



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-67-20-4**  
**February 22, 2021**

**Encanto [Village Planning Committee](#) Meeting Date:** March 1, 2021

**[Planning Commission](#) Hearing Date:** April 1, 2021

**Request From:** C-O TOD-1 (Commercial Office, Interim Transit Oriented Zoning Overlay District One) (2.10 acres)

**Request To:** WU Code T6:15 MT (Walkable Urban Code, Transect 6:15, Transit Midtown Character Area) (2.10 acres)

**Proposed Use:** Multifamily Residential

**Location:** Northwest corner of 2nd Street and Catalina Drive

**Owner:** 3010 Westmount, LLC

**Applicant:** Dan Duffus, 3010 Westmount, LLC

**Representative:** Taylor Earl, Earl & Curley, P.C.

**Staff Recommendation:** Approval, subject to stipulations

| <a href="#">General Plan Conformity</a>               |                |                 |                           |
|---|----------------|-----------------|---------------------------|
| <a href="#">General Plan Land Use Map Designation</a> |                | Commercial      |                           |
| <a href="#">Street Map Classification</a>             | 2nd Street     | Minor Collector | 30 foot west half street  |
|   | Catalina Drive | Minor Collector | 30 foot north half street |

**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.**

The development, as proposed, will create new housing opportunities in an area within close proximity to a light rail station and located within the North Central Avenue Employment Center.

**CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.**

The development includes both multifamily as new development in horizontal mixed-use with an existing office building within one-quarter mile of the intersection of Thomas Road and Central Avenue which is home to a light rail station and a finalist location for the foundational network of bus rapid transit. The additional intensity at this location under the Walkable Urban Code will allow residents and employees to live and work within a short walk of high capacity transit.

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

The development will create an attractive streetscape. The shade incorporated into the development along its frontages will reduce the urban heat island effect and increase thermal comfort which will make the area more walkable, bikeable, and sustainable.

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

The development, as stipulated, includes bicycle parking and bicycle facilities as a central component of the project to facilitate bicycling as a way of life including secure bicycle parking for residents, convenient racks for guests.

**Applicable Plans, Overlays, and Initiatives**

**[Transit Oriented Development Strategic Policy Framework](#)**: Background Item No. 5.

**[Midtown Transit Oriented Development Policy Plan](#)**: Background Item No. 6.

**[Tree and Shade Master Plan](#)**: Background Item No. 9.

**[Complete Streets Guidelines](#)**: Background Item No. 10.

**[Comprehensive Bicycle Master Plan](#)**: Background Item No. 11.

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

**[Zero Waste PHX](#)**: Background Item No. 13.

**Surrounding Land Uses and Zoning**

|                | <b><u>Land Use</u></b>       | <b><u>Zoning</u></b> |
|----------------|------------------------------|----------------------|
| <b>On Site</b> | Office                       | C-O TOD-1            |
| <b>North</b>   | Multifamily                  | R-5 TOD-1            |
| <b>West</b>    | Parking                      | P-2 H-R, P-2         |
| <b>East</b>    | Parking and high-rise        | R-5, P-1, C-1 H-R    |
| <b>South</b>   | Art gallery, parking, office | C-2 H-R- SP TOD-1    |

| <b>Walkable Urban Code<br/>Transect 6:15 MT</b> |   |  |
|---|---|--|
| <b><u>Standards</u></b>                         | <b><u>Requirements</u></b>  | <b><u>Provisions on the<br/>Proposed Site Plan</u></b>                   |
| Gross Acreage                                   | No minimum  | 2.10   |
| Total Number of Units                           | No maximum  | 115 units  |
| Density   | No maximum  | 54.76  |
| Building Height                                 | 180 foot maximum  | 68 feet (Met)  |
| Parking Structure Height                        | Cannot exceed building height   | 12 feet (Met)  |
| <i>Streetscape Standards (Section 1312.E)</i>   |   |  |
| Minor Collector and Local Streets               | Minimum sidewalk width: 5 feet<br>Minimum landscape width: 5 feet (if no public utility conflict) | 5 feet (Met)<br>5 feet (Met)   |
| <i>Main Building Setbacks</i>                   |   |  |
| Primary Frontage (2nd Street)                   | 12 foot maximum   | Varies but less than 12 feet (Met)<br>Not provided for existing building |
| Secondary Frontage (Catalina Drive)             | 10 foot maximum   | Not provided for existing building                                       |
| Non-Street (North and West)                     | 0 foot minimum  | Not provided   |
| <i>Parking Setbacks</i>                         |   |  |
| Primary Frontage (2nd Street)                   | 24 foot minimum or behind building  | Behind building (Met)<br>Measurement not provided for existing building  |
| Secondary Frontage (Catalina Drive)             | 20 foot minimum   | Measurement not provided for existing building                           |
| Side (North)                                    | 0 foot minimum  | Measurement not provided   |
| Rear (West)                                     | 0 foot minimum  | Measurement not provided   |
| <i>Lot Requirements</i>                         |   |  |
| Lot Coverage                                    | 90 percent maximum  | 59 percent (Met)   |
| Primary Building Frontage                       | 80 percent minimum  | Not provided   |
| Secondary Building Frontage                     | 70 percent minimum  | Not provided   |

| <b>Walkable Urban Code<br/>Transect 6:15 MT (Cont.)</b> |  |   |
|---|--|---|
| <b><u>Standards</u></b>                                 | <b><u>Requirements</u></b>   | <b><u>Provisions on the<br/>Proposed Site Plan</u></b>  |
| <i>Frontage Types Allowed</i>                           |  |   |
| Primary Frontage<br>(2nd Street)                        | Common entry, storefront,<br>arcade, gallery or alternative<br>frontages as per Section<br>1305.B.1.c  | Common Entry and<br>alternative frontage<br>similar to Stoop and<br>Doorwell (Met)<br><br>Not provided for<br>existing building |
| Secondary Frontage<br>(Catalina Street)                 | Common entry, storefront,<br>arcade, gallery or alternative<br>frontages as per Section<br>1305.B.1.c  | Not provided for<br>existing building   |
| Entry Requirements                                      | Common Entry: minimum one<br>per 50 feet of primary building<br>frontage and one per 80 feet of<br>secondary frontage.   | Not provided  |
| Glazing Requirements                                    | Ground floor: 75%,<br>modifications per 1305.1 and<br>1305.B.2<br><br>Second floor: 45%, and 25%<br>for east and west orientation<br><br>Upper floors: 25%, and 15% for<br>east and west | Not provided  |
| <i>*Site plan adjustment required</i>                   |  |   |

## **Background/Issues/Analysis**

### SUBJECT SITE

1. This request is to rezone 2.21 acres at the northeast corner of 2nd Street and Catalina Drive from C-O TOD-1 (Commercial-Office, Interim Transit Oriented Zoning Overlay District One) to WU Code T6:15 MT (Walkable Urban Code Transect 6:15, Transit Midtown Character Area).

