

Industrial Space For Lease

\$0.50 NNN

NORTHERN OAK COMMERCE PARK



7250 West Frier
Glendale, Arizona 85303
One Block South of Northern

- 3,915 Square Feet Available
- Building Size: 15,659 Square Feet
- Brand New Construction
- 20 Foot Ceiling Height
- Zoning: M-1, City of Glendale

- Strategic Location between Loop 101, Interstate 10 and Interstate 17
- Future West Side Industrial Mecca
- Northern Avenue Planned *Super Street* of the West Side



PAUL BLUM, CCIM

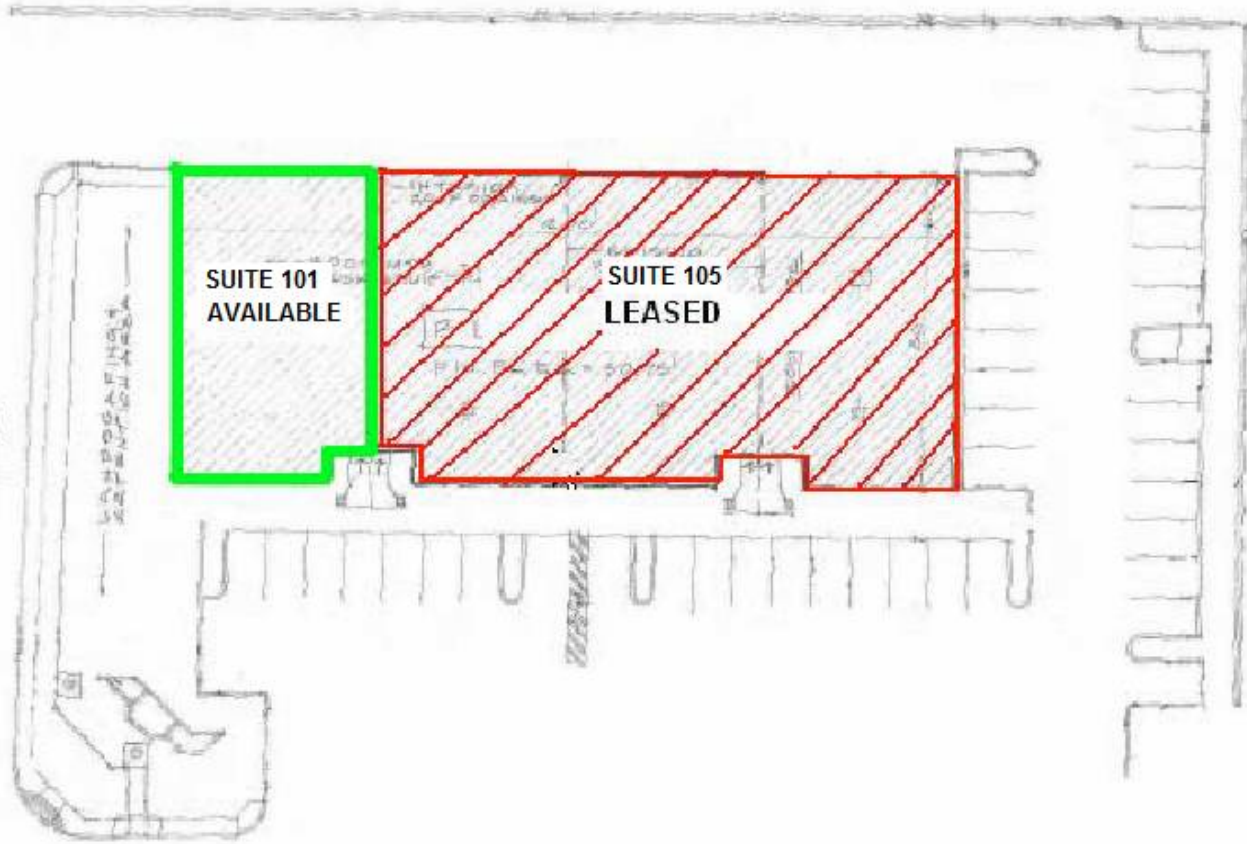
480-682-3170

Paul@azofficesales.com

Experience + Creativity = Results

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Each Office Independently Owned and Operated

