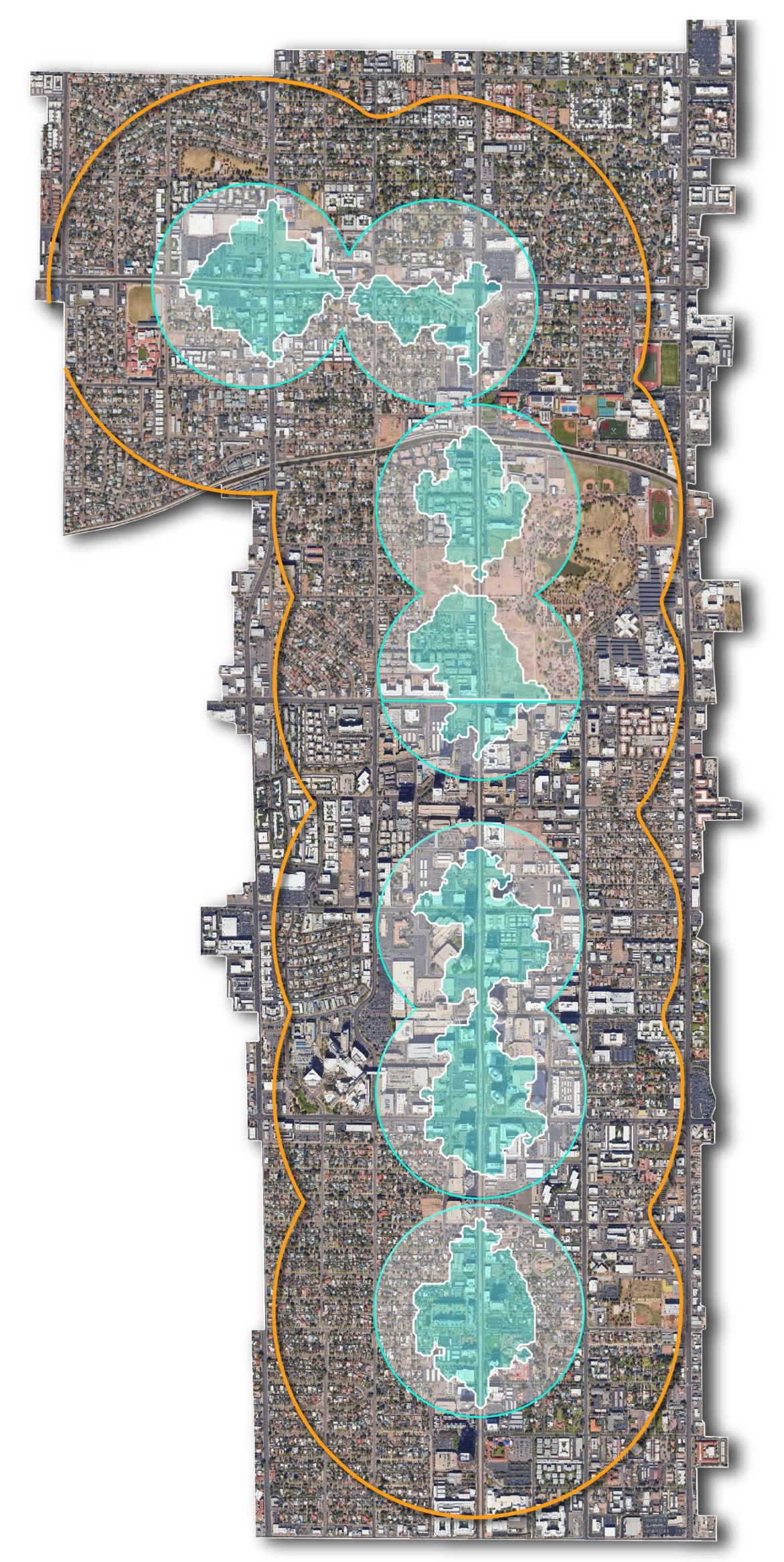
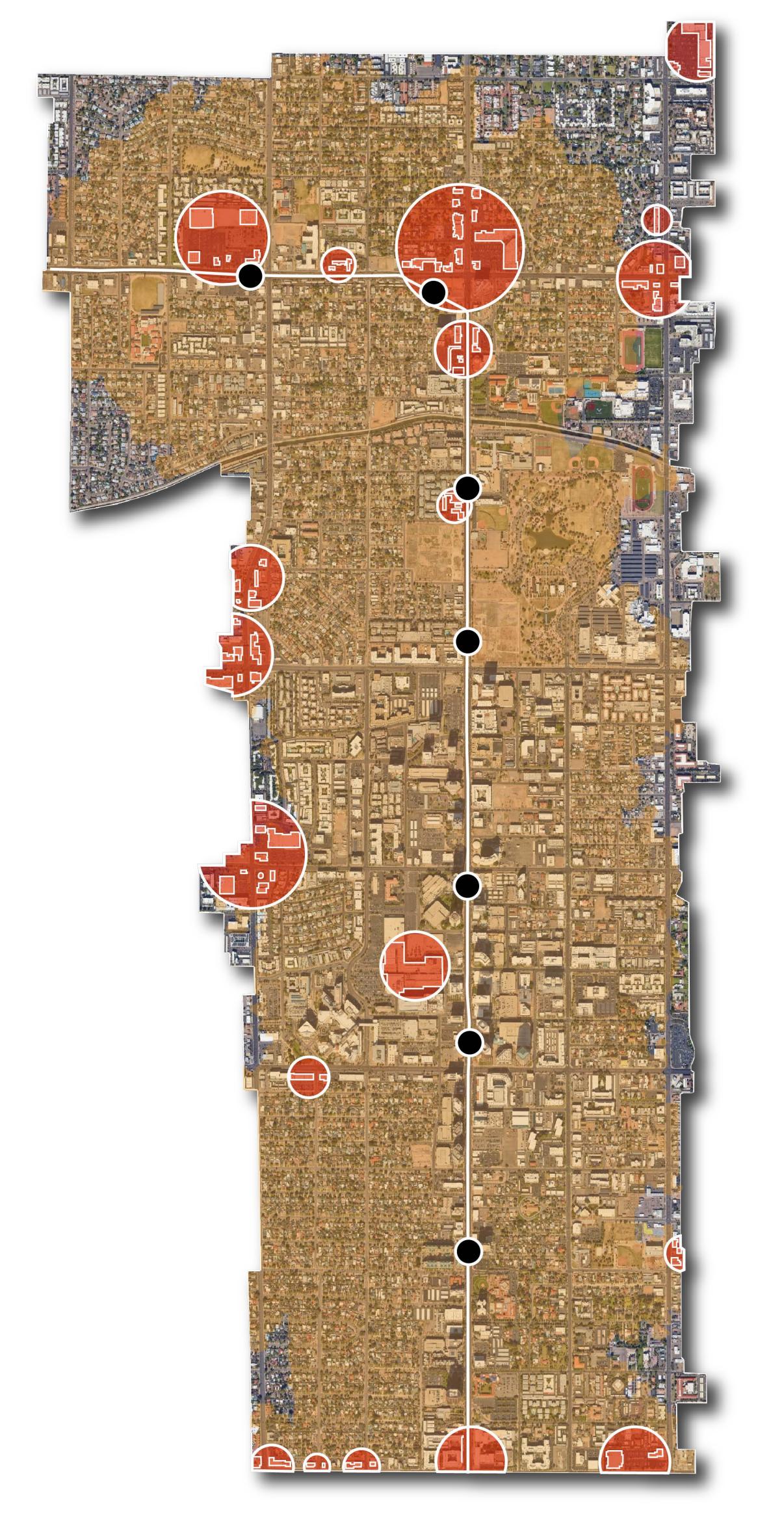


