



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-78-24-5
August 8, 2024

North Mountain [Village Planning Committee](#) Meeting Date: August 21, 2024

[Planning Commission](#) Hearing Date: September 5, 2024

Request From: [C-2](#) (Intermediate Commercial) (3.24 acres)

Request To: [C-2 DNS/WVR](#) (Intermediate Commercial, Density Waiver) (3.24 acres)

Proposed Use: Community Residence Center

Location: Approximately 1,000 feet north of the northwest corner of Black Canyon Highway and Northern Avenue

Owner: City of Phoenix

Applicant/Representative: Margaret Adams, City of Phoenix, Office of Homeless Solutions

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>	Black Canyon Highway frontage road	ADOT frontage road	Approximately 75 foot half street (Frontage Road)
<p><i>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.</i></p> <p>The proposal will provide a compatible re-use of the site for housing which is in close proximity to employment and commercial areas along Northern Avenue.</p>			

CONNECT PEOPLE AND PLACES CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Communities should consist of a mix of land uses to provide housing, shopping, dining and recreational options for residents.

The proposal will expand housing options for low-income residents in the area and will leverage the neighborhood's existing commercial and employment options.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; SAFE NEIGHBORHOODS - POLICE; DESIGN PRINCIPLE: Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines, into site plan and design guidelines as appropriate.

The proposal, as stipulated, will feature lighting to increase security on site for residents and passers-by.

Applicable Plans, Overlays, and Initiatives

[North Interstate 17 Employment Center](#): See Background Item No. 5.

[27th Avenue "To Do List"](#): See Background Item No. 6.

[Black Canyon/Maricopa Freeway Specific Plan](#): See Background Item No. 7.

[27th Avenue Corridor Community Safety and Crime Prevention Plan](#): See Background Item No. 8.

[27th Avenue "To Do List"](#): See Background Item No. 9.

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

[Complete Streets Guiding Principles](#): See Background Item No. 11.

[Housing Phoenix Plan](#): See Background Item No. 12.

[Conservation Measures for New Development](#): See Background Item No. 13.

[Zero Waste Phoenix](#): See Background Item No. 14.

[Transportation Electrification Action Plan](#): See Background Item No. 15.

[Phoenix Climate Action Plan](#): See Background Item No. 16.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Hotel	C-2
North	Hotel (proposed group home for seniors)	C-2
South	Banquet hall, vacant commercial building (proposed workforce training facility)	C-2
East	Interstate 17	C-2 and C-2 HGT/WVR SP
West	School	R-5

C-2 DNS / WVR Utilizing R-5 Standards (Subdivision Development Option)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	-	3.24 acres
Maximum Number of Units	141	126 (Met)
Maximum Density (dwelling unit/acre)	43.5	38.89 (Met)
Maximum Lot Coverage	50%	16% (Met)
Maximum Building Height	48 feet high, or 4 story	2 stories; 29 feet (Met)
<i>Minimum Building Setbacks</i>		
North (adjacent to C-2)	10 feet	7 feet* (Not met)
East (adjacent to Black Canyon Highway)	20 feet	25+ feet (Met)
East (adjacent to C-2)	3 feet	25+ feet (Met)
South (adjacent to C-2)	3 feet	5+ feet (Met)
West (adjacent to R-5)	15 feet	15+ feet (Met)
<i>Minimum Landscaped Setbacks</i>		
North (adjacent to C-2)	5 feet	5 feet (Met)
East (adjacent to Black Canyon Highway)	20 feet	25 Feet (Met)
East (adjacent to C-2)	5 feet	25 feet (Met)
South (adjacent to C-2)	5 feet	5 feet (Met)
West (adjacent to R-5)	5 feet	5 feet (Met)
Minimum Open Space	Minimum 5 percent	Not depicted
Minimum Parking	1 space/2 beds (63 spaces)	156 spaces (Met)

