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Valley Metro

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Arizona State University Capital Center Campus

April 28, 2004

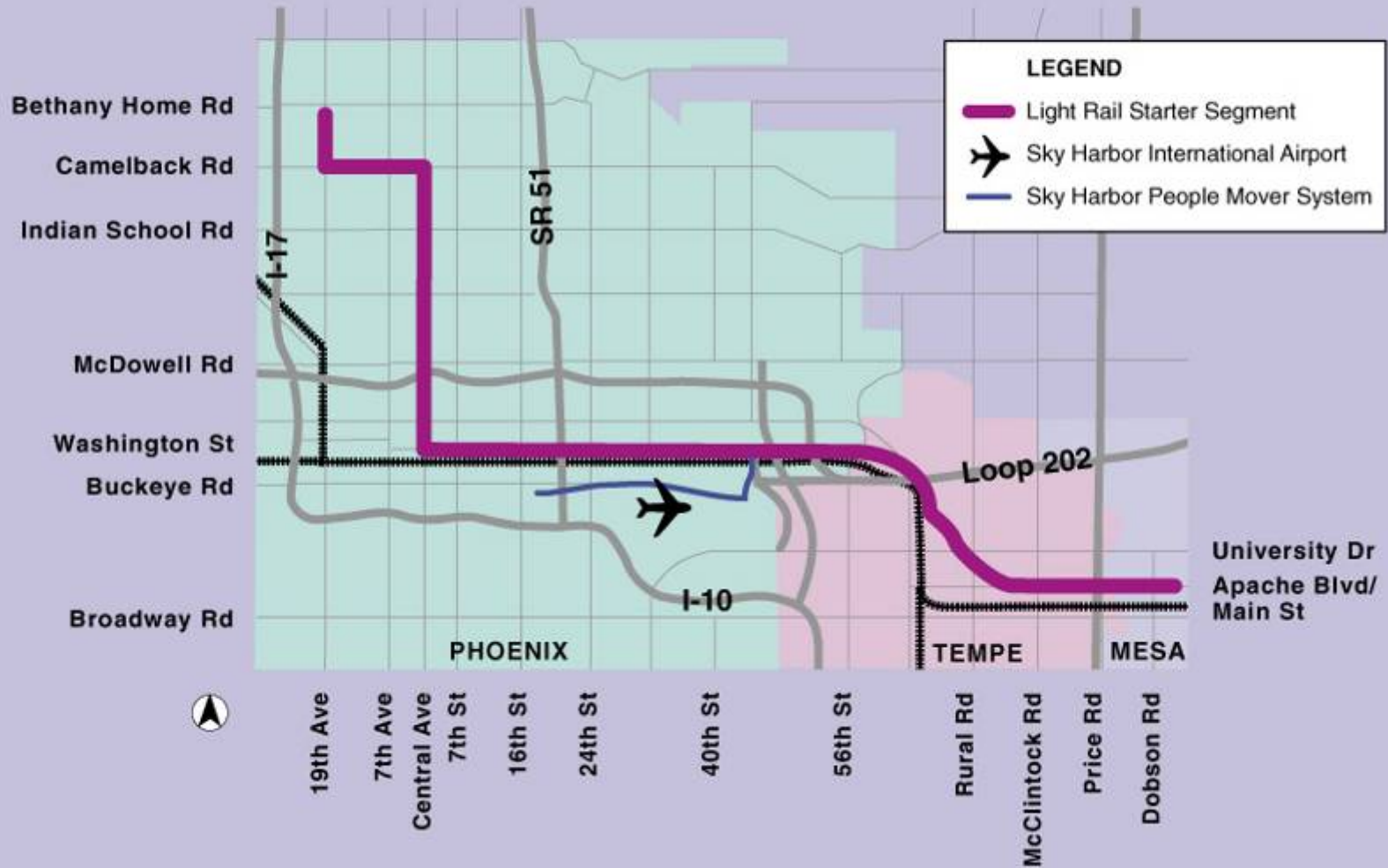


Station Location Selection

Marc Soronson,
Planning Manager



Light Rail Starter Line





Why Did We Select This Corridor First?

- Corridor has highest travel demand
- High demonstrated bus ridership
- Highest employment concentrations
- Good residential base
- High student population
- Corridor contains most special event facilities





Light Rail Route & Station Locations *Phoenix*





Light Rail Route & Station Locations

Tempe & Mesa





Downtown Alignments Considered

- Double-track Central
- One-way Central, One-way 1st Avenue
- One-way Central, One-way 1st Street
- Double-track 1st Street