### SURROUNDING LAND USES AND ZONING

2. The proposed zoning of WU Code T6:15 MT (Walkable Urban Code Transect 6:15, Transit Midtown Character Area) permits a maximum height of 180 feet. The site is currently developed with an office complex and a partially subterranean parking structure. The Zoning Sketch Maps, included as exhibits, depicts the zoning entitlements of the subject site and the surrounding area.

*West:* Immediately to the west of the subject site are two separate parking structures ranging from two to five stories. The parking structure immediately west is zoned P-2 H-R TOD-1 (Parking, High-Rise and High Density District, Interim Transit Oriented Zoning Overlay District One) and the parking structure to the northwest is zoned P-2 TOD-1 (Parking, Interim Transit Oriented Zoning Overlay District One).

*North:* Immediately to the north of the site is a multifamily complex, built circa 1960, that is zoned R-5 TOD-1 (Multifamily Residence District, Interim Transit Oriented Zoning Overlay District One). The site is developed to a maximum height of two stories but the entitlement would permit a maximum height of 48 feet.

*East (across 2nd Street):* East of the subject site across 2nd Street are an art gallery, surface parking lots and the CopperPoint high-rise. The surface parking is zoned P-1 (Parking), the art museum is zoned R-5 (Multifamily Residence District) and the CopperPoint high-rise is zoned C-1 H-R SP (Neighborhood Retail, High-Rise and High Density District) with the Special Permit being for a satellite dish.

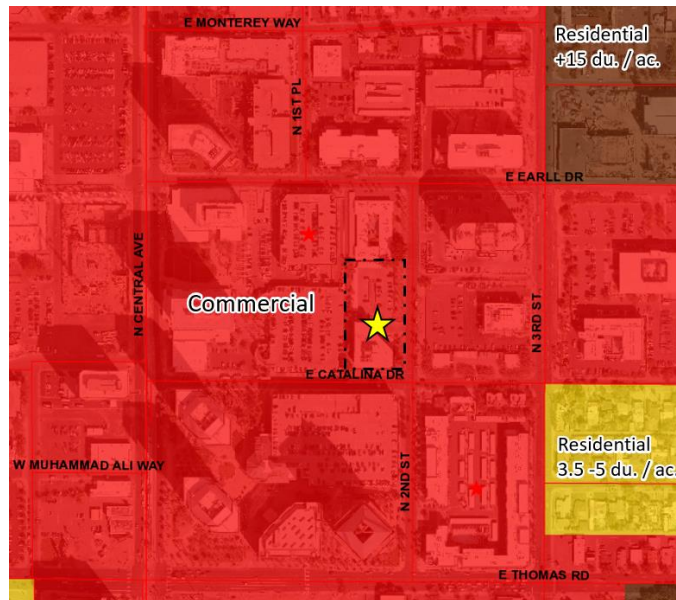
*South (across Catalina Drive):* South of the subject site across Catalina Drive is a seven-story parking garage zoned C-2 H-R SP TOD-1 (Intermediate Commercial, High-Rise and High Density District, Special Permit, Interim Transit Oriented, Zoning Overlay District One) with the Special Permit being for a satellite dish.

### GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a land use designation of Commercial which is consistent with proposed use.

All surrounding properties have the same General Plan Land Use designation as the subject site.

Additionally, the subject site is located within the Encanto Village Core which, with few exceptions, is bounded by Thomas Road on the south, Indian School Road on the north, 3rd Street on the east, and 7th Avenue on the west.



*General Plan Land Use Map Excerpt, Source: Planning and Development Department*

4. The Encanto Village Character Plan was approved and adopted in the Phoenix General Plan through General Plan Amendment GPA-1-19. Each of the 15 Urban Villages have a Character Plan.

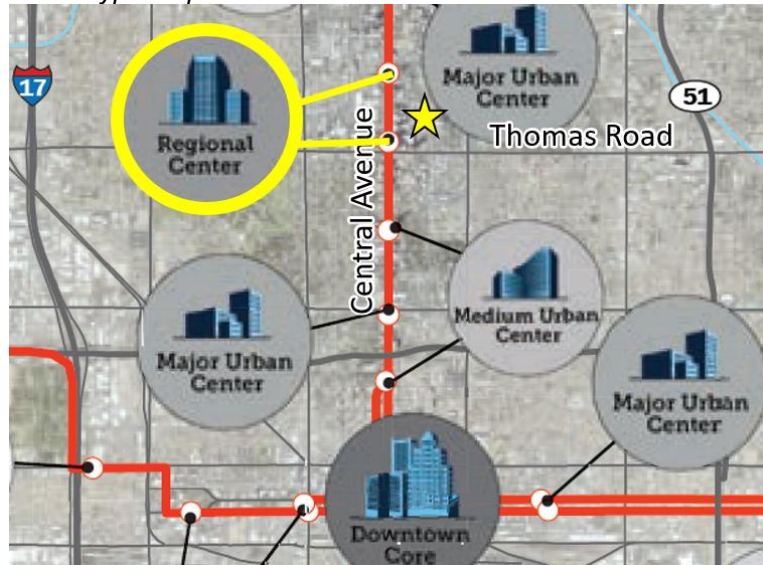
The proposed project advances two primary elements of the Encanto Village Character Plan including the addition of growth along the light rail and development being consistent with adopted plans.

One such area of alignment is with the North Central Employment Center (profile attached) which identifies the presence of approximately 770,000 young, well-educated, workers within a 10 to 20 minute drive and projected growth of 170,000 new residents within a 30 minute drive. The proposed development will provide housing opportunities for the growing population in proximity to the growing employment center while also reducing the need for long vehicle commutes.