*Existing Condition

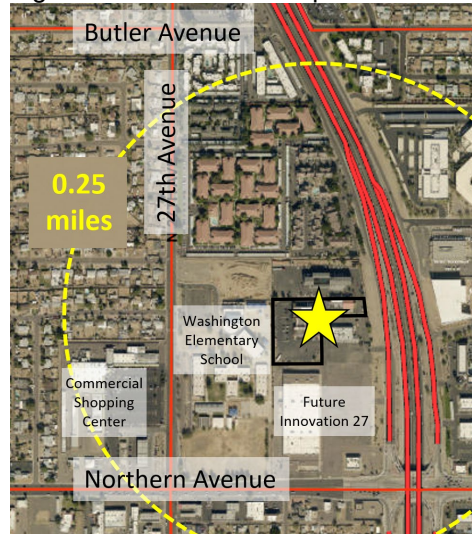
Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 3.24 acres from C-2 (Intermediate Commercial) to C-2 DNS/WVR (Intermediate Commercial, Density Waiver) to allow for the conversion of a hotel to a community residence center.

The subject site is north of the northwest corner of Black Canyon Highway and Northern Avenue and is accessed from the southbound only Interstate 17 Frontage Road.

Figure A: Site Locator Map



Source: Planning and Development Department

SURROUNDING LAND USES AND ZONING

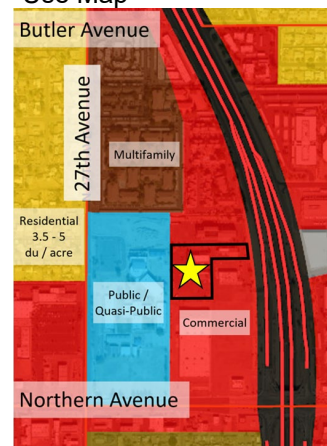
2. To the north is a vacant hotel, planned for a group home for seniors, zoned C-2. To the east is the I-17 Freeway and a banquet hall, zoned C-2. To the south is a vacant commercial store, planned for an employment training center titled Innovation 27, zoned C-2. To the west is Washington Elementary School zoned R-5 (Multifamily Residence District).

GENERAL PLAN LAND USE MAP

3. The subject site is designated as Commercial on the General Plan Land Use Map and is surrounded by designations of Commercial to the north, east, and south. The area to the west of the site is designated Public/Quasi-Public.

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



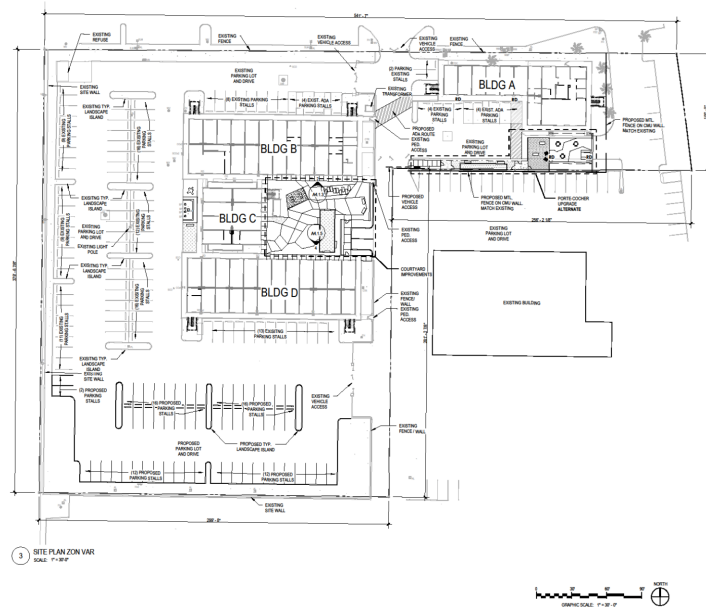
Source: City of Phoenix

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 individual community residence center rooms each with their own kitchen. The site plan, attached as an exhibit, proposes minimal changes to the overall site and existing building footprints.

Figure C: Conceptual Site Plan



Source: SmithGroup

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 recommends Stipulation 2, which requires the development to utilize R-5 (Multifamily Residence District) development standards.

Staff recommends the implementation of stipulations that will be required when there is any new construction on site. This will enable the conversion of the existing buildings into housing, but ensures that site improvements happen in the future. This is addressed in Stipulation No. 1.

The City of Phoenix has plans for the parcel to the south called "Innovation 27." Partnering with Arizona State University, Maricopa County Community College, and Western Maricopa Education Center, the center will be a work-force training and education facility. Creating pedestrian connections between the subject site and the planned Innovation 27 center will shorten the walking distance between the sites and increase access to the site. This is addressed in Stipulation No. 3.