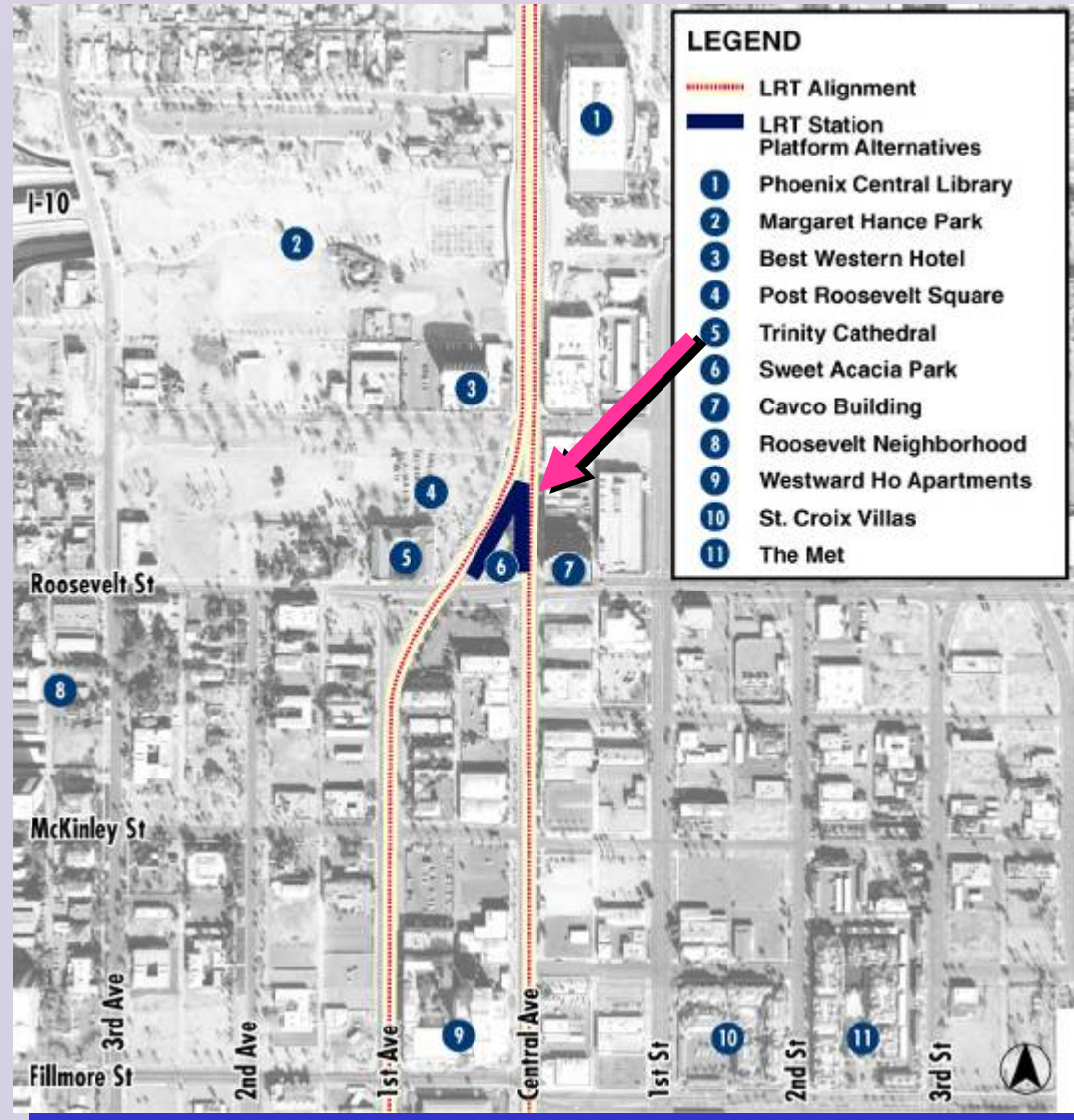


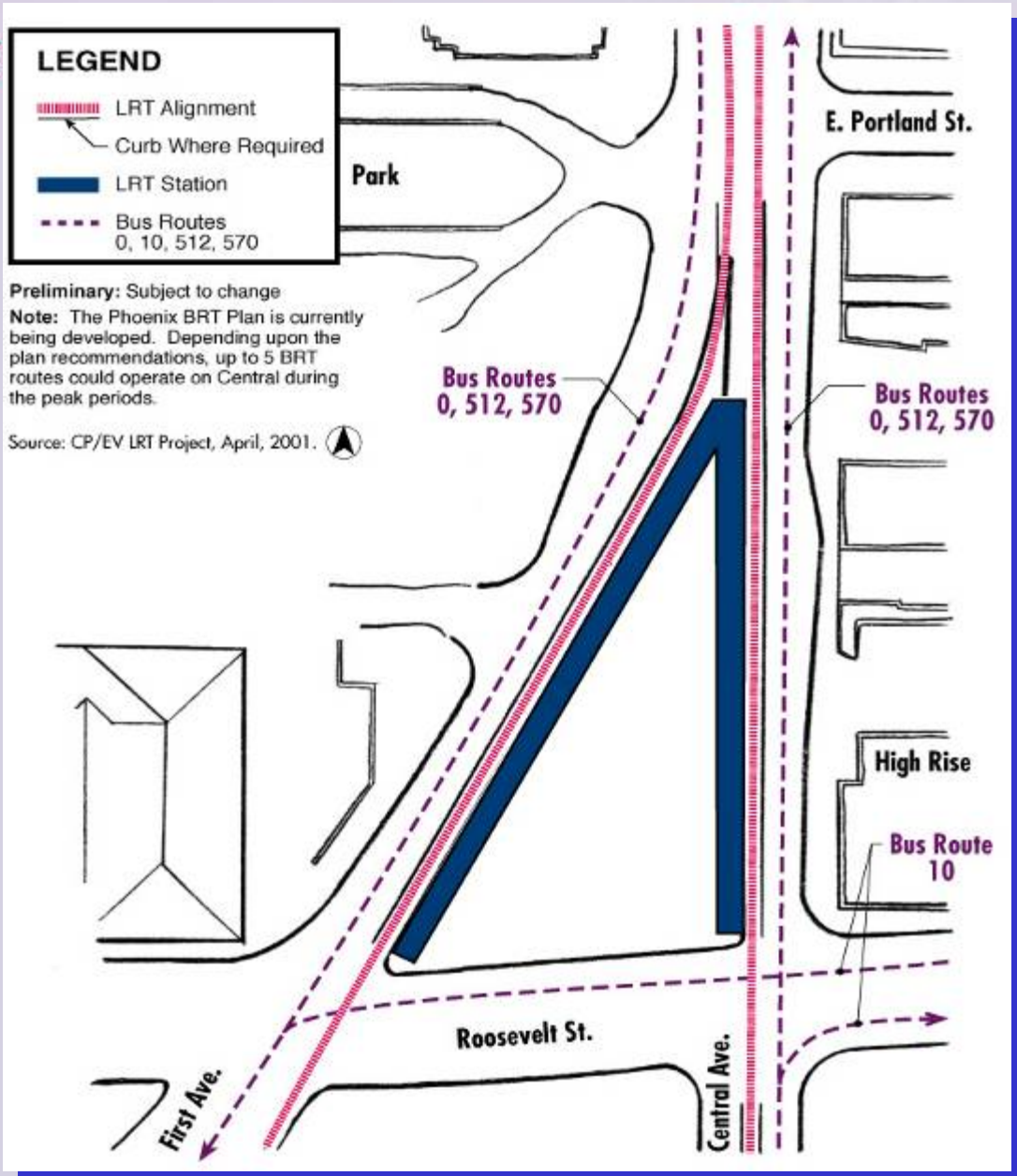
Evaluation Criteria

- Ridership
- Bus connections
- Accessibility / service to activity centers
- Mobility
- System efficiency
- Engineering constraints
- Community development issues
- Cost
- Community input



