

Attachment B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-19-20-5 July 7, 2020

North Mountain [Village Planning Committee](#) Meeting Date: July 15, 2020

[Planning Commission](#) Hearing Date: August 6, 2020

Request From: [C-2](#) (Intermediate Commercial) (5.59 acres)

Request To: [C-2 DNS / WVR](#) (Intermediate Commercial, Density Waiver) (5.59 acres)

Proposed Use: Multifamily Residential

Location: Northwest corner of Black Canyon Highway and the Griswold Road alignment

Owner: Imara Holdings, LLC

Applicant: Wendy Riddell/Berry Riddell, LLC

Representative: Wendy Riddell/Berry Riddell, LLC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Black Canyon Highway frontage road	ADOT frontage road	Approximately 50 foot half street (Frontage Road)
<p>CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.</p> <p>The development will create new housing opportunities in the area. By converting a hotel to multifamily residential, the project will add additional residents to an area with access to a nearby school, employment opportunities, commercial services, and a major transportation corridor.</p>			

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The development, as stipulated, will feature bicycle parking and bicycle facilities as a central component of the project to facilitate bicycling as a way of life. Features include secure bicycle parking for residents, artistic or inverted-U racks for guests, and a bicycle repair station as a resident amenity.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The development, as stipulated, will feature enhanced perimeter landscaping. The shade incorporated into the development will reduce the urban heat island effect and increase thermal comfort which will make the area more walkable, bikeable, and sustainable.

Applicable Plans, Overlays, and Initiatives

[Maricopa Association of Governments \(MAG\) North Interstate 17 Employment Corridor](#): See Background Item No. 7.

[27th Avenue “To Do List”](#): See Background Item No. 8.

[Black Canyon/Maricopa Freeway Specific Plan](#): See Background Item No. 9.

[Tree and Shade Master Plan](#): See Background Item No. 10.

[Complete Streets Guidelines](#): See Background Item Nos. 11 and 12.

[Reimagine Phoenix](#): See Background Item No. 13.

Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Hotel	C-2
North	Multifamily	R-5
South	Hotel	C-2
East	Interstate 17	C-2, PSC, C-O
West	Multifamily	R-5

C-2 DNS / WVR (Intermediate Commercial, Density Waiver) Utilizing R-5 (Multifamily Residential) Standards (Planned Residential District Development Option)		
<u>Standards</u>	<u>Requirements</u>	<u>Proposed Site Plan</u>
Gross Acreage	-	5.59 acres
Total Number of Units	-	168
Maximum Density (dwelling units per acre)	45.68; 52.20 with bonus	31 (Met)
Maximum Lot Coverage	50 percent	29 percent (Met)
Maximum Building Height (Utilizing R-3)	2 stories or 30 feet for first 150 feet in setback; then 1 foot in 5 foot increase to 48 feet high, 4 story	2 stories, 30 feet (Met)
Minimum Perimeter Building and Landscape Setback Standards (Public Street Frontage)	20 feet adjacent to a public street	East (I-17 Frontage Road) Building Setback: 50 foot minimum (Met) East (I-17 Frontage Road) Landscape Setback: 5 foot minimum (Not Met)
Minimum Perimeter Building and Landscape Setback Standards (Non-Street Perimeter, Like and Unlike Zoning)	10 foot building setback 5 foot landscape setback	South landscape setback: 4 foot minimum (Not Met) South building setback: 50 foot minimum West landscape setback: 3 foot minimum (Not Met) West building setback: 18 foot minimum North landscape setback: 16 foot minimum (Met) North building setback: 17 foot minimum
Minimum Open Space	Minimum 5 percent	10 percent (Met)
Minimum Amenities Provided	Minimum 2 amenities	2 amenities (Met)
Minimum Parking	184 required	188 provided (Met)

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 5.59 acres from C-2 (Intermediate Commercial) to C-2 DNS / WVR (Intermediate Commercial, Density Waiver) to allow for the conversion of a hotel to multifamily residential utilizing R-5 (Multifamily Residence District) development standards.

The subject site is at the northwest corner of Black Canyon Highway and the Griswold Road alignment and is accessed from the southbound only Interstate 17 Frontage Road. The subject site is within 100 feet of Washington Elementary School and approximately one quarter mile from a commercial shopping center.

Figure A: Site Locator Map



Source: Planning and Development Department

SURROUNDING LAND USES AND ZONING

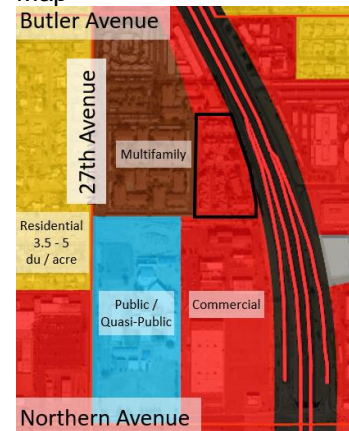
2. The proposed multifamily use and zoning is consistent and compatible with the adjacent land uses of hotel to the south and multifamily to the north and west, zoned C-2 and R-5 respectively.

GENERAL PLAN LAND USE MAP

3. The subject site is identified as Commercial on the General Plan Land Use Map and is surrounded by designations of Residential 15+ dwelling units per acre to the west and north and Commercial to the south for the hotel use.

The proposed development preserves Commercial Zoning on the site and is therefore consistent with the General Plan Land Use Map Designation and compatible with the adjacent designations.

Figure B: General Plan Land Use Map



Source: City of Phoenix

PROPOSAL

4. *Site Plan*

This request is to increase the total density permitted on the site to allow the individual hotel units to be converted into multifamily dwellings. The site plan proposes minimal changes to the overall site and existing building footprints. The site plan depicts a pool, sport courts, and a clubhouse building and a substantial amount of open space. The site plan depicts the preservation of mature landscaping along the Interstate 17 Frontage Road.

