

TRANSIT-ORIENTED DEVELOPMENT

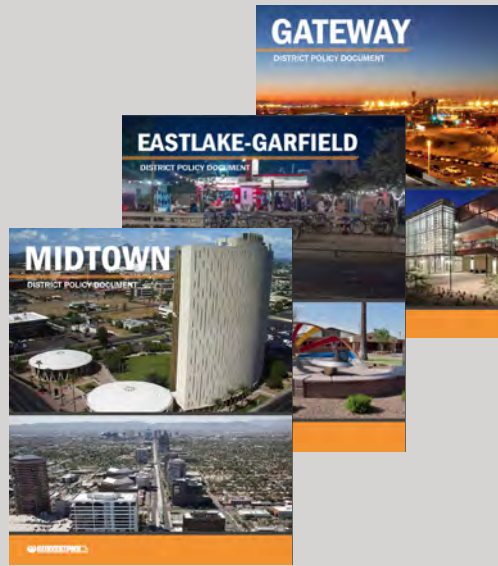
2015-2016

ANNUAL REPORT



2015 - 2016 IN REVIEW

CITY COUNCIL ADOPTS THE GATEWAY, EASTLAKE-GARFIELD, AND MIDTOWN TOD POLICY PLANS (MAY 2015)



NATIONAL APA CONFERENCE SOUTH CENTRAL COMMUNITY WORKSHOP (APRIL 2016)

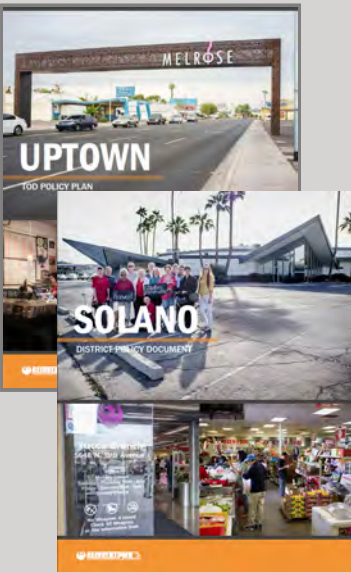


PHOTO BY: RYAN SCHERZINGER

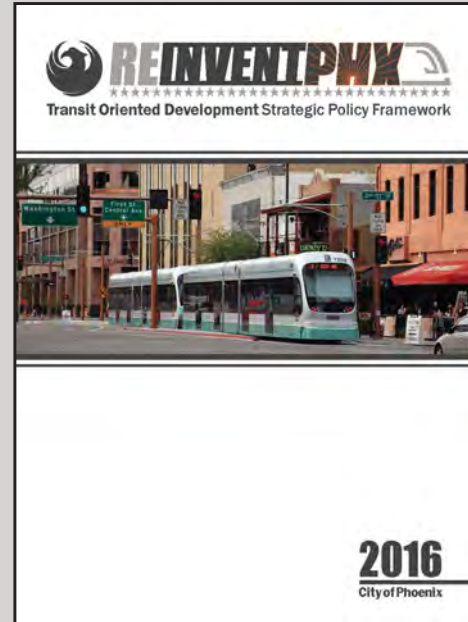


PHOTO COURTESY OF: VALLEY METRO

CITY COUNCIL ADOPTS THE UPTOWN AND SOLANO TOD POLICY PLANS (JUNE 2015)



CITY COUNCIL ADOPTS UPDATED TOD STRATEGIC POLICY FRAMEWORK (APRIL 2016)



PHOENIX HOSTS APTA RAIL CONFERENCE (JUNE 2016)

LADDERSTEP WORKSHOP FOR THE SOUTH CENTRAL LIGHT RAIL EXTENSION (JULY 2016)

CITY COUNCIL ADOPTS THE WALKABLE URBAN CODE (JULY 2015)



VOTERS APPROVE PROPOSITION 104/ TRANSPORTATION 2050 (AUGUST 2015)

PHASE I OF THE NORTHWEST EXTENSION OPENS (MARCH 2016)



PHOTO COURTESY OF: VALLEY METRO

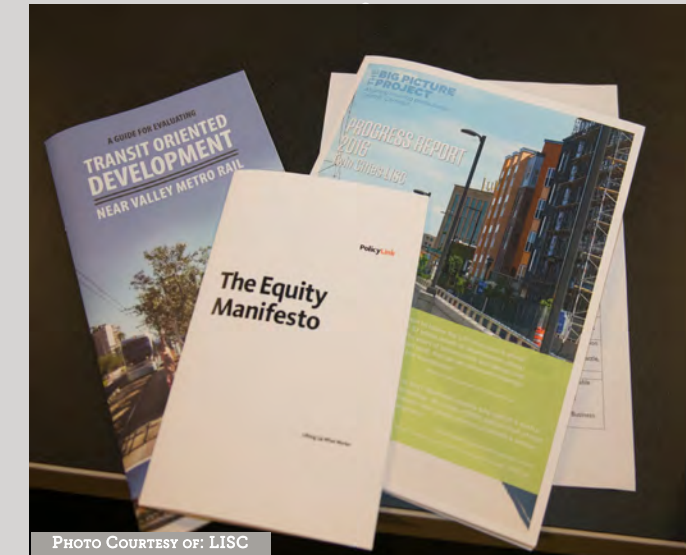


PHOTO COURTESY OF: LISC

CITY COUNCIL ADVANCES MULTIPLE LIGHT RAIL PROJECTS (JANUARY 2016)

\$2 MILLION PLANNING GRANT AWARDED FOR SOUTH CENTRAL EXTENSION (OCTOBER 2016)



BY THE NUMBERS RIDERSHIP

PEDESTRIAN ACCESS TO SYSTEM

81% walk 1/4 mile or less



AVERAGE TRIP DISTANCE

5-6 miles



CAR ACCESS

57% have access to a car



RIDERSHIP

1,229,985 2015 average monthly ridership

1,349,018 2016 average monthly ridership



STUDENT RIDERSHIP

30% of riders are students



WORK COMMUTERS

33% of riders commute to work



RESIDENTIAL GROWTH

1,933 additional housing units



LIGHT RAIL EXTENSION

3.2 new miles of light rail



LIGHT RAIL CORRIDOR INVESTMENT

8 billion total in public and private investment



SHADE CANOPY

11,289 trees*



*December 2008 through September 2016 (excluding the Northwest Extension)

ADDITIONAL STATIONS

3 new stations



GRID BIKE SHARE

500 bikes
55 hubs

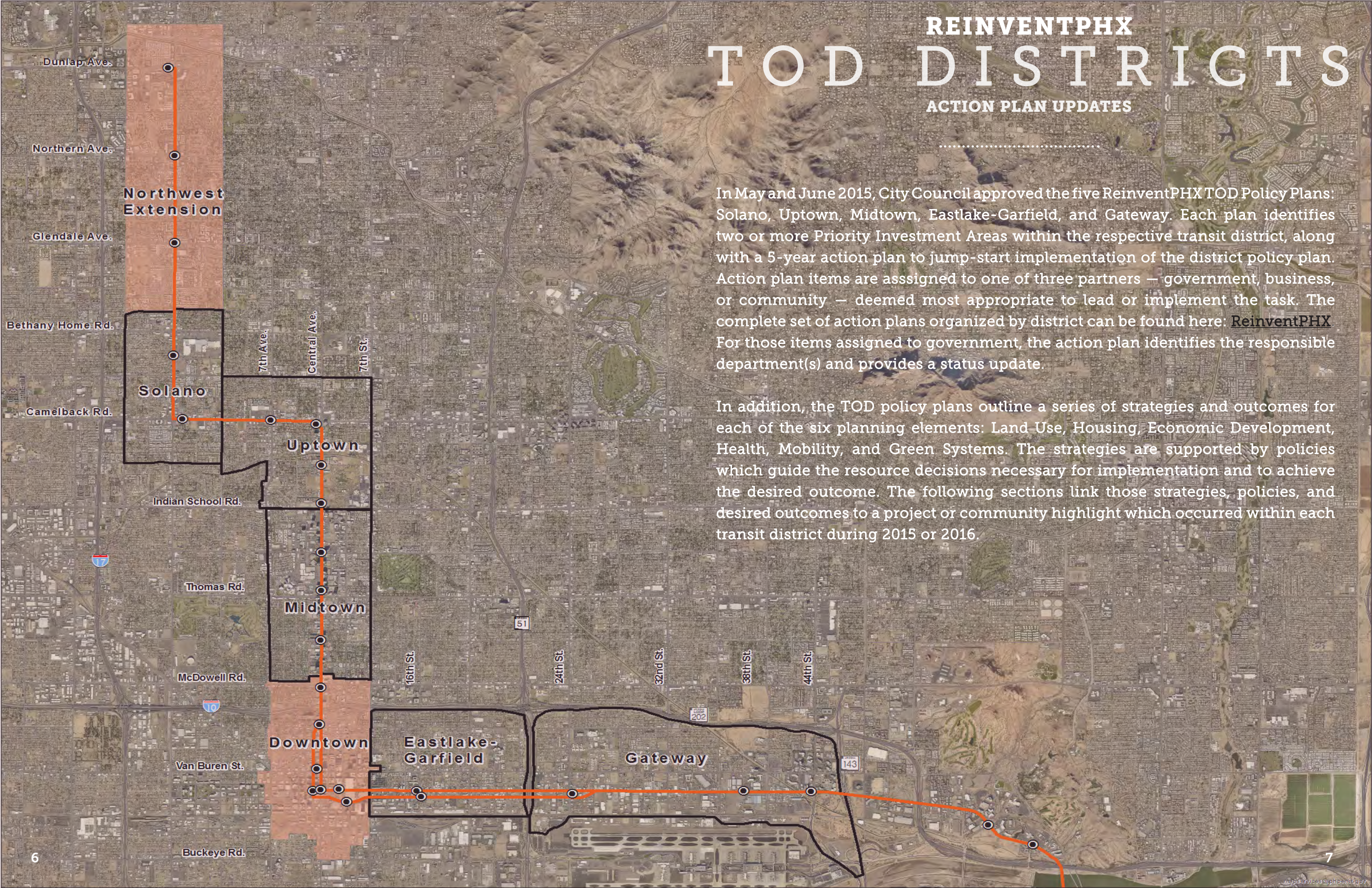


REINVENTPHX TOD DISTRICTS

ACTION PLAN UPDATES

In May and June 2015, City Council approved the five ReinventPHX TOD Policy Plans: Solano, Uptown, Midtown, Eastlake-Garfield, and Gateway. Each plan identifies two or more Priority Investment Areas within the respective transit district, along with a 5-year action plan to jump-start implementation of the district policy plan. Action plan items are assigned to one of three partners – government, business, or community – deemed most appropriate to lead or implement the task. The complete set of action plans organized by district can be found here: [ReinventPHX](#). For those items assigned to government, the action plan identifies the responsible department(s) and provides a status update.