Roosevelt and Central Station





Roosevelt & Central

*2020
Programmed
Bus Service*

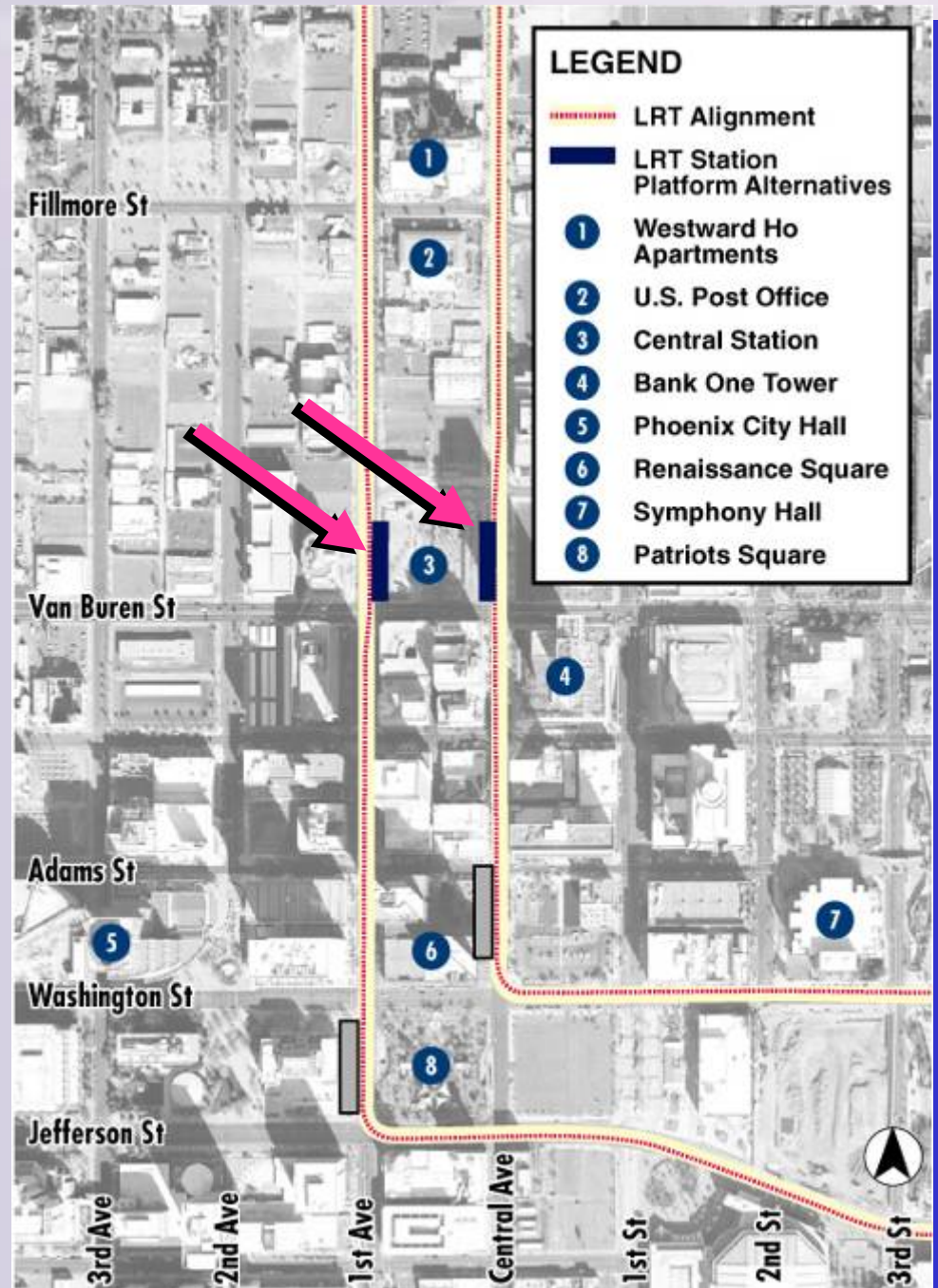


Roosevelt and Central Station





Van Buren and Central, 1st Ave. and Van Buren Stations





Van Buren and Central Station



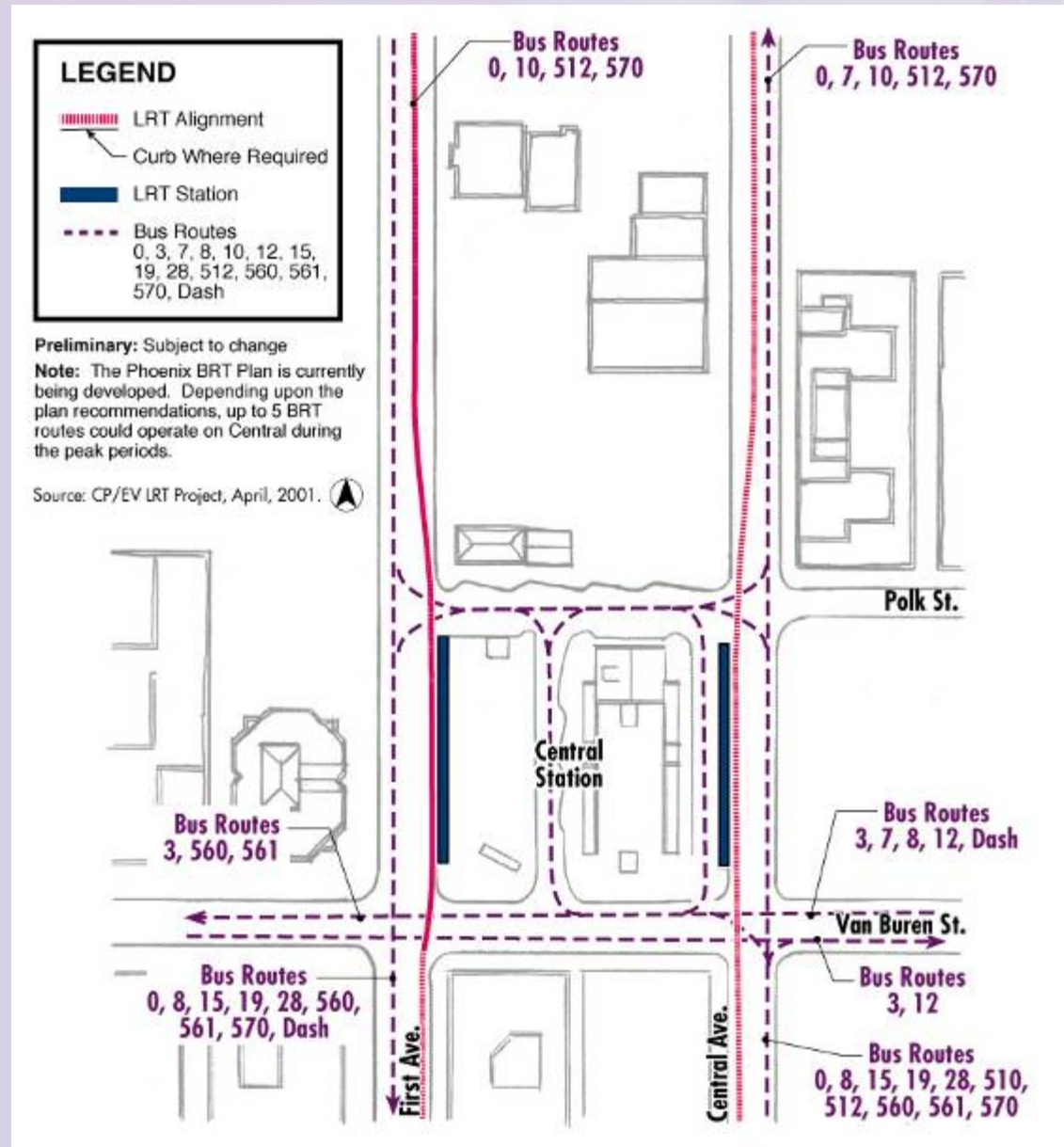


1st Avenue and Van Buren Station



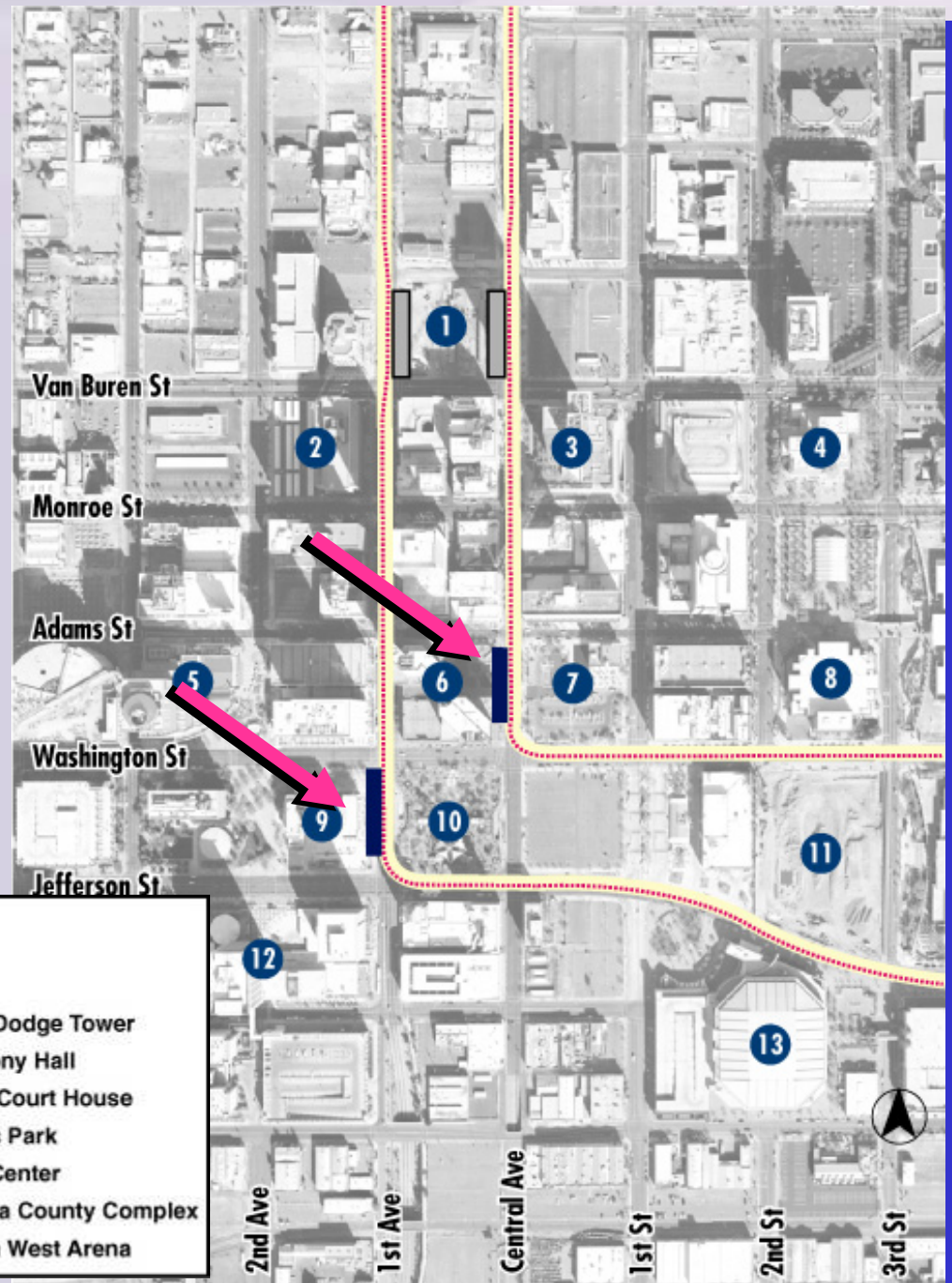


Central Station – 2020 Bus Service





Washington and Central, 1st Avenue and Jefferson Stations



LEGEND	
	LRT Alignment
	LRT Station Platform Alternatives
	1 Central Station
	2 Federal Building
	3 Bank One Tower
	4 Herberger Theater
	5 Phoenix City Hall
	6 Renaissance Square
	7 Phelps Dodge Tower
	8 Symphony Hall
	9 County Court House
	10 Patriot's Park
	11 Collier Center
	11 Maricopa County Complex
	12 America West Arena



Washington and Central Station





1st Ave. and Jefferson Station





Washington and Jefferson Station Alternatives

LEGEND

LRT Alignment	Arizona Science Center
LRT Station Platform Alternatives	Renaissance Park Condominiums
Federal Building	Historic City Hall
Bank One Tower	Patriot's Park
Herberger Theater	Collier Center
Renaissance Square	Maricopa County Complex
Phelps Dodge Tower	America West Arena
Symphony Hall	Bank One Ball Park
Civic Plaza	Civic Plaza East Garage