Figure C: Conceptual Site Plan



Source: 3rd Story

5. A density waiver allows for the application of the development standards contained in Sections 616 through 618 of the Phoenix Zoning Ordinance, R-3A to R-5 respectively. A density waiver must, through a stipulation, establish which of these sections will govern the density and development that will apply.

Staff is recommending an additional stipulation for the development to utilize R-5 (Multifamily Residence District) development standards except for a density limit of 33 dwelling units per acre. The purpose of the density cap is to promote compatibility with the adjacent uses. The approval of this request with stipulations would allow an additional 88 units on the site.

6. Staff is further recommending a series of stipulations to promote the creation of a neighborhood atmosphere in this commercial conversion by integrating pedestrian connections and an enhanced open space allocation.
 - Stipulation No. 3 requires lighted and shaded pedestrian pathways between all building entrances, amenity areas, and all applicable public sidewalks.
 - Stipulation No. 5 requires that 10 percent of the gross site area, exclusive of required landscape setbacks, be preserved as open space.

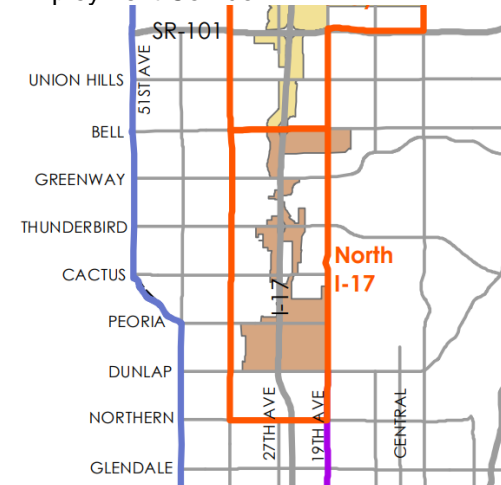
STUDIES AND POLICIES

7. Maricopa Association of Governments (MAG) North Interstate 17 Employment Corridor

The site is also located in close proximity to the designated North Interstate 17 Major Employment Center. The profile highlights the presence of a large and well-educated workforce and a large number of employment opportunities across a diverse range of the economy.

The proposed development supports increased intensity by proposing multifamily residential that is compatible in scale and intensity with the surrounding area and entitlements.

Figure D: Maricopa Association of Governments (MAG) North Interstate 17 Employment Corridor



Source: Maricopa Association of Governments

8. 27th Avenue “To Do List”

The “To Do List” was developed by the community with assistance by the Planning and Development Department. The guide applies to the area from 23rd Avenue to 29th Avenue and from Indian School Road to Dunlap Avenue.

The neighborhood led effort is focused on achieving the vision for “an active, safe, and welcoming community with vibrant retail and sustainable housing.” The guide articulates goals and strategies focused on pedestrian-friendly design and connectivity, pedestrian safety on roadways, branding, advocacy, and placemaking initiatives.

Ideas relevant to this request arising from the guide include the importance of providing connections between housing and amenities such as schools and shopping centers and the strength of collaboration in creating safe and vibrant community spaces.

Staff is recommending Stipulation No. 2 which requires the applicant to install a pedestrian connection to 27th Avenue. Please refer to Background Item No. 11 for more detail on the stipulation.

9. **Black Canyon/Maricopa Freeway Specific Plan**

The Freeway Mitigation Program, created in the City of Phoenix by the 1988 approval of Proposition 17, authorized general obligation bonds to prepare plans and fund projects to mitigate the blighting effects on neighborhoods from existing and proposed freeway construction. The Black Canyon/ Maricopa Freeway Specific Plan study area is 32 miles long from Pinnacle Peak Road to Pecos Road. The width of the study area is one-quarter mile on each side of the freeway. The site is in Segment 7 with a commercial land use designation of “Hotel, Motel, and Resort”; the proposed Commercial zoning is consistent, but the use type is not consistent with the land use designation contained in the plan.

10. **Tree and Shade Master Plan**

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City’s planning and development process. Staff is recommending a series of stipulations to achieve the goals of the Tree and Shade Master Plan including the following:

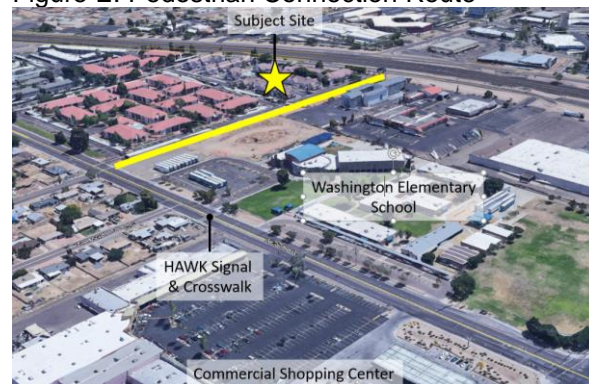
- Stipulation No. 3 requires pedestrian thoroughfares be shaded to a minimum 50 percent.
- Stipulation No. 4 requires enhanced planting standards in all required setback areas including larger tree caliper sizes.
- Stipulation No. 5 requires that the stipulated 10 percent open space be shaded to at least 50 percent by trees.

11. **Complete Streets Guidelines**

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. Staff is recommending two stipulations to promote alternative transportation as an option for residents.

Stipulation No. 2 requires the applicant construct a six-foot-wide shared use pathway of concrete rated for vehicular travel from the Interstate 17 Frontage Road to 27th Avenue. The stipulation further requires that the area directly adjacent to the subject site be improved with low level illumination, landscaping consisting of shrubs and ground cover, and be privately maintained.

Figure E: Pedestrian Connection Route



Source: City of Phoenix

12. Stipulation No. 6 requires the applicant provide enhanced bicycle parking and a bicycle repair station. The development, as stipulated, will provide an affordable and attainable transportation option for residents.