73RD AVENUE



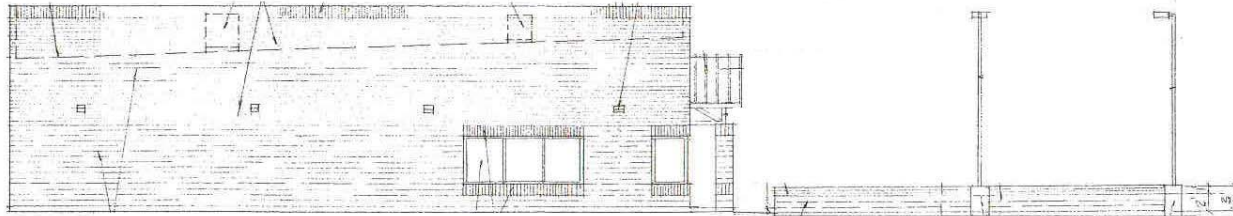
SUITE 101
AVAILABLE

SUITE 105
LEASED

FRIER DRIVE

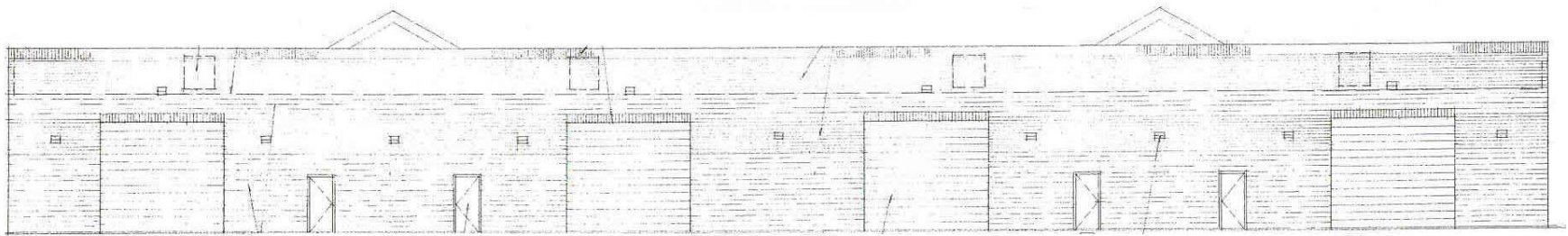


VICINITY MAP
NTO

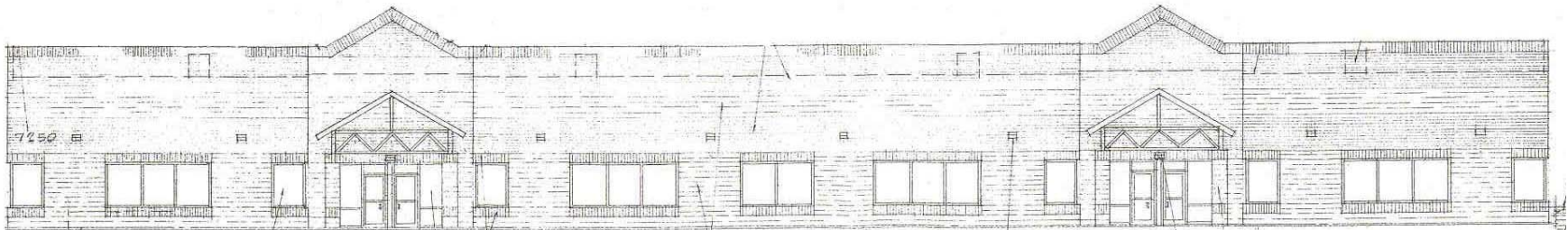


WEST ELEVATION

73rd Avenue



NORTH ELEVATION



SOUTH ELEVATION

Frier Drive

**Northern Oaks Commerce Center
7250 West Frier Drive
Glendale, AZ 85015**

Building Features

Parking

Surface Parking: 1 space per 391 square feet

Building Envelope / Structure

- Exterior Walls: Colored “architectural” masonry with decorative banding. Interior surface furred with metal framing and gypsum board at Office Areas.
- Exterior Glass / Entrance Door: 1” insulated glass within bronze anodized aluminum storefront framing with narrow stile entrance door and mail slot. Entrance structures at entry doors.
- Roof System: Wood framed panelized roof structure with built-up roof membrane and roof drains. 15'-0” clear height.
- 4” concrete slab over 4” ABC fill - treated for termites.
- R-30 batt insulation above ceiling at Office areas.

Utilities

Plumbing:

- Water: 2” water supply line installed in building available for tapping.
- Sewer: 4” sewer line installed underground available for tapping.