3rd St. and Washington Station



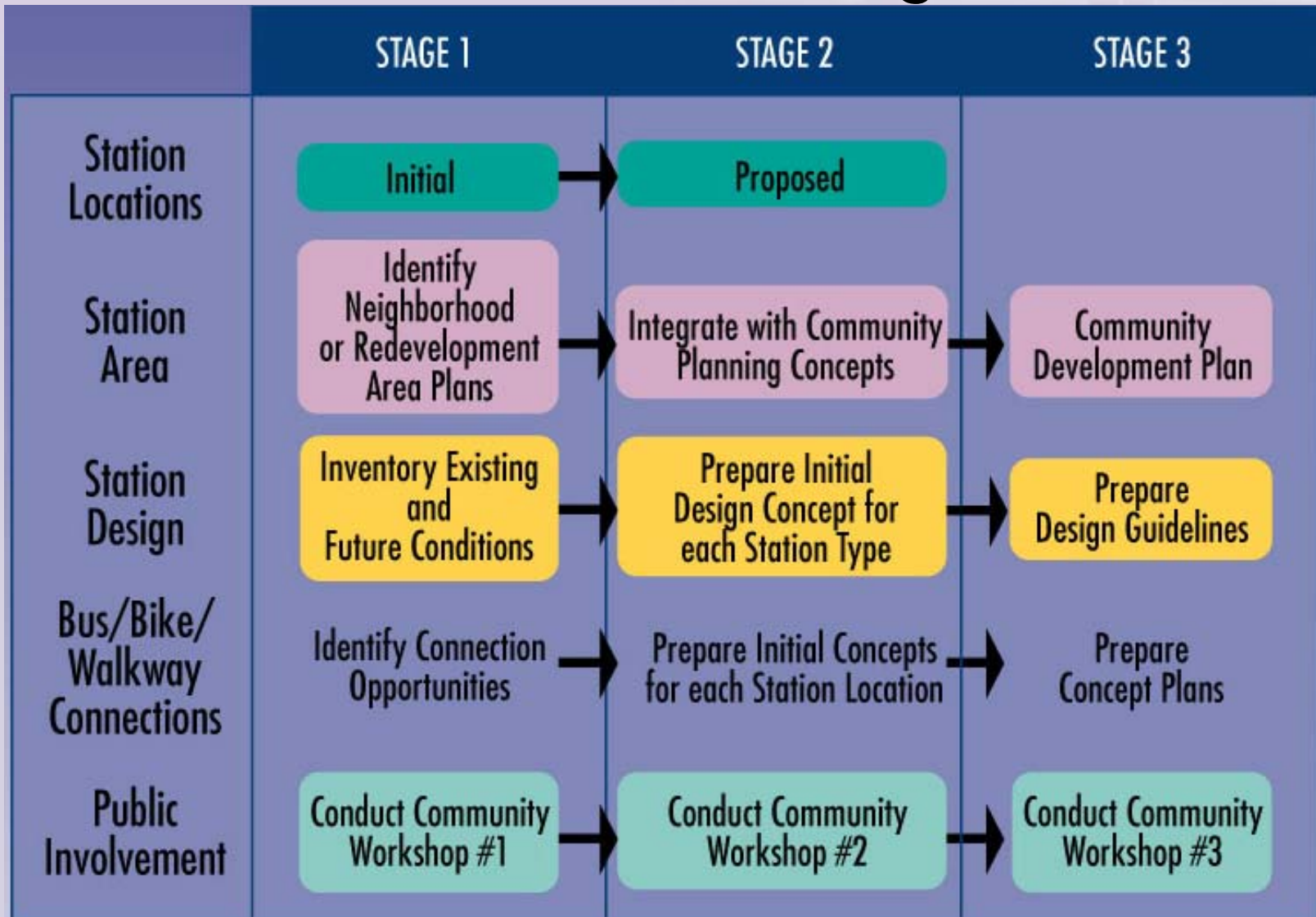


3rd St. and Jefferson Station





Station Area Planning Process





Market Analysis Phase II

"Station Area Development Opportunities and Strategies"



Station by station market analysis

Updated Phase 1 market data including:

- Price and absorption or real estate
- Demographic and economic indicators
- Access and visibility
- Traffic count information
- Existing development activity







Identification of Opportunity Sites

- 70 sites identified for entire study
 - 2 sites for Roosevelt Station
 - 4 sites for Van Buren/Central Station
- Prepared 2 development opportunities for each site (conservative and more aggressive) based on 3 – 5 year horizon



Definition of building prototypes

- 29 prototypes defined, including housing, retail, office, lodging, industrial & mixed use
- Used to develop illustrative programming

Type	Photo/ Illustration	Gross Density (du/ac or FAR)	Min. Development Increment (du or sq.ft.)	Min. Site Area (acres)	Lot or Building Dimension Range (feet)	Unit Size Range (sq. ft.)	Number of Stories Range	Construction Type	Parking Requirement (TOD)	Parking Requirement (min. & max.)	Parking Type
Townhomes											
Standard Block		10 to 35 du/acre	8 du	0.25 acres	width: 20' to 40' depth: 45' to 100'	800 to 2,000	1 to 3	wood frame or concrete block	NA	2 to 3 per du.	garage (off alley)
Courtyard		10 to 30 du/acre	12 du	0.4 acres	width: 20' to 40' depth: 40' to 50' green: 30' to 60'	800 to 2,000	1 to 3	wood frame or concrete block	NA	2 to 3 per du.	garage (off alley)
Multi-family housing (2 to 3 stories)											
4 or 6 plex w/ tuck under parking		20 to 40 du/acre	40 du	1 acre	Building width: 40' to 75' depth: 35' to 45'	750 to 2,000	1 to 2 (within unit)	wood frame some heavy timber or meta frame	Senior: 0.5/bed Studio/1 bdrm: 1/du 2 bdrm: 1.5/du 3 bdrm: 1.75/du	Senior: 0.6/du Studio/1 bdrm: 1/du 2 bdrm: 1.5/du 3 bdrm: 1.75/du	Surface and tuck-under garages
Courtyard		30 to 55 du/acre	40 du	0.75 acres	Lot width: 100' to 160' depth: 120' to 160' green: 30' to 60'	750 to 2,000	1 to 2 (within unit)	wood frame some structural steel or conc.	Senior: 0.5/bed Studio/1 bdrm: 1/du 2 bdrm: 1.5/du 3 bdrm: 1.75/du	Senior: 0.6/du Studio/1 bdrm: 1.25/du 2 bdrm: 1.5/du 3 bdrm: 1.75/du	Surface and tuck-under garages or structured

BUILDING PROTOTYPE MATRIX



Comparative Financial Feasibility

- Compared the cost of development with the value of the development
- Established baseline financial return for each development prototype
- A second round of refinement based upon initial findings improved and fine tuned the development programming (site plans and uses)
- Evaluated alternative parking configurations for residential uses



Comparative Financial Feasibility - Roosevelt Station Area

- Developments that achieved feasibility
 - Townhomes
 - Multifamily residential (2 to 3 story)
 - Housing over retail (3-4 stories)
 - Live/work townhomes
 - Retail (restaurant, bar, entertainment)



Comparative Financial Feasibility - Van Buren/Central Station Area

- Developments that achieved feasibility
 - Townhomes
 - Multifamily residential (2 to 3 story)
 - Live/work townhomes
- Others tested and not projected feasible
 - Mid-rise office (4 to 6 story)
 - High-rise office (7+ stories)
 - Retail (restaurant, bar, entertainment)



Ranking of Station Areas and Opportunity Sites

The first tier ranked broader characteristics of the station areas, including:

- Overall system importance
- Need to acquire land
- Size and development potential
- Strength of the market findings
- Specific interests or policy objectives of the cities



Ranking of Station Areas and Opportunity Sites

The second tier ranked more specific characteristics of the station areas, including:

