



TRANSIT-ORIENTED
DEVELOPMENT
in Phoenix

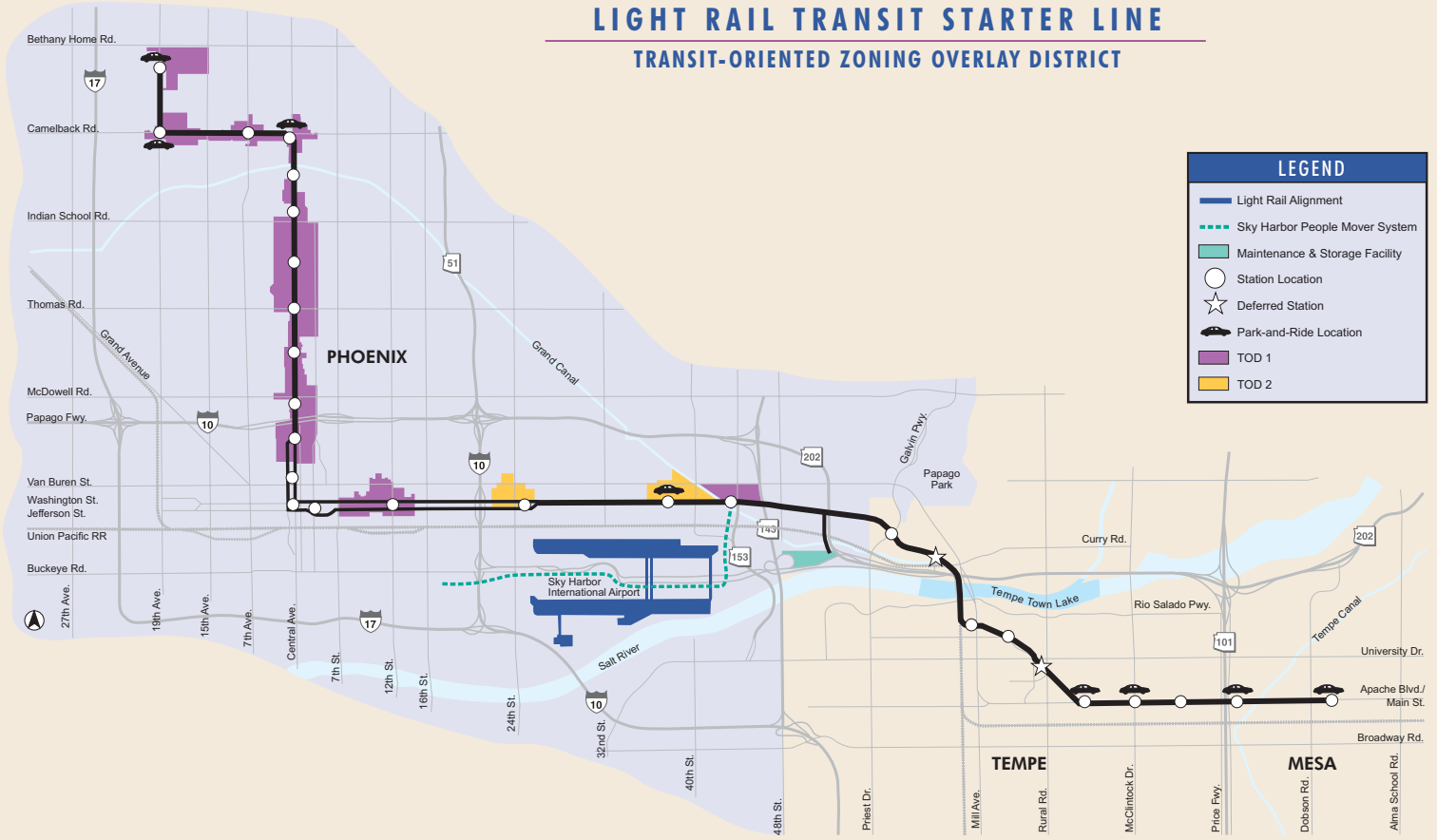


City of Phoenix



METRO LIGHT RAIL

LIGHT RAIL TRANSIT STARTER LINE TRANSIT-ORIENTED ZONING OVERLAY DISTRICT



TOD DEVELOPMENT STANDARDS

Build-to Lines

The setback of buildings from the property line are minimized within close proximity to the station.

