FEBRUARY 25, 2002
6:30-8:00 P.M.

WHERE?
CHAMBER OF COMMERCE
COMMUNITY MEETING ROOM
508 E. MONROE BUCKEYE, AZ 85326

TOPICS?
TOWN OF BUCKEYE DOWNTOWN REVITALIZATION PLAN:

- PEDESTRIAN & AUTOMOBILE CIRULATION
- DESIGN GUILDLINES
- ECONOMIC DEVELOPMENT
- HOUSING

BUCKEYE ARIZONA

FOR MORE INFORMATION CONTACT:
JAMES CREAN
TOWN OF BUCKEYE
(623) 386-4691
OR
MATT MORRIS
ASU PLANNING STUDENTS
mattmanmorris@hotmail.com

IMAGE CREATED BY
ARIZONA STATE UNIVERSITY
PRINTED FEB., 2002

Flyer announcement for 2nd Community Workshop

Buckeye Community Workshop Attendees
February 25, 2002

Name	Address	Phone / Email
1. Connie Bailey	508 E. Monroe, Buckeye, AZ	623-386-2727 / cbailey@buckeyevalleychamber.org
2. Levi Beard	407 E. Monroe, Buckeye, AZ	623-386-4443
3. James Crean		
4. Alice Dryer	423 E. Monroe, Buckeye, AZ	623-386-6102 / dadryer@mindspring.com
5. Randell Mansanares	116 S. 4th St., Buckeye, AZ	623-393-9736
6. Cindy Rohrback	523 N. Rubel Ct., Buckeye, AZ	623-386-9574 / cindyyr5@yahoo.com
7. Chris Rounds	802 E. Epson, Buckeye, AZ	623-386-6450
8. Cynthia B. Robertson	608 E. Monroe, Buckeye, AZ	623-386-1623
9. Murel Stephens	25750 W. Hwy 85, Buckeye, AZ	623-386-6583 / murelstep@msn.com

Voice Your Ideas/Visions About Downtown Buckeye's Future

Join Town of Buckeye Residents and Arizona State University Planning Students for the Final Community Input Meeting

When?

Monday
April 8, 2002
6:30 - 8:00 P.M.

Where?

Chamber of Commerce
Community Meeting Room
508 E. Monroe
Buckeye, AZ 85326

Topics?

Town of Buckeye Downtown Revitalization Plan:

- *Pedestrian & Automobile Circulation
- *Design Guidelines
- *Economic Development
- *Housing

FOR MORE INFO CONTACT:
JAMES CREAN OR MATT MORRIS
Town of Buckeye — **ASU Planning Students**
(623) 327-1812 — **mattmanmorris@hotmail.com**

IMAGE CREATED BY ASU
PRINTED JAN 31, 2002

Flyer announcement for Public Input Meeting

Buckeye Public Input Meeting Attendees
April 8, 2002

Name	Address	Email
1. Joe Blanton	100 N. Apache, Ste A, Buckeye, AZ	jblanton@buckeyeaz.org
2. Alan Calvert	PO Box 608, Buckeye, AZ	acalvert251@aol.com
3. James Crean		
4. Bob Doster	25500 Hwy 85, Buckeye, AZ	
5. Nanette Kulic	22646 W. Gibson Ln., Buckeye, AZ	nkulic@email.com
6. Annette Napolitano	256 Apahce Rd., Buckeye, AZ	623-386-2466 / ariznap@aol.com
7. Murel Stephens	25750 W. Hwy 85, Buckeye, AZ	623-386-6583 / murelstep@msn.com
8. Jim Zwerg	22646 W. Gibson Ln., Buckeye, AZ	james.zwerg@phoenix.gov

:: (Vehicles per day)
Traffic Study

ıd Apache Rd. on Monroe Ave.
between 3-5 p.m.
south on streets.
used.

:.

nto Monroe

Predicted in 2010

Monroe Ave./ Miller Rd.

3,530 vehicles (south)
3,530 (north)
7,160 total

Monroe Ave./ 4th St.

3,450 vehicles (south)
2,260 (north)
5,710 total

Monroe Ave./ Eason Ave.

