

Attachment B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-10-22-4 April 29, 2022

**Encanto [Village Planning Committee](#)
Meeting Date:**

May 5, 2022

[Planning Commission](#) Hearing Date:

June 2, 2022

Request From:

[R-4 HRI TOD-1](#) (Multifamily Residence District, High Rise Incentive District, Interim Transit-Oriented Zoning Overlay One) (1.10 acres) and [P-1 TOD-1](#) (Passenger Automobile Parking, Limited, Interim Transit-Oriented Zoning Overlay One) (0.06 acres)

Request To:

[WU Code T5:7 MT](#) (Walkable Urban Code, Transect 5:7, Transit Midtown Character Area) (0.54 acres) and [P-1 TOD-1](#) (Passenger Automobile Parking, Limited, Interim Transit-Oriented Zoning Overlay One) (0.62 acres)

Proposed Use:

Offices, storage, and maintenance facility accessory to a larger corporate campus

Location:

Approximately 400 feet east of the southeast corner of Central Avenue and Roanoke Avenue

Owner:

Oxford Life Insurance Company

Applicant:

Philip A. Carhuff, Architect

Representative:

Nicole Hosking, Oxford Life Insurance Company

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Roanoke Avenue	Local Street	30-foot south half street
<p><i>STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; EMPLOYERS (JOB CREATION); LAND USE PRINCIPLE: Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.</i></p> <p>The development supports of the existing U-Haul International Headquarters with a centralized maintenance office and storage facility to support the larger campus. This expansion will support the continued growth of the existing campus and support the continued growth of a major employer in Midtown Phoenix and within the North Central Employment Center.</p>			
<p><i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.</i></p> <p>The development, as stipulated, includes features to encourage walking, bicycling, and transit use. These standards include a shaded streetscape, parking setbacks, and shaded on-site pedestrian circulation routes to connect the U-Haul Campus.</p>			
<p><i>CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.</i></p> <p>The development includes secure bicycle parking to encourage bicycling as a healthy, affordable, and convenient means of transportation for employees.</p>			
<p><i>BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.</i></p> <p>The development, as stipulated, includes robust tree plantings along the Roanoke Avenue both in the sidewalk detachment and in a landscape setback. The sidewalk will be shaded to 75 percent by vegetation. Additionally, the development, as stipulated, includes a shaded on-site pedestrian pathway that will connect to the U-Haul Campus including the fitness and conference center and the parking structure.</p>			

Applicable Plans, Overlays, and Initiatives	
<u>Transit Oriented Development Strategic Policy Framework</u> :	Background Item No. 4.
<u>Midtown Transit Oriented Development Policy Plan</u> :	Background Item No. 5.
<u>Tree and Shade Master Plan</u> :	Background Item No. 9.
<u>Complete Streets Guidelines</u> :	Background Item No. 10.
<u>Zero Waste PHX</u> :	Background Item No. 11.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot, parking	R-4 HRI TOD-1, P-1 TOD-1
East (northern portion)	U-Haul Conference and Fitness Center	WU Code T5:7 MT
East (southern portion)	U-Haul commercial office	C-O H-R
West	Parking structure, parking	P-2 HRI TOD-1, P-1 TOD-1, R-4 HRI TOD-1
North	Multifamily	C-1 HRI HGT/WVR TOD-1
South	Vacant	R-4 HRI TOD-1

Walkable Urban Code Transect 5:7		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	1.16 acres
Building Height	100-foot maximum	30 feet (Met)
Parking (Section 1307.B.2 and 702.C)	Warehouse and storage: 1 space per 1.5 workers. 18 workers, per applicant 27 spaced required	19 provided (Not met, but site will be sharing parking with surrounding buildings)
<i>Main Building Setbacks (Section 1303.2)</i>		
Primary Frontage	12-foot maximum	N/A
Side Lot Line (east)	0-foot minimum	Not depicted
Side Lot Line (west)	0-foot minimum	Approximately 10 feet
Rear Lot Line (south)	0-foot minimum	Approximately 15 feet
<i>Parking Setbacks (Section 1303.2)</i>		
Primary Frontage	30-foot minimum or behind building	N/A. Parking on proposed P-1 TOD-1 site is setback 30 feet.
Side Lot Line (east)	0-foot minimum	21 feet (Met)
Side Lot Line (west)	0-foot minimum	88 feet (Met)
Rear Lot Line (south)	0-foot minimum	15 feet (Met)
<i>Lot Requirements (Section 1303.2)</i>		
Lot Coverage	80 percent maximum	29 percent (Met)
Primary Building Frontage	70% minimum	N/A.
<i>Frontage Types Allows (Section 1303.2)</i>		
Primary Building Frontage	N/A	N/A

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 1.16 acres located approximately 400 feet east of the southeast corner of Central Avenue and Roanoke Avenue from P-1 TOD-1 (Passenger Automobile Parking, Limited, Interim Transit-Oriented Zoning Overlay One) and R-4 HRI TOD-1 (Multifamily Residence District, High Rise Incentive District, Interim Transit-Oriented Zoning Overlay One) to WU Code T5:7 MT (Walkable Urban Code, Transect 5:7, Transit Midtown Character Area) and P-1 TOD-1 (Passenger Automobile Parking, Limited, Interim Transit-Oriented Zoning Overlay One) to allow offices, storage, and maintenance facility accessory to a larger corporate campus.

SURROUNDING LAND USES AND ZONING

2. The subject site includes two contiguous parcels on which the applicant is proposing separate zoning districts. Due to their unique histories and the zoning districts proposed, the sites will be described separately as “north portion” and “south portion.”

Subject Site - north portion: The site has existed in various states of vacancy for many years. A portion of the site was formerly owned by Arizona Public Service (APS) when it was an unimproved lot used for parking. The site was formalized as a dust-proofed parking lot circa 2005. The applicant is proposing this site be rezoned from R-4 HRI TOD-1 to P-1 TOD-1.