Distance from Station	<1,000 ft.	>1,000 ft.
Residential Uses	8 ft.	18 ft.
Non-residential Uses/Mixed Uses	6 ft.	12 ft.

Building Frontage and Facade

In order to support pedestrian-oriented development within the TOD areas, building frontages and open spaces for pedestrian use are maximized.

Distance from Station	Minimum Building Frontage as Percentage of Lot Frontage
0 – 500 ft	75 %
500 – 2,000 ft	65 %

Building construction to include:

- Clear windows for at least 50 percent of the building facade facing the street
- No more than 30 percent blank walls for non-residential uses
- No more than 50 percent blank walls for residential uses

Entries

Buildings adjacent to a transit platform, station, street or major

pedestrian accessway shall have one main entry oriented to the platform, station, street or accessway.

Shade

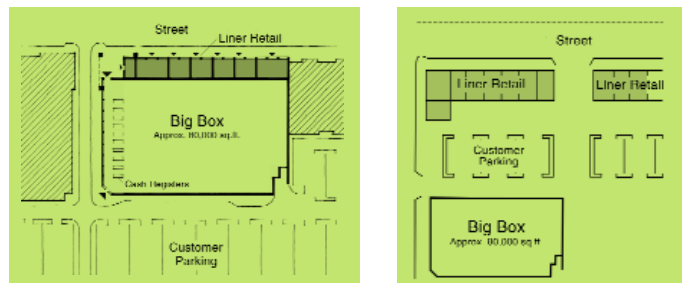
Development abutting a sidewalk or pedestrian way will provide structured shading, such as awnings and arcades.

Large Scale Retail Commercial

The regulations for large retail stores over 80,000 square feet provide that:

- Liner retail be located along the pedestrian street
- Prking is located between liner retail and the large retail center or in the rear

Examples of TOD Parking Standards



Street and Sidewalks

Sidewalks must be a minimum of eight feet unobstructed width. Residential areas with a density of less than 12 dwelling units per acre must provide a sidewalk width of six feet.



Transit-oriented commercial development in Phoenix.

Sidewalks may be used for outdoor accessory uses, such as seating, dining, sales, display of flowers, etc., with approval of a use permit and revocable permit where the sidewalk is within the public right-of-way.

Signs

Signs within the TOD Overlay District must be at a pedestrian scale.

For painted wall signs and individual letters mounted on a building:

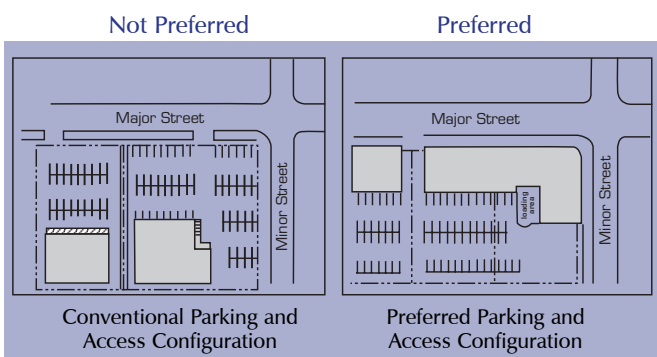
- There may be one square foot of signage for each lineal foot of elevation up to 100 square feet per business.
- Individual letters shall be 12 inches high for building fronts less than 30 feet in height, 18 inches high for building fronts 30 – 60 feet in height, 24 inches high for building fronts over 60 feet in height.
- Signage may be increased up to 25 percent with approval of a comprehensive sign plan.

Parking and Loading

- Parking requirements within the TOD Overlay District are calculated using the City of Phoenix standard found in Section 702.A.3 of the Phoenix Zoning Ordinance or the underlying zoning district whichever is less. Parking is limited to 125 percent of the City standard.
- On-street parking along the frontage may be used as required parking.
- One bicycle space is provided for every 2,000 square feet of tenant leasable floor area.