2,700 vehicles merging onto Monroe

Monroe Ave. / 7th St.

690 vehicles (south)
1,200 (north)
1,890 total

Monroe Ave. / 5th St.

440 vehicles (south)
1,350 (north)
1,790 total

Taken in April, 2001

Monroe Ave. / 6th St.

540 vehicles (south)
425 (north)
965 total

Monroe Ave. / 9th St.

400 vehicles (south)
560 (north)
960 total

Monroe Ave. / Apache Rd.

640 total vehicles merging onto Monroe

Monroe Ave. / 3rd St.

325 vehicles (south)
300 (north)
625 total

Monroe Ave. / 2nd St.

460 vehicles (south)
125 (north)
585 total

Monroe Ave. / 8th St.

200 vehicles (south)
300 (north)

Predicted in 2010

Monroe Ave. / 6th St.

910 vehicles (south)
720 (north)
1,630 total

Monroe Ave. / 9th St.

680 vehicles (south)
950 (north)
1,630 total

Monroe Ave. / Apache Rd.

1,080 total vehicles merging onto

Monroe Ave. / 3rd St.

550 vehicles (south)
510 (north)
1,060 total

Monroe Ave. / 2nd St

780 vehicles (south)
210 (north)
990 total

Monroe Ave. / 8th St.

340 vehicles (south)
510 (north)

Appendix C

Building Inventory Analysis

The purpose of the building inventory analysis is to identify and evaluate the condition of the buildings that exist along Monroe Avenue. Four classifications were used to categorize these buildings: historic, abandoned, in need of rehabilitation, and possessing small town character. The first step was to examine each building, primarily to determine if the building was abandoned. The next step was to decide if rehabilitation were worthwhile, and if it would enhance the building's appearance. Finally, it was determined whether or not the building fit into the small town character of Buckeye. The small town character category includes small, individually owned businesses and businesses that fit in with the identity Buckeye wishes to achieve.

					41. Former Restaurant		X	X
Deli					42. Former Lelands and Radiator Shop		X	X
	X	X	X	X	43. 208 Monroe Street	X	X	X
					44. The Butcher and The Farmer Market			
	X		X		45. Buckeye family Care Center			
					46. Buckeye Valu-Rite Pharmacy			
				X	47. Expressions by Judy Flower Shop	X		
					48. Wisteria Hair & Nails			
					49. Bank One			
	X	X	X	X	50. Daria's Country Kitchen			
	X	X	X	X	51. Hair Hacienda			
			X	X	52. La Placita			
	X	X	X	X	53. Mercado Carniceria			X
					54. Thompson's Taxes			X
					55. Aardvark Video & Furniture			X
					56. Buckeye Valley Chamber of Commerce			
					57. Former Roxy Theater (No longer present)		X	
	X		X	X	58. Ron's Market			X
				X	59. Monroe Street Deli and Cater			X
					60. Dan Schwartz Realty			X
					61. Nana's Gifts and Antiques			X
	X			X	62. Doc's Appliance Shop			X
					63. Parker Associates			X
nt)	X			X	64. Charlies Discount Tire			X
					65. Parkside Travel Trailor Park			
					65. Urwiller Building	X	X	
	X			X	66. Maytag Laundry		X	
			X		67. Water Park/Picnic Area			
					68. Buckeye Valley Museum			
					69. Motor Hotel			X
					70. Abandoned Repair Shop		X	X
					71. Sheep Camp			
			X		72. Circle K			
					73. Single Family Residential			
			X		74. Murphy's Auto/Rick's Auto & Tire		X	X
					75. Liqour Store			X
					74. Murphy's Auto/Rick's Auto & Tire		X	X
					75. Liqour Store			X
					76. Feed Store			
					77. Animal Clinic			

