Transit Oriented Development: A Systems Approach

Rail-Volution, 2007

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Purpose

- Plan, design, construct and operate the METRO light rail system, including future extensions

Nonprofit public corporation owned by:

- Phoenix
- Tempe
- Mesa
- Glendale
- Chandler
- Peoria
Light Rail Transit Program

- 57-mile system by 2026
  - 20 miles in construction
  - 3.2 miles in design

Extensions in planning phase:
  - I-10 West (11-miles)
  - Tempe South (2-miles)
  - Central Mesa (2.7-miles)

- 24 additional miles to come
Project Alignment

LEGEND
- Light Rail Alignment
- Station Location
- Sky Harbor People Mover System
Operating hours: 18 – 20 hrs/day, 7 days/wk
Peak period frequency: 10 min.
Off-peak midday frequency: 20 min
Opening day ridership: 26,000
**Station Facts**

- Number of stations: 28
- Average station spacing: \( \frac{3}{4} \) mile
- Number with bus interface: 28
- Number with transit centers: 6
- Number with park-and-ride: 8 lots w/ 3,544 spaces
- Platform length: 3 car
On time

On budget

Opening date: December 27, 2008
Transit – Oriented Development
Award for comprehensive program on transit supportive land use

Awarded by Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and American Planning Association (APA)

Recognizes innovative transportation planning practices
Comprehensive Program

- City team at Metro
- Land Use Regulations
- Building Code Amendments
- Marketing Tools
- Pedestrian Improvements
- Station Area Planning
Interdepartmental Team

City Manager, Planning, Streets, EAS, Economic Development, Development Services, Real Estate

- Effectuates policy change
- Ensures system & safety improvements
- Creates new codes & ordinances
- Creates development opportunities
TOD Overlay District

- Adopted in 2003
- Prohibited uses
- Development standards
- General Plan Policies
TOD vs. Traditional

Non TOD

TOD
Phoenix TOD
2002 Building Code

Multi-family with more than 20 units

Requires accessible housing around transit stops
Marketing Efforts
$6.0 Billion total investment along light rail

- $2.3 Billion public investment
- 9,000 Residential units (planned, under construction, or completed)
- 9.0 Million SF commercial (planned, under construction, or completed)
32nd St. Pedestrian Project

- Improve pedestrian linkages to Metro.
- METRO station relocation
- MAG funded design study
- Community surveys
- Phoenix Bond program
- Construction – 2009-2010
Initiated in 2004
Significant community involvement
Build consensus for TOD
Station Area Planning Purpose

- Encourage transit-supporting land uses
- Involve community to proactively participate in planning for station area
- Balance property owners’ economic potential with community goals
- Create optimal development schemes
- Promote infill development
- Bring all interested TOD parties together
Train Wrecks

- Started program too early
- Too many stations
- Not enough staff
- Simultaneous community issues
- Local politics
- Insufficient community support
- Community change takes time
Private Property Rights Protection Act

Voter initiative passed in 2006

Funded by out of state interests

Restricts ability to regulate private property

Two components:
- Eminent domain
- Regulatory takings
EPA Grant

- Smart Growth Implementation Award
- Collaborative effort
- Analyze Prop. 207
- EPA Technical Assistance Team
Community request to create development plan

Camelback Corridor

Commercial relocations

Significant property acquisition

ASU Urban Planning Studio, Fall 2007
Future Efforts

- Continue station area planning
- Explore joint development opportunities
- Engage community in TOD
- Encourage policy for TOD