In addition, the TOD policy plans outline a series of strategies and outcomes for each of the six planning elements: Land Use, Housing, Economic Development, Health, Mobility, and Green Systems. The strategies are supported by policies which guide the resource decisions necessary for implementation and to achieve the desired outcome. The following sections link those strategies, policies, and desired outcomes to a project or community highlight which occurred within each transit district during 2015 or 2016.



MAPPING GROWTH

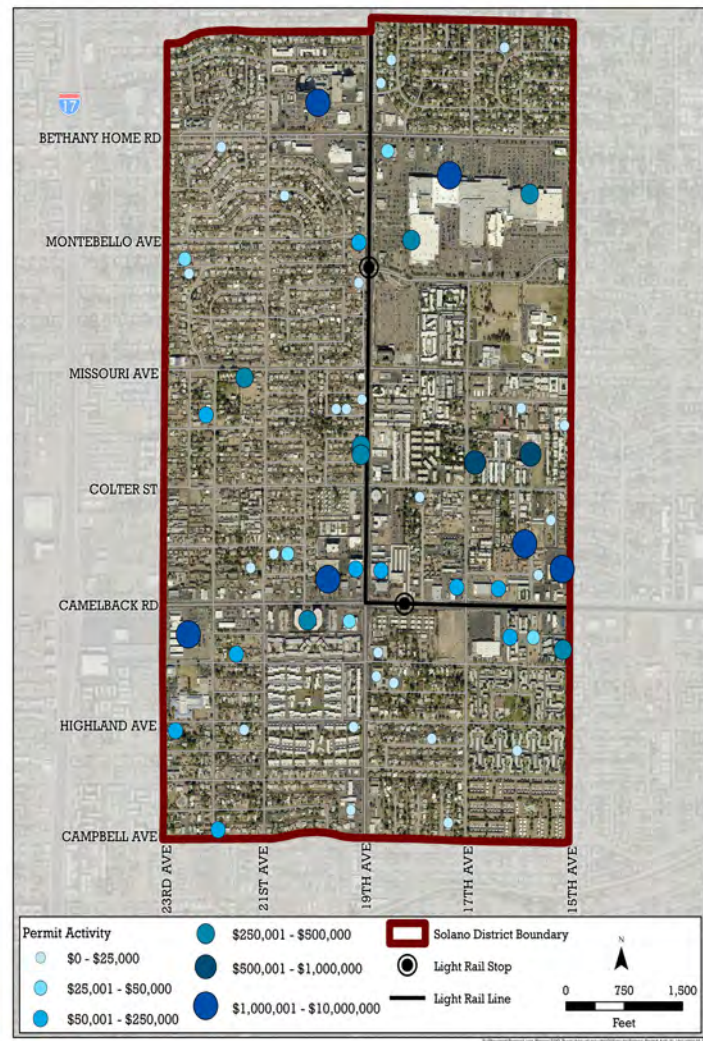
S O L A N O

TRANSIT DISTRICT

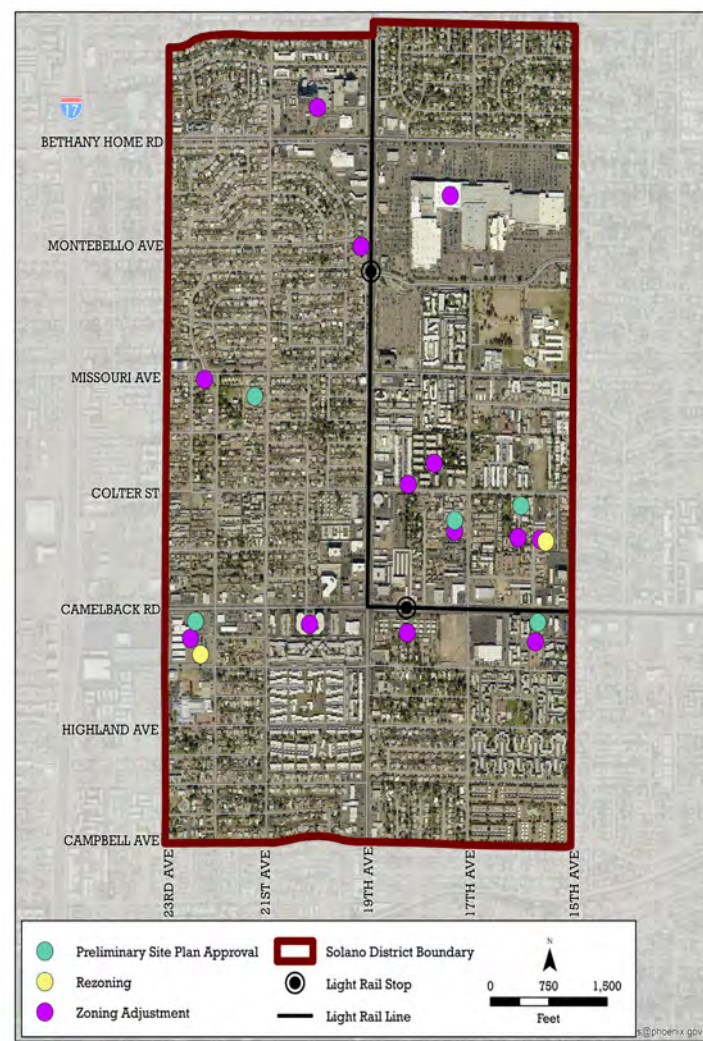
The Solano Transit District includes two stations with park-and-ride facilities located at 19th Avenue/Montebello Avenue (794 spaces) and at 19th Avenue/Camelback Road (410 spaces). There are currently no Grid Bike Share hubs within the Solano Transit District.

The last two years marked a renewed interest in commercial and residential revitalization within the Solano Transit District. Kimco Realty purchased the 850,000-square-foot Christown Spectrum Mall for \$115.2 million. Kimco has not yet released its redevelopment plans for the property; the Development Division approved preliminary site plans for new retail pads around the perimeter of the mall.

ECOTECH RE purchased the distressed Camelot Apartments (1601 W. Camelback Road), and completed renovations to the 188-unit community (now known as Urban 188) in 2016. Several residential projects are under construction within the transit district, including: Camelback Pointe, a 55-unit affordable housing development at 1537 W. Camelback Road; Rosewood Court, 50 units of affordable senior housing at 5111 N. 16th Drive; and the 17th Avenue apartments, two fourplexes located between Colter Street and Missouri Avenue.



Data range: 01/01/2015 through 07/31/2016.



Data range: 01/01/2015 through 10/06/2016.

BY THE NUMBERS

S O L A N O

TRANSIT DISTRICT

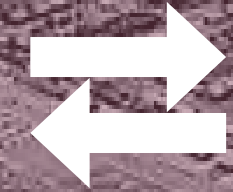
RESIDENTIAL IMPROVEMENTS

188 renovated housing units



ZONING ADJUSTMENTS

15 variances/use permits



REZONING ACTIVITY

2 rezoning cases



PRELIMINARY SITE PLAN APPROVALS

5 site plans approved



ESTIMATED TOTAL VALUE OF PERMITS

20+ million dollars



BUILDING PERMITS

59 building permits




The Solano Transit District is home to a large immigrant population, resulting in a rich ethnic diversity. To celebrate the area’s cultural landscape, the City of Phoenix partnered with Vitalyst, Local First Arizona, Valley Metro, the International Rescue Committee, and SRP to host a World Bazaar on May 7, 2016, at the 19th Avenue and Camelback Park-and-Ride. The community event featured music, food, clothing, and crafts from Middle Eastern, African, and South American cultures, all of which represent the growing diversity within the transit district. A number of vendors provided informational materials for local businesses, and there were activities for children in the KidsZone. A second World Bazaar was held on December 3, 2016 at the same location.

Land Use

STRATEGY 4: Facilitate Walkable Urban Demonstration Projects

Demonstration projects provide case studies that can encourage investors to replicate and scale-up proven models. These projects usually require financial assistance in weak or untested markets due to higher perceived risk. The Solano District lacks transit oriented development and creative place-making projects that are essential for vital urban communities. Providing risk-mitigation assistance to projects will help implement the Conceptual Master Plan.