WALKSHEDS AND COMMERCIAL NODES



Commercial nodes are clusters of commercial uses.

Commercial nodes provide places to buy goods and



services to residents that live in the light rail corridor, such as barbers and hair salons, groceries, restaurants and coffee shops, as well as general goods. These goods and services are critical in creating a transit oriented community.

The map to the right shows a 15-minute walking shed and highlights commercial nodes within the TOD Districts.

Legend

🔘 .5 mile radius

Legend

15 minute walkshed

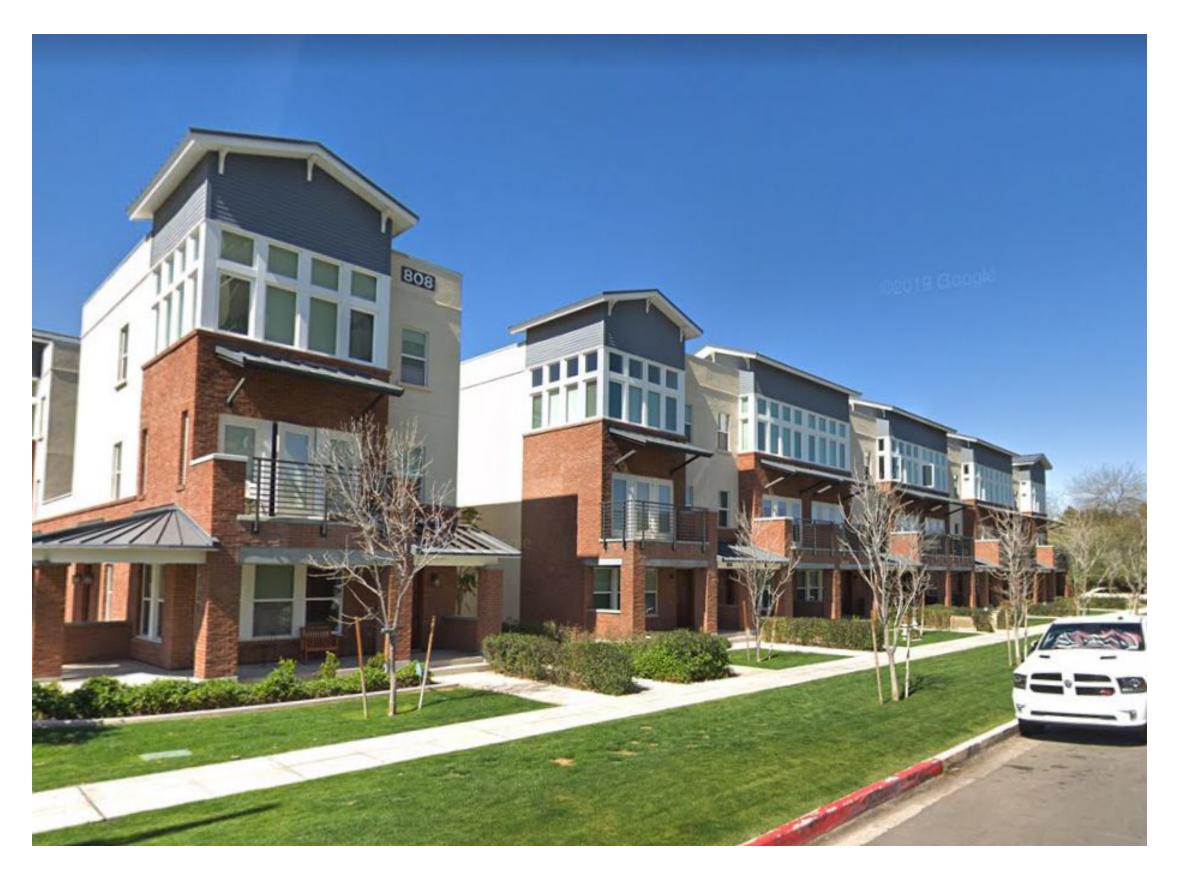
WHAT ARE TRANSIT ORIENTED COMMUNITIES?