STUDIES AND POLICIES

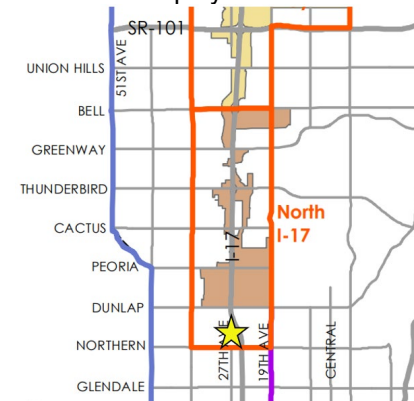
5. [North Interstate 17 Employment Center](#)

The site is also located within the City of Phoenix designated employment center and in close proximity to the MAG-designated North

Interstate 17 Major Employment Center. The profile, attached as an exhibit, 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 proposal supports increased intensity by providing additional housing that is compatible in scale and intensity with the surrounding area and entitlements.

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



Source: Maricopa Association of Governments

6. **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 proposal increases housing options within the community and increases the number of local residents that support the retail centers and help keep the neighborhood safe by having ownership and natural surveillance over the area.

7. **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.

8. **27th Avenue Corridor Community Safety and Crime Prevention Plan**

Approved by the Phoenix City Council on February 16, 2022, the 27th Avenue Corridor Community Safety and Crime Prevention Plan is a two-year pilot program intending to reduce crime and increase the quality of life in communities around the city. The plan is an effort between the Neighborhood Services, Police, Public Transit, Street Transportation, Human Services, and

the Law Departments to address community safety in a collaborative manner, leveraging technology and community-based resources. The three strategies to address community concerns in the corridor are outreach, education and partnerships, prevention and intervention, and enforcement. To promote Crime Prevention Through Environmental Design (CPTED) principals to enhance neighborhood safety, staff recommends Stipulation No. 6 which requires lighting at critical areas of the site.

9. **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 focuses on achieving “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. To promote Crime Prevention Through Environmental Design (CPTED) principals to enhance neighborhood safety, staff recommends Stipulation No. 6 which requires lighting at critical areas of the site.

10. **Tree and Shade Master Plan**

The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city’s planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. Stipulation No. 1 requires that shade trees be planted in the required landscape setback and that a minimum 25% of all parking lots be shaded by trees or structures.

11. **Complete Streets Guiding Principles**

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. 3 requires a pedestrian

Figure E: Pedestrian Connection



Source: City of Phoenix

connection connecting the subject site to the adjacent parcel to the south. Stipulation No. 7 requires enhanced bicycle parking and a bicycle fix-it station.

Stipulation No. 4 increases pedestrian visibility and safety by requiring pedestrian crossings in vehicle paths to contrast.

Figure F: Example of a Fix-It Station.



Source: Dero

12. **Housing Phoenix Plan**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposal supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage while using vacant or underutilized land in a more sustainable fashion.

13. **Conservation Measures for New Development**

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - *Build the Sustainable Desert City*. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 1 and 5.

14. **Zero Waste Phoenix**

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 applicant indicated that the provision for recycling containers will be evaluated through the site planning process.

15. [Transportation Electrification Action Plan](#)

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This addressed in Stipulation No. 1.

16. [Phoenix Climate Action Plan](#)

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 1, which requires a minimum of two GI techniques for stormwater management to be implemented if the site redevelops.

COMMUNITY CORRESPONDENCE

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

INTERDEPARTMENTAL COMMENTS

18. The Street Transportation Department provided a stipulation regarding the construction of street improvements. Stipulation No. 8 requires prior approval from ADOT regarding the alteration of any driveways.

OTHER

19. 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 final site plan approval, unless the property is owned by the City of Phoenix. This is addressed in Stipulation No. 10.
20. 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.
21. 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.

Findings

1. The request is consistent with the General Plan Land Use Map designation of Commercial.
2. The proposal, 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, Housing Phoenix Plan, Complete Street Guidelines, Transportation Electrification Plan, and Climate Action Plan.
3. The proposal, as stipulated, is appropriate at this location due to its compatibility with the surrounding land uses.

