

WALKABLE URBAN (WU) CODE

Chapter 13 of the Zoning Ordinance, Ordinance G-6047



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

WU CODE APPROVAL OVERVIEW

As part of the Reinvent PHX project, City Council adopted the WU Code on July 1, 2015, now Chapter 13 of the Zoning Ordinance (ZO). The code will regulate development around light rail stations in all five Transit-Oriented Districts (TOD) at that time: *Gateway, Eastlake-Garfield, Midtown, Uptown, and Solano*; More recent Transit Oriented Communities planning work brought forth the addition of 19north, South Central, 50th Street, Capitol, I-10w, and Metro areas for a total of 11 established Transit Oriented Communities eligible to utilize the WU Code.

WU CODE MAPPING PROCESS

The new zoning districts, called Transects, were not mapped with the WU Code's adoption. Staff at the Planning and Development Department continue to work with private developers, property owners and community stakeholders to identify the appropriate transects through the public approval process on a case by case basis.

Throughout this process, property owners and the community are invited to participate and to contact Planning and Development Department staff (see contact information on the back page). The WU Code, future public outreach schedules, and links to the adopted TOD Policy Plans, and additional documentation for this process will be available through the WU Code webpage at

<https://www.phoenix.gov/administration/departments/pdd/growth-infrastructure/transit-oriented-communities/walkable-urban-code.html>

TRANSECT DISTRICTS

A Transect is a type of zoning code that incorporates standards and guidelines designed for an urban and transit-oriented development along the light rail corridor. Transect districts range from the least to the highest level of development intensity. The WU Code consists of 12 transect districts and a special district option. Districts range from T3 to T6 and within the districts, there are sub-sections based on intensity of development and its correspondent maximum height.

The following transect districts were created based on each TOD district's intensity of development, coordinating height, setbacks, uses, parking, frontages, streetscape, and all other elements.

LOW-INTENSITY RESIDENTIAL DISTRICTS

T3:2

Residential, characterized by single-family homes and duplexes, home occupations permitted.

Maximum height: 30-feet.

T4:2 and T4:3

Residential with a mix of housing types: single-family, duplexes, multi-family and single-family attached (townhouses). Home occupations and professional offices permitted.

Maximum height: 30-ft (T4:2) and 40-ft (T4:3)

LOW INTENSITY MIXED USE DISTRICTS

T5:2, T5:3 and T5:5

Characterized by adaptive reuse of existing single-family homes to dining, retail and office uses.

New developments incorporates a mix of uses, such as residential & offices with retail on the ground floor, live-work, multi family and single-family attached.

Maximum Height: 30-ft (T5:2), 48-ft (T5:3) 56-ft (T5:5)

MEDIUM INTENSITY DISTRICTS

T5:5, T5:6 and T5:7

Characterized by a broad mix of buildings types that integrate retail, offices, and residential units adjacent to the Light Rail Corridor, averaging 56 to 100-feet in height.

Setback standards provide a buffer when adjacent to single-family residential or Historic Preservation districts.

Maximum Height: 56-feet (T5:5), 80-ft (T5:6), 100-ft (T5:7)

Special District (SD) is reserved for unique sites already regulated by specific plans (hospitals, colleges, airports)

Frontage Types (Section 1305)

Building design should provide a sense of human scale at the ground level, and the frontage types help to create a more vibrant transit and pedestrian environment. Frontage types are already used in the Downtown Code: Patio, Stoop/Door Well, Common Entry, Storefront, Gallery, Arcade and Forecourts.



Stoop/Door Well



Forecourt

Shade: Minimum 75% of the sidewalk should be shaded (can be structural or landscaping). The standards are already part of the Interim Transit Oriented Overlay Districts.

Building Setbacks & Stepbacks, Section 1303: Standards provided to create a buffer when new development is adjacent to single-family and Historic Preservation districts/neighborhoods.

Parking, Section 1307: There are minimum requirements and reductions for development within **1320'** of a **Light Rail Station**. Reductions for certain use categories such as affordable housing are available. This section also includes bicycle parking and amenities standards.

Landscaping: Minimum 50% 2-inch caliper and 50% 3-inch caliper spaced 20-feet on center.

Alley Access: Maneuvering is allowed in the alley if not adjacent to single-family or Historic Preservation district/neighborhood.

Flexibility: Throughout the code, there are standards to provide guidance when development standards are in conflict with existing and proposed public utilities and power lines. In addition, Section 1313, provides guidelines flexibility for staff to review and modify design alternatives when the development design results in a furtherance of the goals of an urban, pedestrian and transit oriented environment.

HIGH INTENSITY DISTRICTS

T6:7, T6:15 and T6:22

Characterized by high rise buildings adjacent to the Light Rail Corridor with the highest intensity of mixed uses. Development may incorporate forecourts and open spaces available to the public.

T6:HWR - A high intensity, height waiver district to ensure equivalent entitlement

For additional information regarding the WU Code and the mapping process, please contact the Long Range Planning Team at pdd.longrange@phoenix.gov or 602-534-3753.

REVISED 6/11/26