			X	
				X
ntial				
				X
	Historic	Abandoned	Needs Rehab	Buckeye Identity
			X	
		X	X	

n Character
K
K
K
K
K
K
K
K
K
K
K

Monroe Avenue North	Historic	Abandoned	Needs Rehab	Small Town Character
41. Former Restaurant		X	X	
42. Former Lelands and Radiator Shop		X	X	
43. 208 Monroe Street	X	X	X	
44. The Butcher and The Farmer Market				X
45. Buckeye family Care Center				
46. Buckeye Valu-Rite Pharmacy				
47. Expressions by Judy Flower Shop	X			X
48. Wisteria Hair & Nails				
49. Bank One				
50. Daria's Country Kitchen				X
51. Hair Hacienda				
52. La Placita				X
53. Mercado Carniceria			X	
54. Thompson's Taxes			X	
55. Aardvark Video & Furniture			X	X
56. Buckeye Valley Chamber of Commerce				X
57. Former Roxy Theater (No longer present)		X		
58. Ron's Market			X	X
59. Monroe Street Deli and Cater			X	
60. Dan Schwartz Realty			X	
61. Nana's Gifts and Antiques			X	
62. Doc's Appliance Shop			X	X
63. Parker Associates			X	
64. Charlies Discount Tire			X	
65. Parkside Travel Trailor Park				
65. Urwiller Building	X	X		
66. Maytag Laundry		X		
67. Water Park/Picnic Area				X
68. Buckeye Valley Museum				X
69. Motor Hotel			X	
70. Abandoned Repair Shop		X	X	
71. Sheep Camp				
72. Circle K				
73. Single Family Residential				

West Side 4th Street	Historic	Abandoned	Needs Rehab	Small Town Character
78. The Stockmen's Bank				
79. Former Buckeye Cleaners		X	X	
80. Dr. Brians Chiropractic			X	
81. Church of Christ				X
82. Dentist Office/Single Family Residential				
83. First Baptist				X
East Side 4th Street	Historic	Abandoned	Needs Rehab	Buckeye Identity
84. Ray's Drive Thru Restaurant				

BUILDING CONDITIONS

- Historic
- Abandoned
- Needs Rehabilitation

N

20%	Retail Value	Square Footage	Retail Value by Square footage	
1484.6	188907.60	7500	25.18768	*
3030.8	96184.80	6000	16.0308	*
1100	6600.00	7500	0.88	
1500	9000.00	7500	1.2	
5149.6	330897.60	7500	44.11968	*
300	1800.00	1500	1.2	
1200	7200.00	6000	1.2	
1500	9000.00	7500	1.2	
9343.6	296061.60	7500	39.47488	*
2250	13500.00	11250	1.2	
1500	9000.00	7500	1.2	
900	5400.00	3750	1.44	
1729	10374.00	7500	1.3832	
1900	11400.00	7500	1.52	
1500	9000.00	7500	1.2	
2101.6	132609.60	7500	17.68128	*
742.2	46453.20	26223	1.771467795	
3248.4	79490.40	5810	13.68165232	*
3783.6	82701.60	8300	9.964048193	*
7167.2	103003.20	8300	12.4100241	*
5200.8	151204.80	4150	36.43489157	*
7191.6	223149.60	12450	17.92366265	*
0003.6	120021.60	8300	14.46043373	*
2800	16800.00	8300	2.024096386	
2100	12600.00	8300	1.518072289	
3814.6	202887.60	16055	12.63703519	*
4321.8	85930.80	4042	21.25947551	*
1149	6894.00	5745	1.2	
1000	6000.00	5745	1.044386423	
7946.6	107679.60	7070	15.23049505	*
7180.8	403084.80	7500	53.74464	*
278.8	25672.80	12763	2.011501998	
672.2	58033.20	3750	15.47552	*
085.2	6511.20	3750	1.73632	
9160.4	174962.40	3750	46.65664	*
750	4500.00	3750	1.2	
716.2	10297.20	5250	1.961371429	
658.6	39951.60	6159	6.486702387	*
1100	6600.00	6159	1.071602533	
2000	12000.00	6159	1.948368242	
1800	10800.00	6159	1.753531417	
5192.6	97155.60	6163	15.76433555	*
6600	39600.00	6163	6.425442155	*
8002	48012.00	6163	7.790361837	*