Stipulations

1. Upon site plan approval and permit issuance for any new building(s) on the site as shown on the site plan dated May 31, 2024 that increases the cumulative footprint by more than 10 percent, the following shall apply:
 - a. A minimum of 10 percent of the required parking shall be EV Ready.
 - b. 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 2-inch caliper, as approved or modified by the Planning and Development Department.
 - c. Landscaping shall be maintained by permanent and automatic/water

efficient WaterSense labeled irrigation controllers (or similar smart controller) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation.

- d. A minimum of 25 percent of the surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum 2-inch caliper shade trees, or a combination thereof.
 - e. A landscape irrigation plan shall be provided that includes zones to establish the amount of irrigation to apply based on maturity and type of the landscaping. Irrigation should be applied efficiently based on the maturity and need for the vegetation.
 - f. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as parks, schools, and residential common areas, as approved by the Planning and Development Department.
 - g. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented as approved or modified by the Planning and Development and/or Street Transportation Departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc. per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
2. The R-5 Subdivision Option shall be utilized for the development.
 3. A minimum of one pedestrian connection shall be provided from the subject site to connect to the property to the south, as approved by the Planning and Development Department.
 4. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the parking and drive aisle surfaces, as approved by the Planning and Development Department.
 5. Only landscape materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List shall be utilized, except for existing or salvaged mature trees to remain on site, as approved or modified by the Planning and Development Department.
 6. Site lighting shall be provided at building entrances/exits, and in public assembly and parking areas, as approved by the Planning and Development

Department.

7. The following bicycle infrastructure as described below shall be provided as approved by the Planning and Development Department:
 - a. A bicycle repair station (“fix it station”) shall be provided on the site.
 - b. Bicycle parking shall be provided at a minimum rate of 0.25 spaces per unit, up to a maximum of 50 spaces shall be provided through Inverted U racks, artistic racks, and/or secure/indoor facilities. Inverted U racks shall be installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.
8. All improvements to the Black Canyon Highway frontage are outside of City of Phoenix jurisdiction and shall be reviewed and approved by ADOT. Documentation of the review and approval shall be provided 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.
10. Prior to final 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. This stipulation shall not be applicable if the property is owned by the City of Phoenix.