POLICY		TOOLS 
L4.2	Support creative place-making projects such as street festivals and public art.	Partnership
OUTCOMES		IMPACT
2	Convenient Neighborhood Amenities	■
4	Authentic Culture and Character	■

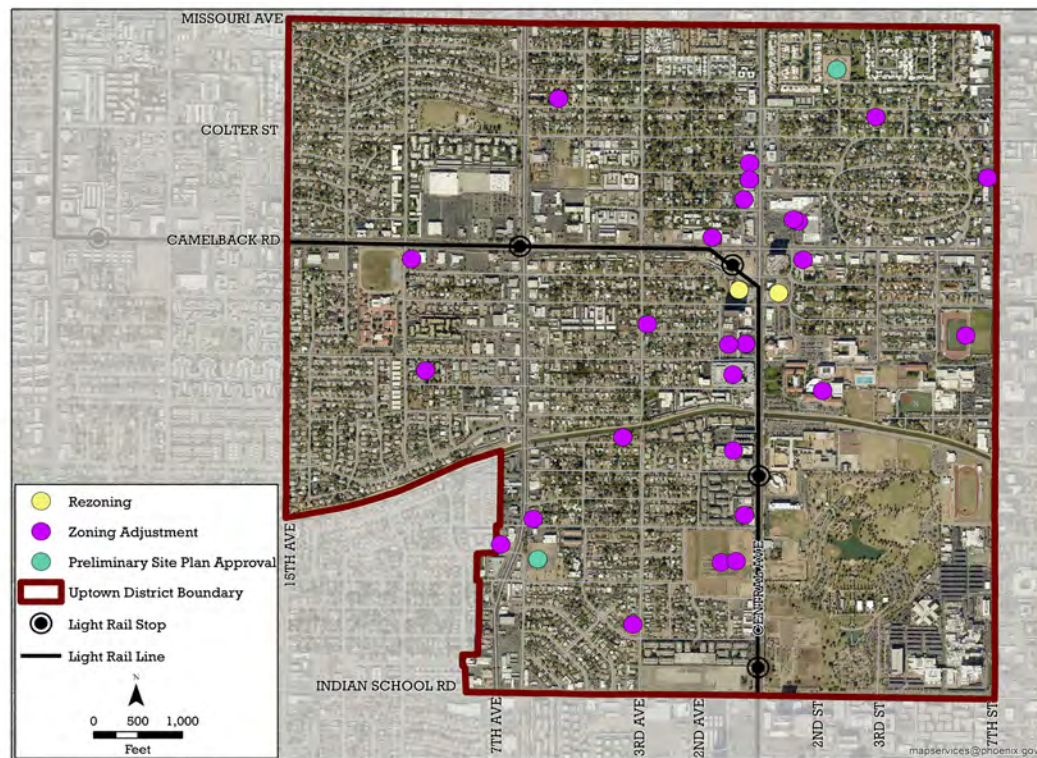
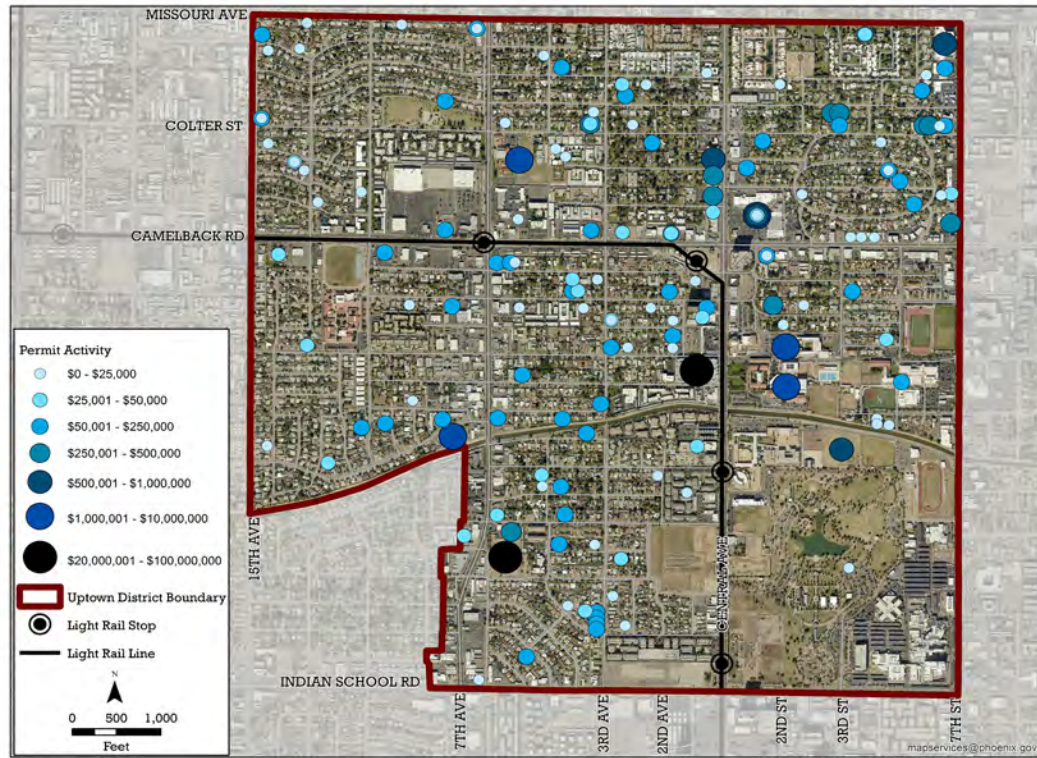


MAPPING GROWTH

U P T O W N

TRANSIT DISTRICT

Four stations are located within the Uptown Transit District, and include 7th Avenue/Camelback Road, Central Avenue/Camelback Road, Campbell Avenue/Central Avenue, and Indian School Road/Central Avenue. The district also features two park-and-ride facilities located at 7th Avenue/Camelback Road (123 spaces) and Central Avenue/Camelback Road (135 spaces), as well as five Grid Bike Share hubs. The Grand Canal provides a regional recreational amenity and connects pedestrian and bicyclists with the light rail system and points east and west of Uptown.



Permit activity within the Uptown Transit District demonstrated that revitalization efforts are well underway along the light rail corridor. Uptown Plaza was recently renovated to restore some of its original 1950s elements, attract new tenants, and create an Uptown shopping and dining destination. In addition, a new 266-unit luxury apartment complex, known as Elevation on Central, opened in 2015.

BY THE NUMBERS

U P T O W N

TRANSIT DISTRICT

RESIDENTIAL GROWTH

266 additional housing units



ZONING ADJUSTMENTS

31 variances/use permits



REZONING ACTIVITY

2 rezoning cases



PRELIMINARY SITE PLAN APPROVALS

2 site plans approved



ESTIMATED TOTAL VALUE OF PERMITS

111+ million dollars



BUILDING PERMITS

189 building permits



TOD POLICY PLAN UPDATE

U P T O W N

TRANSIT DISTRICT

The vision for a safe, convenient route for bicyclists and pedestrians along the Grand Canal received strong support from the community during ReinventPHX. In 2016, the Street Transportation Department began design of the first of two phases of the project. Phase I extends through the Uptown TOD District and includes the area between 15th Avenue and 16th Street, as well as the segment between 36th and 40th streets within the Gateway TOD District.

The goals of the project are to enhance the user's experience by creating safe crossings where streets intersect the canal, adding landscaping to provide shade, and improving neighborhood access points along the canal path. Financing for the overall project will be a combination of City of Phoenix funds, City of Phoenix Municipal Aesthetics Program Fund (provided by SRP), and federal funds through a Transportation Investment Generating Economic Recovery (TIGER) grant. Construction of Phase I is expected to begin in 2017.

Health

STRATEGY 17: Enhance Existing Recreation Facilities

Uptown has outstanding recreation assets that can be taken advantage of to further increase residents' quality of life. The public park infrastructure in the District provides a solid base from which to promote activity and health among residents. With enhancements to parks, along with the Grand Canal and adjacent properties, there is a unique opportunity to create one of the most desirable places to live in Phoenix for residents seeking active and healthy lifestyles.

POLICY		TOOLS
HE17.4	Pursue funding for Grand Canal trail enhancements, including pedestrian and bicycle paths, lighting, shade, public art, and drinking fountains.	Financing
OUTCOME		IMPACT
2	Access to Recreation	■

Mobility

STRATEGY 21: Coordinate Transportation Programs with Conceptual Master Plan

Projects selected for the Capital Improvement Program (CIP) and coordination with the Maricopa Association of Governments and Arizona Department of Transportation should include transportation improvements within the Conceptual Master Plan. In order to respond to shifting consumer preferences and growing demand for walkable urban communities, a greater emphasis should be placed on transportation projects that stimulate infill growth, as opposed to those on the periphery of the city. According to the Federal Highway Administration, virtually every federal transportation funding program can be used to build pedestrian and bicycle projects.

POLICY		TOOLS
M21.3	Identify and apply for discretionary funding opportunities to implement street, canal, and transit improvements within the Conceptual Master Plan.	Financing
OUTCOME		IMPACT
1	Quality Transportation Choices	■