Subject Site - south portion: The site been vacant for many years and research into aerial photographs did not provide evidence of any prior development. The site was formally intended as a future APS substation until a land swap with U-Haul which shifted the future APS substation south of the subject site. The applicant is proposing this site be rezoned from R-4 HRI TOD-1 and P-1 TOD-1 to WU Code T5:7.

South of the full subject site is a vacant site owned by APS, intended for a future substation and zoned R-4 HRI TOD-1. East of the subject site are two U-Haul properties. Along Roanoke Avenue is the U-Haul Conference and Fitness Center which is zoned WU Code T5:7 MT. South of the U-Haul Conference and Fitness Center and east of the south portion of the subject side is a two-story parking structure that is accessory to a commercial office and zoned C-O TOD-1 (Commercial Office – Restricted Commercial, Interim Transit-Oriented Zoning Overlay One). West of the subject site are two U-Haul properties. Along Roanoke Avenue is a five-story parking structure which is zoned P-2 TOD-1 (Parking, Interim Transit-Oriented Zoning Overlay One). West of the south portion of the subject site is a U-Haul parcel used as surface parking and zoned P-1. North of the subject site across Roanoke Avenue is a property zoned C-1 HRI HGT/WVR TOD-1 (Neighborhood Commercial, High Rise Incentive District, Height Waiver, Interim Transit-Oriented Zoning Overlay One) that is under construction as a seven-story multifamily development.

*Aerial photograph with annotations;
Source: Planning and Development
Department*



GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a designation of Commercial which is consistent with the proposed use. The subject site is also located within the study areas for the Transit Oriented Development (TOD) Strategic Policy

Framework and the Midtown TOD Policy Plan areas.

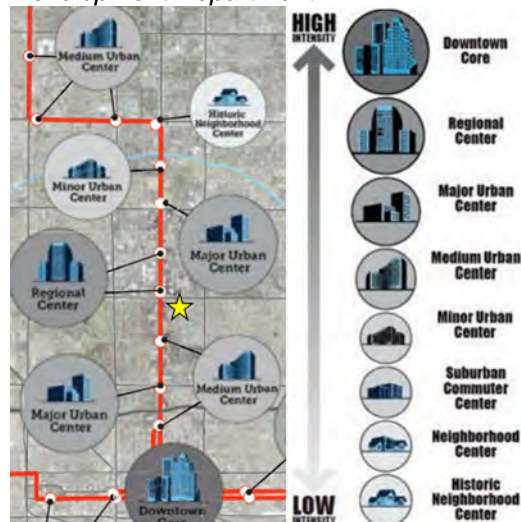
4. **Transit Oriented Development Strategic Policy Framework:**

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments. The subject site is located within 800 feet of the light rail station located at Central Avenue and Thomas Road which is identified as a Regional Urban Center Place Type.

The Regional Urban Center Place Type is characterized as high intensity with building heights typically from 5-10 stories with incentive heights up to 20 stories. Land uses may include office employment, industry cluster, high and mid-rise residential, and supportive retail and commercial uses.

While the proposed development is below the intensity recommended by the Place Type, the proposed development supports the larger campus which is consistent with the recommended intensity.

TOD Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department



5. **Midtown TOD Policy Plan:**

The site is located within the Midtown TOD Planning Area which is bound by 7th Avenue on the west, 7th Street on the east, McDowell Road on the south, and Indian School Road on the north. The policy plan for the Midtown TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services.

The subject site is identified on the Conceptual Zoning Plan with a recommended Transect of T6:22 which is not consistent with the proposal which is requesting T5:7. The applicant has requested T5:7 because the proposed development will operate as an accessory to the U-Haul Conference and Fitness Center, which is adjacent and zoned T5:7.

Midtown TOD Policy Plan, Conceptual Zoning Plan; Source: Planning and Development Department



6. The Encanto Village Character Plan was approved and adopted into the Phoenix General Plan through General Plan Amendment GPA-1-19. The project advances the following items identified in the Encanto Village Character Plan:
 - Land Use Principle: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.
 - Design Principle: Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible.

The proposal meets the goals of the Encanto Village Character Plan by supporting the functions of larger corporate campus, a large employer, located near light rail, and by providing a shaded streetscape, pedestrian pathways and bicycle parking.

PROPOSAL

7. Site Plan

On the south portion, the Conceptual Site Plan (attached as an exhibit) depicts a proposed a 6,000 square foot structure intended to house maintenance staff and storage accessory to the larger U-Haul campus. The maintenance structure will be located on the south portion with vehicular access from Roanoke Avenue through the north portion of the subject site; per the Phoenix Zoning Ordinance, a Use Permit may be required for the applicant to access the WU Code T5:7 portion through the less intense P-1 TOD-1 zoned site.

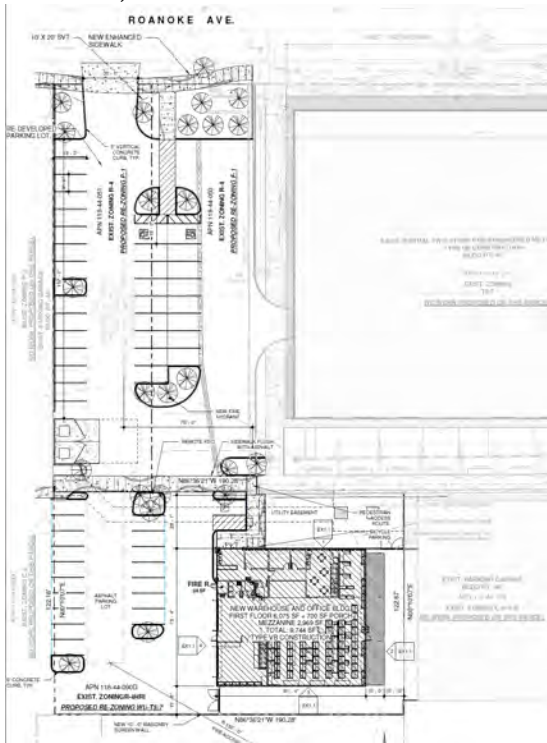
On the north portion, the Conceptual Site Plan depicts a redeveloped parking lot with a single vehicular entrance from Roanoke Avenue which will be used to access the south portion of the subject site. The Roanoke Avenue frontage contains a 30-foot landscaped parking setback from Roanoke Avenue to replicate the parking setback required in the WU Code. To buffer the pedestrian sidewalk from vehicular circulation and to promote thermal comfort, staff is