5. **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 in terms of appropriate scale and intensity. As depicted on the right, the subject site is located within one-quarter mile from two light rail stations.

*Title: Transit Oriented Development Strategic Policy Framework Place Type Map*



*Source: Planning and Development Department*

The nearest station, Central Avenue and Thomas Road, is identified in the Strategic Policy Framework as a Regional Center Place Type. The Regional Center Place Type is characterized by five to 10 story buildings with allowances for up to 20 stories when incentive criteria are met or when a special circumstance exists. The proposed development, using the Walkable Urban Code and depicting a height of four stories of multifamily atop a single story of parking, is consistent with the Regional Center Place Type. The proposed zoning is consistent with the Regional Center Place Type.

6. **Midtown Transit Oriented Development Policy Plan:**

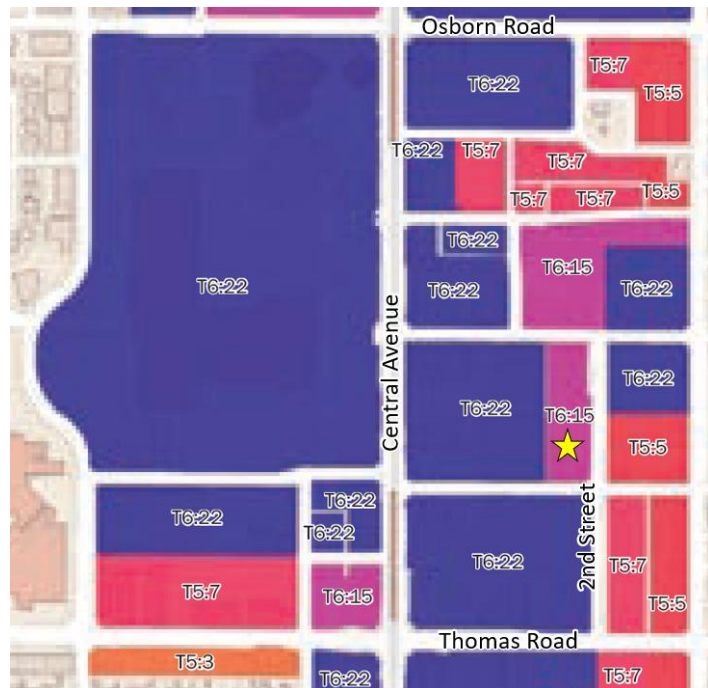
The subject site is located within the Midtown TOD Planning Area which is depicted on the following page. The policy plan provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner.

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 plan also projects a shortfall of 17,520 housing units by 2035 and articulates a goal for more housing and employment in proximity to high capacity transit.

The subject site is identified with a recommended Transect of 6:15 which is consistent with the request and will create additional housing opportunities in an area where they are needed.



*Midtown TOD Recommended Transect Map, Source: Planning and Development Department*

## PROPOSAL

### 7. Site Plan

As depicted on the conceptual site plans and elevations, the proposal is for four floors of housing atop a partially subterranean parking structure in addition to the preservation of an existing office complex on the southern portion of the site. Both buildings will share a single point of ingress/egress from 2nd Street. The existing building is partially occupied by governmental offices and no plans have been submitted for future uses or improvements. The conceptual plans depict detached sidewalks along both 2nd Street and Catalina Drive, however, the applicant has noted the detached sidewalks will be phased with development.

The proposed multifamily component is depicted as 68 feet in height with a preliminary unit forecast of 115 dwellings. The conceptual plans depict common entries, patios, and stoop Frontage Types along 2nd Street.

8. Due to the existing building being retained on site, staff is proposing a series of stipulations to clearly govern which site improvements will be required with the first phase of development.

- Stipulation No. 1: To require traffic calming devices to slow vehicular traffic exiting the site as it prepares to cross the public sidewalk.
- Stipulation No. 2: To require bicycle parking for the multifamily component including secure parking for residents and conveniently located racks for guests.

Subsequent phases of development in the existing building(s) or on the site of the existing building in the case of demolition – such as tenant improvements, redevelopment or the conversion of the building from office - will prompt the applicant to bring the property into compliance to the Walkable Urban Code with regard to active frontages, detached sidewalks, and bicycle parking.

#### 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 Walkable Urban Code contains landscape standards to provide enhanced tree plantings with a focus on thermal comfort and the conceptual site plan complies with code requirements.

10. **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. The Walkable Urban Code contains requirements for detached sidewalks with vegetative shade which will enhance the thermal comfort and sense of security for pedestrians passing on adjacent sidewalks.

The site is situated within a quarter mile of light rail and Thomas Road which is identified in the T2050 plan as a future Bus Rapid Transit Corridor. The Public Transit Department is currently in the process of soliciting public outreach to determine the first three corridors that will receive Bus Rapid Transit as part of

the foundational network for the future system and Thomas Road is a finalist. Both transportation assets, individually and collectively, reinforce the importance of alternative transportation at this location. Staff is recommending Stipulation No. 2 to require secure bicycle parking for residents and convenient bicycle racks for guests.

11. **Comprehensive Bicycle Master Plan:**

The Comprehensive Bicycle Master Plan is a guide for creating a culture and environment conducive to bicycling as a viable mode of transportation. The proximity to high capacity transit underscores the importance of walking and bicycling in this area. Staff is recommending Stipulation No. 2 to require secure bicycle parking for residents and convenient bicycle racks for guests.

12. **Housing Phoenix:**

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 the 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 proposed development 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 at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

13. **Zero Waste 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

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

#### INTERDEPARTMENTAL COMMENTS

15. 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.
16. The Public Works Department, Floodplain Management Division determined the site is not in a Special Flood Hazard Area (SFHA), but is in a Shaded Zone X, on panel 1740 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
17. The Street Transportation Department provided Stipulation No. 3 which is their standard stipulation regarding the applicant being responsible for construction of adjacent streets, respectively. Shaded and detached sidewalks are required by the Walkable Urban Code and Stipulation No. 2 requires bicycle parking.
18. The Public Transit Department commented on the need for a robust system of shaded pedestrian pathways with measures to delineate pedestrian crossings at drive-aisles. These issues are addressed in other stipulations or will be addressed through the application of the Walkable Urban Code.