Power

- Service Entrance Section (S.E.S.): 1,200 Amp 120/208 Volt – 3 Phase – 4 wire NEMA 3R with multi-meter sockets. Underground conduits for feeders to each suite.
- Electrical panels within suites under Tenant Improvements. Tenant to make arrangements with Utility Company for meter/service.

Telephone

Telephone Terminal Cabinet (T.T.C.) installed in building with 1-1/4” conduit to Tenant Service. All cabling by Tenant. Tenant to make arrangements with Utility Company for service.

Fire Sprinkler System

Medium Hazard Occupancy.

Future of Northern Parkway, fast alternative to I-10, taking shape

Rebekah Sanders - Oct. 24, 2008 08:01 AM

[The Arizona Republic](#)

For West Valley drivers fed up with slow options to head east, Northwest Parkway should provide relief. The six-lane roadway, made by widening and elevating Northern Avenue, will be the region's first fast east-west alternative to Interstate 10.

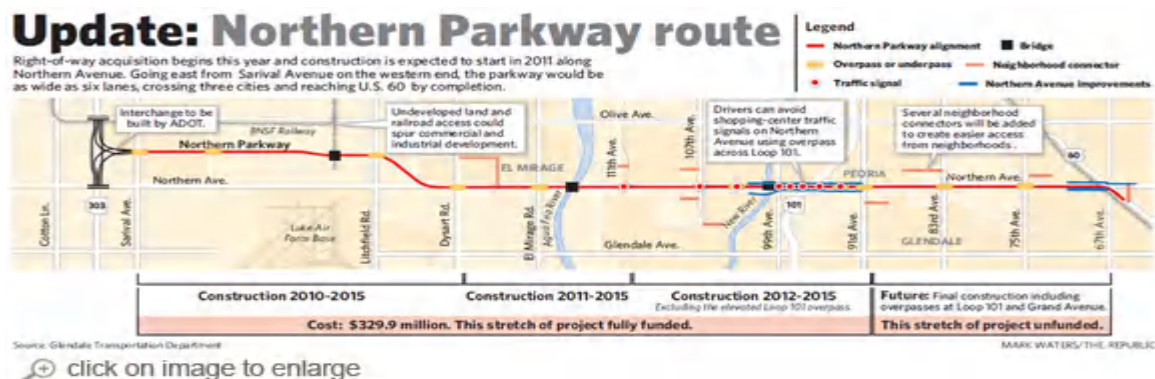
But the project hasn't come without critics. Glendale finally gains the cooperation of Peoria, where some residents will lose part or all of their land.

Northern Parkway timeline

- **2003:** Plans to turn Northern Avenue into an elevated "superstreet" are discussed at public meetings in Peoria and Glendale. Peoria residents complain the project will bring more traffic, pollution and noise into their neighborhoods and take away some people's land. Traffic officials say the project is needed to accommodate the West Valley's growth.
- **2004:** Maricopa County voters approve a half-cent sales tax until 2025 to fund various transportation projects, including a large part of the \$307 million Northern Parkway. Glendale, Peoria and El Mirage would also pitch in money.
- **2006:** Prices for construction materials skyrocket, doubling the cost for the 12.5-mile superstreet. Officials decide to build two-thirds of the project first, from Loop 303 to Loop 101, with the original funding plan. The stretch from Loop 101 to Grand Avenue will have to be built with other funding sources.
- **2006-08:** The Glendale Transportation Department, with input from Peoria, El Mirage, the county and Luke Air Force Base, works on preliminary designs, acquires rights of way and works with the Federal Highway Administration to gain approval for funding.
- **Summer 2008:** Peoria residents and City Council members accuse Glendale of pressuring cooperation on Northern Parkway in order to get approval on a road project connecting Beardsley Road and Loop 101, which would benefit Peoria drivers.
- **Fall 2008:** Glendale, Peoria and El Mirage agree to partner on the project. The county transportation sales tax and federal highway funds will pay for 70 percent of the project, or \$215 million. The additional \$92 million will come from Glendale (\$36.8 million), Maricopa County (\$27.6 million), Peoria (\$18.4 million) and El Mirage (\$9.2 million).
- **2008-11:** Widening to four-lane divided road with stop lights at each mile from Loop 303 to Dysart Road.
- **2011-15:** Widening and improvements from Dysart Road to 111th Avenue, with frontage roads and a bridge over the Agua Fria River.
- **2015-25:** Ultimate construction from Dysart Road to 103rd Avenue, including parkway elevation and interchanges instead of traffic lights, plus interim construction from 103rd to 91st avenues.
- **Indeterminate future:** Final construction of full project if funding is found, including major overpasses at Loop 101 and Grand Avenue.