Figure F: Example of a Fix-It Station.



Source: Dero

13. [Reimagine Phoenix](#)

As part of the Reimagine Phoenix Initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY CORRESPONDENCE

14. As of the writing of this report, staff has not received any written correspondence regarding this proposed rezoning application.

INTERDEPARTMENTAL COMMENTS

15. The Street Transportation Department provided three stipulations pertaining to site improvements, active transportation enhancements, and pedestrian access to 27th Avenue.
- Stipulation No. 6 requires the developer to construct a shared use path from the Interstate 17 Frontage Road to 27th Avenue and to enhance the pathway adjacent to the site with lighting and landscaping.
 - Stipulation No. 7 requires the developer construct all street improvements associated with the development and that all improvements comply with ADA Accessibility Standards.
 - Stipulation No. 8 requires prior approval from ADOT regarding the alteration of any driveways.
16. The Street Transportation Department's Office of Pedestrian Safety also issued a statement of support encouraging the applicant to explore and, if viable, implement an illuminated pedestrian pathway to 27th Avenue to provide an alternative mode of transportation for residents. They further commented on the importance of pedestrian safety improvements such as lighting, clearly distinguished pedestrian pathways on-site, and the provision of bicycle parking;

these elements are addressed in Stipulation Nos. 2, 3, and 6 respectively.

17. The Fire Department commented that the site plan must comply with the Phoenix Fire Code and further indicated there are no problems anticipated with the case. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
18. The Public Works Department, Floodplain Management Division determined the parcel is not in a Special Flood Hazard Area (SFHA), but located in a Shaded Zone X, on panel 1740 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
19. The Water Services Department indicated that no zoning stipulations are required; however, commented that capacity is a dynamic condition that can change over time due to a variety of factors. The requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.

OTHER

20. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.
21. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 9.

Findings

1. The request is consistent with the General Plan Land Use Map designation of Commercial.
2. The development, as stipulated, advances the purpose and intent of several core values from the Phoenix General Plan as well as policy documents such as the Tree and Shade Master Plan and the Complete Street Guidelines.

3. The development, as stipulated, is appropriate at this location due to its compatibility with the surrounding land uses.

Stipulations

1. The development shall utilize the standards contained in the R-5 (Multifamily Residence District) zoning district development standard with the exception of a having a maximum density of 33 dwelling units per acre, as approved by the Planning and Development Department.
2. The developer shall install a modified COP DTL P-1130 6-foot vehicular rated concrete shared use path between the frontage road and 27th Avenue. Path abutting the subject parcel shall be privately maintained with landscape consisting of shrubs and groundcover, lit with low level lighting cast from the subject parcel for the limits of the parcel boundary only. Location of the shared use path is subject to the approval of ADOT, and as approved by the Streets Transportation Department and the Planning and Development Department.
3. The developer shall provide a system of on-site pedestrian thoroughfares, described below and as approved by the Planning and Development Department:
 - a. Pedestrian thoroughfares shall connect the following site elements: all primary building entrances; all required amenity areas; the Interstate 17 Frontage Road at two places, and the pedestrian connection to 27th Avenue.
 - b. The pedestrian thoroughfares shall be shaded to a minimum 50 percent throughout the on-site system.
 - c. The pedestrian thoroughfare shall be illuminated to a minimum one-foot candle with uniform fixture spacing to avoid areas of high glare or darkness.
 - d. Where pedestrian thoroughfares cross drive-aisles, the crossing shall visually contrast with parking and drive aisle surfaces.
4. The required landscape setback areas shall be planted with shade trees placed 20 feet on center or in equivalent groupings with 50 percent of the trees being a minimum 3-inch caliper, as approved by the Planning and Development Department.
5. A minimum of 10 percent of the gross project shall be retained as open space, exclusive of landscape setbacks, and be shaded to a minimum 50 percent by

minimum 2-inch caliper large canopy shade trees, as approved by the Planning and Development Department.

6. The developer shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. A bicycle repair station (“fix-it station”) shall be provided and maintained near in the central amenity area.
 - b. A minimum of 25 bicycle parking spaces shall be provided through Inverted-U and/or artistic racks provided near building entrances. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.
7. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
8. Any changes to the existing driveways require the review and approval of ADOT. Provide documentation of ADOT’s approval of all modifications prior to Preliminary Site Plan approval.
9. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Writer