#### OTHER

19. 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. 7.
20. Based on the proximity to Sky Harbor Airport, the Aviation Department is requiring Stipulation Nos. 4 - 6 which require recorded documents to disclose the existence of Sky Harbor Airport to future owners and residents, that an avigation easement be recorded, and that a "no hazard determination" be provided to the FAA.
21. 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 proposal is consistent with the General Plan Land Use Map designation of Commercial, the TOD Strategic Policy Framework Regional Center Place Type, and the recommended Transect contained in the Midtown TOD Policy Plan.
2. The development advances the vision and recommendations contained in the Midtown Transit Oriented Development Plan and will support pedestrian oriented development near the light rail.
3. The proposal will create additional housing options for the significant number of residents in the Midtown TOD District.

### **Stipulations**

1. The developer shall provide traffic calming to slow vehicle traffic exiting the property with specific regard to pedestrian safety on the public sidewalks, as approved by the Planning and Development Department.
2. The developer shall provide and maintain the following bicycle parking as described below and as approved by the Planning and Development Department.
  - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
  - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1306.H. of the Phoenix Zoning Ordinance.
3. 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.
4. 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.

5. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.
6. 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.
7. 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

February 22, 2021

**Team Leader**

Samantha Keating

**Exhibits**

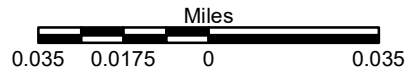
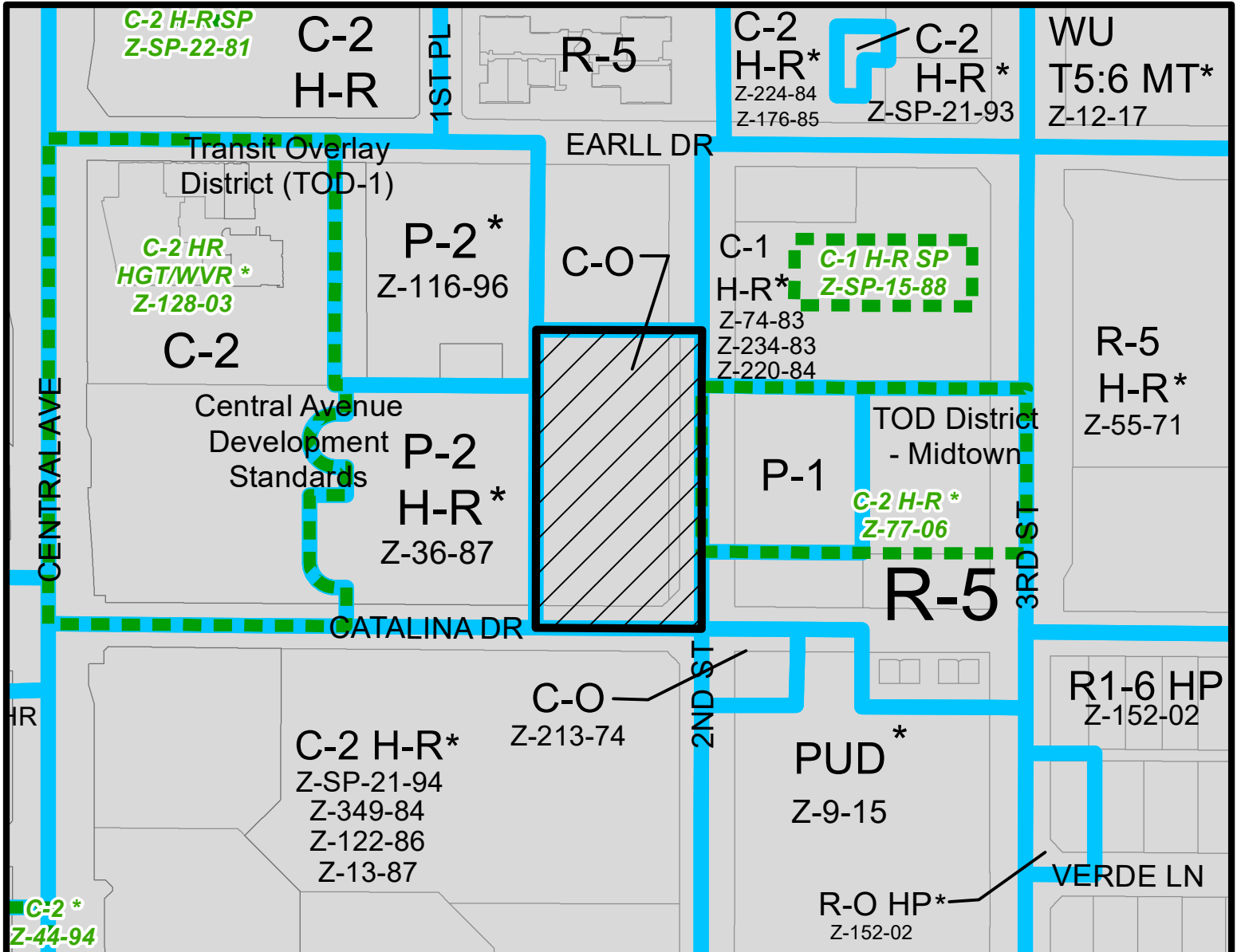
Zoning sketch map

Aerial sketch map

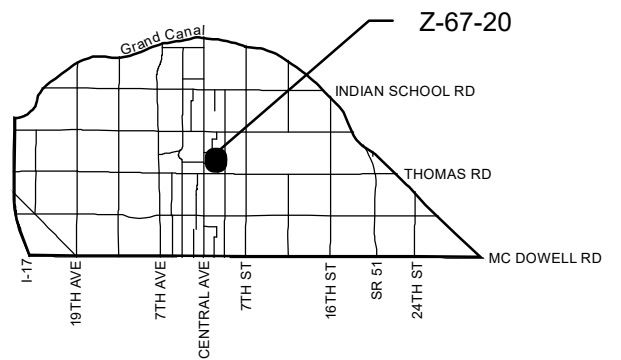
Conceptual Site Plan date stamped February 5, 2021