APN	Full Cash Value	20%	Retail Value
400-22-132	5500.00	1100	6600.00
400-22-134	38465.00	7693	46158.00
400-22-136	6163.00	1232.6	7395.60
400-22-138	26500.00	5300	31800.00
400-22-140	6167.00	1233.4	7400.40
400-22-148	31320.00	6264	37584.00
400-22-150a	3000.00	600	3600.00
400-22-150b	28156.00	5631.2	33787.20
400-22-152	53487.00	10697.4	64184.40
400-22-160a	47685.00	9537	57222.00
400-22-162	8000.00	1600	9600.00
400-22-164	84000.00	16800	100800.00
400-23-001	18500.00	3700	22200.00
400-23-002	9000.00	1800	10800.00
400-23-003	41500.00	8300	49800.00
400-23-020a	140240.00	28048	168288.00
400-23-021	42810.00	8562	51372.00
400-23-022	7000.00	1400	8400.00
400-23-032	50842.00	10168.4	61010.40
400-23-033	85810.00	17162	102972.00
400-23-034	92633.00	18526.6	111159.60
400-23-037a	25500.00	5100	30600.00
400-23-037b	163000.00	32600	195600.00
400-23-039	552958.00	110591.6	663549.60
400-23-044a	89678.00	17935.6	107613.60
400-23-044b	69977.00	13995.4	83972.40
400-24-001a	529299.00	105859.8	635158.80
400-24-001b	275605.00	55121	330726.00
400-24-002	224842.00	44968.4	269810.40
400-24-003	116000.00	23200	139200.00
400-24-004d	362762.00	72552.4	435314.40
400-24-004e	13465.00	2693	16158.00
400-24-005c	65780.00	13156	78936.00
400-24-006b	250568.00	50113.6	300681.60
400-24-006c	142442.00	28488.4	170930.40
400-24-007	14818.00	2963.6	17781.60
400-25-019	41202.00	8240.4	49442.40
400-25-020	84000.00	16800	100800.00
400-25-021	28000.00	5600	33600.00
400-25-036	13556.00	2711.2	16267.20
400-25-038	85488.00	17097.6	102585.60
400-25-040	10101.00	2020.2	12121.20
400-25-042	49125.00	9825	58950.00
400-25-043	7590.00	1518	9108.00

20%	Retail Value	Square Footage	by Square footage	
1518	9108.00	7590	1.2	
1300	7800.00	7590	1.027667984	
1900	11400.00	7590	1.501976285	
1900	11400.00	7590	1.501976285	
9600	57600.00	7590	7.588932806	*
7630	45780.00	9148	5.00437254	*
5078	270468.00	22128	12.22288503	*
5916.2	101497.20	18731	5.418674924	*
5900	35400.00	40075	0.883343731	
2000	12000.00	8125	1.476923077	
5100	30600.00	8125	3.766153846	*
2000	12000.00	8125	1.476923077	
2000	12000.00	8125	1.476923077	
2000	12000.00	8125	1.476923077	
7548	45288.00	8125	5.573907692	*
3844.6	83067.60	8125	10.22370462	*
242.6	49455.60	3235	15.28766615	*
1400	8400.00	5000	1.68	
635.4	27812.40	4356	6.384848485	*
1038.2	66229.20	5775	11.46825974	*
100.2	36601.20	1800	20.334	
1664.2	129985.20	4356	29.84049587	*
5869.2	221215.20	4062	54.45967504	*
5942.2	101653.20	6250	16.264512	*
654.6	27927.60	1875	14.89472	*
0655.6	63933.60	3125	20.458752	*
7783.6	106701.60	5000	21.34032	*
700	4200.00	4500	0.933333333	
970.6	35823.60	4500	7.9608	*
1458.8	86752.80	8125	10.67726769	*
1625	9750.00	8125	1.2	
432.2	14593.20	8125	1.796086154	
2400	14400.00	8125	1.772307692	
2400	14400.00	8125	1.772307692	
1257.4	85544.40	8125	10.52854154	*
1625	9750.00	8125	1.2	
1100	6600.00	8125	0.812307692	
3440	50640.00	8125	6.232615385	*
1100	6600.00	8125	0.812307692	
0048	60288.00	8125	7.420061538	*
1100	6600.00	8125	0.812307692	

The average price per square foot of developed properties exclu
government and medical facilities = 8.137687633

The average price per square foot of unimproved parcels = 1.34

*Denotes improved property/ Full cash value for everything on-si

Appendix E

Building Demolition and Rehabilitation Costs

The following rehabilitation and demolition cost estimates have been collected from R.S. Means Company, Inc., Building Construction Cost Data for the year 2002. The estimates serve the purpose of providing a quick reference for such actions that might be taken during the revitalization process of Downtown Buckeye.