recommending Stipulation No. 2 to require this landscape setback including the condition that the setback be planted with shade trees.

More broadly, the applicant intends to unify their campus through a series of newly created pedestrian corridors throughout the campus. The Roanoke Avenue streetscape located immediately east of the subject site is a model for these enhanced pedestrian corridors envisioned throughout the campus. Notable enhancements from this streetscape include: a WU Code compliant sidewalk detachment and vegetative shade, multiple pavement textures, pedestrian scale lighting, and a pleasant but not inconvenient meander.

The applicant depicts two east-west pedestrian pathways that intersect the subject site in two places, along Roanoke Avenue and at a mid-point aligned with the south edge of the U-Haul Conference and Fitness Center.

Conceptual Site Plan; Source: carhuff + curva architects, llc.



Streetscape improvements at the U-Haul Conference and Fitness Center immediately east of the subject site; Source: Planning and Development



To promote campus cohesion and transit orientation, staff is recommending Stipulation Nos. 1 and 3 to implement the pedestrian thoroughfares as they relate to the subject site.

- Stipulation No. 1 requires a WU Code compliant sidewalk along Roanoke Avenue with design elements consistent and complementary to the

streetscape located immediately east of the subject site with specific regard to sidewalk materials, sidewalk meander, and pedestrian scale lighting.

- Stipulation No. 3 requires a pedestrian thoroughfare to extend the existing paseo across the subject site toward Central Avenue and that the design of the thoroughfare include pedestrian scale lighting, 75 percent vegetative shade, landscape islands to separate the pathway from vehicular travel and parking, and crosswalks that visually contrast with drive-aisles.

The configuration of the site will require ongoing coordination with staff to determine how the WU Code provisions will apply to the south portion including whether variances and/or appeals will be required.

8. Conceptual Building Elevations

The Conceptual Building Elevations depict a single building with a height of 30 feet to the top of parapet and including a façade comprised of metal panels, masonry, cladding, and steel canopies to accentuate the building entrances.

Conceptual Building Elevations; Source: carhuff + curva architects, llc.



STUDIES AND POLICIES

9. 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. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect.

The development, as stipulated, will create abundant tree shade through the following enhancements with the applicable stipulations referenced in parenthetical:

- a shaded and detached sidewalk (Stipulation No. 1),
- a 30-foot-wide landscape setback planted with shade trees with an emphasis on shading the public sidewalk (Stipulation No. 2), and
- an east-west pedestrian paseo that will be shaded to 75 percent by vegetation and insulated from parking and vehicular circulation areas by landscape islands of not less than five feet in width (Stipulation No. 3).

10. **Complete Streets Guidelines:**

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. The Walkable Urban Code is designed to facilitate pedestrian, bicycle, and transit-oriented development and includes provisions to advance the goals of the policy guide related to streetscape improvements. Staff is recommending Stipulation No. 4 to require that the development provide six secure bicycle parking spaces to advance the guidelines.

11. **Zero Waste Phoenix PHX:**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs.

Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY CORRESPONDENCE

12. As of the writing of this report, no community correspondence has been received.

INTERDEPARTMENTAL COMMENTS

13. 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.
14. The Street Transportation Department provided no comments or stipulations; however, staff is recommending Stipulation No. 5 to require all streets and improvements in the right-of-way be constructed to ADA standards.

OTHER

15. 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. 6.

16. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 7.
17. The Aviation Department requires that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. The Aviation Department also requires that the project receive a No Hazard Determination from the FAA. These are addressed in Stipulation Nos. 8 and 9.
18. Development and use of the site are 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.

Findings

1. The development is consistent with the Commercial General Plan Land Use Map designation.
2. The proposal, as stipulated, will create a strong pedestrian environment along Roanoke Avenue with shaded and detached sidewalks in a key corridor to convey residents safely and comfortably to the Encanto Primary Core and the Thomas Road Light Rail Station.
3. The development is appropriate at this location due to its compatibility with the surrounding land uses.

Stipulations

1. The sidewalk along Roanoke Avenue shall be shaded and detached in compliance with applicable provisions of the Walkable Urban Code and designed to replicate streetscape improvements east of the subject site with specific regard to sidewalk width, meander, materials, and landscape palette, as approved or modified by the Planning and Development Department.
2. A minimum 30-foot landscape setback shall be provided along Roanoke Avenue, excluding the width of one drive-aisle, and planted with minimum 3-inch caliper shade trees, placed 20 feet on center or in equivalent groupings, and with trees situated to provide shade on the public sidewalk, as approved by the Planning and Development Department.