Conceptual Elevations date stamped December 9, 2020 (4 pages)

North Central Employment Center Profile (2 pages)



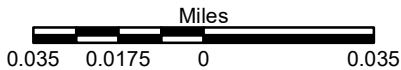
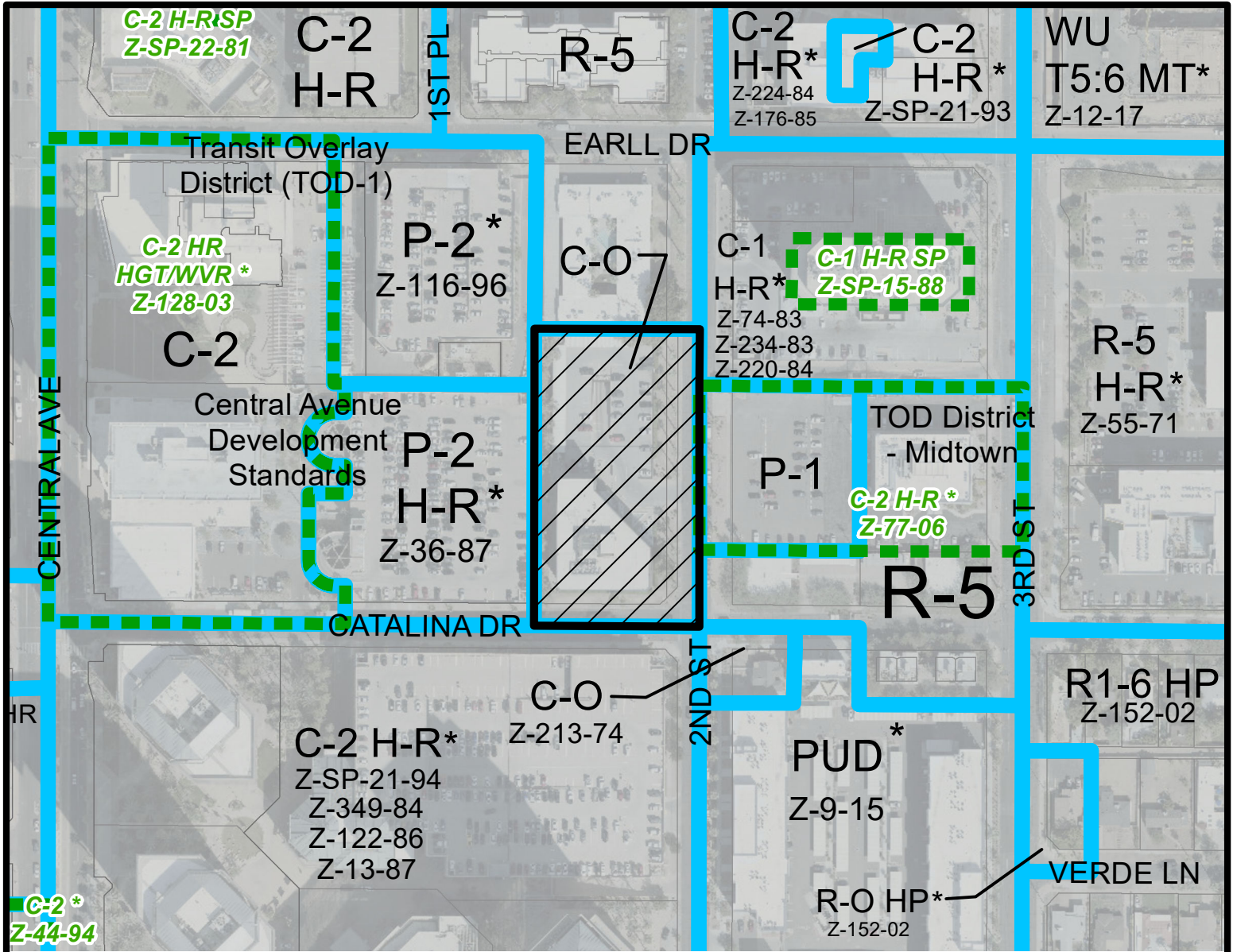
**ENCANTO VILLAGE**  
CITY COUNCIL DISTRICT: 4



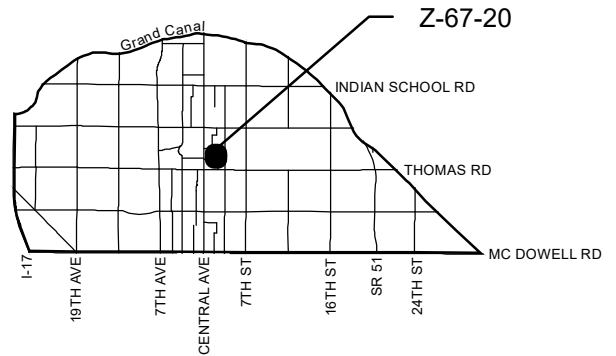
|   |  |  |  |
|---|--|--|--|
| <b>APPLICANT'S NAME:</b> Dan Duffs - 3010 Westmount LLC   |  | <b>REQUESTED CHANGE:</b>   |  |
| <b>APPLICATION NO.</b> Z-67-20  |  | <b>FROM:</b> C-O TOD-1 ( 2.10 a.c.)                              |  |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small><br><b>2.10 Acres</b> |  | <small>DATE:</small> 1/04/2021<br><small>REVISION DATES:</small> |  |
| <small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small><br><b>QS 15-28</b>                               |  | <small>ZONING MAP</small><br><b>G-8</b>                          |  |
| <b>MULTIPLES PERMITTED</b><br>C-O TOD-1<br>WU Code T6:15 MT   |  | <b>TO:</b> WU Code T6:15 MT ( 2.10 a.c.)                         |  |
| <b>CONVENTIONAL OPTION</b><br>N/A<br>No Maximum   |  | <b>* UNITS P.R.D. OPTION</b><br>N/A<br>N/A                       |  |