Writer

Chase Hales

August 6, 2024

Team Leader

Racelle Escolar

Exhibits

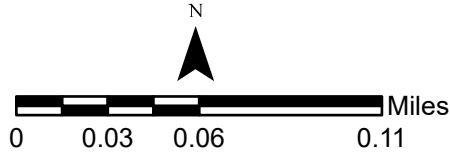
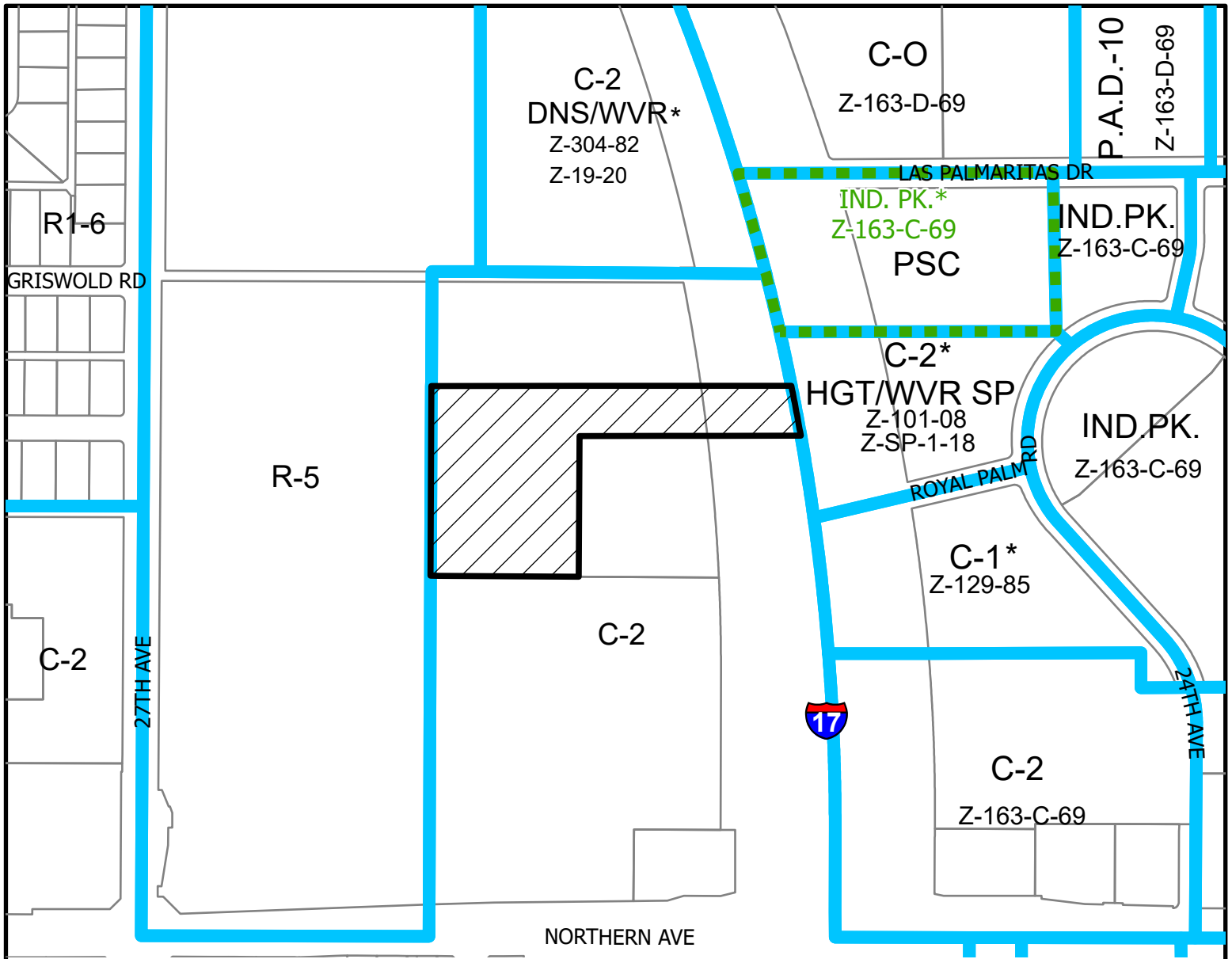
Zoning sketch map

Aerial sketch map

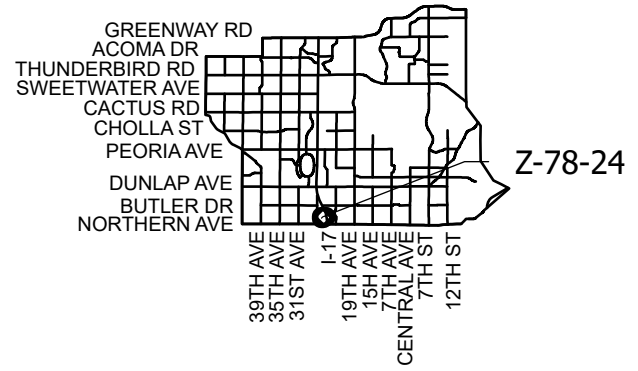
Conceptual Site Plan date stamped August 9, 2024

Conceptual Building Elevations and Rendering date stamped May 31, 2024 (9 pages)