3. The developer shall provide an east-west pedestrian thoroughfare across the subject site at the location depicted on the Conceptual Site Plan date stamped April 14, 2022 and improved to the following specifications, as approved or modified by the Planning and Development Department.
 - a. With the exception of drive-aisle crossings, the pedestrian thoroughfare shall be shaded to 75 percent by shade trees with a minimum 3-inch caliper.
 - b. The pedestrian thoroughfare shall be separated from vehicular parking and circulation areas by five-foot landscape area(s) planted with shrubs and shade trees.
 - c. The pedestrian thoroughfare shall be illuminated by pedestrian scale light fixtures.
 - d. Where the pedestrian thoroughfare crosses drive-aisles, the crossing shall visually contrast with parking and drive aisle surfaces.
4. The developer shall provide secure bicycle parking for six bicycles and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
5. 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.
6. 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.
7. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.
8. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.
9. The property owner shall record documents that disclose the existence, and

operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

Writer

Nick Klimek

April 29, 2022

Team Leader

Racelle Escolar

Exhibits

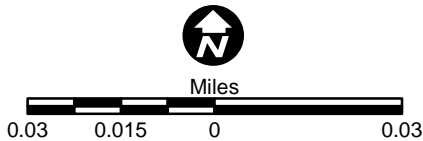
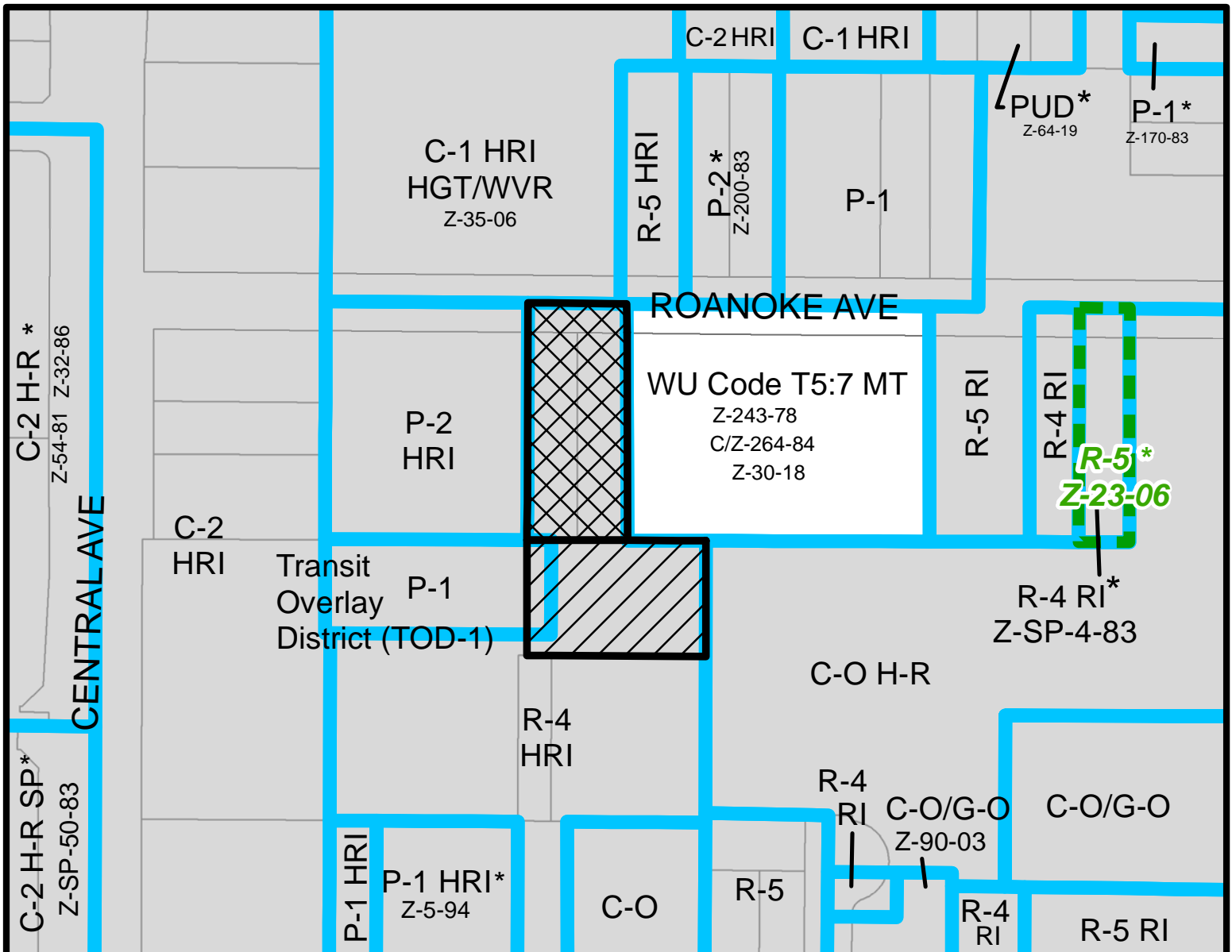
Zoning sketch map

Aerial sketch map

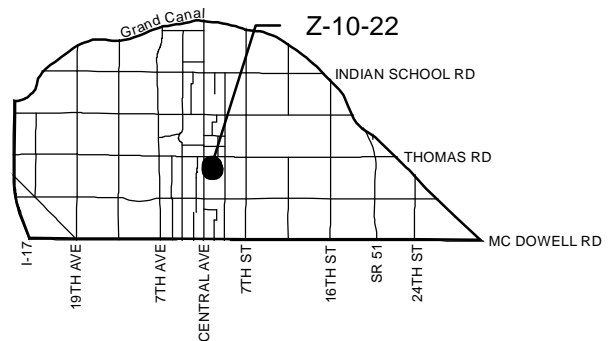
Conceptual Site Plan date stamped April 14, 2022

Conceptual Building Elevations date stamped February 18, 2022 (2 pages)

North Central Employment Center Profile (2 pages)



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Philip A. Carhuff, Architect

APPLICATION NO. Z-10-22

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

1.16 Acres

DATE: 3/11/2022
REVISION DATES:
4/14/2022

AERIAL PHOTO &
QUARTER SEC. NO. ZONING MAP
QS 14-28 G-8

REQUESTED CHANGE:

FROM: R-4 HRI TOD-1 (1.10 a.c.)
P-1 TOD-1 (0.06 a.c.)

