

# EXHIBIT "A"

## WEST SIERRA VISTA REDEVELOPMENT AREA PLAN

### PREPARED BY:

City of Sierra Vista  
Community Development Department

Originally Adopted on March 22, 2018  
Amendment #1 Adopted on March 28, 2019  
Amendment #2 Adopted on March 10, 2022



# INTRODUCTION

Founded in 1956, the City of Sierra Vista lies in southwest Cochise County, Arizona. Sierra Vista is approximately 14 miles from the U.S./Mexico border, 60 miles southeast of Tucson, Arizona, and 160 miles southeast of Phoenix, Arizona. The City is 4,633 feet in elevation, surrounded by mountain peaks reaching almost 10,000 feet. Sierra Vista is Spanish for mountain view. The City has a moderate, four-season climate with an annual average temperature of 74.4 degrees Fahrenheit. The local economy is highly dependent upon Fort Huachuca, Sierra Vista's top employer with 7,956 full time employees in 2015. Fort Huachuca is home to several major commands: Network Enterprise Technology/9th Army Signal , Military Intelligence Center, Electronic Proving Grounds. According to the U.S. Census Bureau, the City's population grew by 1,420 persons (3 percent) over the last decade to hold 45,308 residents on April 1, 2020.

Sierra Vista is maturing as a suburban community. Its citizens understand that the City will continue to grow and change, and want to take charge of the City's destiny to guide growth and change in a manner that protects the core values that attracted residents to the community in the first place. At the same time, the residents want the types of amenities and opportunities that are available to many suburban and urban communities: cultural resources, gathering places, comfortable and attractive pedestrian spaces, a variety of housing choices, interesting places to dine, shop, and recreate, and places to work that are close to home.

Many of Sierra Vista's residents are drawn from other regions of the country or other places in Arizona, attracted by Sierra Vista's: safe neighborhoods with good family and retiree housing values; laid back atmosphere; cooler climate; high quality schools; excellent leisure and outdoor activities; expansive public library; and stable tax base.

# SIERRA VISTA AND ITS REGIONAL CONTEXT



These attributes are embedded in the City's Vision Statement "*Sierra Vista in 2030 is an attractive, vibrant, and inviting place to live, work and visit. Our community, with its spectacular natural environment, mountain vistas, military heritage and engaged citizens provides a big city experience in a small-town atmosphere.*"

Community redevelopment is an economic development strategy that many local governments are successfully using to mitigate or reduce negative conditions that harm their community. The focus of this plan are the commercial blocks along West Fry Boulevard, between North Garden Avenue and South Carmichael Avenue, which form the northern gateway into the City. Arizona Revised Statutes allow for municipalities to prepare and implement a redevelopment plan. The purpose of the redevelopment plan is to identify and prioritize goals, objectives, and action strategies that will improve the physical character, economic environment, and social well being of the redevelopment area. This redevelopment plan provides the community with flexibility in encouraging desirable projects with incentives and assistance while promoting and facilitating private sector investment in the conservation, rehabilitation, and redevelopment of the existing building stock.

The City of Sierra Vista leadership is committed to revitalizing the West End of Sierra Vista and making sure that businesses meet Sierra Vista's city codes. These codes are designed to protect the general health, safety, and welfare of the community. This redevelopment plan does not propose changes to the adopted General Plan, Comprehensive Zoning and Development Code, Building Code, or other adopted City ordinances. This plan does not propose acquiring private land or propose new financing tools in addition to those currently used by the City for redevelopment. Moreover, this plan does not propose relocation of any residents. The scope of this plan is focused on improving conditions within the WSVRA, incentivizing reinvestment and the reuse of idle properties.

## **RELATIONSHIP TO GENERAL PLAN**

The Sierra Vista General Plan (entitled “Vista 2030”) establishes the long-range growth, land use and transportation goals for the City. The Plan includes goals and strategies to guide the City’s decisions relating to development allowances, mobility, community services, and public investments. Specific to the Redevelopment Area and proposed expansion therein (the focus area), the General Plan includes several goals and strategies that support revitalization and proactive action by the City - the following table summarizes these goals/strategies.

<b>Goals</b>	<b>Strategies</b>
Goal 2-1 Develop a well-planned City	1. Encourage and incentivize the developer to provide a mixture of residential densities, pedestrian amenities, and various land uses.
	2. Encourage open space areas and recreational amenities for new developments.
	5. Encourage mixed-use developments.
Goal 2-3 Economic development shall be considered when planning future sites	1. Continue to provide incentives per the Infill Incentive District for development on the West End and in Cloud 9 Mobile Home Park.
	2. Encourage adaptive reuse of existing buildings with a mixture of uses.
	4. Provide incentives to encourage the conversion of manufactured home parks to single family and multi-family developments.
Goal 2-4 Consider environmental impacts when planning future sites	2. Encourage all new developments to use low-impact development techniques and standards (see Element 9, Conservation).
	3. Design sites to provide access and connections to alternative transportation routes such as multi-use paths, sidewalks, and bus routes. (Also see the Sierra Vista Safe Bicycle and Pedestrian Routes Plan.)
Goal 2-5 Develop and implement aesthetic standards along all major roadways and gateways into the City	1. Require commercial sites along the major roadways to meet and maintain aesthetic standards to include landscaping.
	2. Require enhanced screening of mechanical equipment and outdoor storage areas.
	3. Require improved entry signage and landscaping.
Goal 3-1 A public transportation system that incorporates and encourages all modes of transportation	1. Encourage developers to use "Complete Streets" when planning and designing Collector and Arterial roadways.
	4. Construct multi-use paths along collector and arterial roadways.
	6. Limit curb cuts along arterial and collector roadways to provide additional safety for bicyclists and pedestrians.
	7. Consider pedestrian needs in the design of transportation systems, particularly related to connectivity and road crossings.

<b>Goals</b>	<b>Strategies</b>
Goal 3-2 Design roadways and circulation patterns that enable efficient movement for all modes of transportation	3. Ensure local roads allow pedestrian and bicycle connections to washes, parks, open space, and multi-use paths. 6. Plan for future roadway alignments on vacant land.
Goal 3-3 Meet or exceed ADA (Americans with Disabilities Act) requirements for public infrastructure and the public transit system	4. Retrofit existing transit shelters and install new transit shelters that allow additional space for wheelchairs.
Goal 13-1 Maintain, improve, and revitalize older areas of the community	1. Identify properties offering a redevelopment or infill opportunity. 2. Improve necessary infrastructure in redevelopment areas. 3. Pursue cooperative redevelopment partnerships with Cochise County. 4. Consider redevelopment needs in capital improvement planning. 5. Pursue financial commitments from private entities for redevelopment projects. 6. Offer incentives for private development within redevelopment areas. 7. Support community events such as the West End Fair. 8. Seek federal and state funding assistance or grants for renovation, revitalization, and redevelopment projects.
Goal 13-2, Promote the Infill District Policy	1. Encourage redevelopment by supporting efforts and developing partnerships with various agencies including the City's Economic Development Office, Economic Development Foundation (currently known as the Arizona Regional Economic Foundation), and Cochise College Small Business Development Center. 2. Encourage and educate land development professionals, such as real-estate professionals, of the value of the Policy. 3. Continue ongoing efforts to obtain grant and other funding for infill incentive areas.
Goal 13-3, Promote the adaptive reuse of building	1. Identify buildings that qualify for adaptive reuse by determining if the existing structure and layout is suitable for renovation. 2. Identify historically or architecturally significant buildings. 3. Identify the challenges of updating older buildings to current code compliance. 4. Incentivize the adaptive reuse of buildings.

