TOD District Planning Program
HUD Sustainable Communities Grant

- Selected for Full Funding
- 4th Largest Award in Nation
  - $2.9 Million
  - 3 Year Planning Effort
Reinvent PHX is a collaborative project aimed at transforming the communities along the light rail system to a more walkable urban pattern through Transit Oriented Development (TOD).
US Department of Housing & Urban Development
Community Challenge Planning Grant

- City of Phoenix Departments
  - Planning and Development
  - Public Transit
  - Community and Economic Development
  - Parks and Recreation
  - Water Services
  - Street Transportation
  - Neighborhood Services
  - Housing

- Community Partners
  - City of Phoenix
  - ASU Global Institute of Sustainability
  - St. Luke’s Health Initiatives
  - Urban Land Institute Arizona
  - Local First Arizona
  - artlink PHX
  - Gateway Community College
  - Arizona Forward
  - SARCC
  - Valley Metro
  - Arizona Bridges to Independent Living
  - AIA Phoenix Metro
  - Sustainable Communities Collaborative
  - ASLA Arizona Chapter
  - Discovery Triangle
  - Downtown Phoenix, Inc.
Project Overview Map

East Van Buren Corridor

We are here.

East Van Buren Corridor

ReinventPHX
Project Map
Project Objectives

- Create an attractive investment environment in TOD Districts
- Maximize community benefits from the investments in TOD Districts
Planning Process

STEP 1

ASSESSMENT
ASSESS THE CURRENT CONDITIONS

Inventory Existing Plans, Policies + Initiatives Underway
Identify Existing Assets + Needed Improvements
Measure Baseline Performance Indicators and Compare to Best Practices

ONGOING ACTIVITIES

Community Participation and Input
Organizing and Capacity Building
Planning Process

**STEP 1: ASSESSMENT**
- Assess the current conditions
  - Inventory Existing Plans, Policies + Initiatives Underway
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**STEP 2: VISIONING**
- Establish a shared vision
  - Set Goals and Indicator Targets
  - Select Investment Types and Investment Areas
  - Design Physical Investment Concepts

**ONGOING ACTIVITIES**
- Community Participation and Input
- Organizing and Capacity Building

**MILESTONE #1**
- Stakeholder Steering Committee

**WE ARE HERE**
Planning Process

**STEP 1**
**ASSESSMENT**
Assess the current conditions
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**ONGOING ACTIVITIES**
- Community Participation and Input
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**STEP 2**
**VISIONING**
Establish a shared vision
- Set Goals and Indicator Targets
- Select Investment Types and Investment Areas
- Design Physical Investment Concepts

**STEP 3**
**STRATEGIES**
Develop strategies to achieve goals
- Identify Catalyst Investments
- Identify Implementation Tools

**MILESTONE #1**
Stakeholder Steering Committee

**WE ARE HERE**
Articulate the community’s long range vision.

What will District Plans do?
What will District Plans do?

Create the policy basis for rezoning property along the light rail system.
What will District Plans do?

Identify business, infrastructure and other investment opportunities to advance the vision in each district.
What will District Plans do?

Identify associated implementation strategies, tools and partners.
E. Van Buren St at N. 37th Street
Avoid razor-wire fence topping as it communicates the absence of a physical presence.

Maintained premises and landscaping such that it communicates an alert and active presence.
Design streets to increase bicycle traffic
More trees are seen as significantly more attractive, more safe, and more likely to be used than similar spaces without trees.

- Add Pedestrian scale lighting
- Design streets to increase pedestrian traffic

E. Van Buren St at N. 37th Street
E. Van Buren St at N. 37th Street
E. Van Buren St at N. 37th Street

Place windows overlooking sidewalks and parking
E. Van Buren St at N. 37th Street
E. Van Buren St at N. 37th Street
Use passing vehicular traffic and on-street parking as a surveillance asset.
Use clearly identifiable points of entry
Phoenix, AZ
E. Van Buren Street at N. 16th Street

Existing conditions
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Design streets to increase pedestrian traffic

Shade structures (highlighted)
Phoenix, AZ
E. Van Buren Street at N. 16th Street

Shade structures at corners to shade pedestrians
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Roadway and sidewalk improvements with painted median
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Roadway and sidewalk improvements with painted median
Phoenix, AZ

E. Van Buren Street at N. 16th Street

More trees are seen as significantly more attractive, more safe, and more likely to be used than similar spaces without trees.

Design streets to increase pedestrian traffic

Roadway and sidewalk improvements with raised landscaped median incorporating pedestrian refuges at crosswalks
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Roadway and sidewalk improvements with raised landscaped median incorporating pedestrian refuges at crosswalks
Phoenix, AZ
E. Van Buren Street at N. 16th Street

Mixed-used building at northwest corner
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Mixed-used building at southeast corner
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Mixed-used building at southeast corner
Phoenix, AZ
E. Van Buren Street at N. 16th Street

Further sidewalk-oriented development
Phoenix, AZ

E. Van Buren Street at N. 16th Street

Use passing vehicular traffic and on-street parking as a surveillance asset.

More eyes on the street!

Further sidewalk-oriented development
District Plans will not encourage...
Adaptive Reuse (Pickle House)
Adaptive Reuse (Pickle House)

Conceptual adaptive reuse of Al’s Pickle House at the corner of 14th and Van Buren - Before and After
Adaptive Reuse (motor court)

1. The existing front parking lot is transformed into a courtyard while retaining some convenience parking.
2. A small café is incorporated into the redevelopment, mixing uses within a single development.
3. The existing hotel wing is easily adaptable for small apartments and studios.
4. The majority of parking is located at the rear of the site.

Conceptual adaptive reuse of an existing hotel.
FLEX BUILDING INFILL

During the design workshop, the team explored a flexible building type that could be economically constructed and house a variety of users. The series of images shows the evolution of a vacant lot, from surface parking to mixed-use 3-story building. The building module is based on a 20’ x 92” deep structural bay, which can accommodate a loft apartment, workspace or small retail store. The modules may be combined to accommodate restaurants and larger offices.

The building type was developed for Van Buren Street but is suitable for a number of streets including Washington and Jefferson Streets.

1. A vacant lot with parking
2. Street improvements provide shade and screen parking
3. A 2-story Flex Building is constructed with parking in the rear
4. A third story is added

VAN BUREN & 12TH STREETS - EXISTING CONDITIONS

The interior view shows a double-height space on the ground floor with a mezzanine level.
Existing - Plan Area 12th St. & Van Buren St.
Proposed - Plan Area 12th St. & Van Buren St.
Existing - Plan Area 24th St. & Van Buren St.
Plan Area 24th St. & Van Buren St.
Existing - Plan Area 32nd St and Van Buren Street
Proposed - Plan Area 32nd St and Van Buren Street
Existing - Plan Area 40th St and Van Buren Street
Proposed - Plan Area 40th St and Van Buren Street