TO: WU T5:7 MT (0.54 a.c.)
P-1 TOD-1 (0.62 a.c.)

MULTIPLES PERMITTED

R-4 HRI TOD-1, P-1 TOD-1
WU T5:7 MT, P-1 TOD-1

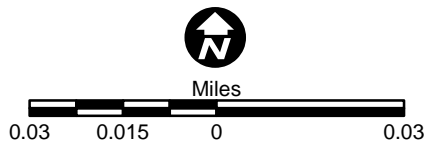
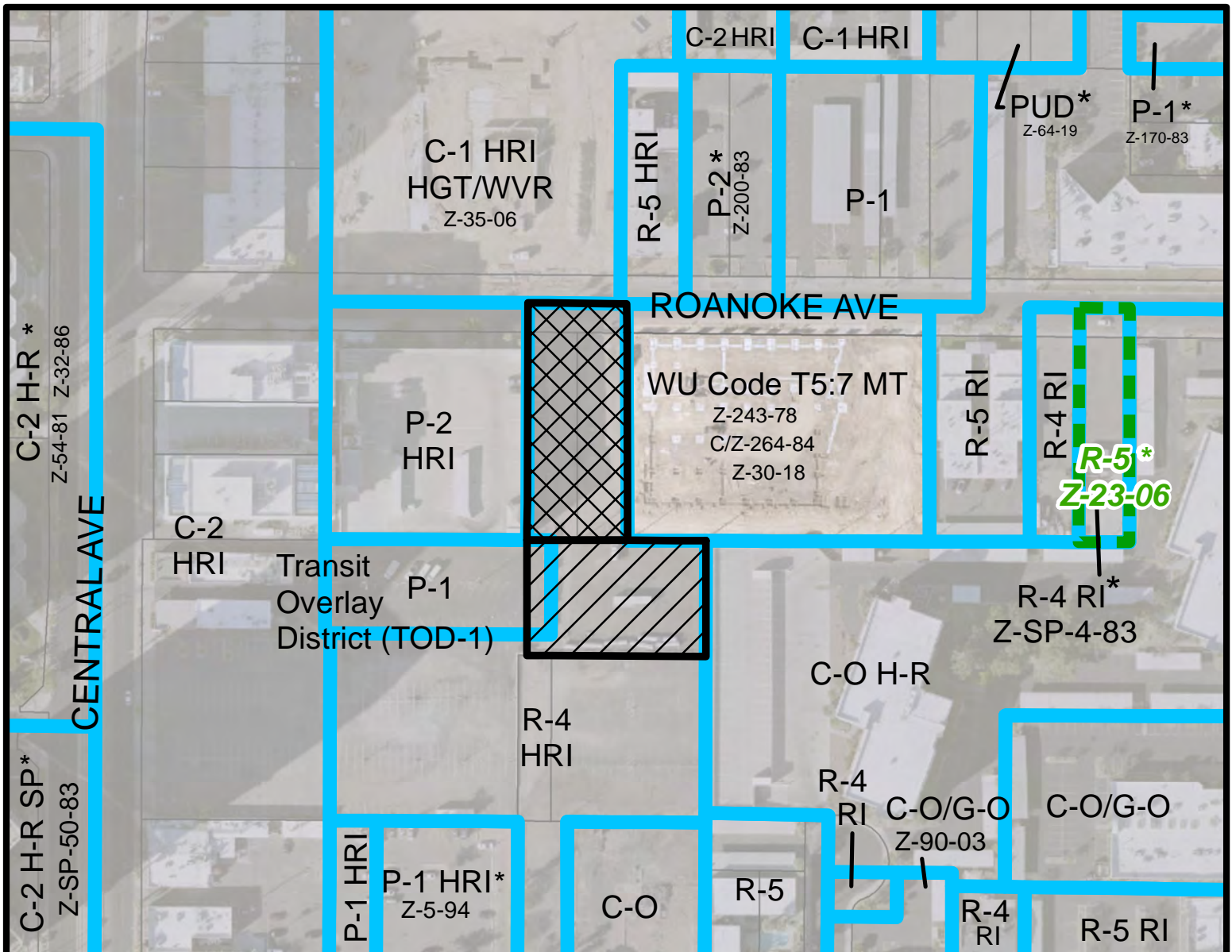
CONVENTIONAL OPTION

239, N/A
No Maximum, N/A

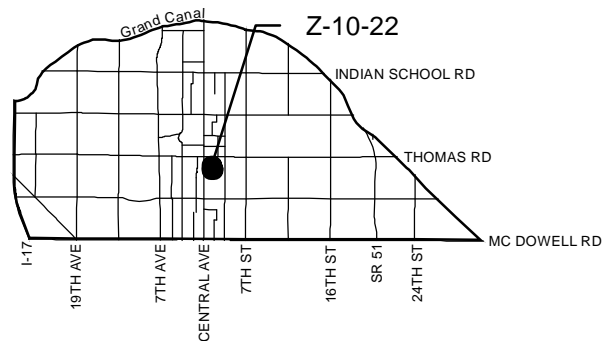
*** UNITS P.R.D. OPTION**

38, N/A
N/A, N/A

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



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Philip A. Carhuff, Architect

APPLICATION NO. Z-10-22

GROSS AREA INCLUDING 1/2 STREET
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1.16 Acres

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FROM: R-4 HRI TOD-1 (1.10 a.c.)
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TO: WU T5:7 MT (0.54 a.c.) 
P-1 TOD-1 (0.62 a.c.) 