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





**ENCANTO VILLAGE**  
CITY COUNCIL DISTRICT: 4

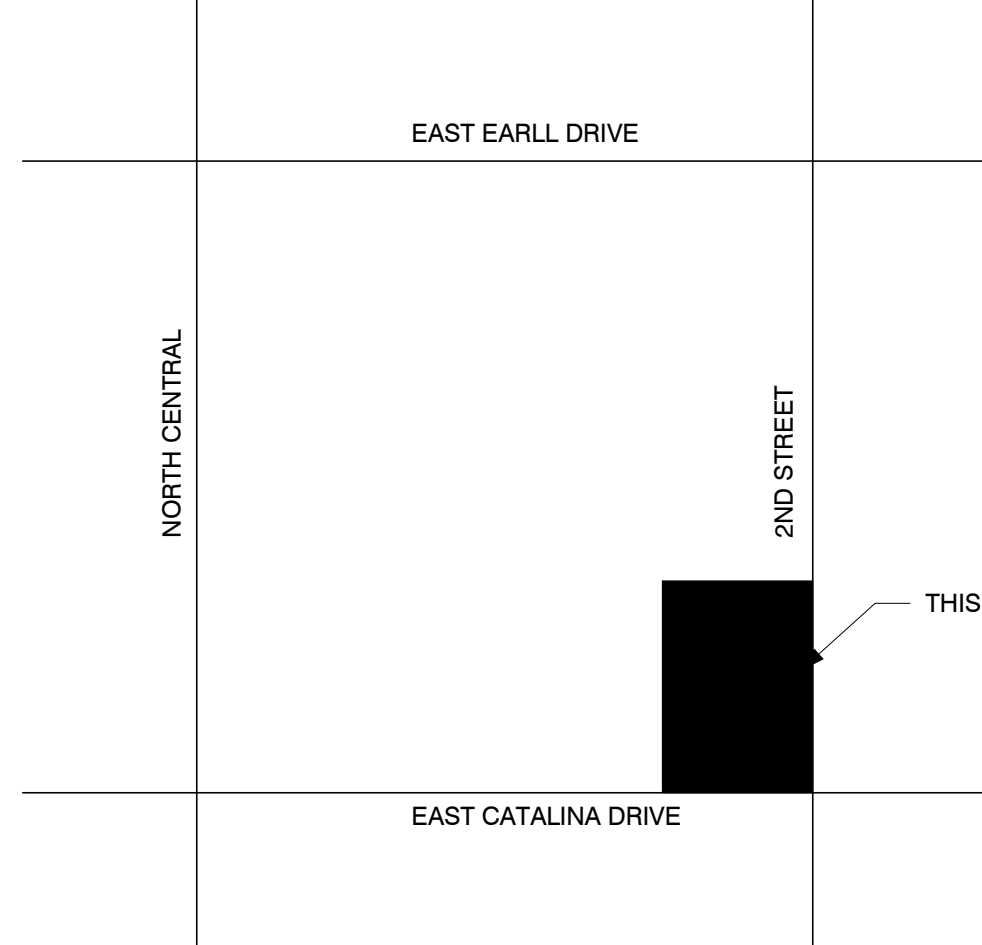


|   |  |   |   |
|---|--|---|---|
| <b>APPLICANT'S NAME:</b> Dan Duffs - 3010 Westmount LLC   |  | <b>REQUESTED CHANGE:</b>  |   |
| <b>APPLICATION NO.:</b> Z-67-20   |  | <b>FROM:</b> C-O TOD-1 ( 2.10 a.c.)                                   |   |
| <b>DATE:</b> 1/04/2021<br><small>REVISION DATES:</small>  |  | <b>TO:</b> WU Code T6:15 MT ( 2.10 a.c.)                              |   |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small><br><b>2.10 Acres</b> |  | <small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small><br><b>QS 15-28</b> | <small>ZONING MAP</small><br><b>G-8</b> |
| <b>MULTIPLES PERMITTED</b><br>C-O TOD-1<br>WU Code T6:15 MT   |  | <b>CONVENTIONAL OPTION</b><br>N/A<br>No Maximum                       |   |
|   |  | <b>* UNITS P.R.D. OPTION</b><br>N/A<br>N/A                            |   |

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



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**VICINITY MAP**

**PRELIMINARY UNIT MIX SCHEDULE**

| UNIT                | DESIGN         | NRSF | QTY | TOTAL NRSF | MIX % |
|---------------------|----------------|------|-----|------------|-------|
| S1                  | 0 BDRM/ 1 BATH | 546  | 4   | 2184 SF    | 3%    |
| S2                  | 0 BDRM/ 1 BATH | 460  | 16  | 7360 SF    | 14%   |
| 0 BDRM/ 1 BATH: 20  |                |      | 20  | 9544 SF    | 17%   |
| A1                  | 1 BDRM/ 1 BATH | 626  | 32  | 20032 SF   | 28%   |
| A2                  | 1 BDRM/ 1 BATH | 674  | 36  | 24264 SF   | 31%   |
| A3                  | 1 BDRM/ 1 BATH | 686  | 8   | 5488 SF    | 7%    |
| A5                  | 1 BDRM/ 1 BATH | 574  | 8   | 4592 SF    | 7%    |
| 1 BDRM/ 1 BATH: 84  |                |      | 84  | 54376 SF   | 73%   |
| B1                  | 2 BDRM/ 2 BATH | 972  | 11  | 10692 SF   | 10%   |
| 2 BDRM/ 2 BATH: 11  |                |      | 11  | 10692 SF   | 10%   |
| PROJECT TOTALS: 115 |                |      | 115 | 74612 SF   | 100%  |

**PROJECT DATA**

**BUILDING AND SITE BASICS:**  
 PROJECT ADDRESS: 3008 N 2ND STREET PHOENIX, AZ 85012  
 ASSESSORS PARCEL #: 118-35-083A  
 LOT AREA: 72,049 S.F., 1.654 ACRES  
 BUILDING HEIGHT: 67'-9"  
 BUILDING AREA (FOOTPRINT): 27,889 S.F.  
**SITE INFORMATION:**  
 ZONING: C-O (EXISTING)  
 LOT COVERAGE: 59%  
 SETBACKS: FRONT 5', SIDE 5', REAR 5'  
 MAX HEIGHT: UNLIMITED