Transit oriented communities (TOC) are compact communities near transit facilities where people can access places to live, shop, worship, work and play all within a walkable distance from transit. To create an urban environment that is walkable, buildings are brought up to close to the street, parking is reduced and/or placed behind or inside of buildings, and the parts of the building that are adjacent to the street are focused on drawing people in from the sidewalk.

Why build transit Oriented Communities?

- More transit ridership.
- More tax revenue (per acre). Less city maintenance burden.
- More mobility options for people unable to drive.
- More people able to walk and bike to reach more destinations.
- Less traffic and air pollution.

 Less transportation costs for transit users (of household income, housing is 25% and transportation is 22%). A row of townhomes that reflect elements of TOC, such as buildings built close to the street, parking located in the rear, and a sidewalk seperated from the street.



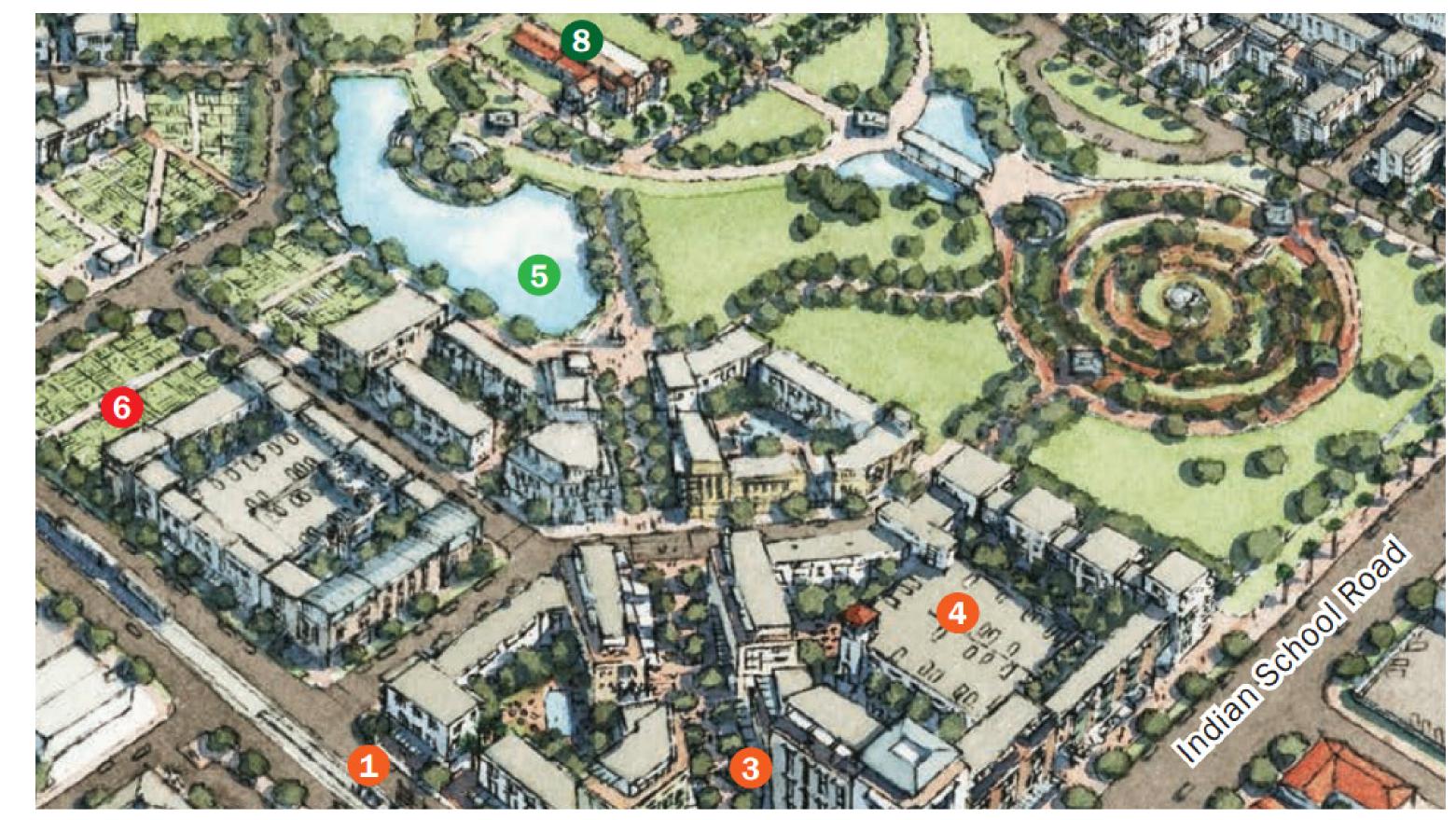


Commercial storefronts on the ground floor of a multifamily residential building that reflect elements of TOC, with natural

and engineered shade, seperated sidewalk, and pedestrian lighting.



Roosevelt Square, a part of the transit oriented community adjacent to the Roosevelt/Central light rail station.



An example of what a transit oriented community could look like. Pulled from the Uptown Plan.



Central Avenue along the east side of the Muse, with seperated sidewalk, shade, benches, and bicycle rack.