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

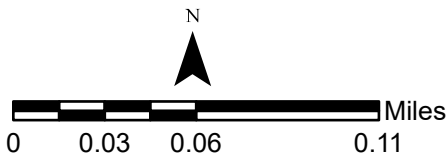
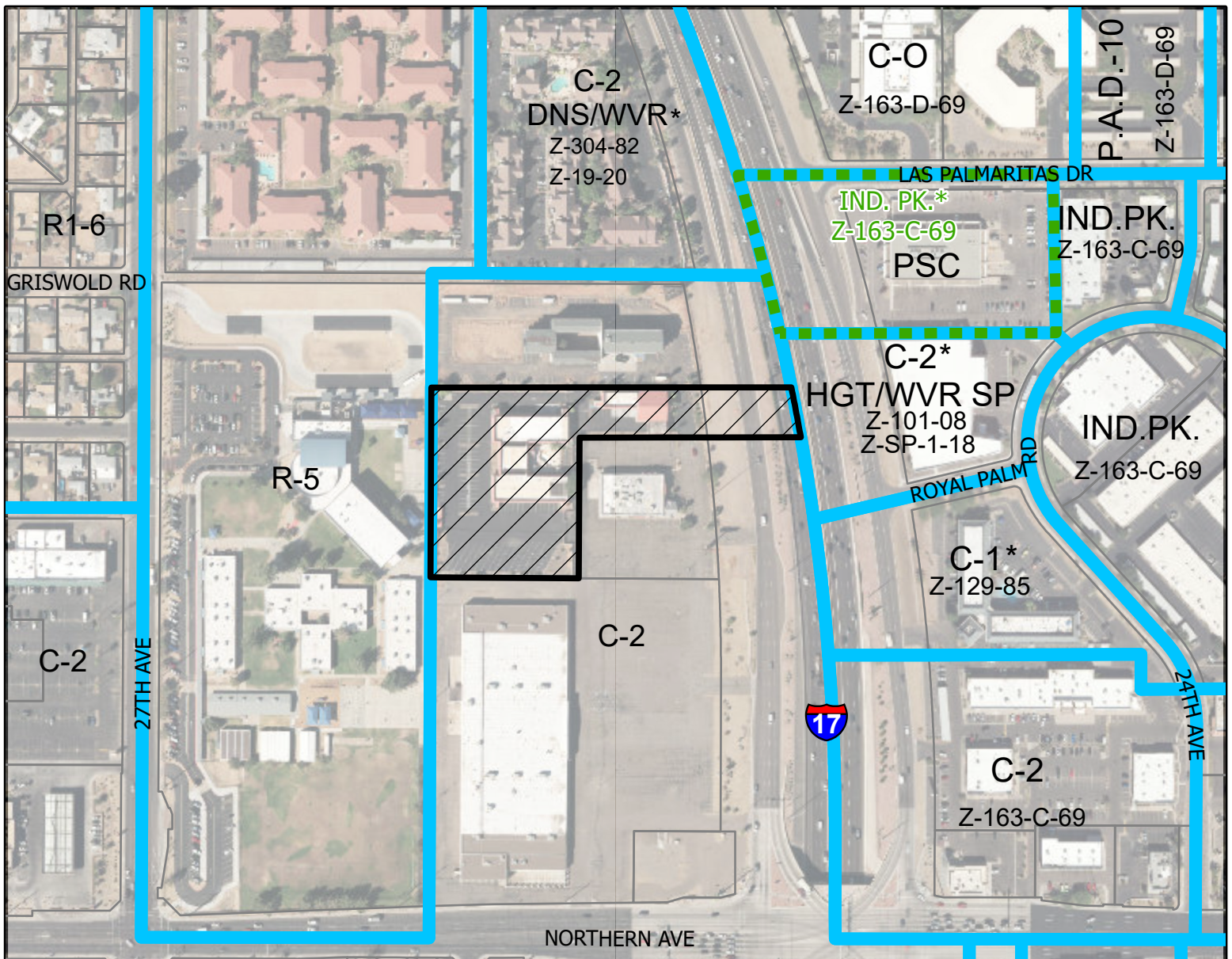


NORTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 5

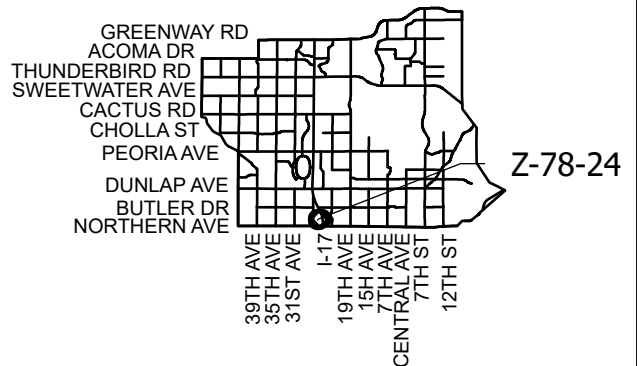


APPLICANT'S NAME: SmithGroup, Tim O'Dowd		REQUESTED CHANGE:	
APPLICATION NO: Z-78-24	DATE: 6/26/2024	FROM: C-2 (3.24 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 3.24 Acres	REVISION DATES:		TO: C-2 DNS/WVR (3.24 ac.)
	AERIAL PHOTO & QUARTER SEC. NO. QS 25-23	ZONING MAP J-7	
MULTIPLES PERMITTED C-2 C-2 DNS/WVR	CONVENTIONAL OPTION 47 141	* UNITS P.R.D OPTION 56 169	