Explanation of listings

- The unit column lists the unit of measure by which each price is based.

  Abbreviations:

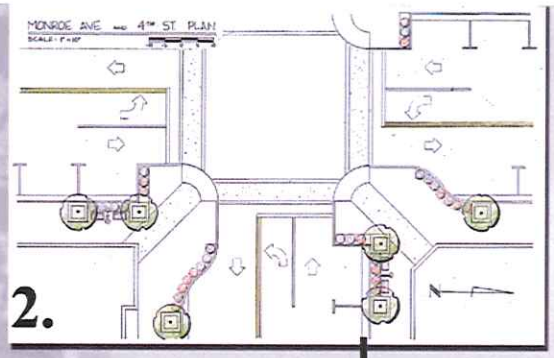
Ea.	Each
S.F.	Square Foot
Sq. Flr.	Square Floor
V.L.F.	Vertical Linear Foot

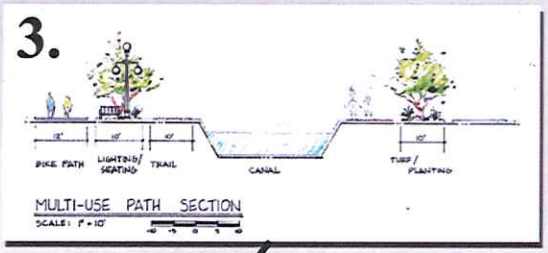
- The material bare cost is the price without overhead, profit, or sales tax.
- The labor bare cost has been calculated by R.S. Means, and is derived by multiplying their estimations of labor-hour cost times labor-hour units.
- The equipment bare costs were calculated by R.S. Means Co, Inc. also. They multiplied the bare equipment hourly cost by the labor-hour units.
- The prices in the total column were derived by adding the previous three columns together.

It is important to note that these are just estimated bare costs. When referencing these prices, it is necessary to remember that tax, overhead, and profit are not included. In addition, prices are subject to change.