COMMUNITY HIGHLIGHT

U P T O W N

GRAND CANALScape

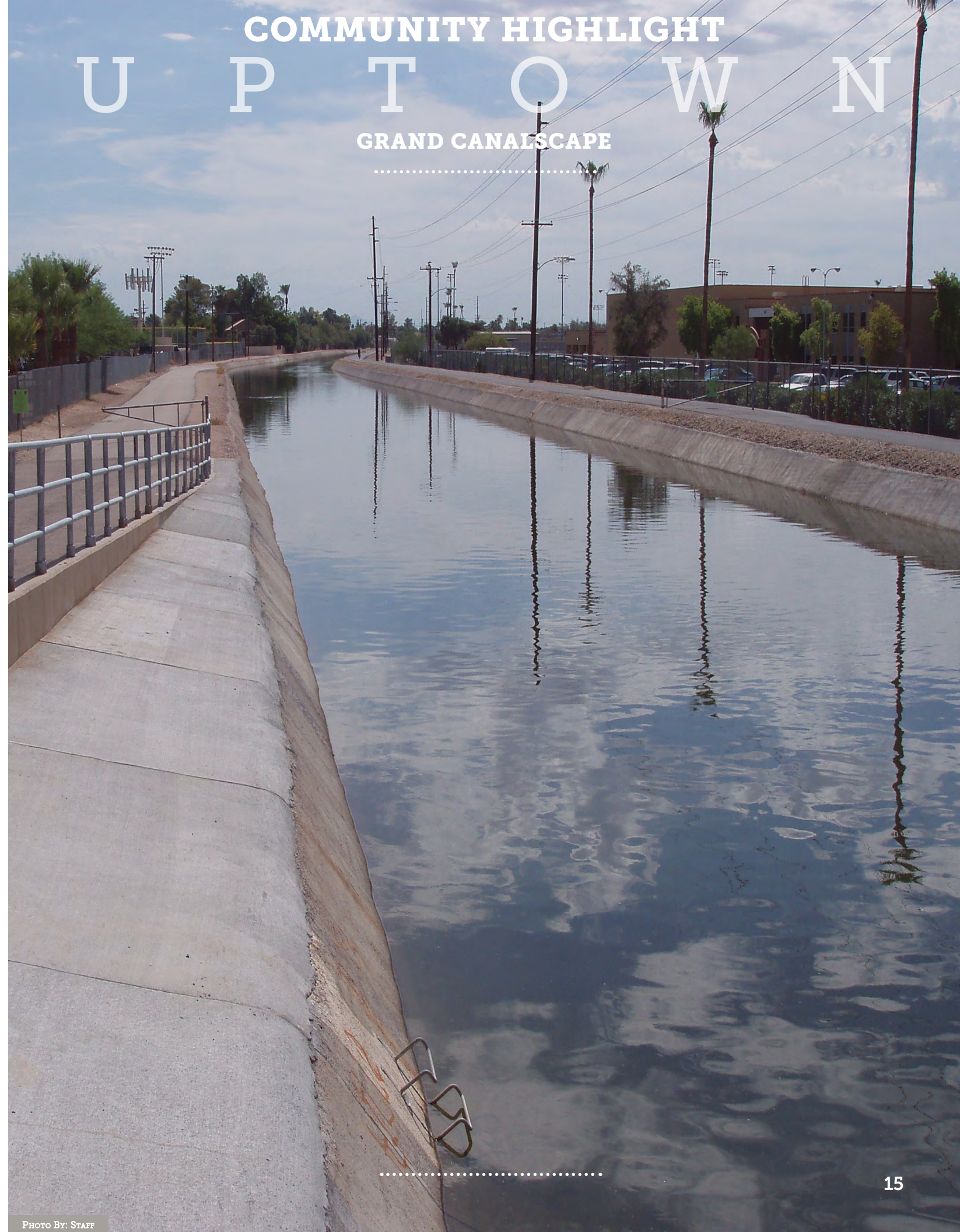


PHOTO BY: STAFF

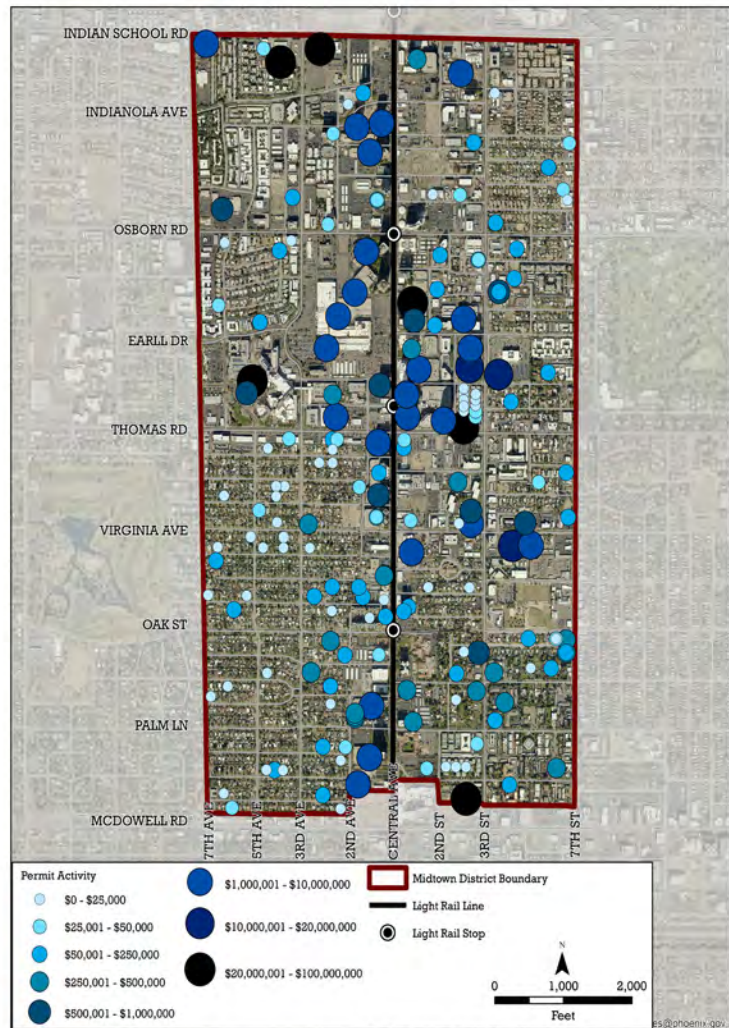
MAPPING GROWTH

M I D T O W N

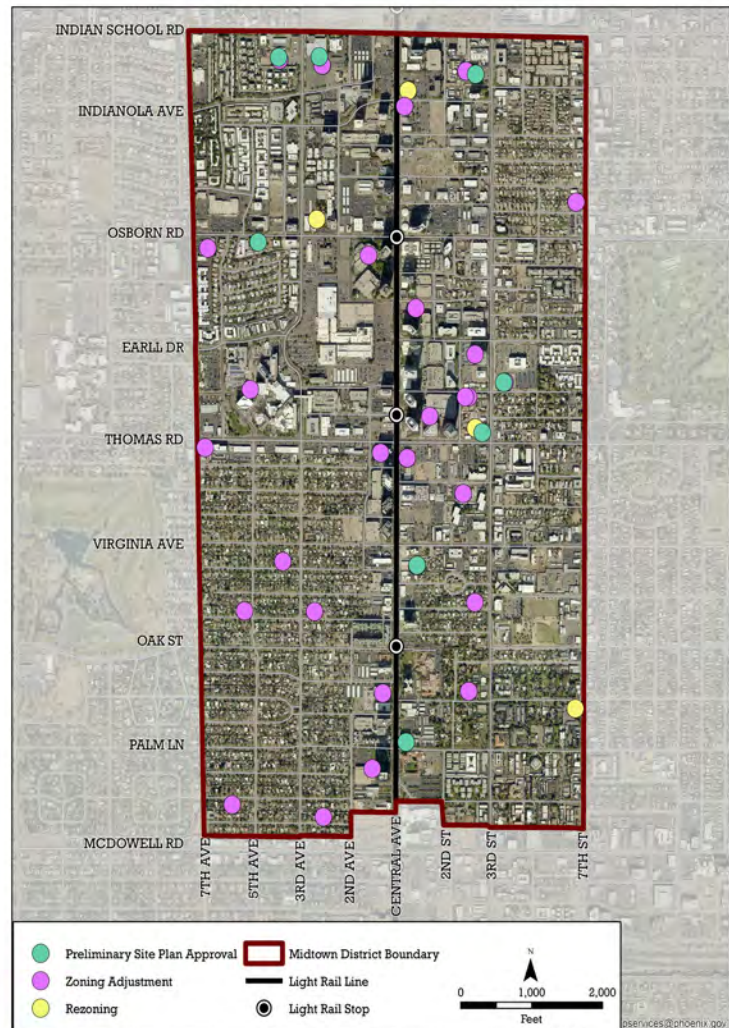
TRANSIT DISTRICT

The Midtown Transit District includes three stations at Central Avenue/Osborn Road, Central Avenue/Thomas Road, and Central Avenue/Encanto Boulevard. Seven Grid Bike Share hubs are also located within the district.

Development activity within the Midtown Transit District trended toward a reinvestment in existing commercial property, with a particular focus along Central Avenue. Notable projects include an expansion of the EBay data center on 3rd Street, and numerous improvements by Dignity Health at St. Joseph's Hospital and Medical Center. Completed residential projects include Cedar Crossing (74 affordable housing units) located at 333 E. Virginia Avenue and Arthaus (25 market-rate units) at 1717 N. 1st Avenue. Several multi-family residential projects are currently under construction, and include: Edison Midtown (110 units), Alta Midtown (225 units), and Broadstone Arts District (277 units), all of which are expected to open in 2017.



Data range: 01/01/2015 through 09/15/2016.



Data range: 01/01/2015 through 10/06/2016.

BY THE NUMBERS

M I D T O W N

TRANSIT DISTRICT

RESIDENTIAL GROWTH

99 additional housing units



ZONING ADJUSTMENTS

31 variances/use permits



REZONING ACTIVITY

4 rezoning cases



PRELIMINARY SITE PLAN APPROVALS

8 site plans approved



ESTIMATED TOTAL VALUE OF PERMITS

339+ million dollars



BUILDING PERMITS

400+ building permits



TOD POLICY PLAN UPDATE

M I D T O W N

TRANSIT DISTRICT

Founded in 2010, CO+HOOTS is a shared work environment that fosters collaboration, innovation, and big ideas, where startups are encouraged to “thrive, fail, and scale.” By 2016, CO+HOOTS was bursting at the seams, and founders Jenny Poon and Odeen Domingo expanded into a 14,000-square-foot space on Indianola Avenue in the Midtown Transit District.

Beyond the space, the organization’s non-profit arm, CO+HOOTS Foundation, offers education, training, and mentorship opportunities for small businesses, startups, “entrepreneurers,” and students. Its many programs focus on entrepreneurship, business, and technology. With 200+ members generating \$61 million in total annual revenue, it is no surprise that CO+HOOTS ranks as the No. 1 coworking community in Arizona, No. 2 in the nation, and No. 9 in the world.

Economic Development

STRATEGY 10: Revitalize Unique and Historic Commercial Buildings

Midtown’s stock of vintage mid-century retail shops, offices and apartment buildings is an asset that should be leveraged. Many of these buildings are vacant and some are in disrepair; however, with targeted financial assistance, quality restoration and entrepreneurial innovation, they have the potential to become unique place-making catalysts for further investment in the District.

POLICY		TOOLS
ED10.3	Partner with small business incubators and small business support organizations to market creative leasing opportunities to entrepreneurs.	Partnership
OUTCOMES		IMPACT
1	Strong Local Businesses	■
4	Access to Quality Careers	■

STRATEGY 13: Develop Residents’ Skills in Key Midtown Industries

Workforce development programs should be aligned with key industries and targeted to District residents in order to help provide residents the opportunity to benefit from job growth in their community.