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



NORTH MOUNTAIN VILLAGE
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MULTIPLES PERMITTED C-2	CONVENTIONAL OPTION 47		* UNITS P.R.D OPTION 56
C-2 DNS/WVR	141		169

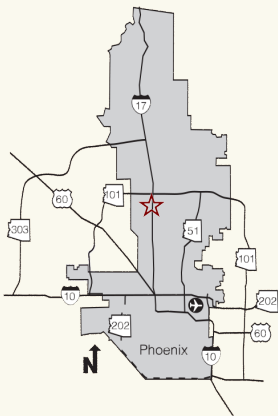
* Maximum Units Allowed with P.R.D. Bonus



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.



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.

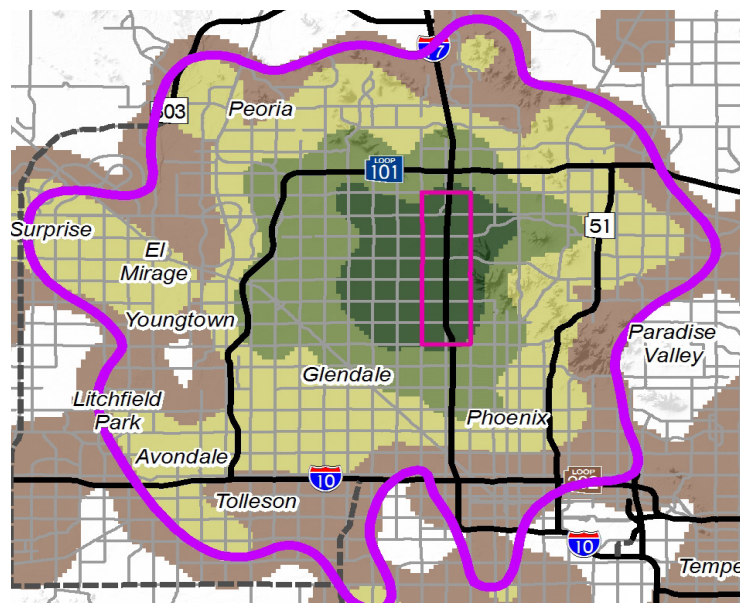
By the year 2020, the population is expected to increase by 154,000 people within a 30 minute drive of the North I-17 area, providing a growing labor pool for the area.³

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

- 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

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.

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.

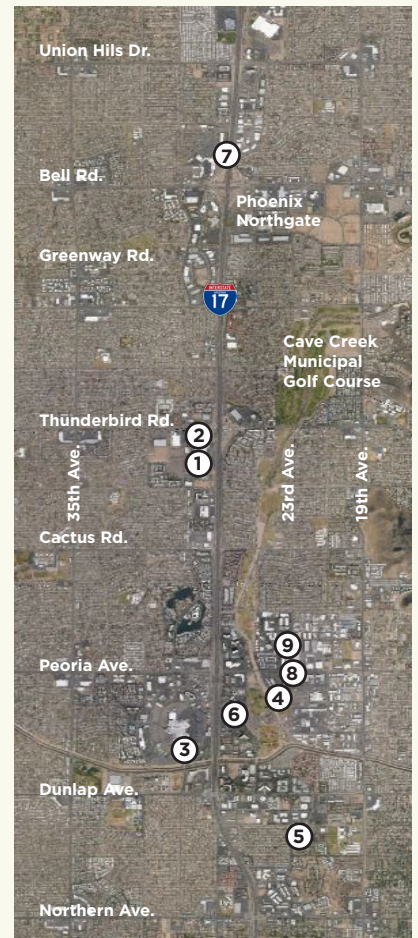
Arizona Public Service offers the highest possible level of **electric reliability** by investing in an advanced network system to provide multiple redundant feeds from various substations. In addition to ensuring reliable power service, investments in generation facilities have been made to provide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

6 Phoenix Sky Harbor International Airport, 2015.

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



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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