Nick Klimek

July 7, 2020

Team Leader

Samantha Keating

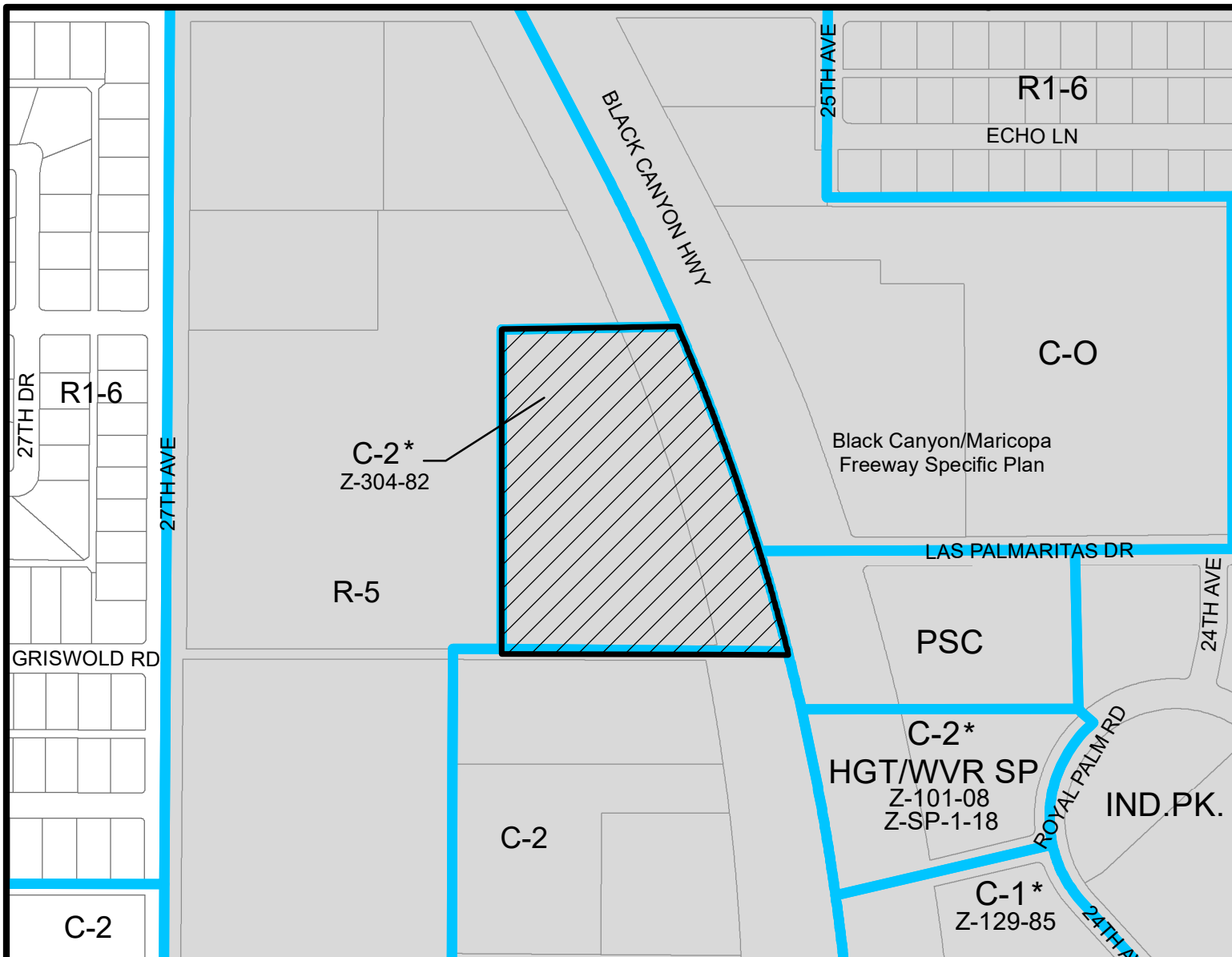
Exhibits

Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped May 20, 2020

City of Phoenix Employment Center Profile for North Interstate 17 (2 pages)



Miles

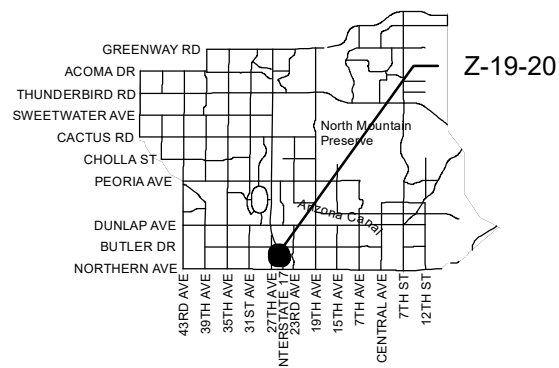
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NORTH MOUNTAIN VILLAGE

CITY COUNCIL DISTRICT: 5



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Wendy Riddell/Berry Riddell LLC

APPLICATION NO. Z-19-20

DATE: 5/28/2020
REVISION DATES:

6/10/2020

GROSS AREA INCLUDING 1/2 STREET
AND ALLEY DEDICATION IS APPROX.

5.59 Acres

AERIAL PHOTO &
QUARTER SEC. NO.

QS 25-23

ZONING MAP

J-7

REQUESTED CHANGE:

FROM: C-2 (5.59 a.c.)

TO: C-2 DNS/WVR (5.59 a.c.)