POLICY		TOOLS
ED13.1	Support the development of a small business incubator/accelerator or expansion of an existing incubator/accelerator for middle skill and high skill businesses in key industries.	Financing
OUTCOMES		IMPACT
1	Strong Local Businesses	■
4	Access to Quality Careers	■

COMMUNITY HIGHLIGHT

M I D T O W N

CO+HOOTS



PHOTO COURTESY OF: CO+HOOTS

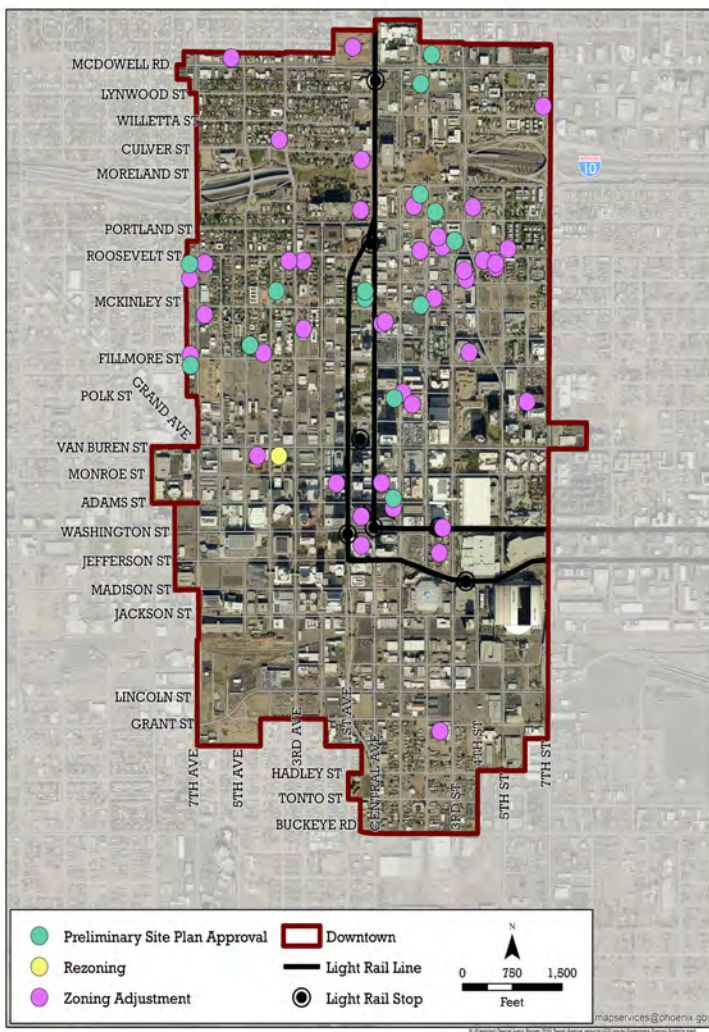
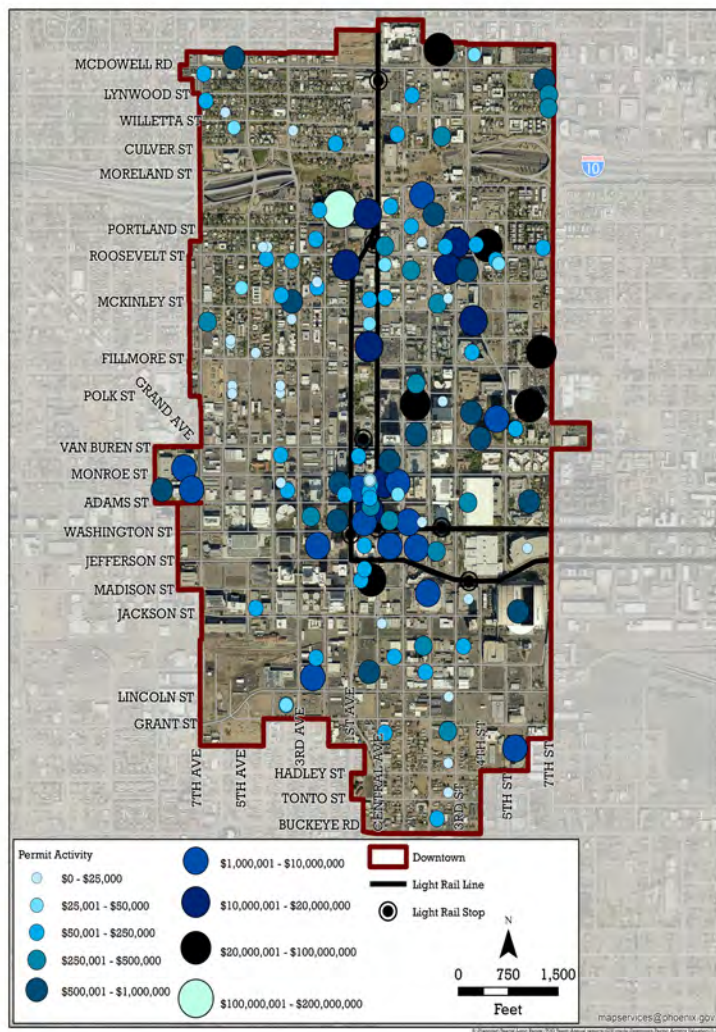
MAPPING GROWTH

DOWNTOWN

Phoenix's core includes stations at McDowell Road/Central Avenue, Roosevelt Street/Central Avenue, Van Buren Street/1st Avenue, Jefferson Street/1st Avenue, Washington Street/Central Avenue, and Jefferson Street/3rd Street. Downtown mobility is further enhanced by 27 Grid Bike Share hubs.

Development activity in the downtown core is on the rise as economic conditions improve statewide and nationwide. Once vacant parcels have been transformed into apartments and single-family attached units, dramatically altering the appearance of downtown and offering more housing options to residents and students. Over 600 units were added in 2015 and 2016, with hundreds more under construction or in development review.

In addition to strong residential growth, downtown also expanded its hospitality, health, and educational offerings with the opening of the Monroe Hilton Garden Inn, the FoundRe Hotel, the University of Arizona Cancer Center, the University of Arizona Biosciences Partnership, and the Arizona Center for Law and Society. With more than \$600 million invested in our core, downtown is becoming even more vibrant.



Data range: 01/01/2015 through 09/30/2016.

Data range: 01/01/2015 through 10/06/2016.

BY THE NUMBERS

DOWNTOWN

RESIDENTIAL GROWTH

661 additional housing units



ZONING ADJUSTMENTS

50 variances/use permits



REZONING ACTIVITY

1 rezoning case



PRELIMINARY SITE PLAN APPROVALS

14 site plans approved



ESTIMATED TOTAL VALUE OF PERMITS

615+ million dollars



BUILDING PERMITS

150+ building permits



COMMUNITY HIGHLIGHT

D O W N T O W N

ROOSEVELT ROW



PHOTO COURTESY OF: DOWNTOWN PHOENIX JOURNAL



PHOTO BY: STAFF

Above: DeSotoCentral Market, a cornerstone of Roosevelt Row, is a multi-use space with restaurant stalls, a bar, and private rooms for meetings and events. Constructed in 1928, the building previously housed a Chrysler DeSoto car dealership.



In 2015, the American Planning Association designated Roosevelt Row as a Great Neighborhood, highlighting the successful blending of single-family homes, new multi-family residential, adaptive reuse of historic buildings, and a thriving arts scene, all connected to the city's light rail system. Over the last two years, the area has continued to transform into a gathering space for residents, students, and tourists alike. Roosevelt Row serves as the spine for First Friday, a standing monthly event, drawing thousands to explore downtown and enjoy art galleries, bars, restaurants, local musicians, and street vendors.

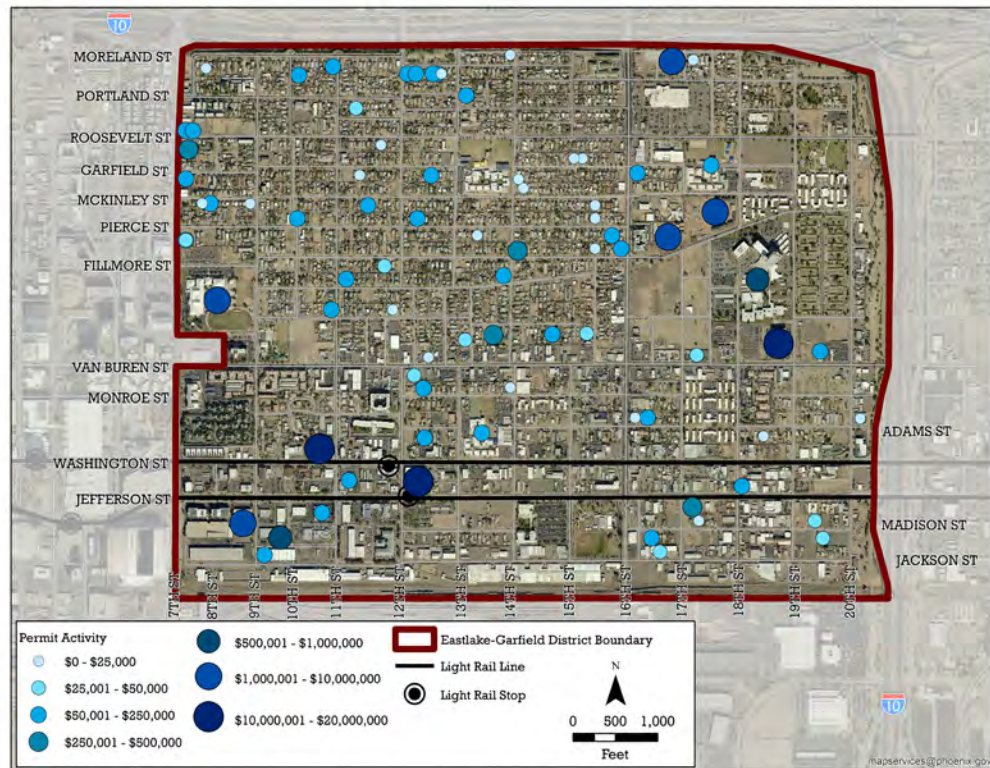
Left: Roosevelt Square Apartments, one of many newer residential communities constructed along Roosevelt Row.