Off-Street Parking Location

Surface parking lots



Parking lots should be located to the rear and/or interior of lots to minimize visibility from the street. On corner lots, or lots with two fronts, parking is located along the street with the least amount of commercial activity.

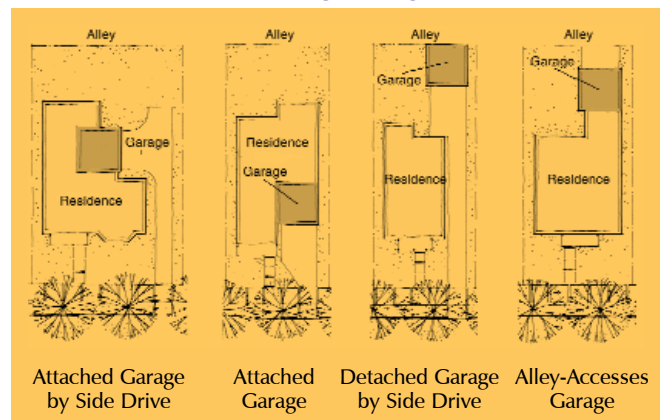
Structured Parking

In order to encourage pedestrian activity, structured parking adjacent to a transit station, street or major pedestrian access-way shall provide non-parking uses on the ground level floor for at least 50 percent of the building facade.

Single Family

Garages may be attached or detached and set back a minimum of 10 feet behind the primary front facade of the house. Garages shall not be more than 50 percent of the overall width of the residence. Sidewalks are encouraged as the primary access to the residence.

Preferred Garage Configurations



Loading and Access Areas

Access is from non-pedestrian oriented streets. Loading and service drives do not obstruct sidewalks and are screened from view in accordance with Section 507, Tab A of the Phoenix Zoning Ordinance. Loading areas are not located in the front of the lot and are separated from the public parking areas.

CHARACTERISTICS OF TRANSIT-ORIENTED DEVELOPMENT

- A compact pattern of development and sufficient density to support transit
- A mix of uses designed to attract pedestrians and round-the-clock activity around transit stations
- A combination of amenities, including shade and wide sidewalks, that create a comfortable environment for pedestrians and bicyclists between the light rail station and adjacent development

ABOUT TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development is a development style that encourages transit usage by increasing the base of riders through complementary land uses - such as office, retail and housing - near transit stations. Mixed-use development, such as a multi-family housing project with retail at street level, is ideal, since it attracts riders to the station areas. Compact, dense development is also important to transit-oriented development to increase riders near light rail stations.

Catering to pedestrians and improving the walkability and connectivity between light rail stations and nearby development is a major component of transit-oriented development. The goal is a comfortable five to 10-minute walk from a light rail station to retail, office or housing. In addition, transit-oriented development strives to create a comfortable environment for pedestrians and bicyclists to encourage people to walk and bike to and from transit stations, by adding landscaping and other amenities.

Recognizing that people will still use automobiles, auto uses are carefully integrated into developments.

MAXIMIZING THE PUBLIC'S INVESTMENT IN INFRASTRUCTURE

In order to maximize the public's investment in the light rail system and ensure that future development around light rail stations is compatible and increases riders, the City of Phoenix has adopted two Transit-Oriented Zoning Overlay Districts. The new overlay districts encourage transit-oriented development within a 1/4 mile around key light rail stations. The ordinances also prohibit certain uses that do not contribute to transit ridership.

TOD 1 AND TOD 2 ORDINANCES

- TOD 1 primarily applies to commercial and residential areas
- TOD 2 applies to industrial and support areas.

TOD 1 and TOD 2 have the same provisions and standards; the only differences are the prohibited and conditional uses.

Prohibited uses in TOD 1 and TOD 2

- Car washes
- Cemeteries
- Drive-in businesses
- Exterior display of goods
- Funeral homes and mortuaries
- Solid waste transfer stations
- Golf/miniature golf courses
- RV parks or mobile home parks and campgrounds

Prohibited uses in TOD 1/ allowed in TOD 2

- Automobile and other motorized vehicles dealers, resellers, repair, leasing, service stations, including oil and lubrication services, tire and muffler installation and service, body shops, or other motor vehicle services, but excluding retail or wholesale outlets selling motor vehicle parts and accessories without provision for on-site installation

An example of mixed-use development in Phoenix



This example of pedestrian-oriented development in Phoenix features shaded pathways, wider sidewalks and landscaping.