# **STATUTORY ELEMENTS**



# **1. DESIGNATION OF THE BOUNDARIES OF THE REDEVELOPMENT AREA**

On November 9, 2017, the City Council adopted Resolution 2017-90 declaring the necessity for, and the creation of, the West Sierra Vista Redevelopment Area (WSVRA) pursuant to the provisions of Arizona Revised Statutes § 36-1471 et. seq. The original boundary covered 23-acres of property fronting on Fry Boulevard, between N. Garden Avenue and Carmichael Avenue.

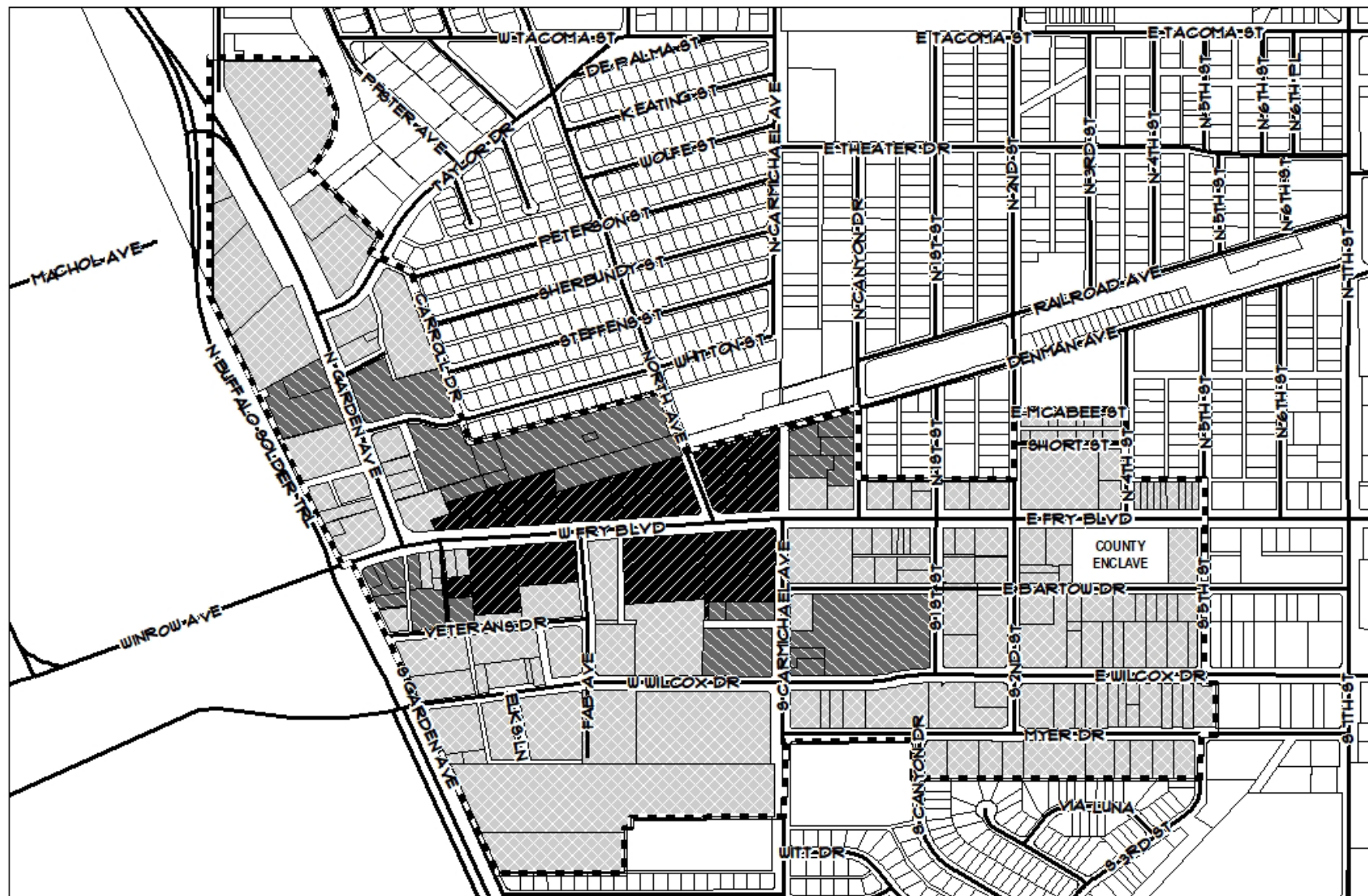
On February 14, 2019, the City Council adopted Resolution 2019-011 expanding the original WSVRA by an additional 29-acres of contiguous property.


On November 18, 2021, the City Council adopted Resolution 2021-078 authorizing the WSVRA boundary to be expanded to include nearly all commercially zoned property west of 5<sup>th</sup> Street covering 162 parcels comprising approximately 111 acres of property.


Exhibit "A" depicts the current and former boundaries of the West Sierra Vista Redevelopment Area.


# EXHIBIT "A"

## WEST SIERRA VISTA REDEVELOPMENT AREA (WSVRA) BOUNDARY AS AMENDED



 AS APPROVED BY RESOLUTIONS 2017-90

 AS APPROVED BY RESOLUTIONS 2017-90

 AS APPROVED BY RESOLUTION 2021-078

## **2. A MAP SHOWING EXISTING USES AND CONDITIONS OF REAL PROPERTY WITHIN THE REDEVELOPMENT AREA**

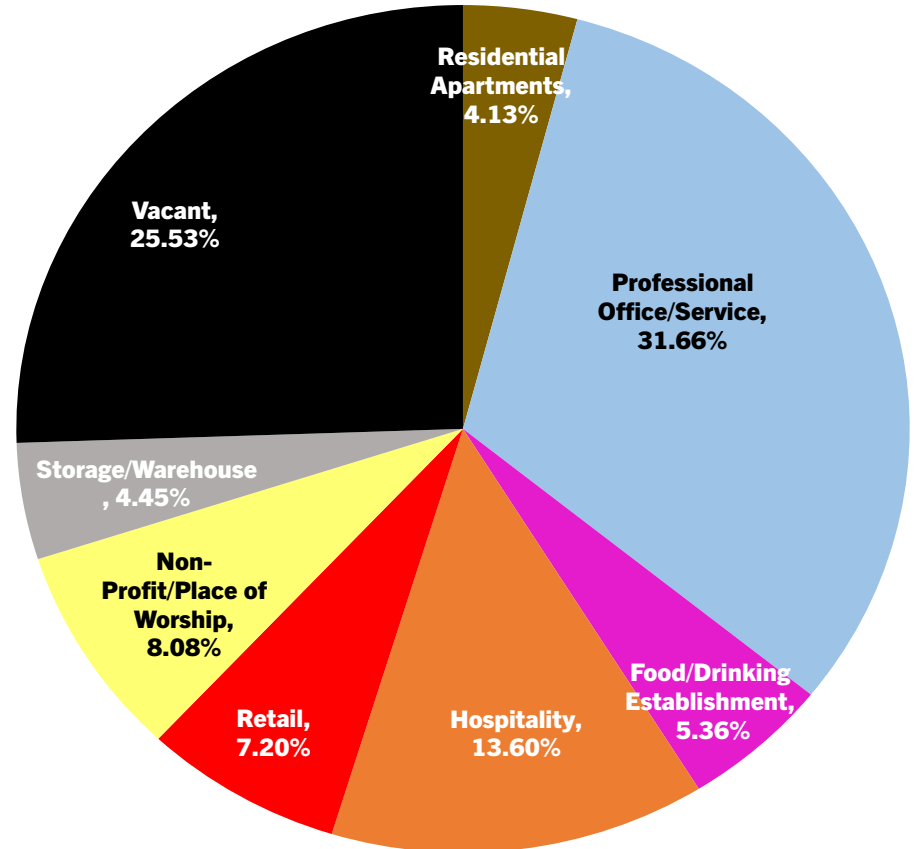
The WSVRA is zoned and principally used for commercial purposes. Healthy commercial areas help communities grow by providing residents with goods and services, governments with needed tax revenues, and spaces where people can socialize with each other. The commercial base in the WSVRA may be generally characterized by auto-oriented, single purpose stand alone structures and small strip plazas with little attention paid to architectural compatibility. Commercial facades and signage are generally unplanned and uncoordinated, failing to enhance the attractiveness and market potential of the area. Parking throughout the area located on small business and service parcels generally has little to no landscaping or buffer areas, and extends from property line to property line. In some cases, the parking areas are unpaved and uneven creating puddle to ponding conditions upon open erodible soils. Most parking areas are unlit. Due to the small size of the many parcels, parking expansion is extremely limited. The Finding of Necessity Studies for the original redevelopment area (Resolution # 2017-90) and for the expansion areas (Resolutions # 2019-011 and #2021-078) and the maps provided therein, document conditions of real property within the redevelopment area at the time of their establishment and are hereby incorporated by reference into this plan.