Above right: *Three Birds in Flight* by Phoenix artist Lauren Lee on the new iLuminate Apartments (Baron Properties). Lee's original *Three Birds* mural was painted on 222 E. Roosevelt, which was demolished in 2015 to make space for iLuminate. Recognizing the benefit of connecting new residents with the established Roosevelt Row arts community, Artlink Inc. partnered with Baron Properties to develop an Art Voucher Program, which provides residents of iLuminate and the adjacent Linear Apartment Homes the opportunity to purchase local art and receive a discount on their rent.

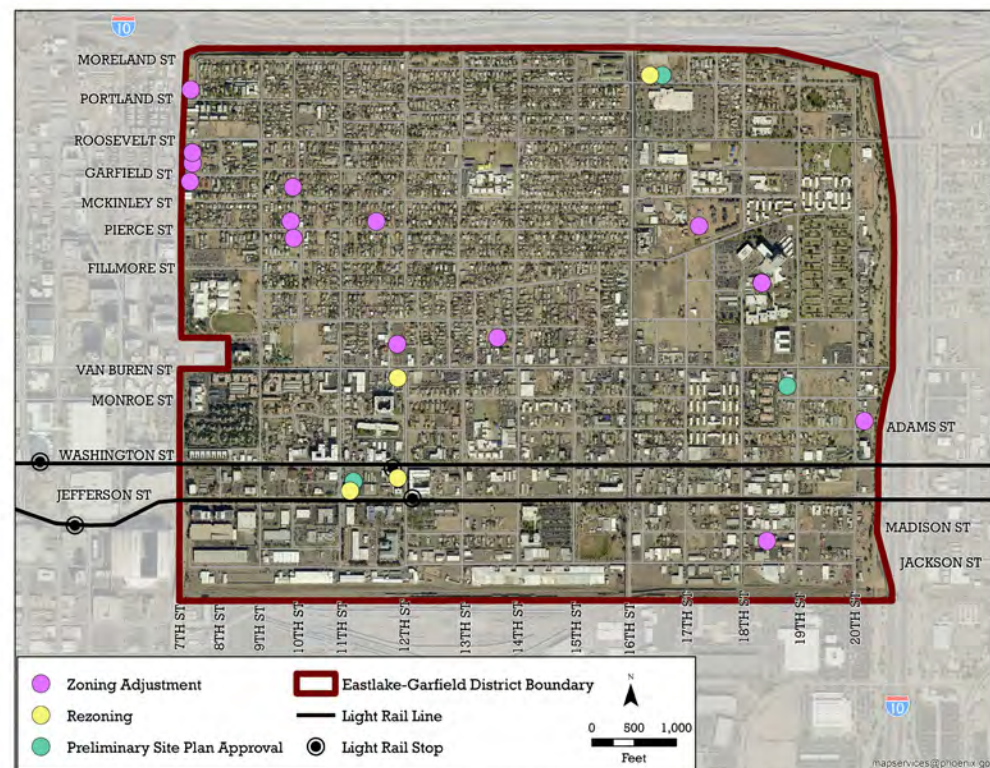
MAPPING GROWTH

EASTLAKE-GARFIELD

TRANSIT DISTRICT



Data range: 01/01/2015 through 09/30/2016.



Data range: 01/01/2015 through 10/06/2016.

The portion of the light rail system within the Eastlake-Garfield Transit District operates as a couplet, with eastbound movements along Jefferson Street and westbound movements along Washington Street. The district features an eastbound station at 12th Street/Jefferson Street and a westbound station at 12th Street/Washington Street, as well as four Grid Bike Share hubs.

Permit activity within the Eastlake-Garfield Transit District signaled an investment in housing, with completion of two mixed-income residential projects (Aeroterra II and Aeroterra III), and two market-rate projects (11 Capital Place and 12 Capital Place). Other notable projects in the district include improvements to St. Luke's Medical Center and ASU's Preparatory Academy. Additional activity near the light rail station includes The Presidential (90 units), which is currently under construction, and The Monument on Jefferson (300 apartment units and 150 hotel units), which is in development review.

In the coming year, the City and Valley Metro will continue to evaluate the feasibility of adding a station at 16th Street.

BY THE NUMBERS

EASTLAKE-GARFIELD

TRANSIT DISTRICT

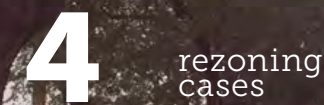
RESIDENTIAL GROWTH



ZONING ADJUSTMENTS



REZONING ACTIVITY



PRELIMINARY SITE PLAN APPROVALS



ESTIMATED TOTAL VALUE OF PERMITS



BUILDING PERMITS



TRANSIT DISTRICT

The U.S. Department of Housing & Urban Development awarded the City of Phoenix a \$1.5 million Planning and Action Grant through its Choice Neighborhoods program. The program aims to take a holistic approach to revitalizing distressed communities by identifying neighborhood assets and challenges to address housing, transportation, access to jobs, schools, and public safety.

The grant will target the eastern portion of the transit district between 16th Street and Interstate 10, and will focus on three public housing projects: Sidney P. Osborn, A.L. Krohn, and Frank Luke homes. The Choice Neighborhoods award will enable the City to continue to build upon local transit-oriented development opportunities, with particular attention to resident quality of life.

In addition to leveraging internal departments, the City established a number of key partnerships to ensure the successful implementation of the grant, including the Arizona Department of Housing, Local Initiatives Support Corporation, Phoenix Revitalization Corporation, Phoenix Elementary School District #1, St. Luke’s Medical Center, Friendly House, Phoenix Industrial Development Authority (IDA), Maricopa County IDA, and Global Green USA.

Housing

STRATEGY 8: Coordinate Affordable Housing Programs with the Conceptual Master Plan

The Consolidated Planning process and coordination with HUD and the Arizona Department of Housing’s Qualified Allocation Plan should use the Eastlake-Garfield plan as a tool to guide investment decisions. Integrating affordable housing within areas targeted for major redevelopment and neighborhood improvement will improve efforts to mitigate the risk of gentrification and displacement, while remaining consistent with the community’s overall vision for growth.

POLICY		TOOLS
H8.1	Identify opportunities to coordinate the Consolidated Housing Plan with the Conceptual Master Plan.	Operations
OUTCOMES		IMPACT
1	Access to Affordable Housing	■
4	Low Cost of Living	■

CHOICE NEIGHBORHOODS



PHOTO COURTESY OF: CITY OF PHOENIX HOUSING DEPARTMENT

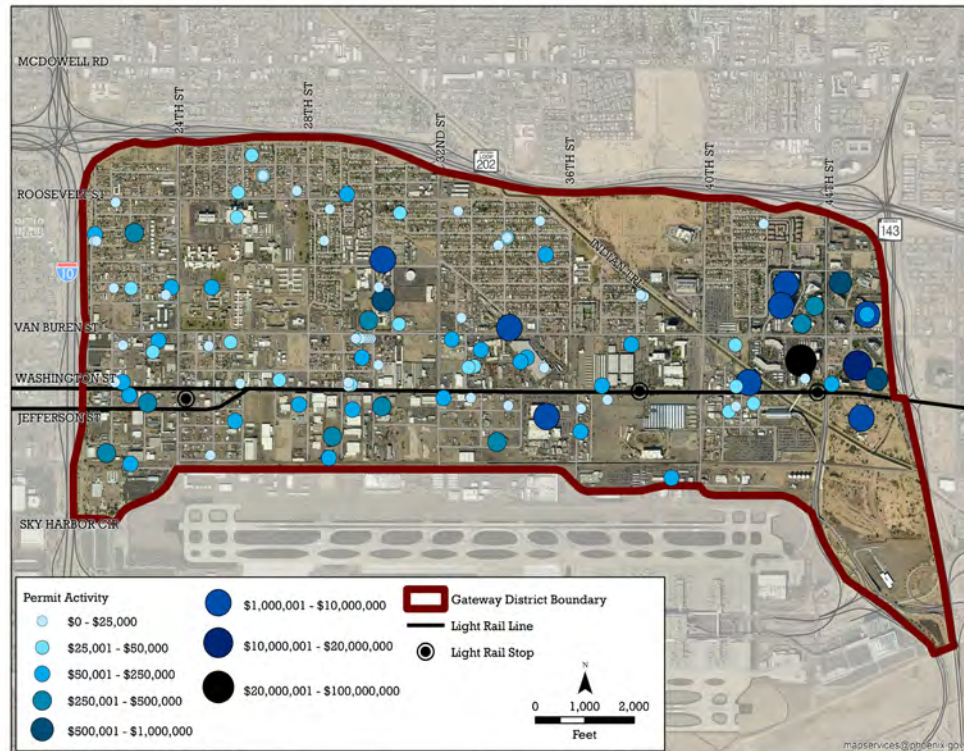
MAPPING GROWTH

G A T E W A Y

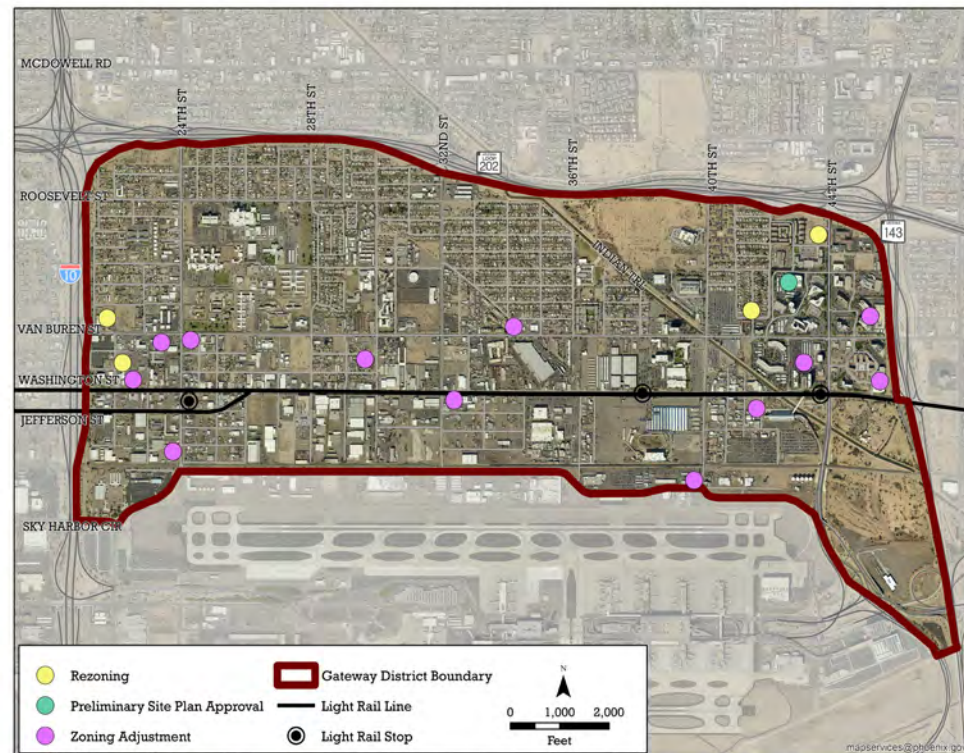
TRANSIT DISTRICT

Within the Gateway District, the 24th Street station includes an eastbound platform at 24th Street/Jefferson Street, and a westbound platform at 24th Street/Washington Street. Two additional stations are located at 38th Street/Washington Street and 44th Street/Washington Street, where passengers can connect to the PHX Sky Train for airport access. The 38th Street/Washington Street station also includes a park-and-ride with 189 spaces. There are currently no Grid Bike Share hubs within the Gateway Transit District. The Grand Canal intersects the light rail west of 44th Street, and provides a regional corridor for connecting pedestrians and bicyclists with the light rail system, Phoenix, and Tempe.