MULTIPLES PERMITTED

C-2

C-2 DNS/WVR

CONVENTIONAL OPTION

81

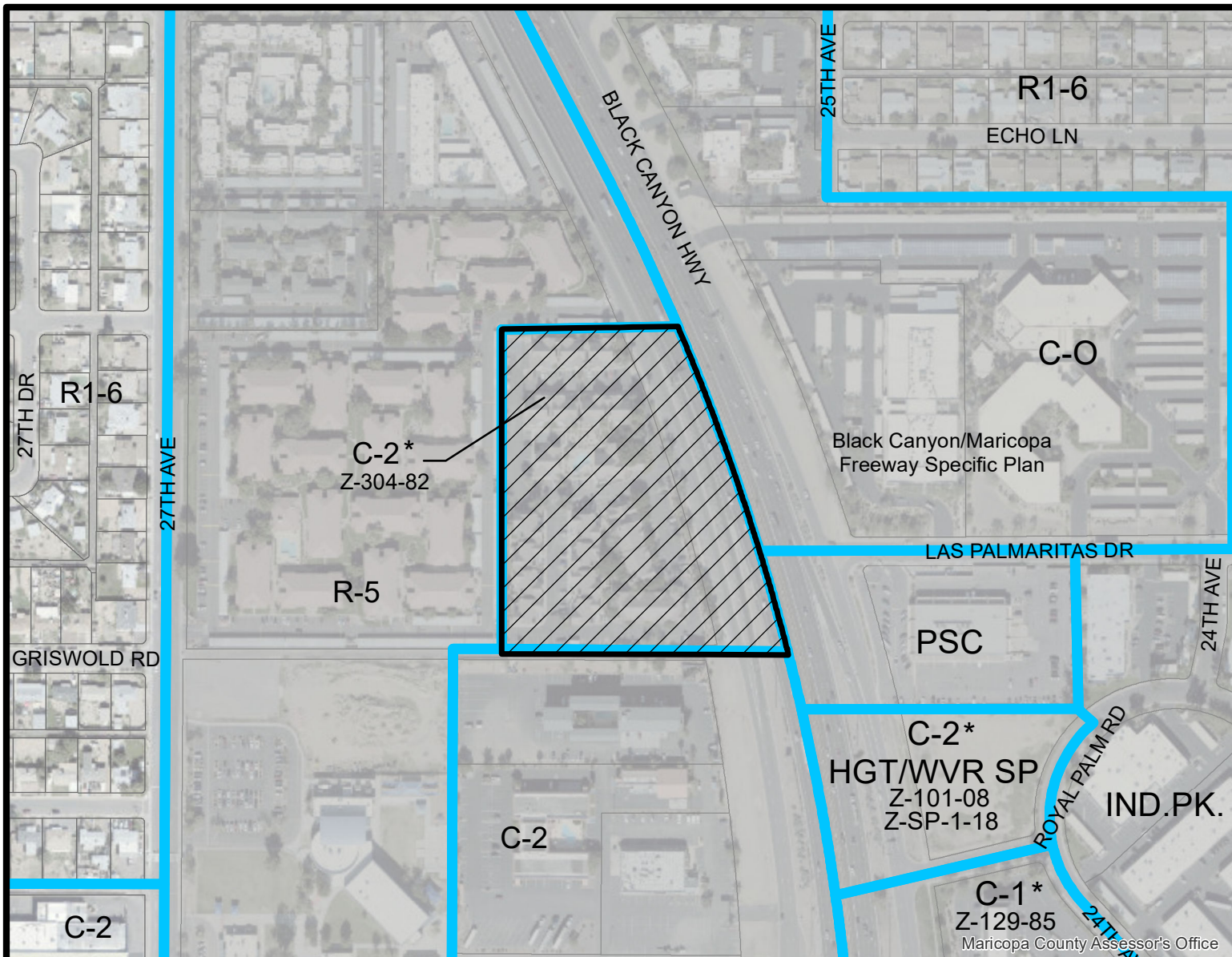
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* UNITS P.R.D. OPTION

97

292

* Maximum Units Allowed with P.R.D. Bonus



Miles

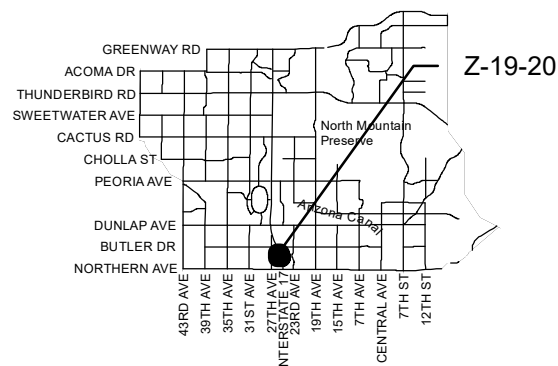
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NORTH MOUNTAIN VILLAGE

