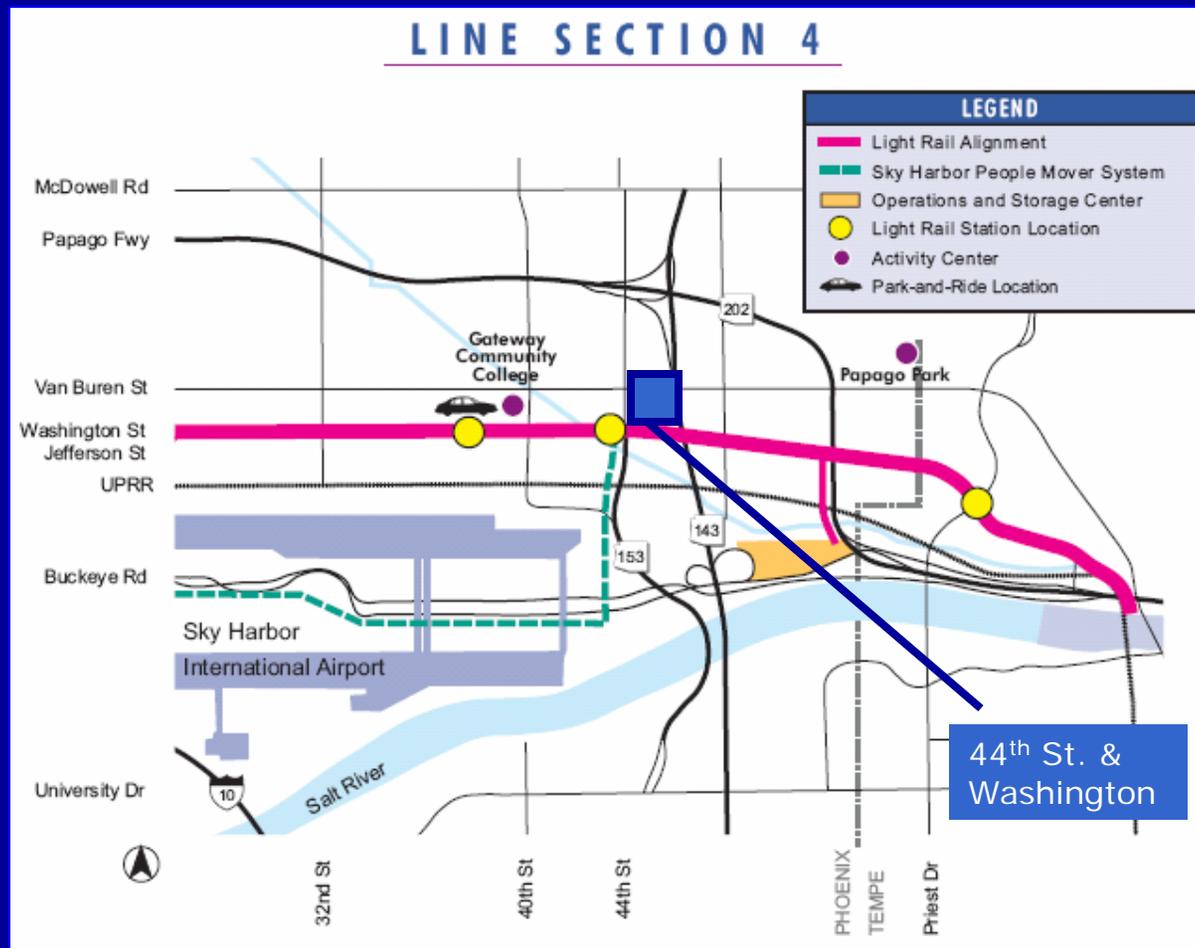


# TOD Challenges

“The purpose of the TOD is to encourage an appropriate mixture and density of activity around transit stations to increase ridership and promote alternative modes of transportation to the automobile.”