Development activity within the Gateway Transit District occurred primarily along the light rail corridor and at the 44th Street/Washington Street intersection. Major projects in 2015 and 2016 included an airport parking garage, renovations to the Phoenix Gateway Center office complex, and the Washington Park Mixed Use Development (which includes Trillium 44, a 297-unit apartment community; a five-story office building, and adjacent parking garage).



Data range: 01/01/2015 through 08/31/2016.



Data range: 01/01/2015 through 10/06/2016.

BY THE NUMBERS

G A T E W A Y

TRANSIT DISTRICT

RESIDENTIAL GROWTH

297 additional housing units



ZONING ADJUSTMENTS

16 variances/use permits



REZONING ACTIVITY

4 rezoning cases



PRELIMINARY SITE PLAN APPROVALS

1 site plan approved



ESTIMATED TOTAL VALUE OF PERMITS

65 million dollars



BUILDING PERMITS

120+ building permits



TOD POLICY PLAN UPDATE

G A T E W A Y

TRANSIT DISTRICT

Recognizing the correlation between attendance, academic performance, and food security, Vitalyst Health Foundation (formerly St. Luke’s Health Initiatives) partnered with Valley of the Sun United Way to expand its Breakfast in the Classroom program. As a funding source for the program, Vitalyst Health Foundation encouraged Valley of the Sun United Way to target schools in the ReinventPHX districts.

Wilson Elementary School, located in the Gateway Transit District, is one example of the success of Breakfast in the Classroom. At its inception, approximately 200 students participated in the program. School staff made several logistical changes over time to ensure all of its students could have access to a healthy breakfast. By the end of 2015, the Wilson Elementary School started placing Grab ‘N’ Go carts in the cafeteria for students to pick up their breakfasts on their way to the classroom. As a result, the school’s breakfast participation has quadrupled to 800 students.

Health

STRATEGY 20: Provide Recreation and Community Health Services at Public Schools

High quality public schools serve as neighborhood anchors that can help foster a healthy community. Providing residents with recreation opportunities and health-related services at schools can improve access to resources and help lower the overall cost of healthcare.

POLICY		TOOLS
HE20.2	Support partnerships to develop health services programs at public schools such as free health screenings, referrals, nutritious foods, and cooking and wellness classes.	Partnership
OUTCOMES		IMPACT
3	Access to Healthy Food	■
4	Reduce Obesity Related Diseases	■