- Development program feasibility
- Ability to enhance transit ridership
- Neighborhood compatibility
- Ease of property assembly
- Ability to catalyze additional development
- Ability to generate revenues for LRT capital costs
- Contributes to a cities tax revenues



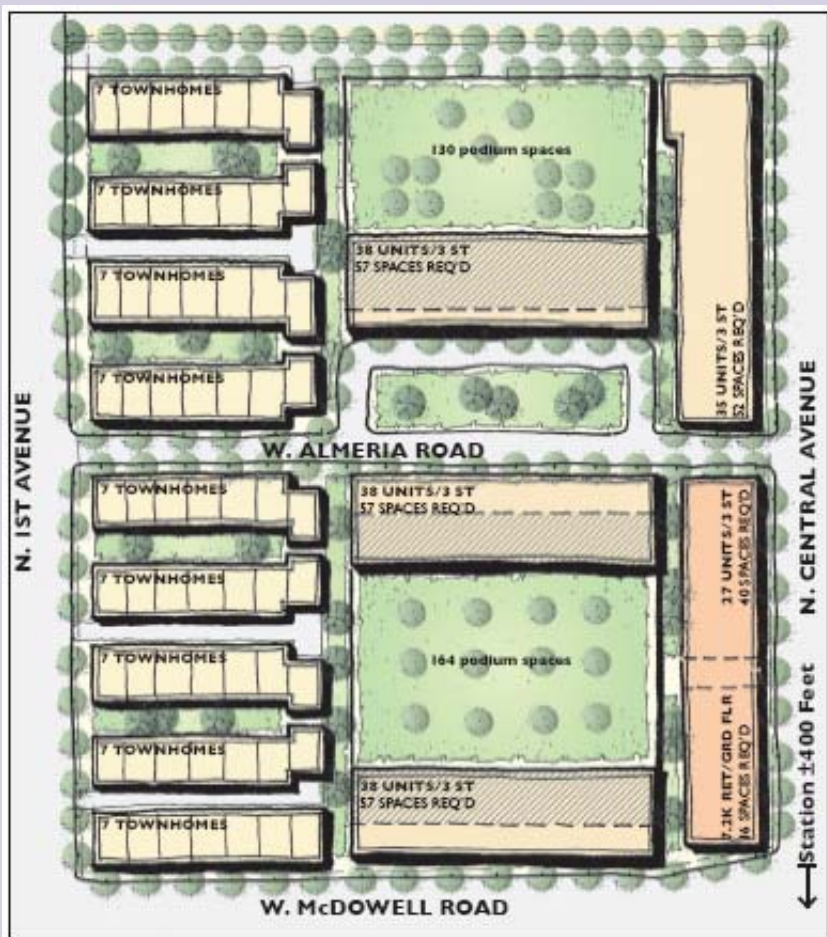
Findings

- The top 12 development sites were defined, illustrated and summarized providing a tool to the cities, neighborhoods and development community
- Roosevelt and Van Buren sites were not in the top 12



Findings (Continued)

Central and McDowell (Site 1)



DEVELOPMENT SUMMARY

Residential

Townhomes	63 units
Multi-Family (2-3 Stories)	149 units
Housing Over Retail (3-4 Stories)	27 units
Total	239 units
Parking Provided	404 spaces