West Valley's Northern Parkway plan wins federal approval

by **Rebekah L. Sanders** - Aug. 4, 2010 09:21 AM
The Arizona Republic



Northern Parkway, the planned high-speed, multilane roadway, has crossed the last hurdle of government approval, and construction is now a year away.

The project is expected to free up many of the traffic jams West Valley commuters battle and spur homebuilders and industrial companies to build in the area. Detractors say it will disrupt the semi-rural quality of life that residents enjoy and force some businesses and homeowners to relocate.

For now, Northern Avenue near Loop 101 is a four-lane road with stop-and-go traffic around retail shops. As it heads west into the triple-digit avenues, the road narrows to two lanes, leaving behind housing subdivisions and heading toward farm fields, plant nurseries, the White Tank Mountains and the Wildlife World Zoo and Aquarium.

The open land is already marked for growth that municipal leaders expect in the future: new home builders advertise on the sides of semitrailers along each side of the avenue. At Loop 303, much of the land falls within Glendale's planning area, and city leaders hope to see industrial development take root there.

Development has stalled with the sputtering economy, but leaders are moving forward to expand Northern in anticipation of an economic recovery.

Federal [transportation](#) officials gave their final blessing in May to fund a large chunk of the \$329.9 million project, close to a decade since Glendale planners first floated the idea of widening Northern Avenue.

Maricopa County officials over the next year will complete final designs and purchase land needed to extend the road on each side. By next summer, construction should begin on the first phase, widening Northern Avenue from Sarival to Dysart Avenues from two to four lanes.

Later phases would bring the road to six lanes at Loop 101 and add overpasses to several intersections to speed traffic. Bridges at Agua Fria and New rivers, to be completed by 2015, would keep Northern Avenue from flooding during storms.

The majority of improvements ending at Loop 101 are expected to wrap up five years from now. Additional widening, traffic lights and overpasses along the stretch would occur later.

If future funding is secured, construction would begin on the section of Northern east of Loop 101, adding an overpass across the freeway so drivers can bypass a stretch of shopping centers and additional lanes as far east as Grand Avenue.

Northern Parkway is a feat of engineering and governmental cooperation, said Glendale Transportation Director Jamsheed Mehta. The 12.5-mile project spans three cities - Glendale, Peoria and El Mirage - and county property.

"It is remarkable considering you've got so many political jurisdictions involved," he said. "This is probably one of the most expensive local public works projects in the Valley. . . . And here we are, locals, doing what would have been a state or regional (project)."

There have been bumps along the way.

Residents of Peoria and county neighborhoods like Suncliff, Country Meadows, Rovey Farms and Summerset, object to increased traffic and several homes that would be removed. A handful of business owners that would lose parts or their entire properties question the need.

"There will be people that will be affected," Peoria Transportation Planning Director David Moody said. So some changes have been made.

Transportation officials plan to add traffic lights at 107th and 111th avenues to help drivers enter and exit the neighborhoods.

"What's left is going to be a pretty good project," Moody said. "You're going to have a nice, controlled arterial project that will get you to I-10, get you to downtown Phoenix, get you to the Capitol," by intersecting with Grand Avenue.

Mark Burkhart, 53, worries noise-buffering walls aren't planned high enough to protect his home at 108th [Drive](#), one block north of the planned parkway.

"I built a nice courtyard out front (of the house) and I don't want to hear all that noise," he said.

But Burkhart, a construction supervisor for Salt River Project, understands the need for better transportation options in the West Valley. He uses Northern Avenue to Loop 101 to get to work.

"It's fairly busy," he said. Northern Parkway is "going to help alleviate the traffic."

Residents in the far West Valley could benefit greatly from the faster east-west route, even though some areas, like Surprise, aren't pitching in city money.

Pat Morton lives in Cortessa, a development in the county near Olive Avenue and Loop 303, just south of Surprise.

"The traffic in this area is becoming very heavy," said Morton, 73, a retired real-estate agent. "The roads that lead here are old, two-lane farm highways."

Few streets cross the Agua Fria River, which bisects much of the West Valley and stops up traffic, she said. Northern, Olive and Bell Road do, but currently they're packed with [cars](#), and Glendale Avenue is blocked by Luke Air Force Base, she said.

"It's part of progress," Morton said. "It's going to become a really dangerous situation if they don't do something."

Commercial property broker Brent Moser believes Northern Parkway will bring an economic boost as well.