## **2. A MAP SHOWING EXISTING USES AND CONDITIONS OF REAL PROPERTY WITHIN THE REDEVELOPMENT AREA**

The location, extent and distribution of existing uses is portrayed in Exhibit "B" and the adjacent chart. Within the WSVRA, there is approximately 2,586,199 square feet of existing floor area, of which 660,174 square feet is currently vacant. The average building was constructed a half-century ago. Absent continued private investment in capital improvements and ongoing maintenance to extend their useful life, the need for demolition and replacement will increase.

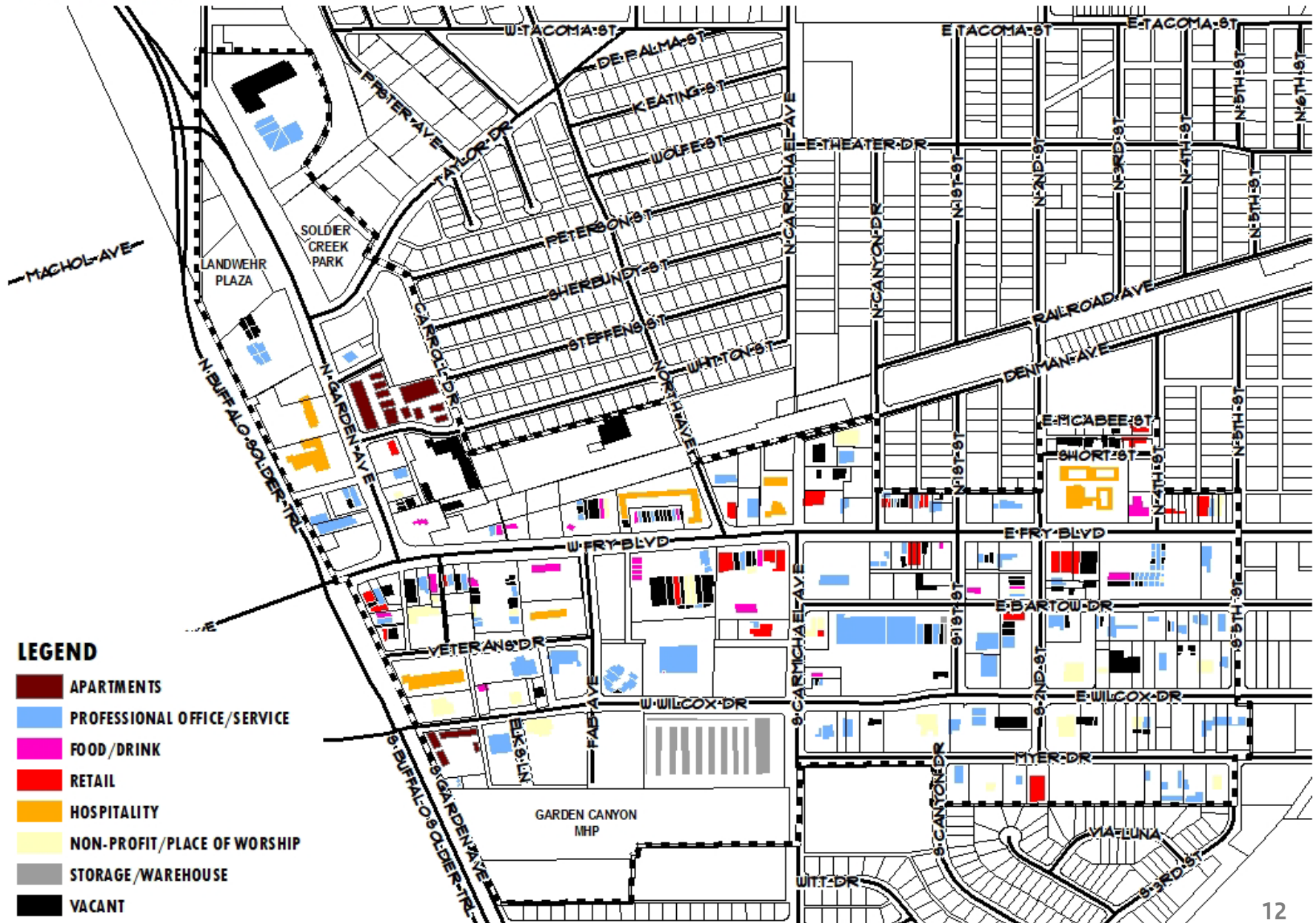
# EXISTING LAND USE DISTRIBUTION

LAND USE	GROSS FLOOR AREA (SQ. FT.)
Residential Apartments	106,695
Professional Office/Service	818,741
Food/Drinking Establishment	138,692
Hospitality	351,785
Retail	186,225
Non-Profit/Place of Worship	208,917
Storage/Warehouse	114,970
Vacant	660,174
<b>TOTAL:</b>	<b>2,586,199</b>