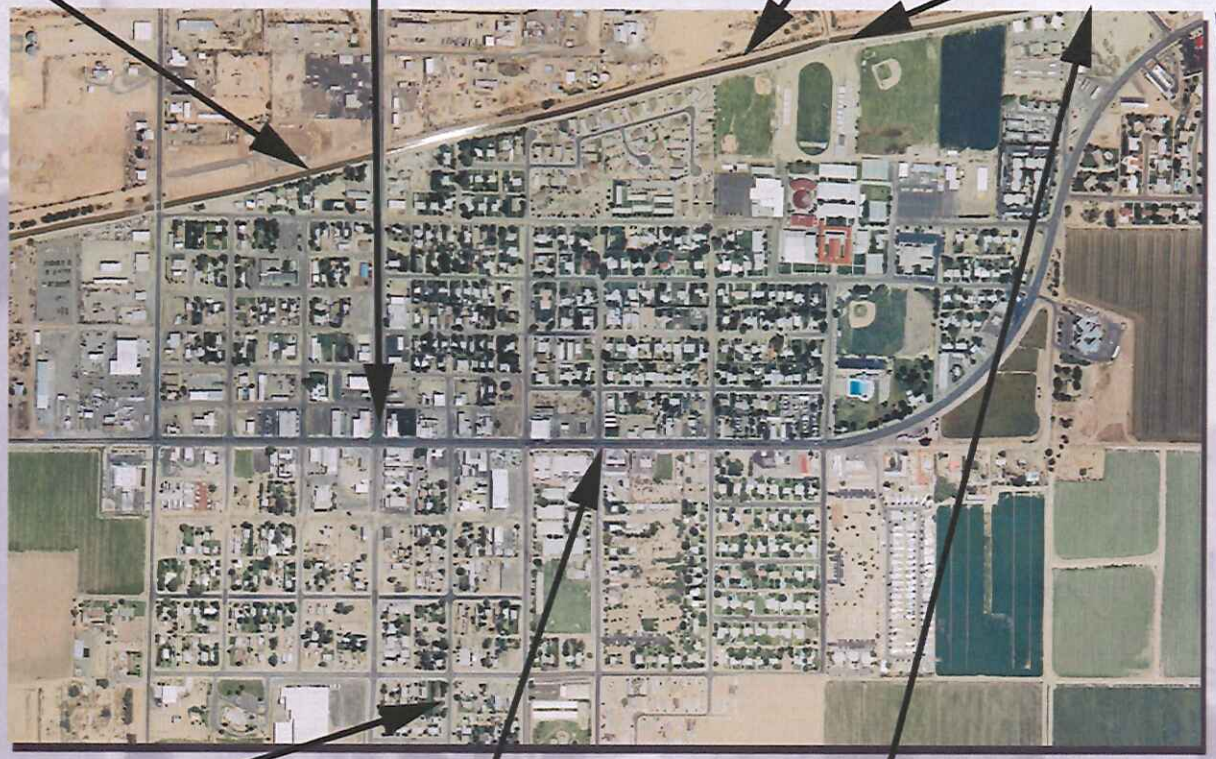
	Bare Costs 2002			
	Unit	Material	Labor	Equipment
d, unless noted)				
	S.F.	0.04	0.54	N/A
	S.F.	0.08	1.31	N/A
	S.F.	N/A	0.48	0.09
	S.F.	N/A	0.95	0.18
	S.F.	N/A	0.32	0.06
	S.F.	N/A	0.64	0.12
ck, hard mortar, running bond)	S.F.	0.25	3.05	
	V.L.F.	N/A	4.7	N/A
	V.L.F.	N/A	6.25	N/A
	S.F.	0.02	0.44	N/A
	S.F.	0.03	0.61	N/A
including disposal, dumpster fees not included)				
	Sq. Flr	N/A	2.23	1.34
	Sq. Flr	N/A	3.12	1.88
.32". 3'-6"x4'-0", clear anodized	Ea.	625	120	N/A
	Ea.	1,100	120	N/A
	Ea.	95	120	N/A
	Ea.	1,725	240	N/A
	Ea.	2,200	240	N/A
	Ea.	1,850	240	N/A
as and frame, standard design, door and window slope, 3' high,				
	Ea.	495	53.5	N/A
	Ea.	635	68.5	N/A
	Ea.	775	80	N/A
	Ea.	765	80	N/A
	Ea.	995	107	N/A
	Ea.	1,225	133	N/A

Feed & Country Store
Buckeye Valley Museum
Community Pool
Buckeye Elementary
Chamber of Commerce


MONROE AVE and 4TH ST PLAN
SCALE: 1"=10'
2.


3.
BIKE PATH
LIGHTING/ SEATING
TRAIL
CANAL
TURF/ PLANTING
MULTI-USE PATH SECTION
SCALE: 1"=10'

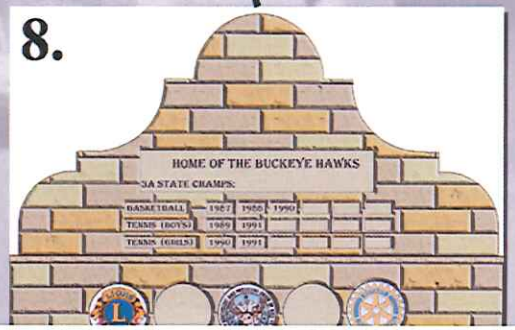
4.



5.

6.
MONROE AVE PERSPECTIVE
NOT TO SCALE

7.


8.
HOME OF THE BUCKEYE HAWKS
3A STATE CHAMPS:
BASKETBALL 1987 1988 1990
TENNIS (BOYS) 1989 1991
TENNIS (GIRLS) 1990 1991