COLLABORATIVE ACTIONS

REINVENT PHX

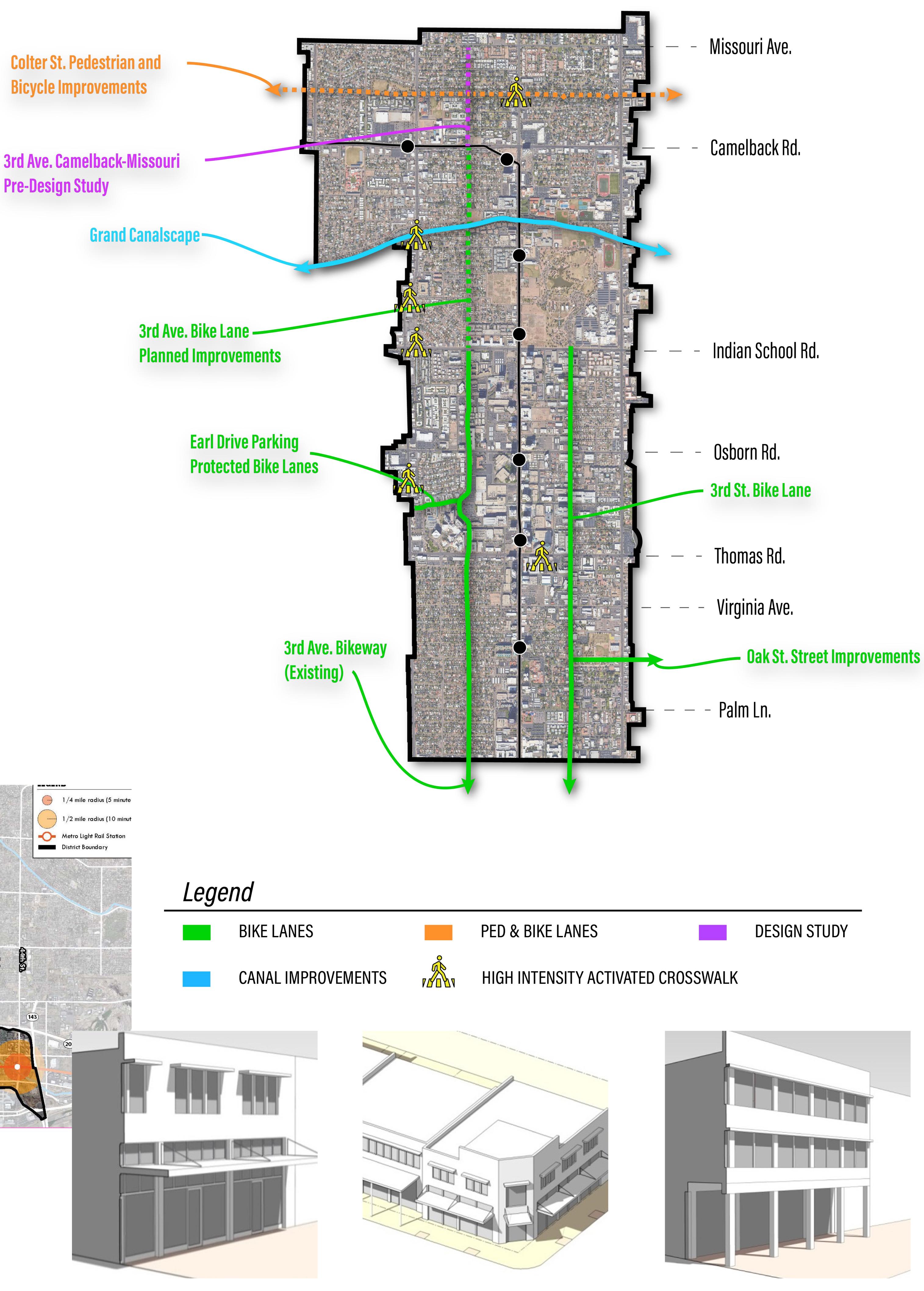
In 2015, Phoenix City Council adopted

CAPITAL IMPROVEMENTS

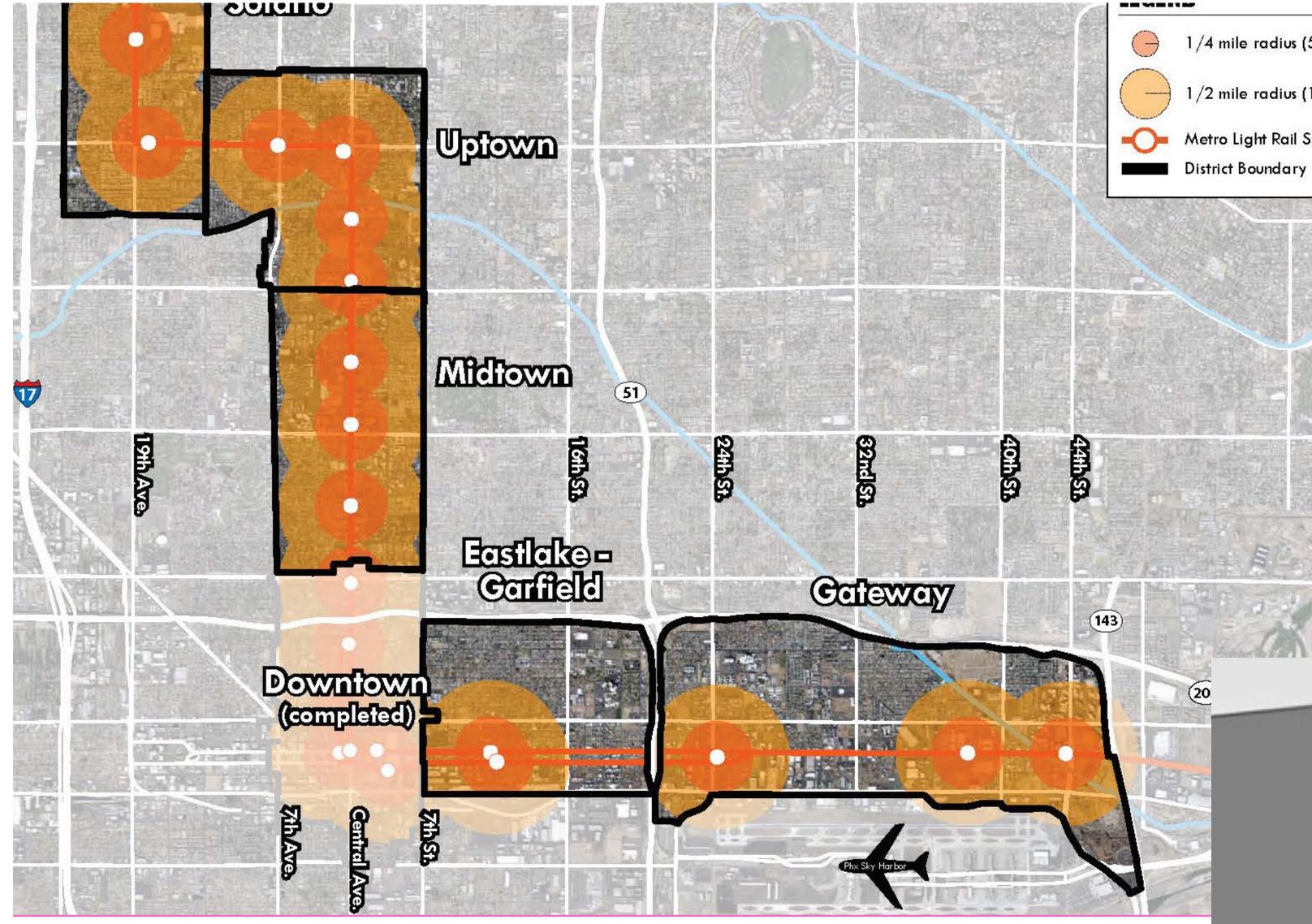
Reinvent PHX, with a vision to establish a reimagined transit oriented model for urban planning and development along the city's light rail system. Reinvent PHX created transit oriented policy plans for five different areas along the light rail network, including the Midtown and Uptown Plans.