SOURCE: Sierra Vista Business Inventory conducted in August 2021

# EXHIBIT "B" EXISTING LAND USES



## LEGEND

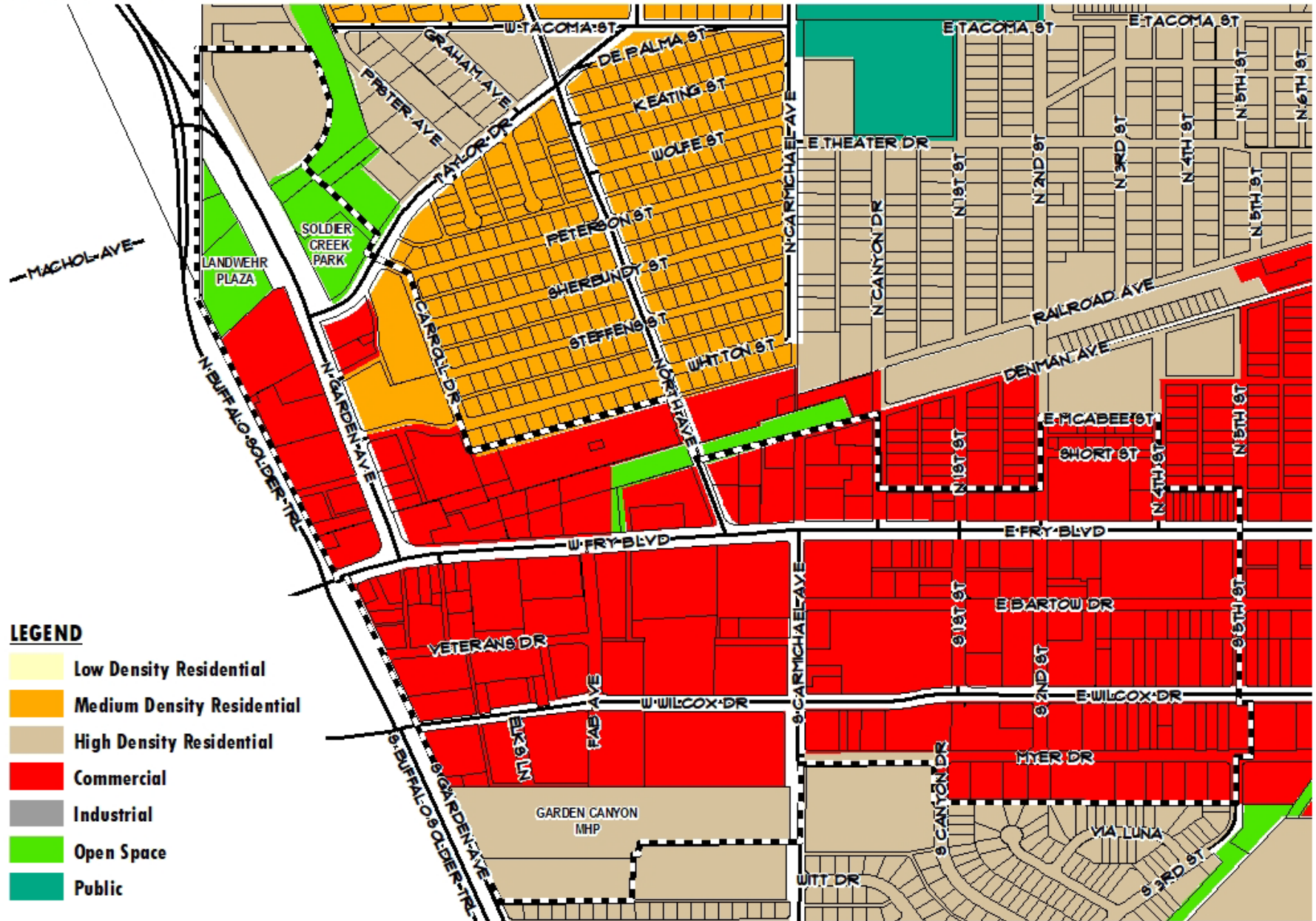
- APARTMENTS
- PROFESSIONAL OFFICE/SERVICE
- FOOD/DRINK
- RETAIL
- HOSPITALITY
- NON-PROFIT/PLACE OF WORSHIP
- STORAGE/WAREHOUSE
- VACANT

### **3. A LAND USE PLAN SHOWING PROPOSED USES OF PROPERTY**

It is the intent of this Plan to encourage infill development, redevelopment, and expansion of existing commercial uses consistent with the City's General Plan, Vista 2030. The Land Use Element contains goals and policies that provide direction on how the community envisions its future development. Land use patterns, how land uses are arranged and the urban form (the spaces, places, and boundaries that define city life), are critical to the health and well being of Sierra Vista residents.

Exhibit "C" depicts the desired future land use pattern, which reflects the existing commercial orientation of the district. The commercial land use category indicates the areas where all types and intensities of commercial uses may be developed as further limited by the zoning. According to Table 2-2 in the Vista 2030 Plan, approximately 2,291 acres, or 10.8% of the City is designated for commercial uses. Property in the WSVRA constitutes five percent of land set aside in the City for commercial purposes.

# EXHIBIT "C" FUTURE LAND USE





In many ways, the framework Urban Framework Plan illustrated on Exhibit "D" is inspired by the inaugural goal articulated in the 1965 Sierra Vista General Plan - "*Sierra Vista has but a single goal – to become a pleasant, attractive and satisfying place to live, and a profitable place to do business. The most immediate step toward this all-encompassing goal is the development of a more progressive and dynamic community image.*" Citizens longing for a true community town center with a strong sense of place has been a consistent theme iterated over the decades. Without apparent private sector interest in creating a new town center from scratch, the City's best chance at realizing this potential over the long term is by working with existing property owners in the WSVRA to re-imagine, redevelop or upgrade existing properties nearing the end of their useful life and to fill in the voids created by vacant lots and underutilized parking lots with a higher intensity development framework oriented to the street with vibrant spaces in between.

### ***From Shopping Centers to Storefronts***

This goal will be accomplished by reconstructing sections of West Fry Boulevard and North Garden Avenue from a wide five-lane roadway originally engineered to rapidly facilitate thru traffic to a narrower, slower, more walkable and aesthetically pleasing destination "to street" by eliminating outside travel lanes to accommodate wide sidewalks and landscape and low impact drainage features reminiscent of a two lane (with center turn lane) community main street.

As important, the City has developed a "small business incentive fund" to support and incentivize property owners and their tenants on making beneficial site and building improvements to attract and support merchants in the district. Ongoing public and private sector cooperation is essential for the downward trajectory of the district to reverse course.

## *Planning and Design Principles for Commercial Corridors*

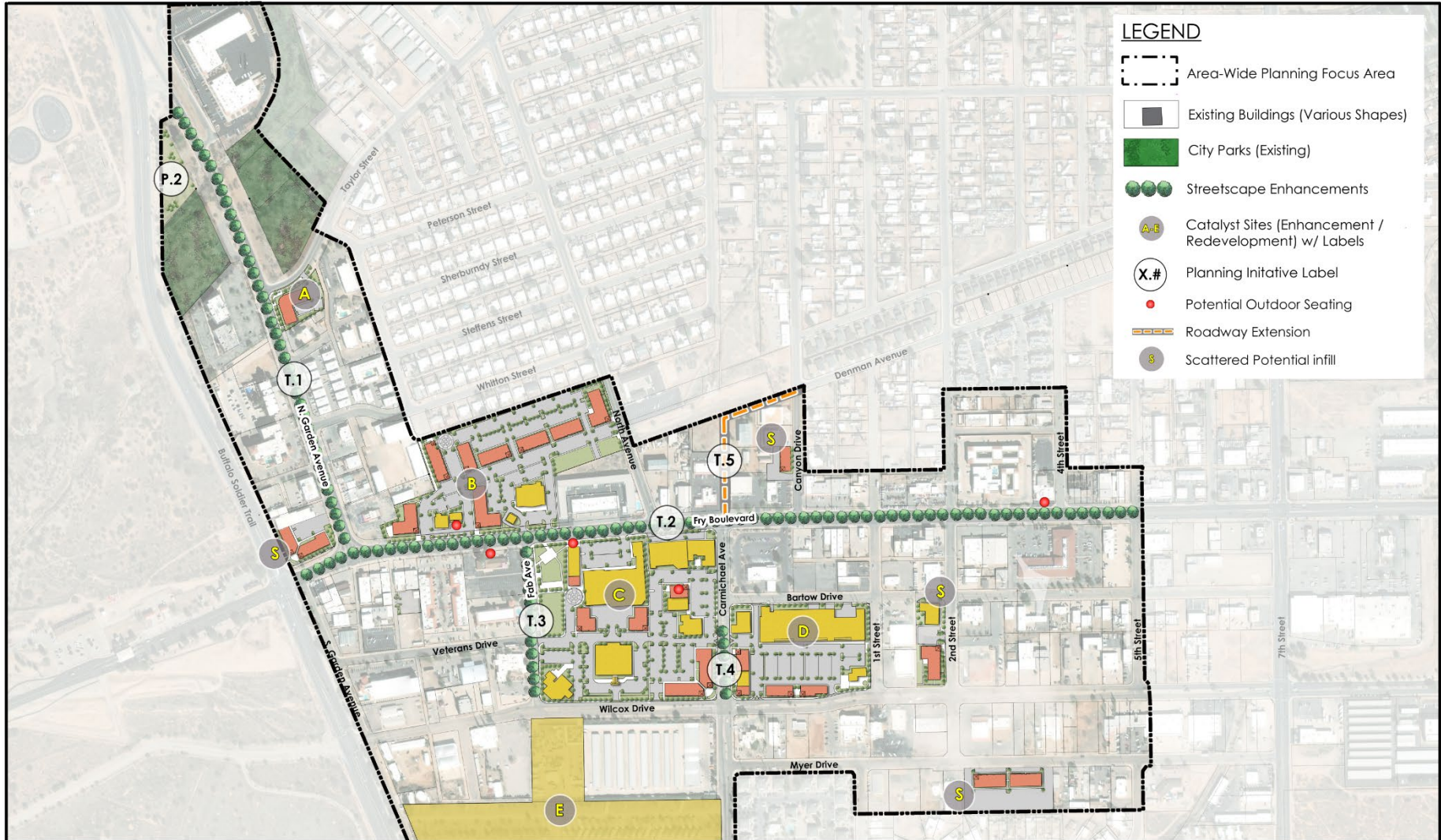
Principles are the lessons learned from decades of planning and design trial and error in cities and towns across the country. They establish basic criteria for guiding design decisions on new developments in existing environments.