*-City of Phoenix Zoning Ordinance*

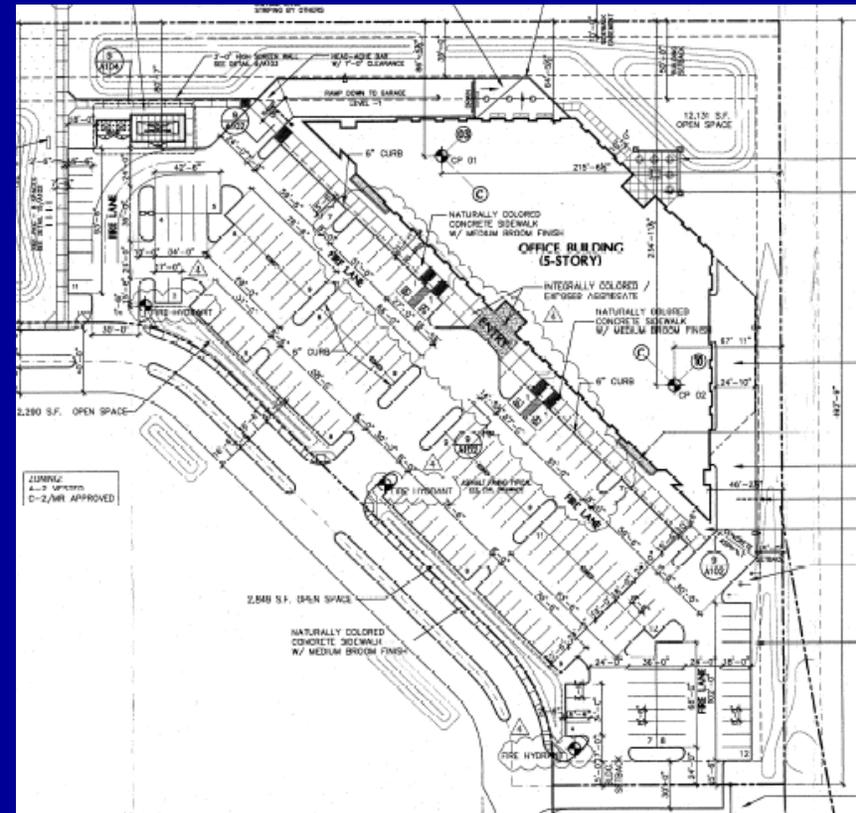
# TOD/Infill Challenges Washington Corridor



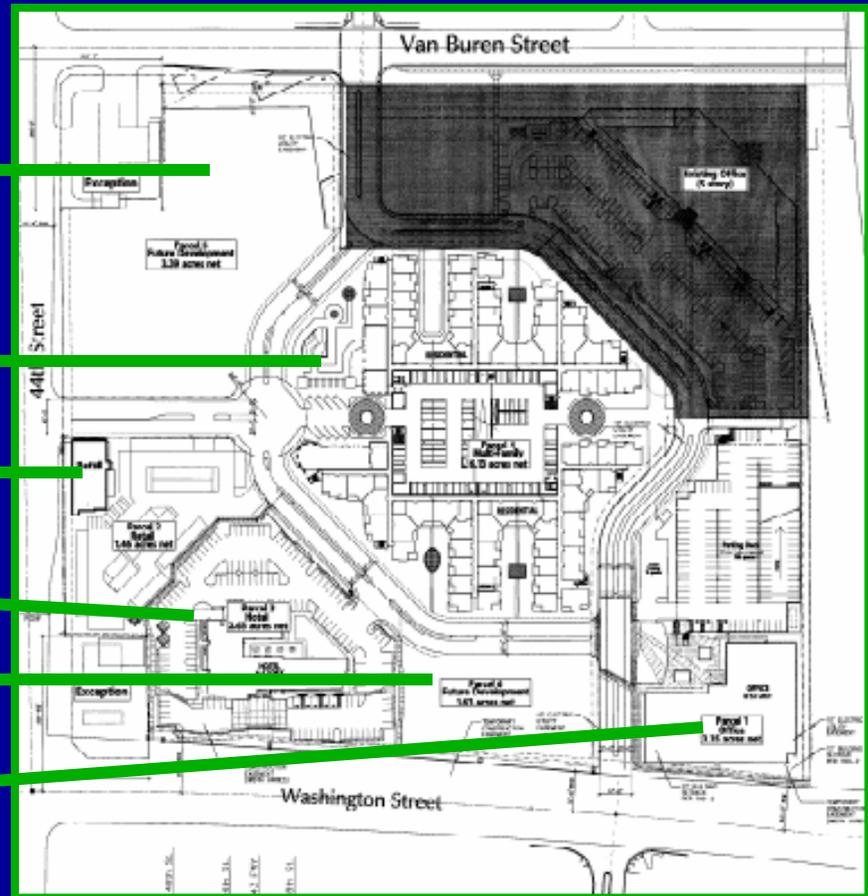
- 23-acre site
- Zoned commercial and mid-rise in the 1980s for several towers, underground parking, ground level plazas
- Suburban design
- 20 years vacant
- “interim” Circle Ks on corners, owned separately