Reinvent PHX also created the Walkable Urban (WU) Code, a form-based code focused on the urban design of buildings along the street near transit stops. The Walkable Urban Code enables higher heights and densities, reduces parking requirements, allows for a variety of uses on the same property, and limits how far back buildings can build from property lines.

Prior to the WU Code, the City created the Downtown Code, which utilized similar standards.



The photos below are excerpts of visual standards from the Walkable Urban Code.



LESSONS LEARNED AND NEXT STEPS

Preserve and Create a Network of Vibrant Commercial Centers

Short Term

Stipulate enhanced streetscapes with each rezoning project.

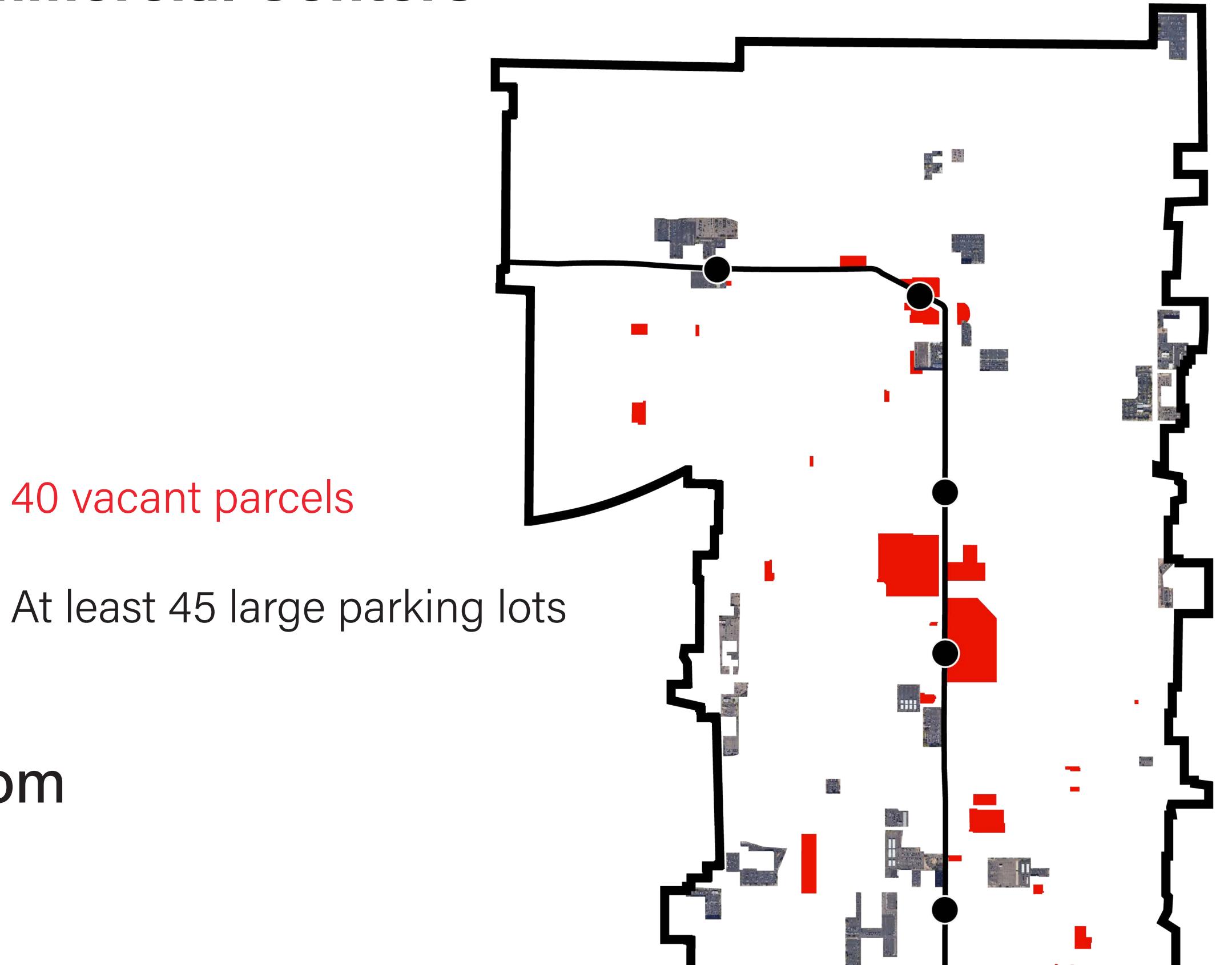
Long Term

Update the Walkable Urban Code to enhance streetscape standards and frontage requirements.