MULTIPLES PERMITTED

R-4 HRI TOD-1, P-1 TOD-1
WU T5:7 MT, P-1 TOD-1

CONVENTIONAL OPTION

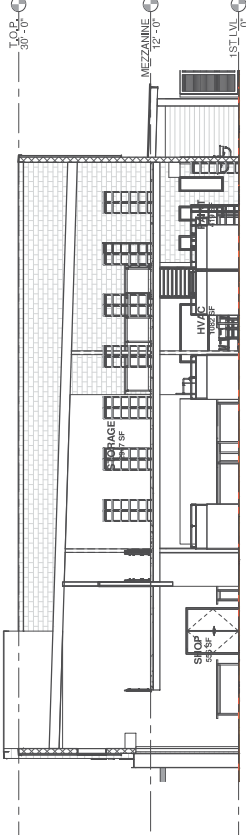
239, N/A
No Maximum, N/A

*** UNITS P.R.D. OPTION**

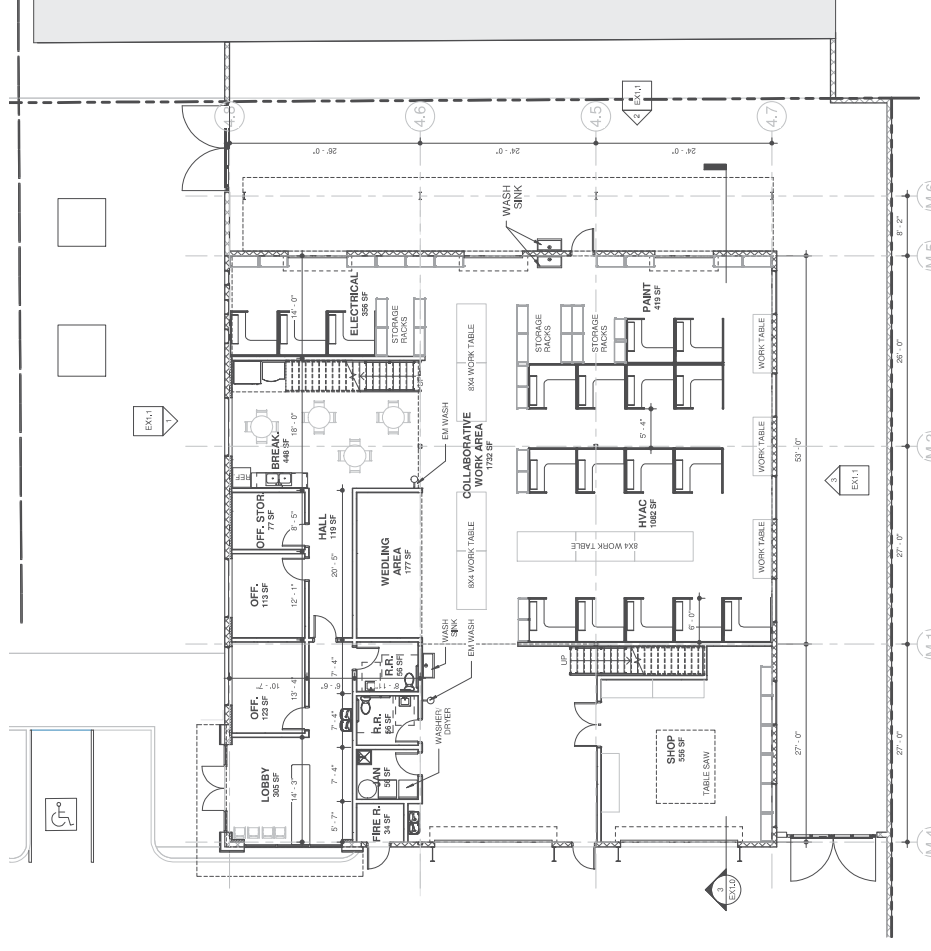
38, N/A
N/A, N/A

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

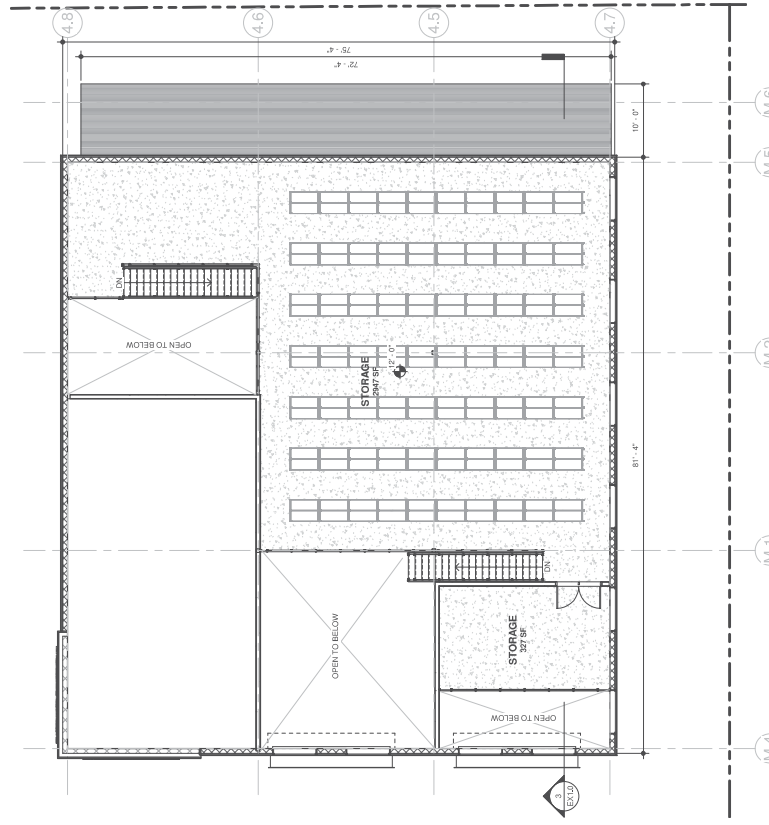
NEW WAREHOUSE AND OFFICE BLDG.
FIRST FLOOR 10,774 SF + 700 SF PORCH
2ND FLOOR 3,274 SF
TOTAL: 10,101 SF