The major planning and design principles for commercial corridors are:

- *Connect the primary assets.* Commercial corridors should be used to link important sections of neighborhoods and cities such as community centers, civic buildings, landmarks, parks and open space, and historical sites.
- *Support pedestrians and transportation modes.* Commercial corridors should facilitate space for safe pedestrian circulation through wide, distinctive, and secure sidewalks as well as make possible the movement of autos, bicycles, and transit. Parking should be on-street wherever possible, and off-street parking designed to enhance the desired streetscape effect.
- *Foster community gathering.* Commercial corridors must again become distinctive public spaces that promote social interaction. Open space and activity nodes must be created within the corridor, enhanced by lighting, landscaping, and shaded areas. Outdoor seating and dining should be created wherever possible. Commercial corridors are excellent places to hold community activities.

- *Concentrate building density.* Instead of attempting to foster intense activity for their entire length, commercial corridors should concentrate building density and mixed-use development in certain zones, ideally those connected to the primary assets, as a means of creating the added value that will attract investors through providing a critical mass of feasible commercial activity. This development pattern promotes vivid zones with a mixture of office and housing types, both with convenient retail access. This in turn, has the potential for creating a neighborhood that is also a destination for people from outside the neighborhood as well.
- *Create identity.* The character of a place, when discovered and deeply understood, can provide sources for a theme for the redevelopment of a corridor. This theme, while it must be rooted in the best assets of the city to which the corridor is connected, must also somehow express the dreams and aspirations of the neighborhood citizens whose lives are connected to the corridor, and therefore can be shared with the city and the region.

# EXHIBIT "D"



**LEGEND**

- Area-Wide Planning Focus Area
- Existing Buildings (Various Shapes)
- City Parks (Existing)
- Streetscape Enhancements
- Catalyst Sites (Enhancement / Redevelopment) w/ Labels
- Planning Initiative Label
- Potential Outdoor Seating
- Roadway Extension
- Scattered Potential Infill

West End Area-Wide Planning  
 Urban Framework Plan with Catalyst Sites

## KEY – WEST END URBAN FRAMEWORK PLAN (AREA-WIDE PLANNING)

LABEL	PROJECT/ INITIATIVE	COMPONENTS
<b>Transportation Initiatives (T + #)</b>		
T.1	N. Garden Avenue Enhancements	<ul style="list-style-type: none"> <li>▪ Sidewalks and landscaping</li> <li>▪ Bicycle lanes / multi-use pathways</li> <li>▪ New crosswalks</li> </ul>
T.2	Fry Boulevard Enhancements	<ul style="list-style-type: none"> <li>▪ Sidewalks / multi-use pathways and landscaping</li> <li>▪ New crosswalks</li> <li>▪ Street furniture</li> <li>▪ Street parking</li> </ul>
T.3	Fab Avenue Enhancements	<ul style="list-style-type: none"> <li>▪ Sidewalks and landscaping</li> <li>▪ New crosswalks</li> <li>▪ Street parking</li> </ul>
T.4	S. Carmichael Avenue Enhancements	<ul style="list-style-type: none"> <li>▪ New median landscaping</li> <li>▪ New crosswalks</li> </ul>
T.5	N. Carmichael Avenue Extension	<ul style="list-style-type: none"> <li>▪ New walkway connection (W. Fry Blvd. to Canyon Drive)</li> </ul>
<b>Parks and Open Space Initiatives (P + #)</b>		
P.2	James R Landwehr Plaza Expansion	<ul style="list-style-type: none"> <li>▪ New passive open space (north of existing)</li> <li>▪ Trails</li> </ul>

<b>Catalyst Sites (Various letters)</b>		
A	Potential Catalyst Infill Development	<ul style="list-style-type: none"> <li>• Mixed-use, housing, and/or commercial</li> </ul>
B	Potential Catalyst Infill / Redevelopment Project	<ul style="list-style-type: none"> <li>• Mixed-use, housing, and/or employment</li> <li>• Commercial services along Fry Boulevard</li> <li>• New internal bicycle route connection with neighborhood (using existing alley right-of-way to the north)</li> <li>• New Fab Avenue roadway connection</li> </ul>
C	Potential Catalyst Infill, Reuse, and/or Redevelopment Project	<ul style="list-style-type: none"> <li>• Mixed-use with housing, employment, and commercial</li> <li>• Adaptive reuse of existing structures (façade enhancements)</li> <li>• New infill buildings along street frontages</li> <li>• New internal roadway/drive aisle connections (e.g., urban street grid)</li> </ul>
D	Potential Catalyst Infill and Reuse Project	<ul style="list-style-type: none"> <li>• Commercial with employment and/or housing</li> <li>• Adaptive reuse of existing structures (façade enhancements)</li> <li>• New infill buildings along street frontages</li> </ul>
E	Potential Catalyst Infill / Redevelopment Project	<ul style="list-style-type: none"> <li>• RV resort</li> <li>• Commercial along Wilcox Drive frontage</li> <li>• New internal street connections that integrate with surrounding streets</li> </ul>
S	Potential Scattered Sites Infill Development	<ul style="list-style-type: none"> <li>• Mixed-use, housing, and/or commercial</li> </ul>

### *West Sierra Vista Partnership Program*

As envisioned, "West Sierra Vista Partnership Program" will provide matching grant assistance at reimbursement rates set in accordance with public objectives for projects such as storefront improvements, building and site infrastructure, quality signage, ADA accessibility, landscaping and public art, and other beneficial improvements. Each application will be evaluated in accordance with the following objectives:

- *Amount of private investment relative to public investment and impact on property tax base;*
- *Impact on physical and architectural character;*
- *The degree to which the current or proposed use adds to the vitality of the business mix;*
- *The number and wage scale of jobs that will result from the economic activity;*
- *Demonstration that local contractors and suppliers are being used to the maximum extent possible;*
- *Other measurable public benefit.*

## **4. STANDARDS OF POPULATION DENSITIES, LAND COVERAGE, AND BUILDING INTENSITIES IN THE AREA AFTER REDEVELOPMENT**

The WSVRA is primarily zoned for commercial, mixed-use, and employment uses. The General Commercial (GC) zone covers most of the redevelopment area and allows for a broad range of land uses. However, some significant parcels in the WSVRA, due to their zoning, are limited to lower-density residential and/or open space-related land uses which greatly limit redevelopment potential.