CITY COUNCIL DISTRICT: 5



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



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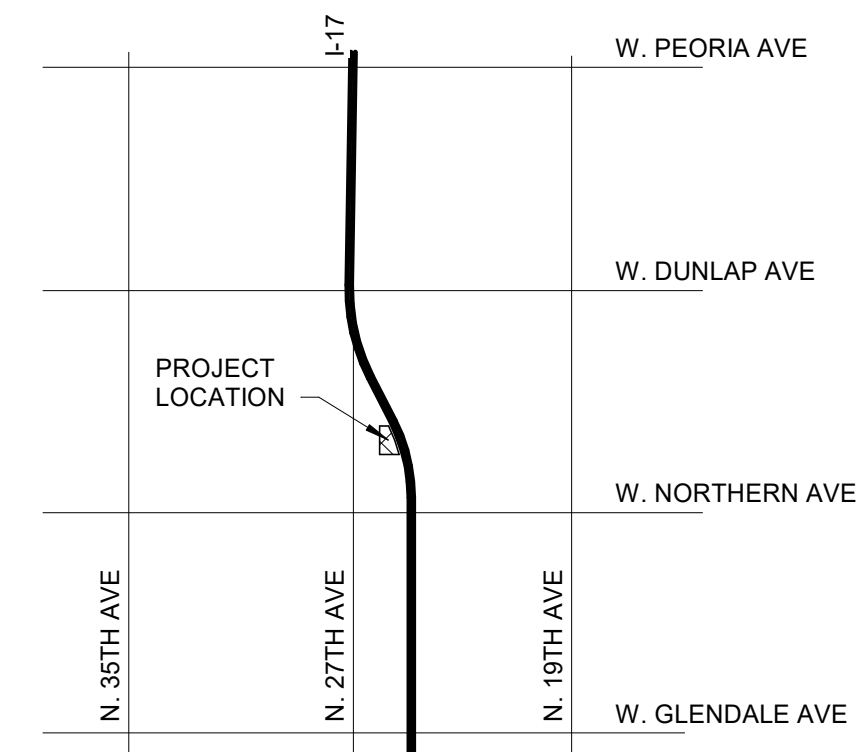
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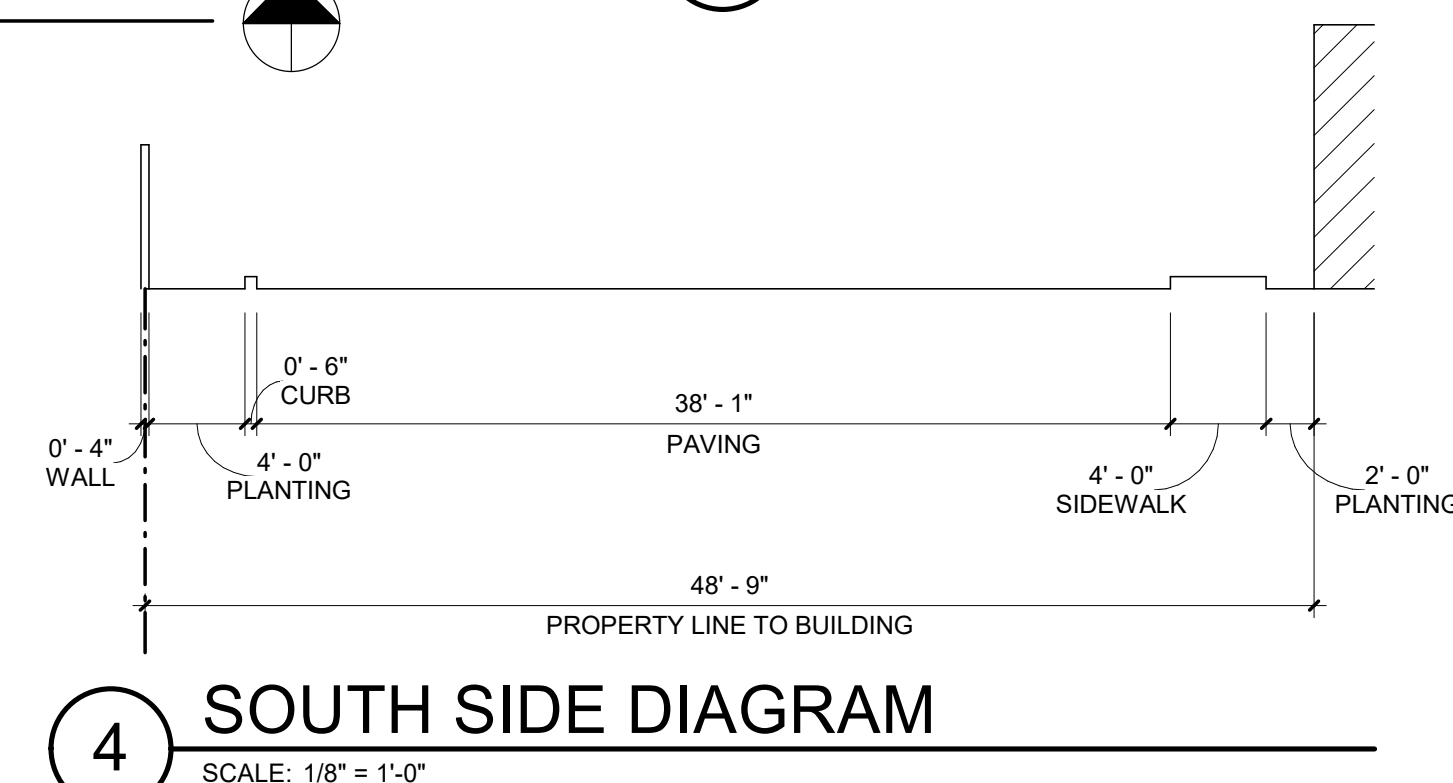
* Maximum Units Allowed with P.R.D. Bonus

**1 SITE PLAN**
SCALE: 1" = 30'-0"**KEYNOTES**

- EXISTING BUILDING TO REMAIN
- EXISTING 24' NONCONFORMING DRIVE TO REMAIN
- EXISTING PARKING TO REMAIN
 - STANDARD: 8.5' X 19'
 - HANDICAPPED: 11' X 18'
- EXISTING CURB TO REMAIN
- EXISTING SIDEWALK TO REMAIN
- EXISTING POOL & RELATED ACCESSORIES/STRUCTURES TO REMAIN
- EXISTING FENCE TO REMAIN
- EXISTING SPORT COURT
- EXISTING NONCONFORMING PARKING WITHIN REQUIRED SETBACKS
- 3-BIN TRASH ENCLOSURE IN CURRENT WEST SIDE PARKING
- 2-BIN TRASH ENCLOSURE IN CURRENT NORTHWEST CORNER
- FIRE TRUCK TURNING RADIUS
- EXISTING 6' BLOCK WALL WITHING FRONT SETBACK
- EXISTING POOL TO REMAIN
- EXISTING SPA TO REMAIN
- EXISTING POOL SHED TO REMAIN
- EXISTING ADA PATH OF TRAVEL
- EXISTING SIGNAGE TO REMAIN
- EXISTING 6' NORTH SITE FENCE TO REMAIN
- EXISTING 6' WEST SITE FENCE TO REMAIN
- EXISTING 6' SOUTH SITE FENCE TO REMAIN
- EXISTING 20' ALLEY
- EXISTING BLOCK FENCE
- EXISTING SITE FENCE TO REMAIN
- EXISTING SHEDS TO REMAIN
- FRONT 20' BUILDING SETBACK
- SIDE 15' BUILDING SETBACK
- REAR 15' BUILDING SETBACK
- LANDSCAPE SETBACK LINE, 20' FRONT & 5' ALL OTHER SIDES
- EXISTING DRIVEWAY TO REMAIN
- EXISTING LANDSCAPE TO REMAIN
- STANDARD 30' LONG TRASH COLLECTION VEHICLE AND REQUIRED TURNING RADII (28'-6" INSIDE AND 44'-0" OUTSIDE)
- EXISTING PORTE COCHERE TO REMAIN
- 10'X20' VISIBILITY TRIANGLE
- EXISTING STAIR CORE TO REMAIN
- EXISTING SIDEWALKS IN R.O.W.