3. BUILDING SECTION
EX1.0 1/8" = 1'-0"

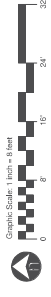


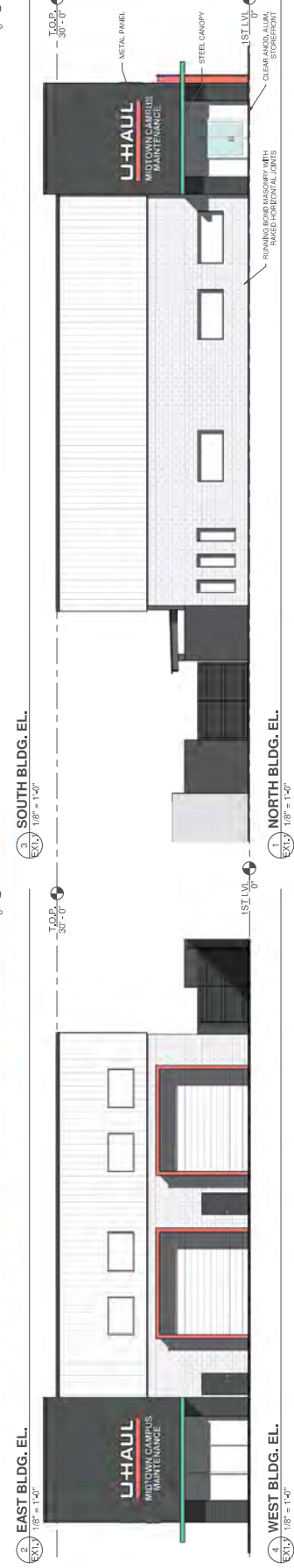
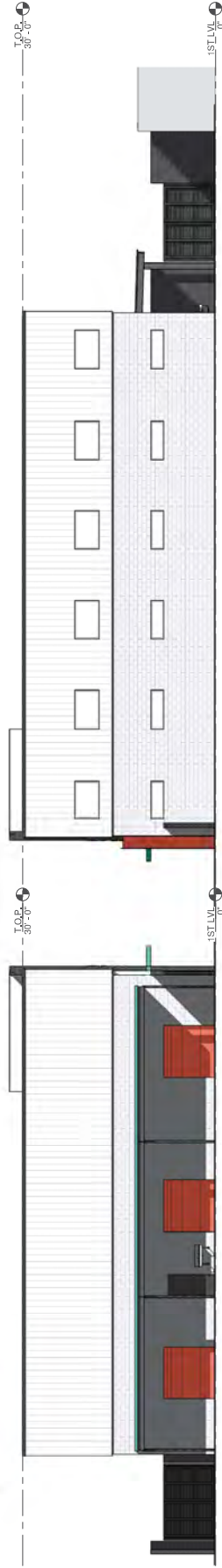
1. 1ST LEVEL FLOOR PLAN
EX1.0 1/8" = 1'-0"



2. MEZZANINE
EX1.0 1/8" = 1'-0"

CITY OF PHOENIX
FEB 18 2022
Planning & Development
Department





U-HAUL
INTERNATIONAL

CITY OF PHOENIX
FEB 18 2022
Planning & Development
Department



cathuff+cueva
architects, llc
3149 e prince rd #151
tucson, arizona 85716
phone: 520.577.4560
www.ccd-cdm

NEW ACCESSORY
MAINTENANCE BUILDING AT
THE U-HAUL HEALTH AND
WELLNESS FACILITY

U-HAUL INTERNATIONAL
DESIGN AND CONSTRUCTION
PHOENIX, AZ 85004
DESIGN DEVELOPMENT

PROJECT NO.	P22-46
DATE	JANUARY 27, 2022
SCALE	1/8" = 1'-0"
DESIGNED BY	PD
DRAWN BY	PD

**BUILDING ELEVATIONS AND
PERSPECTIVE**

EX.1.1

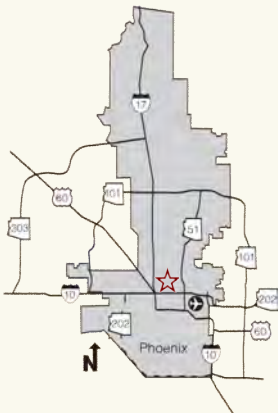


City of Phoenix Employment Center Profile

NORTH CENTRAL

The North Central employment center offers an exceptional location in one of the city's premier office corridors.

This employment center extends from McDowell Road north to Camelback Road between Seventh Street and Seventh Avenue. The North Central area includes high-rise office and residential buildings surrounded by historic single family neighborhoods, parks and cultural amenities.