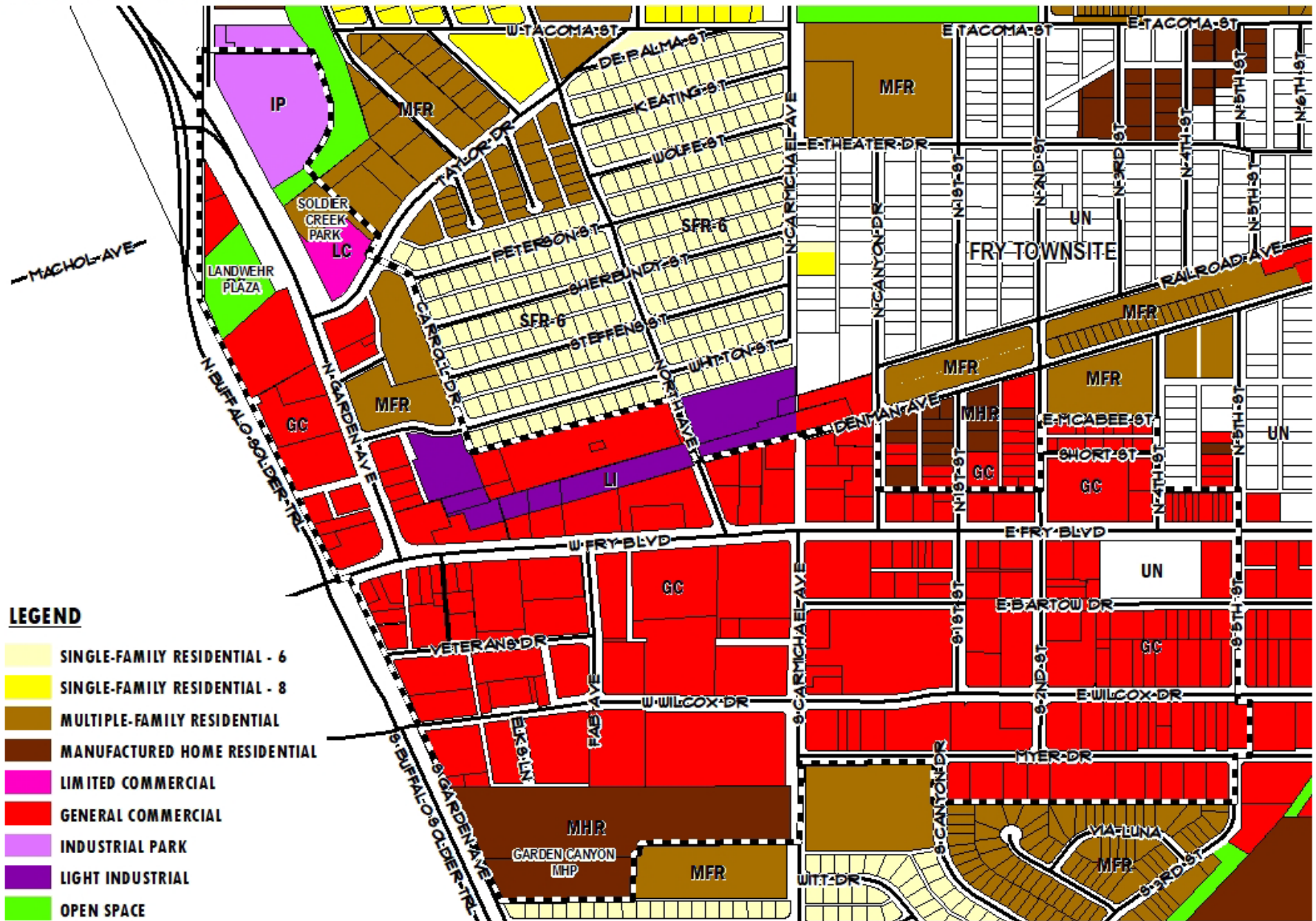
Notably, a ~14.15-acre former mobile home park on the southwest edge of the proposed expansion area is zoned MHR (Manufactured Home Residence) which limits land uses to single-family and manufactured houses – this may limit redevelopment options for this property. Furthermore, N. Garden Avenue is an established commercial corridor, whereas multiple large parcels (three total) within the corridor are zoned MFR which allows for residential as a permitted use. Mixed-use development may be allowed in the MFR district pursuant to a conditional use permit which would otherwise complement the established land use character along N. Garden Avenue.



- **GC (General Commercial):** This zoning district is comprised of certain lands, structures and uses which serve the central retail marketing function of the Sierra Vista trade area. Most persons entering the district will arrive by automobile on a multi-purpose trip. The economic welfare of the retail merchandising depends upon development of comparison shopping with each establishment contributing to the variety of goods available in the entire district. The essential interdependence of activities should be given preference over the provision of direct automobile access to each establishment. Office building activities, personal and business services, and minor repair services are compatible with the primary purpose of the district so long as they contribute to the one-stop shopping objective and are essentially complimentary to the primary function of retail sales. Regulations are designed to encourage a concentrated development limited by standards to prevent traffic congestion and to protect the district from incompatible uses.
- **LI (Light Industry):** This district is comprised of certain lands so situated as to be suitable for industrial and higher-intensity commercial development, but not located where development and operational characteristics of industry affects residential or lower- intensity commercial uses. Regulations are intended to encourage development of such manufacturing, fabricating, processing, packaging and other industries as can be operated in a relatively clean, quiet and safe manner compatible with adjoining industrial uses and without serious effect, danger or hazard to nearby non-industrial uses.
- **IP (Industrial Park):** This zoning district is intended to provide for administrative, professional, research and specialized manufacturing activities at a low intensity. All uses shall be of non-nuisance type and residential scale having low silhouette, a variety of separate building masses and landscaped areas. This district is to provide employment near residential areas and the development standards are intended to be compatible with adjacent residential and commercial uses and provide a park-like setting for employment.

- **MFR (Multi-Family Residence):** This district is comprised of high-density residential areas representing a compatible mixture of single-family, two-family and multi-family dwellings. Regulations are designed to stabilize and protect the character of the district, to promote and encourage creation of a favorable environment for family life, and to prohibit all incompatible activities. To this end, principal uses are limited to single-family dwellings, multi-family dwellings, and apartments, which conform to the residential character of the district. Certain essential and complementary uses are also permitted under conditions and standards, which ensure protection of the character of the district.
- **SFR-6 (Single Family Residence-6):** This district is comprised of single-family residential areas and certain open land areas. Regulations are designed to stabilize and protect the single-family character of the district, to promote and encourage creation of a desirable environment for family life, and to prohibit all incompatible activities. The principal use is, therefore, restricted to single-family detached dwellings on individual lots. Certain essential and complementary uses are also permitted under conditions and standards which ensure protection of the character of the district. Single Family Residence "6" indicates the minimum lot size of 6,000 square feet.
- **OS (Open Space):** This zoning district is intended to provide for land uses in areas that have been set aside to serve recreational functions or to provide open space areas, and to provide area for governmental buildings and facilities, schools and school grounds, and related uses.

# EXHIBIT "C" ZONING DISTRICTS



## LEGEND

- SINGLE-FAMILY RESIDENTIAL - 6
- SINGLE-FAMILY RESIDENTIAL - 8
- MULTIPLE-FAMILY RESIDENTIAL
- MANUFACTURED HOME RESIDENTIAL
- LIMITED COMMERCIAL
- GENERAL COMMERCIAL
- INDUSTRIAL PARK
- LIGHT INDUSTRIAL
- OPEN SPACE

## 5. PROPOSED CHANGES, IF ANY, IN ZONING ORDINANCES OR MAPS, STREET LAYOUTS OR GRADES, BUILDING CODES AND ORDINANCES

The WSVRA overlaps with the Infill Incentive District, west of 7th Street. The Infill Incentive District was originally adopted by Resolution 2005-079 on May 26, 2005, and further amended by Resolution 2020-072 on December 10, 2020. The purpose of the incentives are to encourage new development and redevelopment by providing:

- *Expedited zoning or rezoning procedures.*
- *Expedited processing of plans and proposals.*
- *Waivers of municipal fees for development activities as long as the waivers are not funded by other development fees.*
- *Relief from development standards.*

Incentives are currently authorized by approval of the City Manager. Specific terms of each agreement are negotiated on a project basis with consideration given to unique aspects of the site, its context, and community benefit(s) that will be realized through its development. Requests for a fee waiver must include an economic impact statement that provides verifiable information regarding: (1) *Amount of private investment and impact on property tax base;* (2) *The number and wage scale of any jobs that will result from the economic activity;* (3) *Demonstration that local contractors and suppliers are being used to the maximum extent possible;* (4) *Other measurable public benefit.*

No changes to zoning ordinances or maps, building codes or other ordinances are being contemplated at this time.