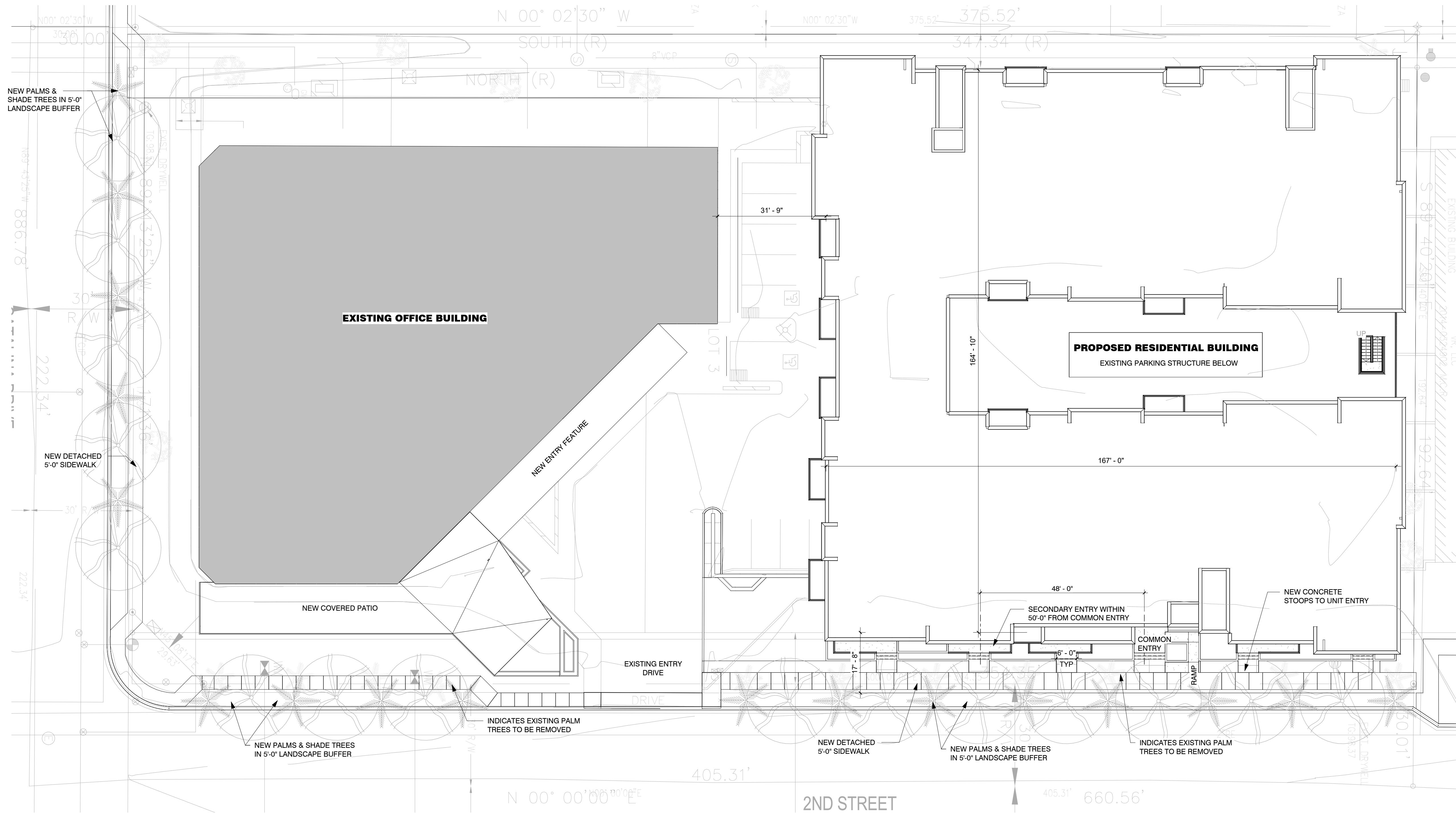
**BUILDING CODE INFORMATION:**

BUILDING OCCUPANCY(S): R-2, B, U, S-2  
 CONSTRUCTION TYPE: VA  
 STORIES: 5 (ABOVE GARAGE)  
 FIRE SPRINKLERS REQUIRED: YES  
 FIRE SPRINKLERS PROVIDED: YES  
 FIRE ALARM REQUIRED: YES  
 FIRE ALARM PROVIDED: YES

**SHEET KEYED NOTES**

**CITY OF PHOENIX**  
**FEB 05 2021**  
**Planning & Development Department**

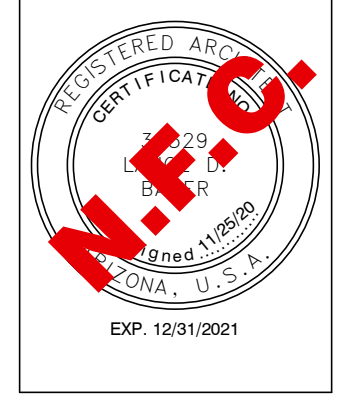
SYNECTIC DESIGN  
 1111 West University Drive, Suite 104, Tempe, AZ 85281  
 480.948.9766  
 f.480.948.9211



**1 Site Plan**  
 1/16" = 1'-0"

**2ND STREET MULTIFAMILY**  
**3010 N 2ND STREET**  
 3010 N. 2ND STREET  
 PHOENIX AZ

NOT FOR CONSTRUCTION



NOT FOR CONSTRUCTION REVISIONS

Phase: DD  
 Drawn By: SB  
 Reviewed By: LDB  
 SDI Project No: 4118  
 Date: 02-02-2021

Sheet:  
**A1.1**  
 ARCHITECTURAL SITE PLAN





① 2nd Street Streetscape  
 3/32" = 1'-0"



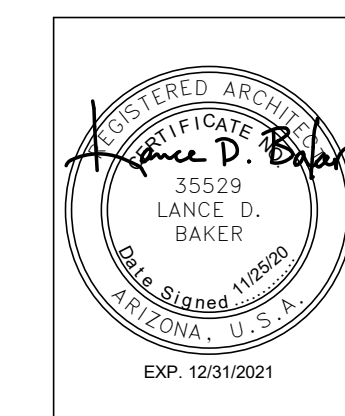
② South Side  
 3/32" = 1'-0"