Pursue grants and other funding for multi-modal mobility studies and enhancements, especially along east/west connections.

Provide for Enhanced Connectivity to and From **Neighborhoods and Centers** Short Term

Stipulate mixed-uses along Central Avenue or where active commercial uses will be removed.



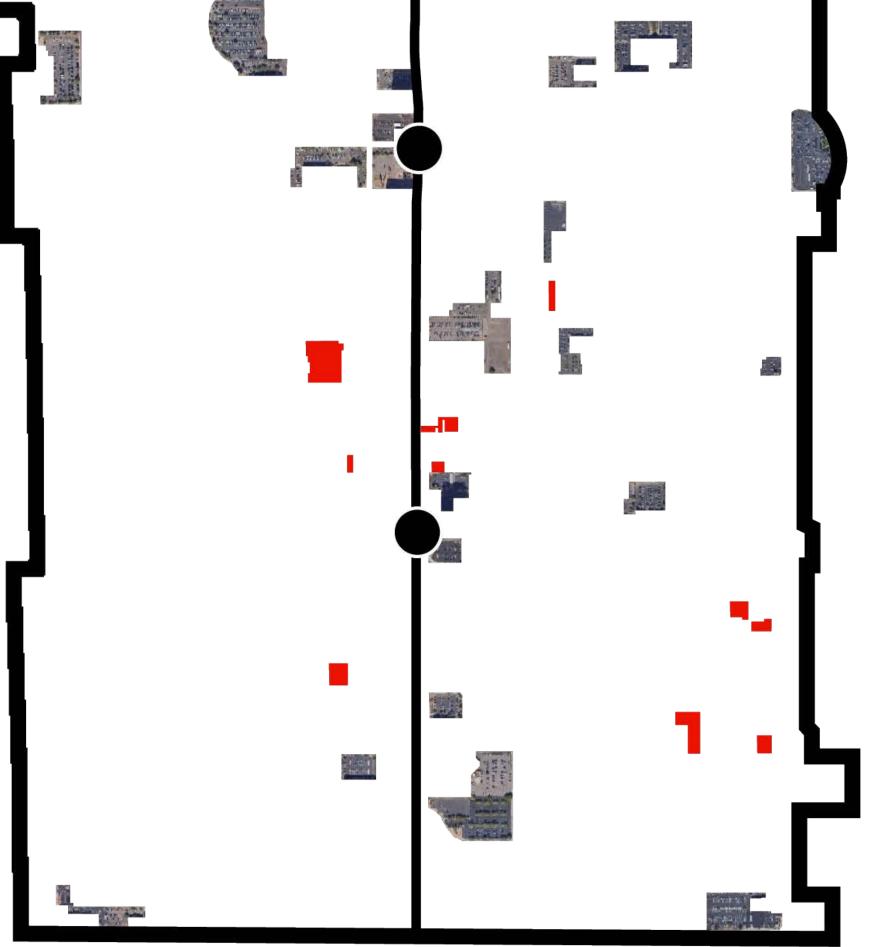
Identify opportunity sites for continued growth.

Long Term

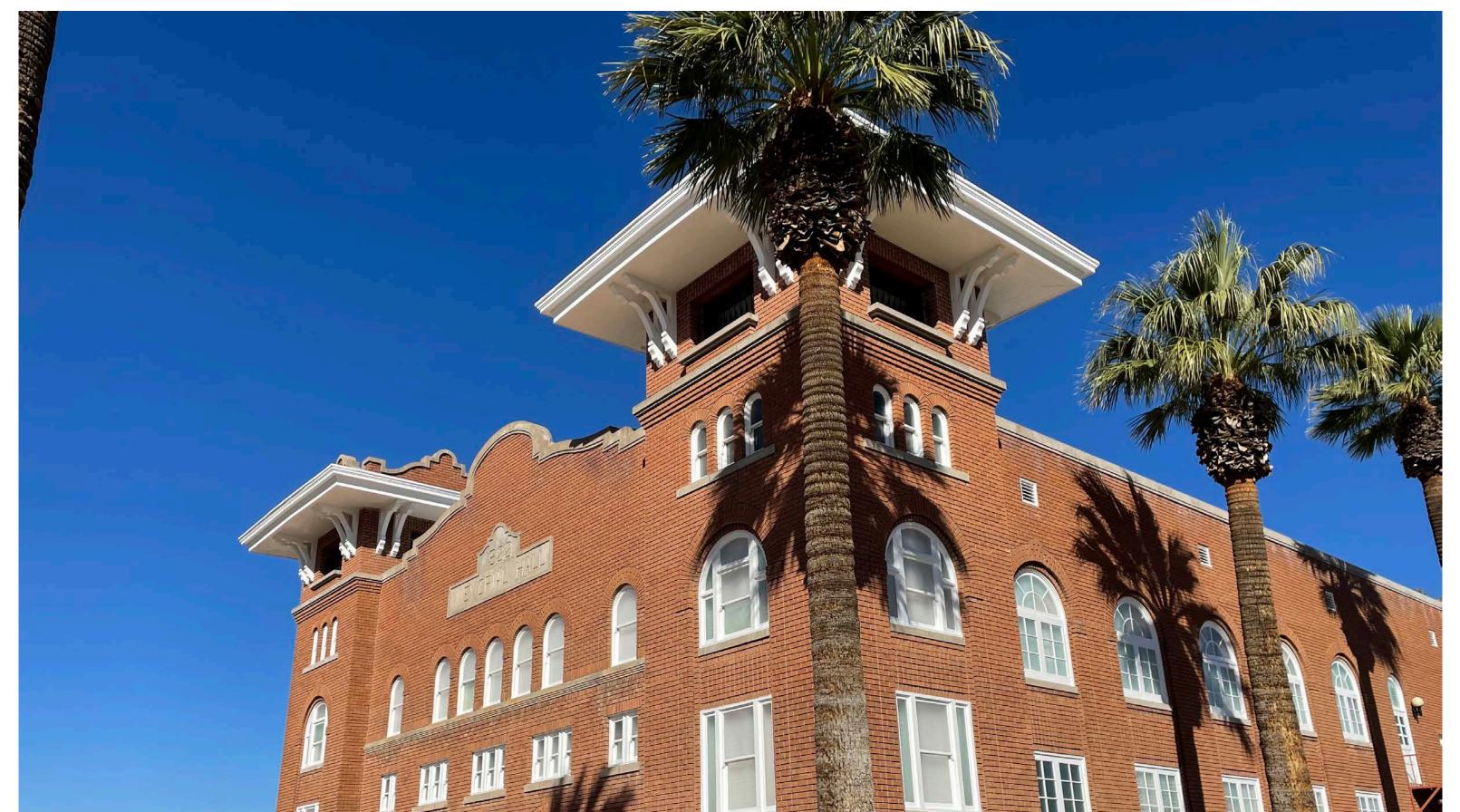
Update the Walkable Urban Code to address mixed-uses, frontage standards and parking standards.