**PROJECT DATA**

PROJECT ADDRESS:	8242 N. BLACK CANYON HIGHWAY
PROPERTY OWNER:	IMARA HOLDINGS, INC. MUHAMMAD VIRANI 8242 N. BLACK CANYON FWY PHOENIX, AZ 85051
APN:	158-04-007H
CURRENT ZONING:	C-2
PROPOSED ZONING:	DENSITY WAIVER FOR R-5 STANDARDS
SITE AREA:	GROSS: 5.04 ACRES (219,621 SF) NET: 4.93 ACRES (214,881 SF)
DENSITY:	ALLOWED: 45.68 UNITS/ACRE GROSS: 33.3 UNITS/ACRE NET: 34.1 UNITS/ACRE
HEIGHT ALLOWED:	4 STORIES OR 48'
CURRENT HEIGHT:	2 STORIES, 26.5' MAX MIDDLE OF HIGHEST RIDGE
BUILDING SETBACKS:	20' FRONT, 15' ALL OTHER SIDES
LAND. SETBACKS:	20' FRONT, 5' ALL OTHER SIDES WEST SIDE: 2.5' MIN. EXISTING 11.1' AVG. PROVIDED SOUTH SIDE: 4' MIN. EXISTING 7.1' AVG PROVIDED
LOT COVERAGE:	50% ALLOWED
CURRENT COVERAGE:	BUILDINGS: 64,170 SF (29.2%) PAVING: 99,850 SF (45.5%) LANDSCAPE: 55,601 SF (25.3%)
COMMON AREA:	REQUIRED: 5% CURRENT: 9.9% (21,289 SF)
TOTAL UNITS:	168 UNITS
UNIT BREAKDOWN:	STUDIO SUITE (466 SF): 108 UNITS 1-BEDROOM SUITE (547 SF): 20 UNITS 1-BEDROOM PENTHOUSE LOFT (764 SF): 24 UNITS STUDIO PENTHOUSE LOFT (764 SF): 8 UNITS SPLIT MASTER 2-BEDROOM SUITE (740 SF): 8 UNITS
CURRENT PARKING:	184 SPACES (7 HANDICAPPED SPACES)
PARKING REQUIRED:	128 UNITS UNDER 600 SF = 128 SPACES (1 SPACES PER UNIT) 40 UNITS OVER 600 SF = 60 SPACES (1.5 SPACES PER UNIT) 188 TOTAL SPACES REQUIRED 7 HANDICAPPED SPACES REQUIRED
PARKING PROVIDED:	182 EXISTING SPACES (THIS INCLUDES THE 7 EXISTING HANDICAPPED SPACES) 35 SPACES WITHIN REQUIRED SETBACKS (21 SOUTH SIDE, 11 WEST SIDE & 3 EAST SIDE)
TRASH CALCULATION:	168 UNITS X .5 CUBIC YARDS PER UNIT = 84 CY. SERVICED TWICE PER WEEK = 84/2 = 42 CY SIX 8 CY BINS REQUIRED

3 WEST SIDE DIAGRAM
SCALE: 1/4" = 1'-0"

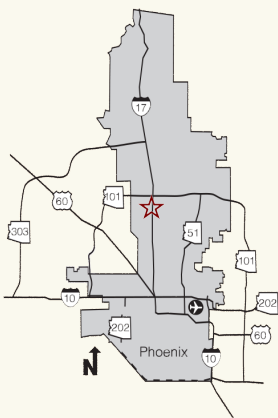


City of Phoenix Employment Center Profile

NORTH I-17

The North I-17 corridor provides a diverse mix of industrial, high-tech commercial and office development.

The North I-17 employment center extends north to Union Hills Drive and south to Northern Avenue between 19th Avenue and 35th Avenue.



- Access to large service and administrative workforce
- Excellent interstate and urban freeway access
- Significant concentration of private higher education providers
- Large inventory of office space with competitive lease rates

Labor Force Accessibility and Skills

Employers located within the North Interstate 17 corridor have access to a sizeable and diverse workforce. Within a 20 minute drive time, employers along Interstate 17 have access to about 480,000 workers, and within the 30 minute drive time the number of workers increases to more than 950,000.¹ These workers are well educated and highly skilled. Among population 25 and older within the 20 minute drive time, 32 percent have some college education and 24 percent have a bachelor's or advanced degree.² There are high concentrations of service, management and administrative support workers within a 20 to 30 minute drive.

By the year 2020, the population is expected to increase by 154,000 people within a 30 minute drive of the North I-17 area, providing a growing labor pool for the area.³

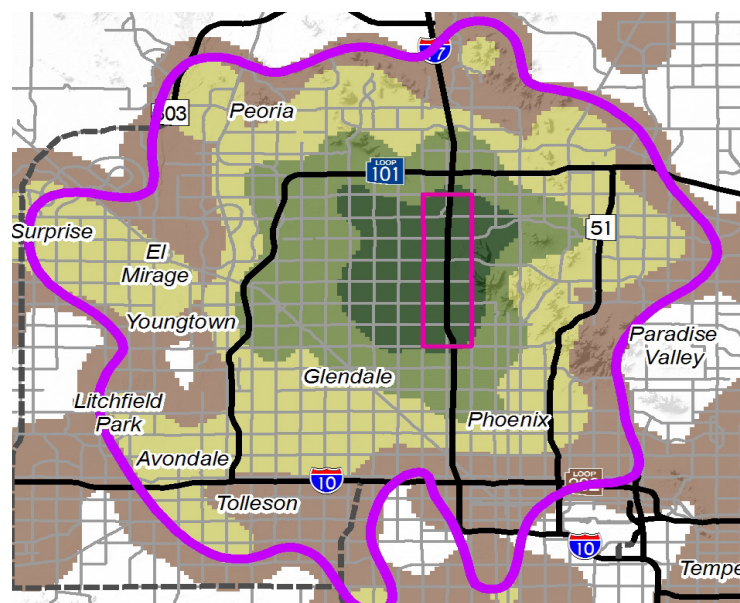
1, 2, 3 Claritas, 2015.