- Insurance building built in 2001 (before TOD).
- 5 stories
- 40% of supplied parking on the surface



- 2006, parcels sold for development
- Credit union branch office/surface parking
- 4 story residential
- Restaurant
- 6 story boutique hotel
- “future” development
- 6 story office



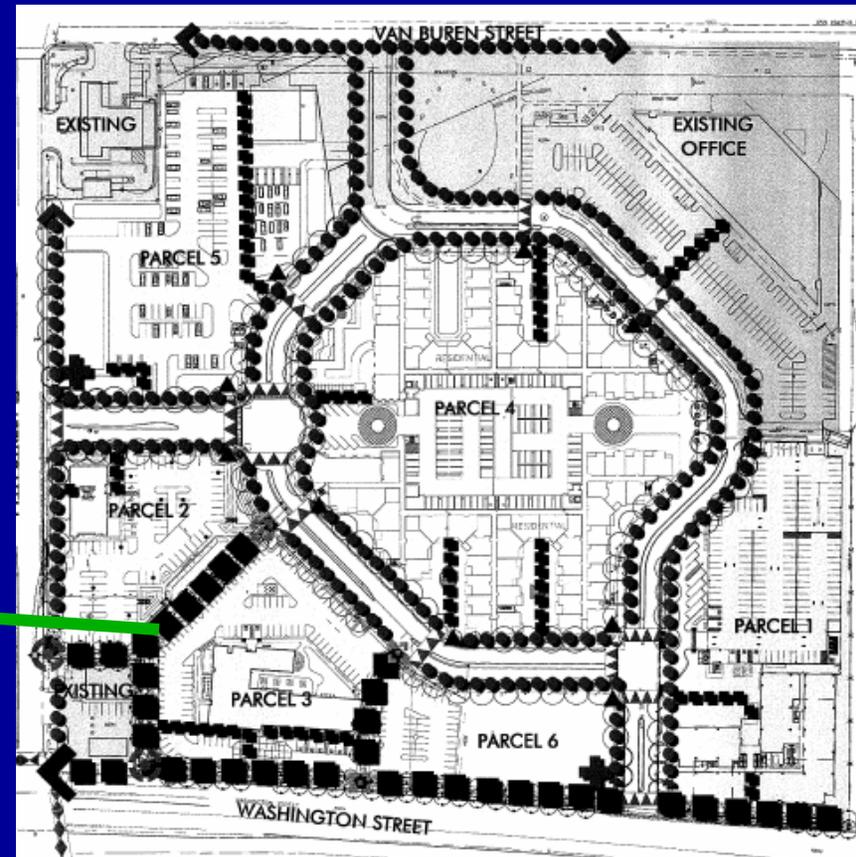
# Challenges

- Choice made to build less than entitlement allows
- No structure over 6 stories
- Uses not vertically integrated
- Suburban development pattern established with first building in 2001
- 1<sup>st</sup> submittal ignored LRT station/airport people mover location