### *Complete Streets*

The redevelopment program calls for the renovation, alteration, and repair of existing public improvements within the Fry Boulevard and North Garden Avenue rights-of-way in a phased manner. The street has been redesigned using a “complete streets” approach that builds a road that meets the needs of motorized vehicles, bicyclists, and pedestrians alike.

The project will make Fry Boulevard function as an efficient three-lane roadway with additional right-turn lanes where they are required. This shortens crosswalk lengths, increases pedestrian safety, and helps attract businesses suited for a downtown entertainment district. Improvements include wide sidewalks and shared-used paths, new energy-efficient LED lighting for motorists and pedestrians, light pole accent banners, landscaping and irrigation, stormwater management, signal changes, driveway improvements, street furnishings, sites dedicated to future artwork and interpretive elements, curbs and gutters, and ADA improvements.

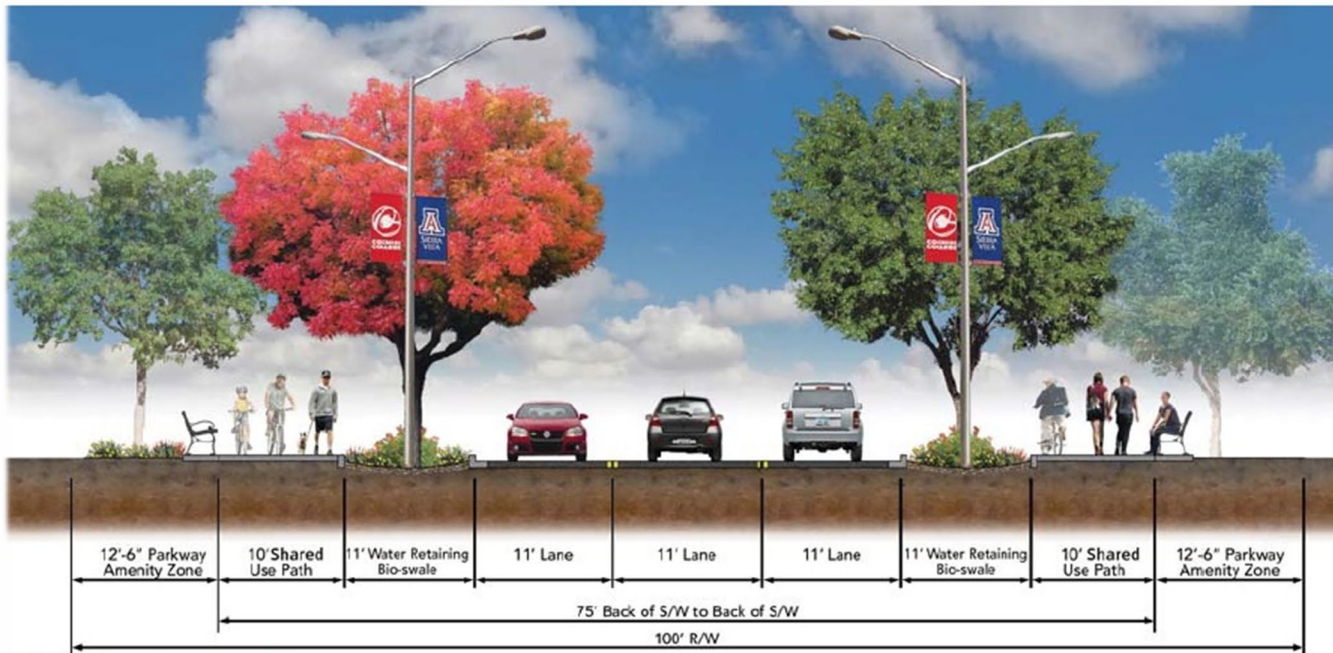
Phase 1 of the Fry Boulevard and North Garden Avenue project was completed in March 2022. This moves forward the redevelopment vision for a town center – a top desire of local residents that was expressed during the “Dream Your City,” becoming the foundation for part of the VISTA 2030: General Plan. This phase includes that portion of Fry Boulevard between North Garden Avenue and Carmichael Avenue, and along North Garden Avenue between Fry Boulevard and Whitton Street. Phase 2 will extend the improvements along Fry Boulevard east to North 5<sup>th</sup> Street.

The City will be finalizing engineered construction plans for completing North Garden Avenue in FY 22. The timing of construction will depend upon the source of funding. The City will fully explore federal infrastructure grants that will fulfill the scope and intent of the project.

# WEST FRY BOULEVARD CORRIDOR IMPROVEMENTS\*



First-Phase Project - Buffalo Soldier Trail to Fab Ave.