Labor Force Accessibility and Skills

The North Central employment center offers excellent access to a large portion of the metro area's 1.7 million workers. Approximately 770,000 young, well-educated workers reside within a 30 minute drive time.¹ High concentrations of service and health care workers live within 10 to 20 minutes. In addition, about 16 percent of the workforce living within a 20 minute drive time is made up of executives, managers and technical professionals.²

Projected growth for this area will result in close to 170,000 new residents within a 30 minute drive time by 2020, providing a continually expanding labor pool.³

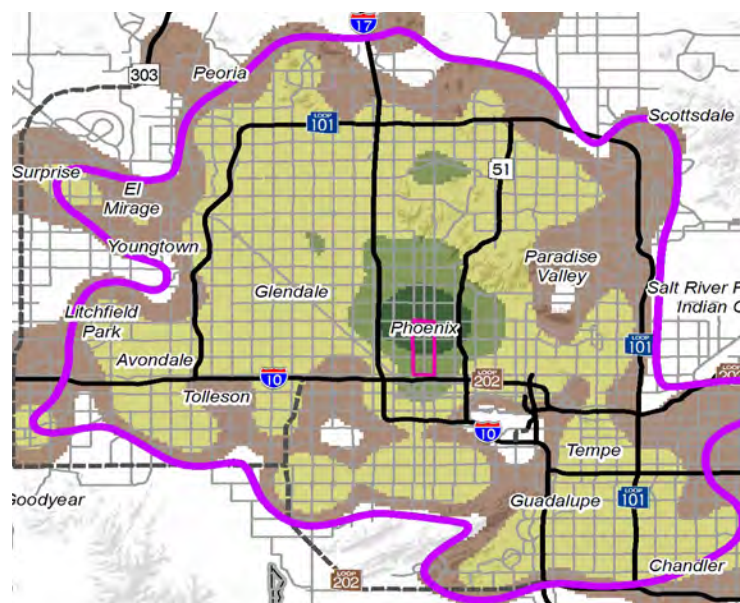
1, 2, 3 Claritas, 2015.

Employment by Occupation

Workforce	10 Min. Drive		20 Min. Drive		30 Min. Drive	
	Number	%	Number	%	Number	%
Management	7,416	7	57,595	8	131,498	9
Engineering & Science	2,224	2	16,777	2	36,046	3
Healthcare & Education	11,089	10	82,493	11	170,387	12
Service	16,173	15	109,119	15	195,911	14
Sales	10,112	9	81,075	11	167,369	12
Clerical & Admin. Support	15,143	14	117,524	16	219,346	16
Construction	8,978	8	48,001	6	71,611	5
Production	6,210	6	39,874	5	64,441	5
Trans./Material Mover	6,373	6	46,614	6	76,283	5
Total	83,718		599,072		1,132,892	

Source: Claritas, 2015.

Commute Shed



Commuters who travel to Employment Corridor per Square Mile

- 4 to 10
- 10 to 25
- 25 to 50
- More than 50
- Phoenix North Central Job Center
- Phoenix North Central Job Center Catchment Area

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

- Access to a large executive and professional workforce
- Advanced telecommunications infrastructure
- Large inventory of office space
- Competitive lease rates
- Superior accessibility to key business and financial services

Sites and Buildings

The North Central employment center offers a **large inventory of office and commercial space** mixed with a variety of hotel and residential developments. From high-rise office buildings and condominiums to palm tree-lined streets of historic single-family neighborhoods, diversity enhances the appeal of this conveniently located area.

The area has about **14.5 million square feet of existing office space** in close proximity to downtown. For companies that require build-to-suit space, there are prime commercial high-rise parcels available.⁴

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

4 CoStar Realty Information Inc., 2015

Connectivity

The North Central 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 Central area include CenturyLink and Cox Communications.

Infrastructure

Abundant and reliable power sources are available from a highly advanced network system that provides redundant feeds from multiple sub-stations.

The North Central employment center enjoys easy access to a **modern network of urban freeways and arterial streets**. This employment center has excellent transit service and is located along the **METRO light rail** transit line that connects the area to downtown Phoenix, Phoenix Sky Harbor International Airport and surrounding cities.

For businesses that require convenient air access, **Phoenix Sky Harbor International Airport** is located just 15 minutes away. The airport is one of the busiest in the U.S. based on passenger traffic and offers more than **830 daily non-stop flights** to nearly 80 domestic destinations and 13 international destinations.⁵

5 Phoenix Sky Harbor International Airport, 2015.

Existing and Planned Development

- 1. Century Link Tower**
586,403 sq. ft.
Office
- 2. Viad Tower Phase II**
478,488 sq. ft.
Office - Proposed
- 3. Phoenix Corporate Tower**
445,811 sq. ft.
Office
- 4. Phoenix Plaza Tower II**
419,453 sq. ft.
Office
- 5. Phoenix Plaza Tower I**
418,613 sq. ft.
Office
- 6. Younan Central Plaza**
405,693
Office
- 7. 2800 Tower**
364,533 sq. ft.
Office
- 8. 3550 Tower**
287,269 sq. ft.
Office
- 9. Park Central - Bldg 7**
224,953 sq. ft.
Office
- 10. Security Title Plaza**
219,032 sq. ft.
Office

Source: CoStar Realty Information Inc., 2015



Amenities and Attractions

The exciting **Phoenix Arts District** includes the Phoenix Art Museum and Theater, the Playhouse on the Park and the internationally renowned Heard Museum of Native American Art. Steele Indian School Park, located at the northeast corner of Central Avenue and Indian School Road, features an expansive 15-acre entry garden, several historical buildings depicting the history of Phoenix Indian School, an amphitheater with seating for 1,500, a 2.5-acre bird-shaped lake and waterfall and a 15-acre neighborhood park. Located in the heart of the North Central employment center, Park Central is a 500,000 square foot mixed-use redevelopment featuring offices, retail, restaurants and business-oriented hotels. In addition, there are a number of **new luxury apartment developments** in the area that provide a variety of housing options for workers and support continued office and retail development.

Major Area Employers

CenturyLink
Telecommunications
Deloitte LLP
Accounting and Management Consulting
Fennemore Craig
Law Firm
SCF Arizona
Direct Property and Casualty Insurance - HQ
Viad Corporation
Business Services - HQ

PricewaterhouseCoopers
Accounting and Management Consulting
Dignity Health
Hospital Administration
IBM Corporation
Administrative Operations
U-Haul International
Leasing Services - Corp. HQ
Xerox Corporation
Copiers and Office Products
BMO Harris Bank
Banking and Financial Services

Source: Maricopa Association of Governments, 2013



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