**CITY OF PHOENIX**

**DEC 09 2020**

**Planning & Development  
 Department**

**ZONING SUBMITTAL  
 3010 N 2ND STREET  
 PHOENIX, AZ**



| REVISIONS |
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|           |

Phase: ZONING SUBMITTAL  
 Drawn By: SB  
 Reviewed By: LDB  
 SDI Project No: 4118  
 Date: 11.25.2020

Sheet  
**A3.1**  
 EXTERIOR CONCEPT

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 BIM: 360/4118\_Multifamily\_3010\_N 2nd Street/4118\_Chassis-v3.rvt  
 12/17/2020 8:49:48 AM



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BM 360/4118 Multifamily 3010 N 2nd Street/4118 Chassis-03.rvt 12/17/2020 8:51:51 AM

**CITY OF PHOENIX**

**DEC 09 2020**

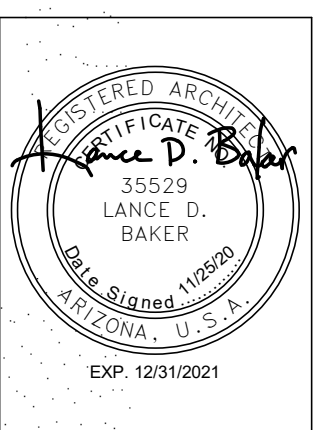
**Planning & Development  
Department**



① North Side  
3/32" = 1'-0"



② West Side  
3/32" = 1'-0"



| REVISIONS |
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Phase: ZONING SUBMITTAL  
Drawn By: SB  
Reviewed By: LDB  
SDI Project No: 4118  
Date: 11.25.2020



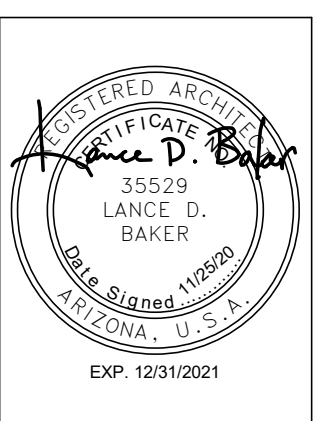


① EAST ELEVATION  
 1/8" = 1'-0"



② SOUTH ELEVATION  
 1/8" = 1'-0"

ZONING SUBMITTAL  
 3010 N 2ND STREET  
 PHOENIX, AZ



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Planning & Development  
 Department

Phase: ZONING SUBMITTAL  
 Drawn By: SB  
 Reviewed By: LDB  
 SDI Project No: 4118  
 Date: 11.25.2020

Sheet:  
**A3.3**  
 EXTERIOR ELEVATIONS

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 BIM 360/418 Multifamily 3010 N 2nd Street/418 Chassis-v3.rvt 12/1/2020 9:11:00 AM

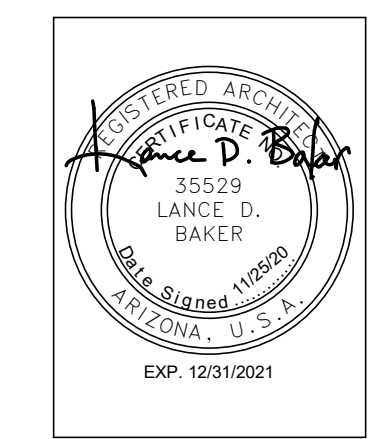


① NORTH ELEVATION  
 1/8" = 1'-0"



② WEST ELEVATION  
 1/8" = 1'-0"

ZONING SUBMITTAL  
 3010 N 2ND STREET  
 PHOENIX, AZ



| REVISIONS |
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**CITY OF PHOENIX**  
 DEC 09 2020  
 Planning & Development  
 Department

Phase: ZONING SUBMITTAL  
 Drawn By: SB  
 Reviewed By: LDB  
 SDI Project No: 4118  
 Date: 11.25.2020

Sheet:  
**A3.4**  
 EXTERIOR ELEVATIONS

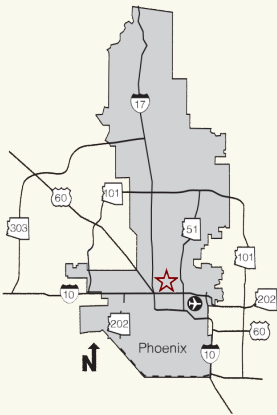


# City of Phoenix Employment Center Profile

## 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.<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup>

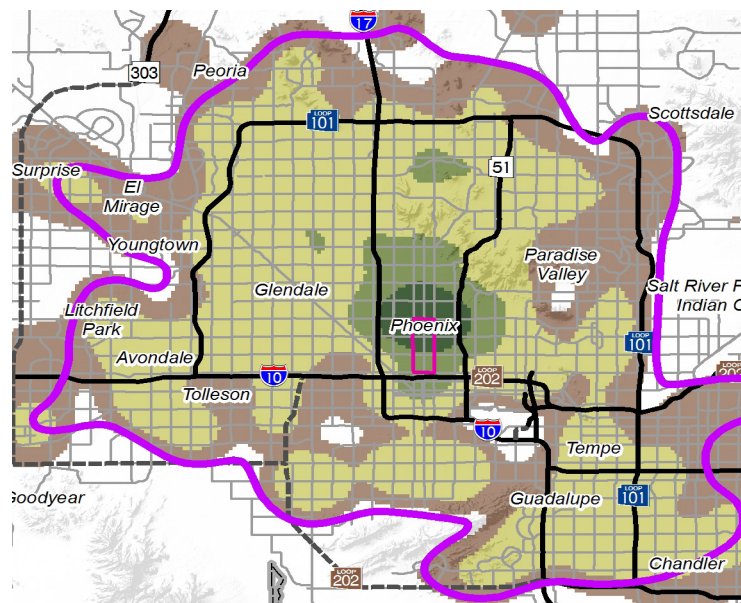
1, 2, 3 Claritas, 2015.

### 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  |
| <b>Total</b>              | <b>83,718</b> |    | <b>599,072</b> |    | <b>1,132,892</b> |    |

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.<sup>4</sup>

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.<sup>5</sup>

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



City of Phoenix  
Community and Economic Development Department  
200 W. Washington St., 20th Floor | Phoenix, AZ 85003  
www.phoenix.gov/econdev | 602-262-5040