Typical Conceptual Section

\* Reference the fry boulevard, west end corridor study

# CONCEPTUAL ENVISIONMENTS – W FRY BLVD\*

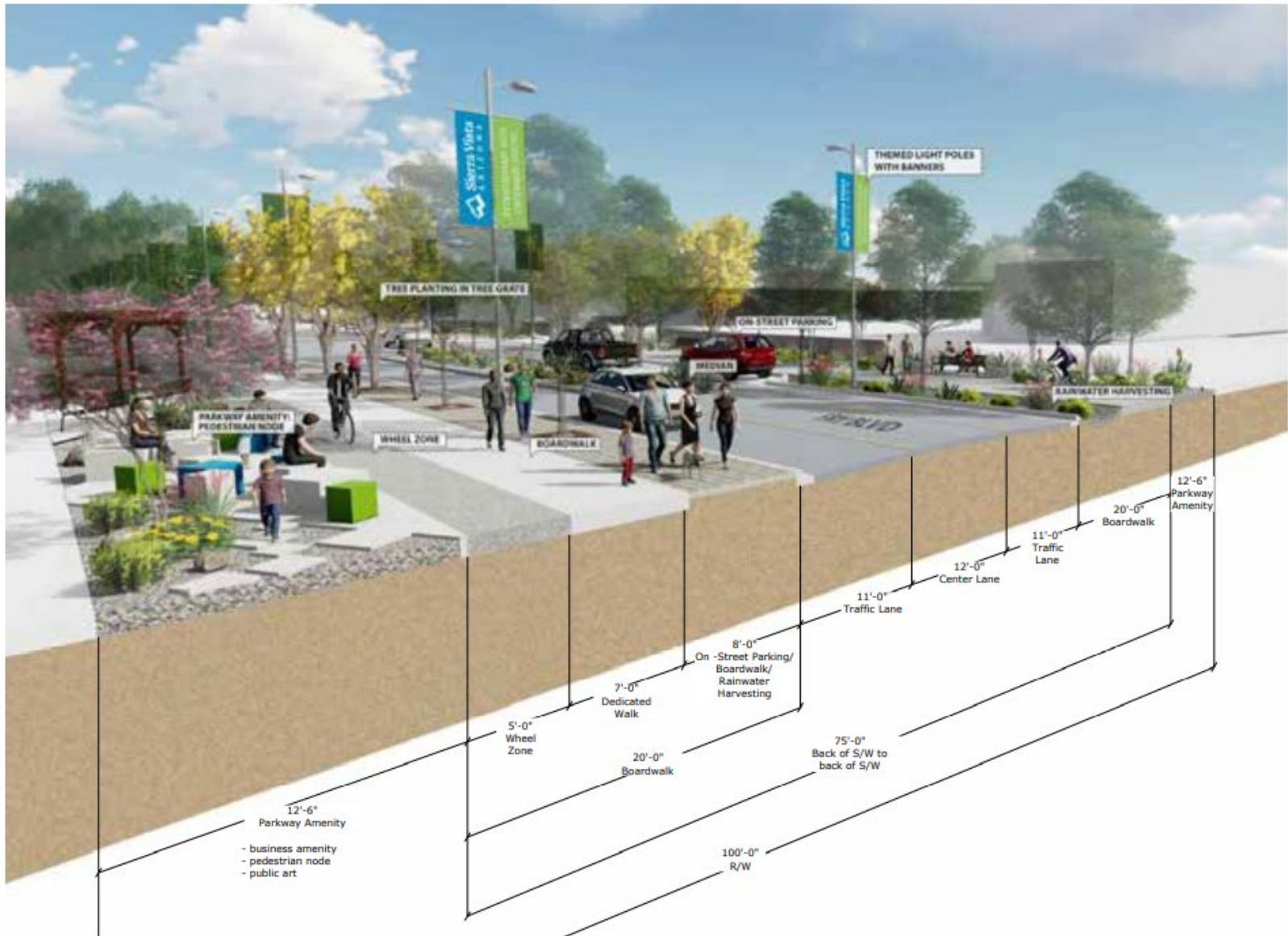
EXISTING



PROPOSED



\* Reference the fry boulevard, west end corridor study



**FINAL Typical cross section**



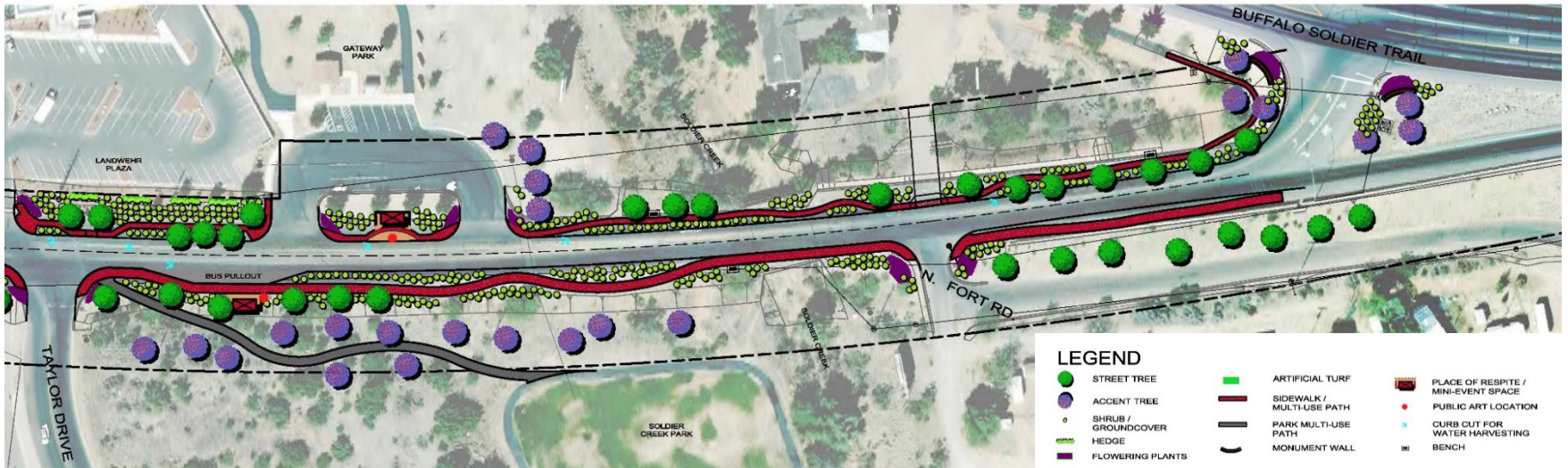


**PHASE 1 CONSTRUCTION – W FRY**

# CONCEPT PLAN – NORTH GARDEN AVE



FRY BOULEVARD TO TAYLOR DRIVE



TAYLOR DRIVE TO JAMES R. LANDWEHR PLAZA

# CONCEPTUAL ENVISIONMENTS – NORTH GARDEN AVE\*



## **6. THE KIND AND NUMBER OF SITE IMPROVEMENTS AND ADDITIONAL PUBLIC UTILITIES WHICH WILL BE REQUIRED TO SUPPORT NEW LAND USES IN THE AREA AFTER REDEVELOPMENT.**

Property owners in the WSVRA are anticipated to submit proposals to the City to carry out redevelopment activities on properties they own or control. These proposals may be for new development or redevelopment; for rehabilitation or expansion of structures; or to eliminate a substandard or detrimental building condition. Adequate public utilities exist to accommodate future growth and redevelopment of the district; provided, however, the City may consider incorporating enhanced drainage features into the West Fry Boulevard and North Garden Avenue rights-of-way and on other sites as deemed feasibly practicable.

## **7. THE PROPOSED METHOD AND ESTIMATED COST OF THE ACQUISITION AND PREPARATION FOR REDEVELOPMENT OF THE REDEVELOPMENT PROJECT AREA AND THE ESTIMATED PROCEEDS OR REVENUES FROM ITS DISPOSAL TO REDEVELOPERS.**

The estimated cost of the proposed public improvement projects and redevelopment initiatives, including the cost of associated administration, engineering, planning, and design work as identified in the following table is \$6,740,000 over the next 10 years.

**POTENTIAL EXPENDITURES – COMMUNITY REDEVLEOPMENT PLAN\***

YEAR	NORTH GARDEN AVENUE		W FRY BLVD (CARMICHAEL AVE. TO N. 5 <sup>TH</sup> ST)		FAB AVENUE RIGHT OF WAY/DRAINAGE IMPROVEMENTS		PUBLIC ART IN PUBLIC SPACES	WSVRA PARTERSHIP PROGRAM
	DESIGN	BUILD	DESIGN	BUILD	<u>DESIGN</u>	<u>BUILD</u>		
2022-23	\$265,000						\$15,000	100,000
2023-24		\$2,650,000	\$150,000		\$50,000		\$15,000	100,000
2024-25				\$1,975,000		\$500,000	\$15,000	100,000
2025-26							\$15,000	100,000
2026-27							\$15,000	100,000
2027-28							\$15,000	100,000
2028-29							\$15,000	100,000
2029-30							\$15,000	\$100,000
2030-31							\$15,000	\$100,000
2031-32							\$15,000	\$100,000
<b>TOTAL</b>	<b>\$265,000</b>	<b>\$2,650,000</b>	<b>\$150,000</b>	<b>\$1,975,000</b>	<b>\$50,000</b>	<b>\$500,000</b>	<b>\$150,000</b>	<b>\$1,000,000</b>

\*Projected annual appropriation may be more or less depending on City Council authorization during the annual budgeting process.

## **8. THE PROPOSED METHOD OF FINANCING THE REDEVELOPMENT PROJECT**

It is anticipated that the redevelopment projects identified in Table 1 will be principally paid for using a combination of general fund tax dollars, U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants or other federal surface transportation or transit funding, Highway User Revenue Fund (HURF) revenue, and Community Development Block Grant (CDBG) program revenue. Matching funds, contributions from other funding entities, grants, donations, and other sources available to the City may be utilized, consistent with the goals and objectives of this plan.

It is anticipated that most projects will be financed on a "pay-as-you-go" basis using funds on-hand or accumulated over time for a specific purpose. The cost estimates for projects are rough estimates because construction or design drawings have not yet been prepared, and therefore have been based on preliminary concepts. A percentage has been factored into the estimates to cover contingencies and design costs.

## **9. A FEASIBLE METHOD FOR THE RELOCATION OF FAMILIES TO BE DISPLACED FROM THE REDEVELOPMENT PROJECT AREA**

The City does not intend to condemn property in conjunction with this plan or undertake any redevelopment project that would necessitate the relocation of families. As a result, this section is not applicable.