Employment by Occupation

Workforce	10 Min. Drive		20 Min. Drive		30 Min. Drive	
	Number	%	Number	%	Number	%
Management	10,637	8	51,895	9	112,119	9
Engineering & Science	2,331	2	11,730	2	27,111	2
Healthcare & Education	14,989	11	69,751	12	142,844	12
Service	18,429	14	83,335	14	166,479	14
Sales	15,210	11	69,520	12	142,126	12
Clerical & Admin. Support	22,922	17	92,797	15	181,814	15
Construction	8,934	7	36,898	6	61,684	5
Production	5,975	4	29,734	5	53,977	5
Trans./Material Mover	7,032	5	33,496	6	66,322	6
Total	106,459		479,156		954,476	

Source: Claritas, 2015.

Commute Shed



Commuters who travel to Employment Corridor per Square Mile

- 3 to 10
- 10 to 25
- 25 to 50
- More than 50
- Phoenix North I-17 Job Center
- Phoenix North I-17 Job Center Catchment Area

Source: Maricopa Association of Governments, TRP Reduction Database, 2013

Sites and Buildings

The North I-17 employment center has about **7.7 million square feet** of existing office inventory.⁴ This employment center also has approximately **4.0 million square feet** of existing industrial inventory and about 2.0 million square feet of flex space.⁵

The North I-17 corridor is also home to **MetroCenter**, a regional mall with surrounding retail, hotel and office uses located at the southwest corner of I-17 and Peoria Avenue. The MetroCenter area includes more than 2 million square feet of retail, entertainment and commercial uses to serve both residents and employers in the area.

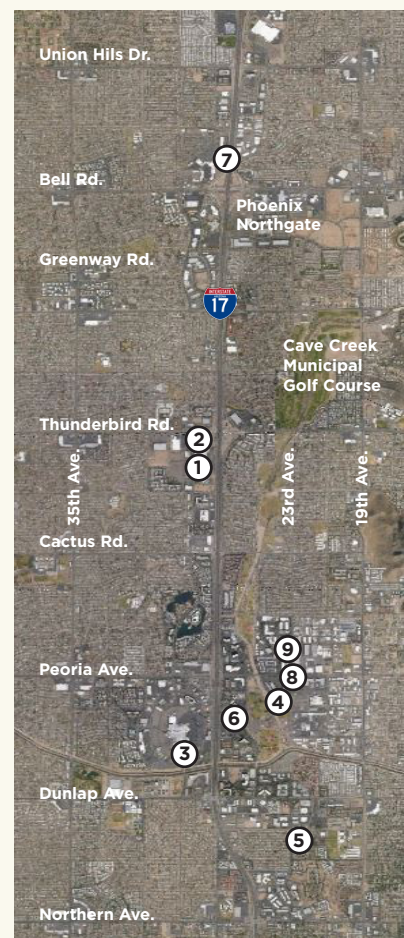
The map to the right highlights the type of community real estate in the North I-17. Our team can provide more detail, custom information based on your requirements.

4, 5 Costar Realty Information Inc., 2015.

Existing and Planned Development

1. **Metro North Corporate Park**
350,000 sq. ft.
Office
2. **Metro North Business Park**
302,507 sq. ft.
Office
3. **Metrocenter Mall**
156,000 sq. ft.
Retail
4. **Desert Canyon/300**
148,605 sq. ft.
Office
5. **Metro Office Center**
124,251 sq. ft.
Office
6. **The Corporate Center**
300,733 sq. ft.
Office
7. **I-17 Office Center**
105,107 sq. ft.
Office
8. **Desert Canyon/100**
102,606 sq. ft.
Office
9. **2250 Peoria Ave**
72,072 sq. ft.
Office/Flex

Source: CoStar Realty Information Inc., 2015



Infrastructure

The North I-17 center offers **excellent interstate and regional freeway access**. Interstate 17 runs north-south through this employment corridor and connects with the Loop 101 freeway. Interstates 17 and 10 intersect to the south, providing direct access to downtown and Phoenix Sky Harbor International Airport. Light rail access will be available by 2016 when the line is extended from the existing terminus at 19th Ave. and Montebello to 19th Ave. and Dunlap Ave.

Businesses that require air service have access to **Phoenix Sky Harbor International Airport** within 30 minutes of the North I-17 area. Sky Harbor is one of the country's busiest airports, with nearly 41 million passengers and over 300,000 tons of cargo passing through the facility annually. The airport is served by some **17 airlines** and offers service to more than 100 cities in the U.S. and around the world. There are more than **830 daily domestic non-stop flights** from Phoenix, as well as over 30 international non-stop flights to destinations in Mexico, Canada and Europe.⁶

The North I-17 employment center features **modern, reliable telecommunications infrastructure** that is supported by multiple providers. These providers are able to offer specialized capabilities such as complete digital infrastructure, T-1 (DS1) lines, T-3 (DS3) lines, self-healing fiber ring architecture and high-speed data communications. Local exchange carriers with service in the North I-17 area include CenturyLink and Cox Communications.

Arizona Public Service offers the highest possible level of **electric reliability** by investing in an advanced network system to provide multiple redundant feeds from various substations. In addition to ensuring reliable power service, investments in generation facilities have been made to provide adequate capacity for future growth.

6 Phoenix Sky Harbor International Airport, 2015.

Major Area Employers

- Karsten Manufacturing (Ping Golf)**
Golf Equipment - HQ
- Suntron Corporation**
Electronics - Corp HQ
- Cognizant**
Information Technology Services
- Vangent**
Information Management
- Liberty Mutual**
Financial Services
- The Hartford**
Customer Service Center
- Wells Fargo Bank**
Financial Services
- Allied International Credit Corporation**
Financial Services
- Bull HN Information Systems**
Operations Center
- Blue Cross/Blue Shield of Arizona**
Health Insurance Carrier

Source: Maricopa Association of Governments, 2013



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