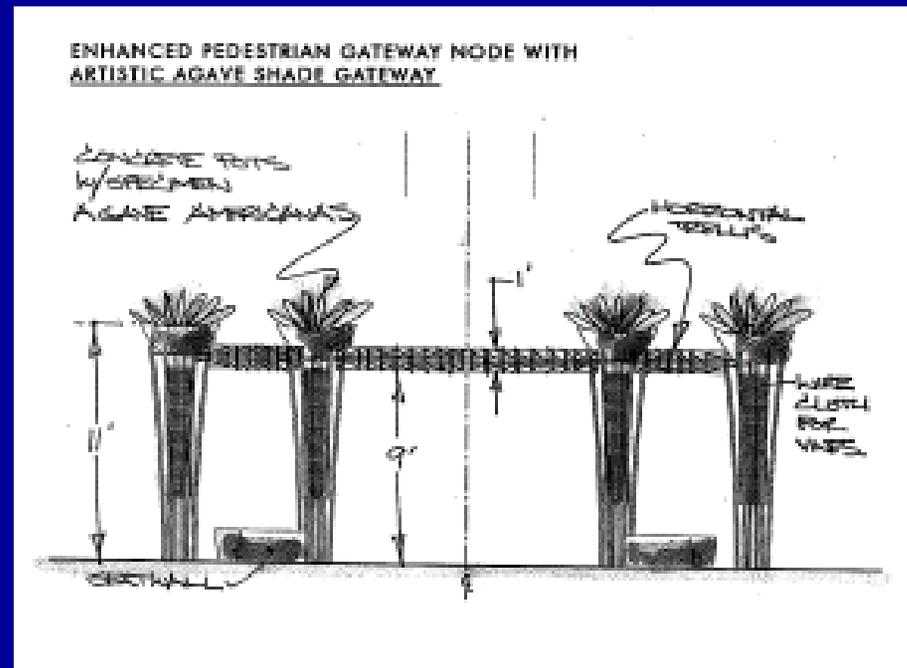
# Missing elements

- Residential component needed a density waiver ( $> 14.5$  du/ac)
- Staff and citizen committee pushed for a comprehensive “trail system” to connect the parcels to the LRT
- Pressure for a unifying design element (original approval called for public art)

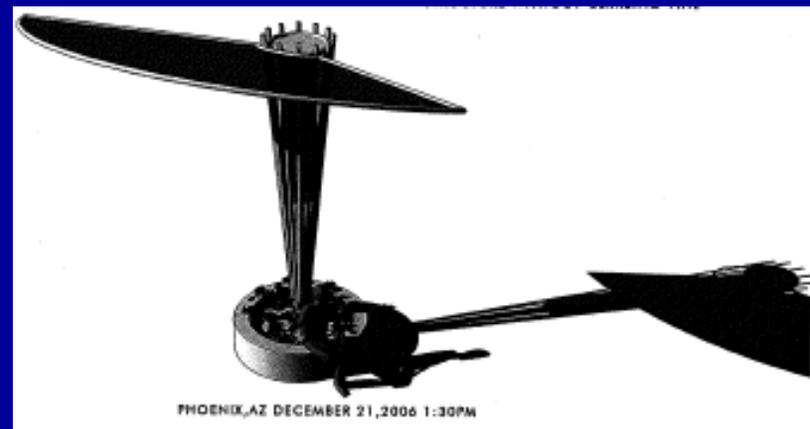
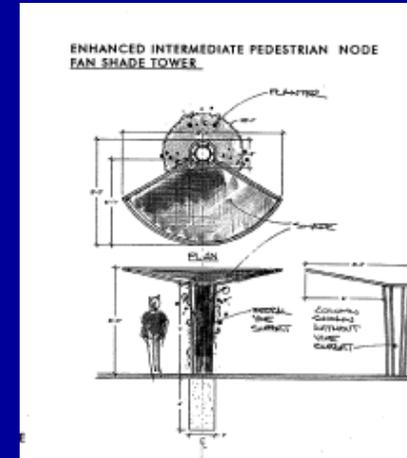
- Master pedestrian circulation plan developed to acknowledge LRT presence
- Nodes more enhanced as distance to LRT diminishes



- “public art”  
concept  
replaced by  
hardscape  
elements in  
master  
pedestrian  
circulation  
plan



- Shade elements emphasized



- Subdivision of land and pattern of development established in 2001 set stage for continued suburban-style design
- Requirements of TOD (build-to lines, location of parking, etc.) not met
- Variance relief granted based on existing development pattern

- Citizen committee comments that this site is a “lost opportunity” in the LRT corridor
- More height and intensity desired
- Master developer states market doesn't support more intensity

# Future focus

- Eye on smaller parcels in rail corridor
- Encourage TOD-friendly development
- Evaluate TOD ordinance for successes and deficiencies
- Coordination between planning and development staff, development community and citizen committee for implementation of TOD vision