The Planning and Development Department has applied for an FTA grant that is designed





to help fund predevelopment efforts such as entitlements and public outreach for city-owned properties near light rail.



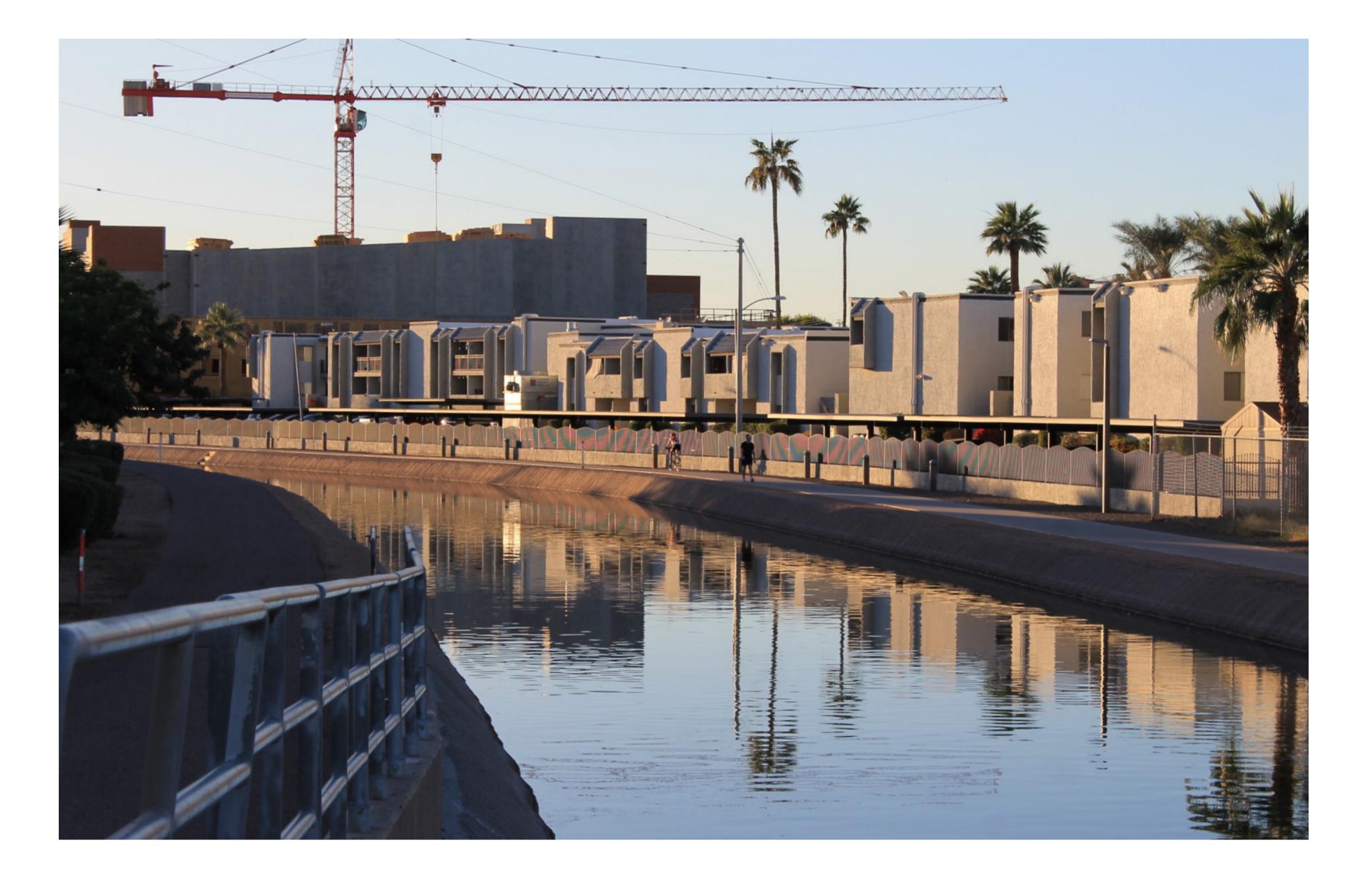
Enhance Public Access to Amenities and Open Space

Short Term

Stipulate connection to Grand Canal and Steele Indian School Park where appropriate during the rezoning process.