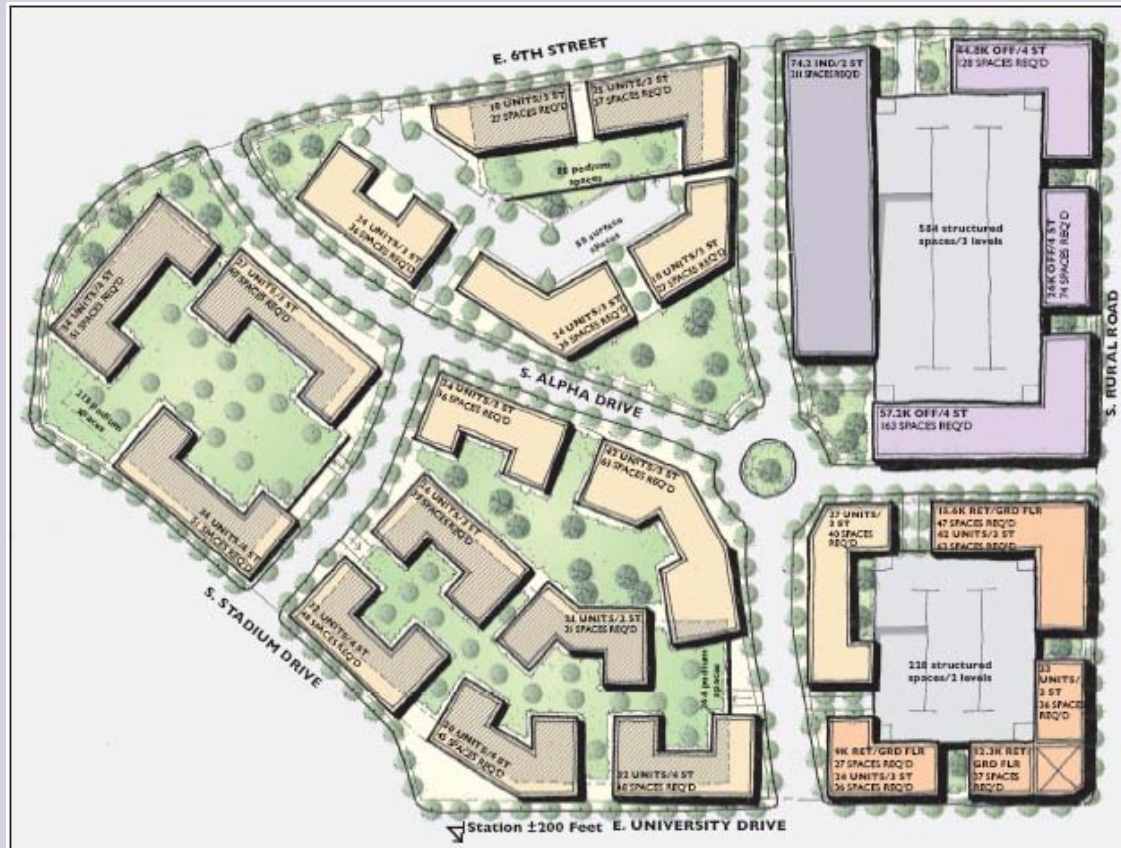
Retail

Specialty Retail (Mixed-Use)	7,200 sf
Total	7,200 sf
Parking Provided	16 spaces



Findings (Continued)

Rural Road and University (Site 1)



DEVELOPMENT SUMMARY

Residential

Multi-Family (2-3 Stories).....	276 units
Multi-Family (4-6 Stories).....	162 units
Housing Over Retail (4-6 stories).....	99 units
Total	537 units
Parking Provided.....	806 spaces

Retail

Neighborhood Serving Retail (Mixed-Use).....	36,900 sf
Total	36,900 sf
Parking Provided.....	111 spaces

Office

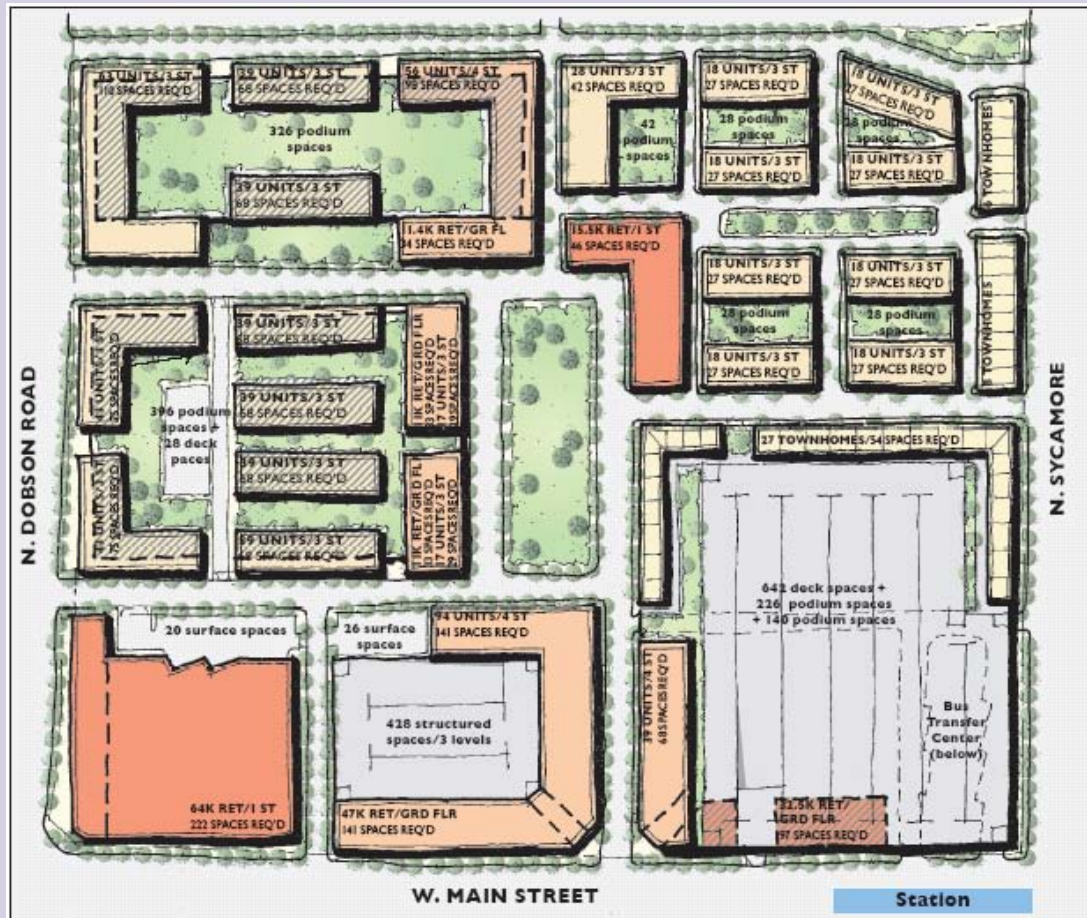
Mid-Rise (4-6 stories).....	128,000 sf
Total	128,000 sf
Parking Provided.....	356 spaces

Industrial

Research and Development.....	74,200 sf
Total	74,200 sf
Parking Provided.....	211 spaces

Findings (Continued)

Mesa Station (Full build-out)



DEVELOPMENT SUMMARY

Residential	
Townhomes	41 units
Multi-Family (2-3 Stories)	310 units
Multi-Family (4-6 Stories)	109 units
Housing over Retail (3-4 Stories)	189 units
Total	841 units
Parking Provided	1144 spaces
Retail	
Neighborhood Serving Retail (Stand-Alone)	36,600 sf
Neighborhood Serving Retail (Mixed-Use)	112,900 sf
Community Serving Retail (Stand-Alone)	60,000
Total	209,500 sf
Parking Provided	633 spaces
Park and Ride	
Podium	312 spaces
Deck	446 spaces
Total	758 spaces

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