COMMUNITY HIGHLIGHT

G A T E W A Y

BREAKFAST IN THE CLASSROOM

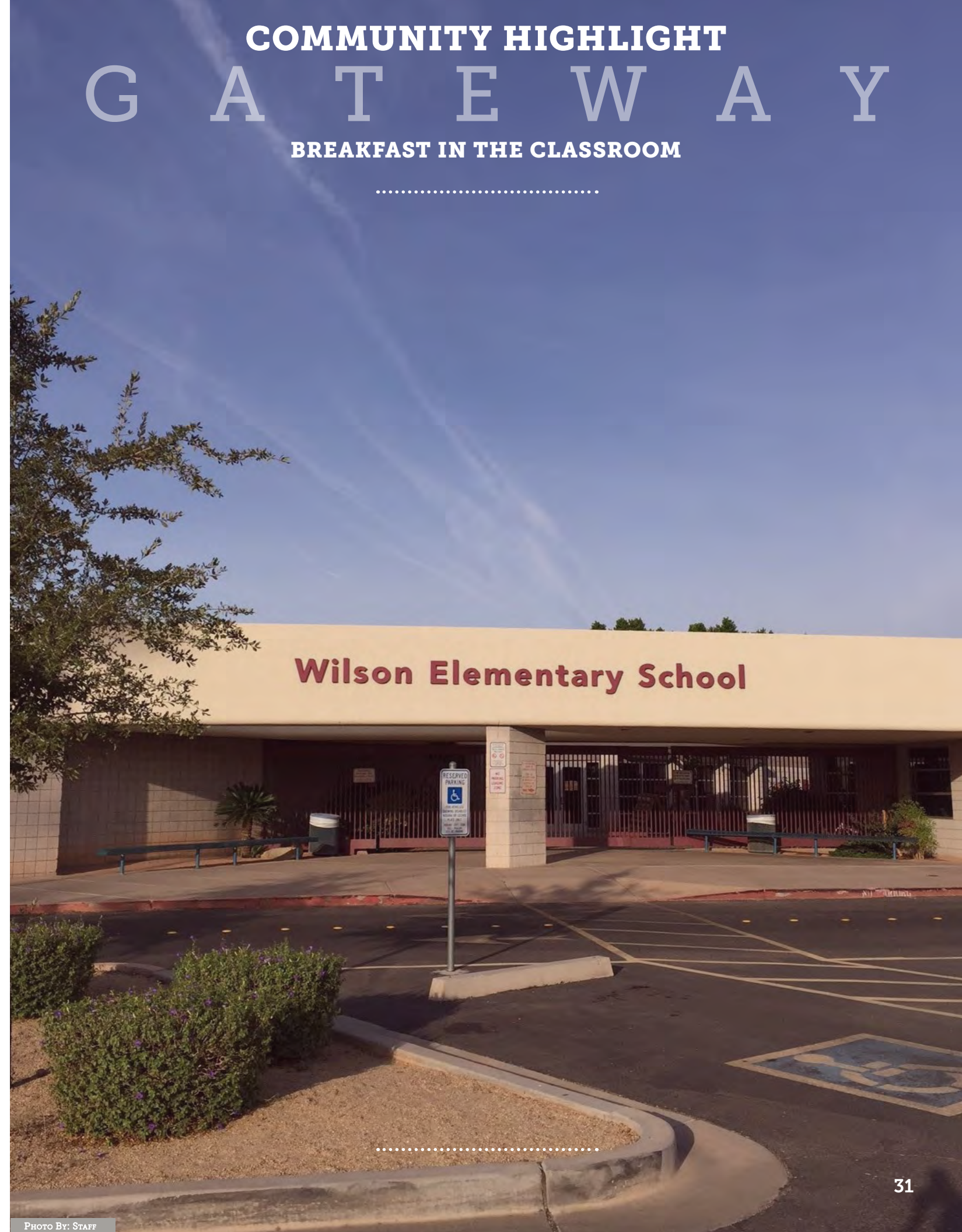


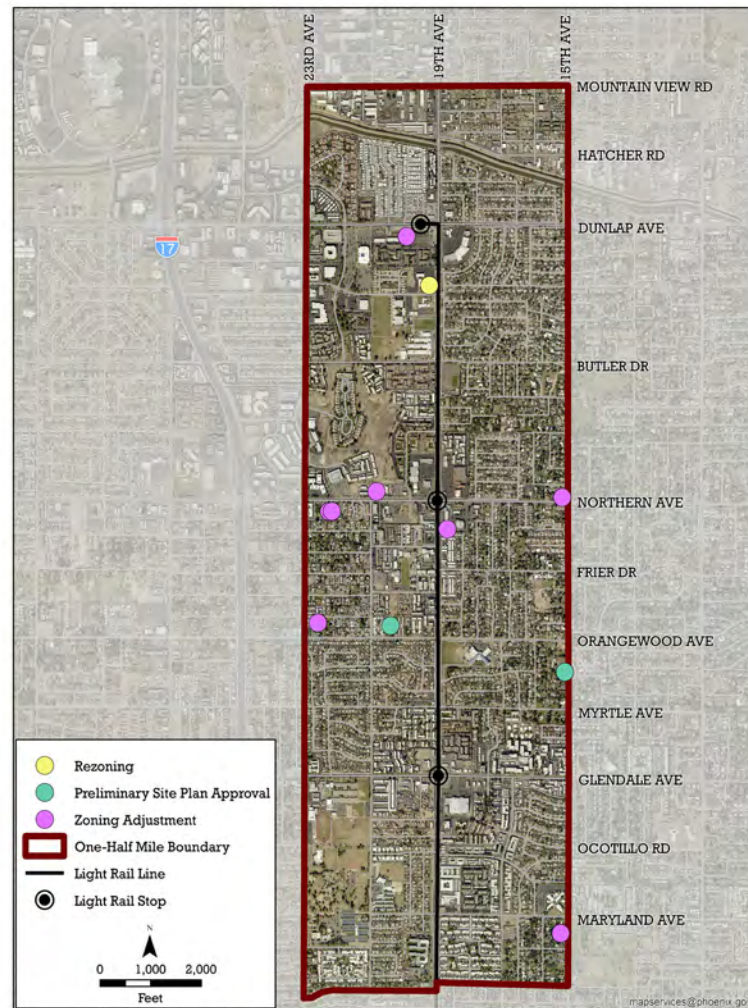
PHOTO BY: STAFF

MAPPING GROWTH

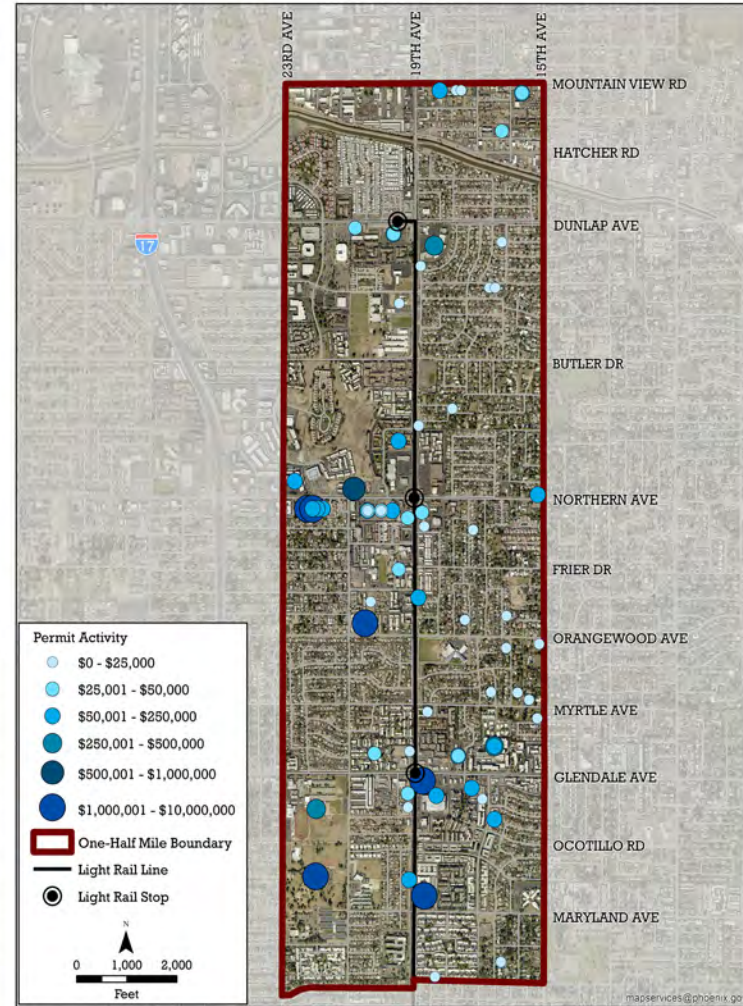
NORTHWEST EXTENSION

Phase I of the Northwest Extension opened on March 19, 2016, adding 3.2 miles to the system. Three new stations are located along 19th Avenue at Glendale, Northern, and Dunlap avenues. The extension also features a 415-space park-and-ride facility at the 19th Avenue/Dunlap Avenue terminus. To date, there are no Grid Bike Share hubs along the Northwest Extension.

While the Northwest Extension is not part of a formal transit district, the extension is presented here with a one-half-mile buffer, which generally reflects a 10-minute walkshed.



Data range: 01/01/2015 through 09/30/2016.



Data range: 01/01/2015 through 10/06/2016.

With the opening of the light rail extension, the area along 19th Avenue has garnered more interest from the development community. Planning and development activities indicate that several residential, retail, medical, and community facilities are in the review process.

Permit activity and site plan reviews identify a variety of residential projects currently under construction, including a new, 12-unit apartment building and a 122-unit senior community.

BY THE NUMBERS

NORTHWEST EXTENSION

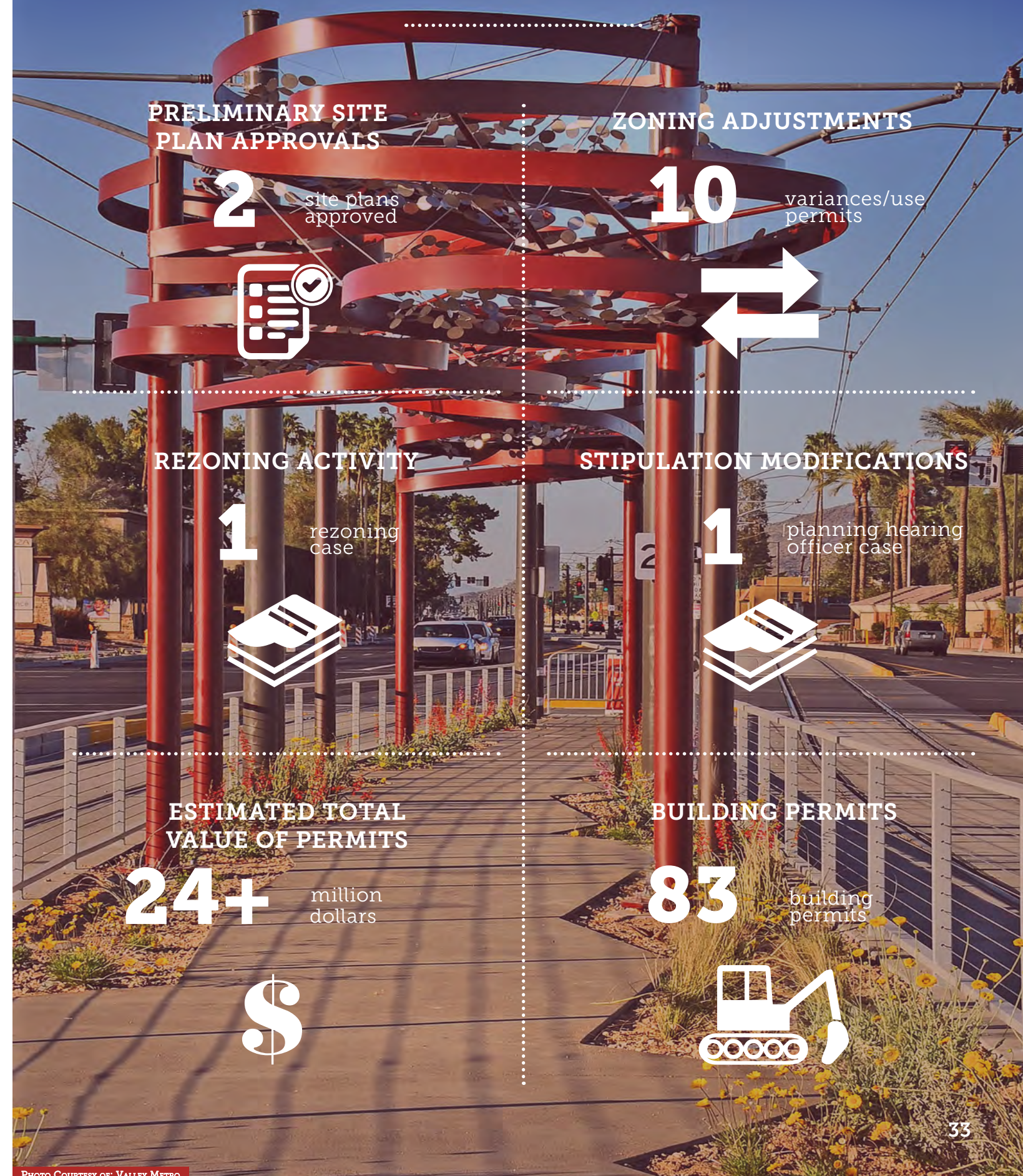


PHOTO COURTESY OF: VALLEY METRO

GRAND OPENING CELEBRATION

COMMUNITY HIGHLIGHT

NORTHWEST EXTENSION NORTHWEST EXTENSION

19 NORTH ALLIANCE



The 19 North Alliance is a collaboration of residents, faith communities, businesses, and neighborhood associations whose vision is to revitalize the area along 19th Avenue and create a safe, walkable destination. With the recent opening of the light rail extension, the 19 North Alliance seeks to take advantage of this new connectivity to strengthen the community, attract businesses, and encourage an eclectic mix of culture, entertainment, and activity. Currently, the 19 North Alliance is focused on the area bounded by Dunlap Avenue on the north, 15th Avenue on the east, Bethany Home Road on the south, and 23rd Avenue on the west.

Although still in its infancy, the 19th North Alliance already has secured the necessary resources to establish a branding campaign, starting with new 19 North signs affixed to light posts along 19th Avenue. The 19 North Alliance is also working on several other community-based initiatives, including a public garden, student mentoring program, community arts center, and blight reduction efforts. In late 2016, the 19th North Alliance hosted a service summit to focus on area employment resources.

A LOOK AHEAD

REPLACE TOD-1 WITH THE WU CODE IN THE SOLANO DISTRICT (2017)

SOUTH CENTRAL AVENUE LIGHT RAIL EXTENSION STATION AREA PLANNING (2017)

ONGOING 16TH STREET STATION FEASIBILITY STUDY (2017)

REPLACE TOD-1 & TOD-2 WITH THE WU CODE (2017-2019)

TEXT AMENDMENT TO THE DOWNTOWN CODE (2017)

NEW STATION AT 50TH STREET (ANTICIPATED OPENING 2019)

WEST PHOENIX/CENTRAL GLENDALE (ANTICIPATED OPENING 2026)

CAPITOL/I-10 WEST PHASE II (ANTICIPATED OPENING 2030)

SOUTH CENTRAL AVENUE LIGHT RAIL EXTENSION (ANTICIPATED OPENING 2023)

CAPITOL/I-10 WEST PHASE I (ANTICIPATED OPENING 2023)

NORTHEAST CORRIDOR (ANTICIPATED OPENING 2034)

NORTHWEST EXTENSION PHASE II (ANTICIPATED OPENING 2023)

ASU WEST EXTENSION (ANTICIPATED OPENING 2044)



For more information, or to view the electronic version of this document please visit

<https://www.phoenix.gov/pdd/topics/reinvent-phx/tod>

The transit district Steering Committees generally meet twice per year. Please consult the public meeting notices page for an agenda and to confirm the date and locations of the meetings.

<https://www.phoenix.gov/cityclerk/publicmeetings/notices>

This publication can be made available in alternate format upon request. Contact Elaine Noble at the Planning and Development Department at 602-495-0256.

TTY: Use 7-1-1



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