Partner with development to create activity points near parks and other recreational amenities.





Protect and Refine Community Character

Short Term

Encourage developers to work with adjacent communities on how projects will interface with existing neighborhoods and stipulate standards where appropriate.

Long Term

Update the Walkable Urban Code to require a minimum amount of publicly accessible open space.

Investigate other ways to enhance connectivity to Steele Indian School Park, Colter Park, and Monterey Park and activate spaces and structures in the parks while balancing ongoing needs for park use and safety.



Long Term

Amend the Walkable Urban Code to include character areas for Midtown, Uptown, and other TOC areas.



Short/Long Term

Lead an effort in 2024 and 2025 to update the action plans for Midtown, Uptown and the other ares with adopted TOD policy plans.

How	We Get There			How We G	et The
ST	RATEGY 3		ST	RATEGY 5	D PARTNER
Crea	ate Standard Plans			elop an Innovative Infrastructure Financing Tool	
	ard plans encourage investment by lowering the cost of development with pre-approved designs that increas permitting process.	e the speed and efficiency	The M	lidtown Conceptual Master Plan calls for major investments in new infrastructure. There is currently an opportunity to	
POLICI		TOOLS		ts by taking advantage of historically low interest rates, and growing market demand. Tax Increment Financing (TIF) at nearly every city in the United States uses to finance urban redevelopment, is prohibited by Arizona state law. Wh	
L3.1	Develop standard plans for building types that align with the Walkable Urban code, including accessory buildings.	Plans	author	ity is a considerable disadvantage, TIF alone would be insufficient to fully fund the Conceptual Master Plan. An inno ntly integrates funds from the public, private, and non-profit sectors and provides "one stop shop" access for develop and accelerate implementation.	vative tool th
L3.2	Develop standard construction details for compact driveway entrances.	Plans	POLICI	1	TOOLS
L3.3	Develop standard site plans for common lot sizes that align with the Walkable Urban Code.	Plans	L5.1	Support the development of an innovative infrastructure fund that combines multiple sources of capital from governments, utilities, foundations, banks, pension funds, insurance companies, and other investors.	Financing
L3.4	Encourage sharing of development information such as proformas, pre-development costs, and financing methods.	Knowledge	L5.2	Encourage the utilization of creative financing mechanisms, such as improvement districts, impact fees, in-lieu fees, repayment agreements, and sales tax revenue value capturing.	Financing
OUTCO 1	MES Efficient Infrastructure and Public Services		L5.3	Build the capacity of government officials, developers, anchor institutions, the financial industry, and property owners on	Knowledge
2	Convenient Neighborhood Amenities			structured funds, improvement districts, and innovative infrastructure financing and management practices.	Knowledge
3	High Quality Urban Development		L5.4	Research emerging innovative infrastructure delivery practices, such as Eco-Districts, to efficiently manage the financing, development, and operations of enhanced infrastructure.	Plans
4	Authentic Culture and Character		OUTCO		ІМРАСТ
ST	RATEGY 4		1	Efficient Infrastructure and Public Services	
			2	Convenient Neighborhood Amenities	
Faci	litate Walkable Urban Demonstration Projects		3	High Quality Urban Development	
Demo	nstration projects provide case studies that can encourage investors to replicate and scale-up proven mode	ls. These projects usually	4	Authentic Culture and Character	
ment	e financial assistance in weak or untested markets due to higher perceived risk. The Midtown District lacks and creative place-making projects that are essential for vital urban communities. Providing risk-mitigation nplement the Conceptual Master Plan.		ST	RATEGY 6	D PARTNER
POLICI	ES	TOOLS 🔀		vide Master Developer Services	
L4.1	Continue providing technical assistance to adaptive reuse projects.	Knowledge		r Developers accelerate the implementation of Master Plans by engaging contiguous property owners to coordinate m frastructure and bring properties from conceputal planning to pre-development. The Midtown District has severa	
				ties that provide major redevelopment opportunities. An experienced real estate development company should be br	
L4.2	Support creative place-making projects such as street festivals and public art.	Partnership		ediary to help complete engineering studies, cost estimates, property assembly, master platting, and utility coordinati	
L4.3	Pursue grants and low-interest loans to help finance pre-development expenses.	Financing	POLICI	ES	TOOLS
L4.4	Rezone City-owned land to the Walkable Urban Code and issue Requests For Proposals (RFP) for suitable properties.	Codes	L6.1	Build the Capacity of local government officials, developers, and property owners on Master Developer Services.	Knowledge
		Onerations	L6.2	Support funding Master Developer services through Improvement Districts, grants, and other mechanisms.	Financing
L4.5	Include consistency with the Conceptual Master Plan in RFP evaluation criteria.	Operations			
	Invite multiple departments and the Midtown Steering Committee chair or designee to serve on RFP evaluation panels	sfor	L6.3	Engage Anchor Institutions, including St. Joseph's Hospital and Medical Center, Park Central Mall, and Phoenix College on partnership opportunities to develop mutually beneficial infrastructure.	Partnershi
L4.6	Invite multiple departments and the Midtown Steering Committee chair or designee to serve on RFP evaluation panels projects located in the District.	s for Operations	L6.3 OUTCO	partnership opportunities to develop mutually beneficial infrastructure.	Partnershi
	Invite multiple departments and the Midtown Steering Committee chair or designee to serve on RFP evaluation panels projects located in the District.	s for Operations		partnership opportunities to develop mutually beneficial infrastructure. MES Efficient Infrastructure and Public Services	Partnershi
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