- Boat dealers, resellers, repair, and leasing
- Bulk retail and wholesale uses, including building materials
- Exterior storage of goods
- Food and beverage sales, restaurant suppliers, etc.
- Cold storage plants
- Commercial equipment and construction equipment, sales, service and rental
- Gas station and gas station accessory uses, such as mini-marts, convenience food and sundries sales
- Junk yards and motor vehicle wrecking yards
- Kennels, excluding those accessory to veterinary clinics
- Manufactured home sales
- Nurseries or greenhouses
- Telecom hotels
- Towing services
- Truck stops and uses related to trucking, excluding loading and unloading for permitted commercial uses
- Warehouses, mini-warehouses, storage facilities, and mini storage facilities (indoor and outdoor)

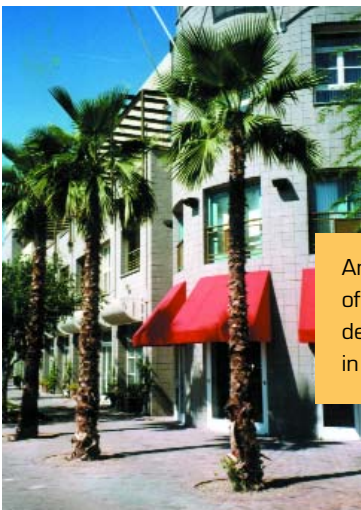
For sites with existing structures/facilities, these uses shall not be prohibited until January 1, 2014. After January 1, 2014, property owners may request that the planning commission initiate an application for a special permit to permit uses otherwise prohibited, but which are allowed by the underlying zoning.

Conditional uses in TOD 1 and TOD 2

- Drive-through facilities
- Fast-food establishments
- Grocery stores with building footprints over 50,000 square feet
- Liquor, retail sales and package retail sales
- Outdoor recreational uses
- Parking, accessory to a permitted use, that exceeds automobile parking maximum regulations as outlined within Section 11.1 Automobile Parking Requirements Per Floor Area or Unit Size and Land Use Type
- Parking facilities (commercial) or principal use parking (structured or surface)

Conditional uses only in TOD 1

- Light industrial facilities
- Post offices (private)
- Sports facilities with more than 10,000 seats



A mixed-use residential/commercial project



TO WHOM DO THE NEW TRANSIT-ORIENTED DEVELOPMENT REGULATIONS APPLY?

The new transit-oriented district development standards apply to new development or when an approved site plan is modified. Please see the information in the section below about non-conforming uses under the TOD overlay district. The Transit-Oriented Development regulations apply to all lands designated TOD on the City of Phoenix Zoning Map as of December 19, 2003 as the following:

- Projects with Preliminary or Final Development Services Department site plan or subdivision approval after the effective date
- Projects with actions that modify an approved site plan (i.e., appeals, site plan amendment, modification of stipulations) shall comply with the standards in a manner consistent with the change
- Existing large-scale retail mixed-use centers of 40 acres or more, dependent upon the extent of redevelopment.

NON-CONFORMING USES

All uses that existed legally within the TOD Overlay Zone District prior to the effective date of the ordinance but became non-conforming due to the overlay district may continue to operate as non-conforming uses. Expansion of a non-conforming use on the same or adjacent parcel is possible if the following three conditions are met:

- The parcel is owned or leased prior to January 1, 2014. After January 1, 2014 a special permit is required.
- The expansion is developed in accordance with the standards of the TOD.
- The underlying zoning permits the use.

For more information about the City of Phoenix Transit-Oriented Zoning Overlay District, please contact the City of Phoenix Planning Department at (602) 495-0251 or at <http://phoenix.gov/PLANNING/todindex.html>.

For information about the light rail project, please contact Valley Metro Rail at (602) 534-1807, rail@valleymetro.org or www.valleymetro.org/rail.