Industrial businesses could begin migrating to the vacant land that is plentiful along the western section of Northern Avenue and along Loop 303 to take advantage of the new route for transporting goods as well as a nearby railroad alignment.

"The Valley for the last 30 to 40 years has needed a major east-west corridor," Moser said. "All of a sudden you'll be within a 30-minute commute of the West Valley."

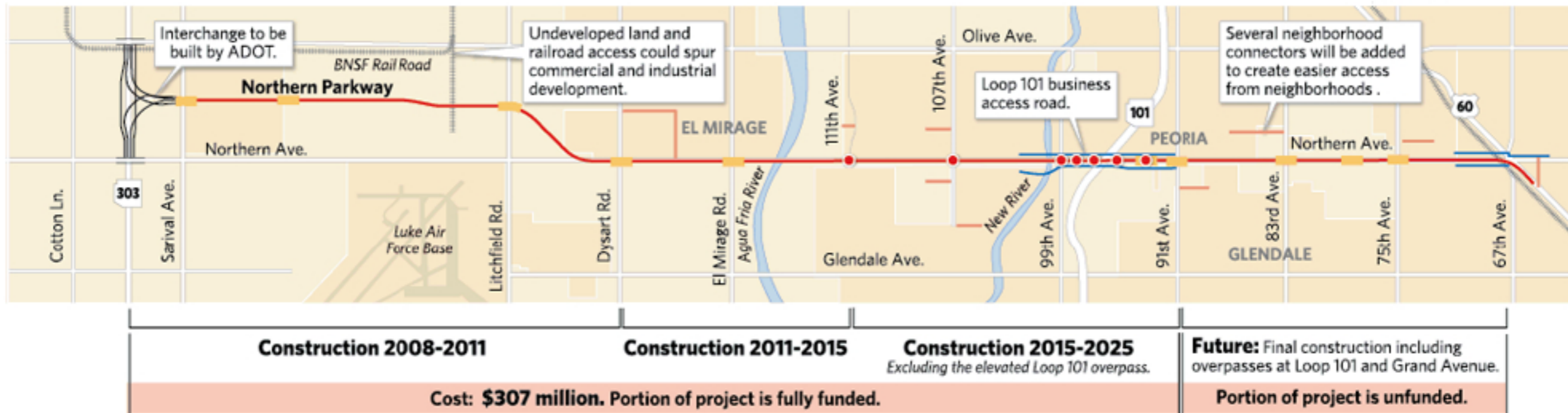
The future Northern Parkway

For West Valley drivers fed up with slow options to head east, Northern Parkway should provide relief. The six-lane roadway, made by widening and elevating Northern Avenue, will be the region's first fast east-west

alternative to Interstate 10. But the project hasn't come without critics. Glendale finally gained the cooperation of Peoria, where some residents will lose part or all of their land.

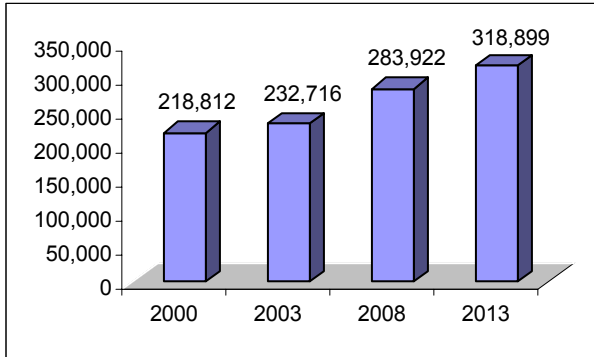
Legend

- Northern Parkway alignment
- Future overpass
- Traffic signal
- Northern Avenue improvements
- Neighborhood connector



Glendale, Arizona

BUSINESS ■ OPPORTUNITY ■ SUCCESS



Between 1990 and 2000, Glendale was the 19th fastest-growing city in the United States (pop>100,000). Glendale remains the 3rd largest city in the Greater Phoenix Area and the largest city in Western Maricopa County, one of the fastest growing regions in the nation at a rate of 24.7% since 2000.

The City of Glendale, Arizona, is one of the most dynamic and rapidly growing communities in the United States.

Strategically located in the northwest region of the Phoenix Metropolitan Area, Glendale boasts nearly 250,000 citizens, making it the fourth largest city in Arizona.

Served extensively by ground, air, and rail transportation, Glendale offers a well-developed arterial street system complemented by Interstate 10, Interstate 17, and State Route 101 ringing the city. The Burlington-Northern Santa Fe Railroad runs through the city along U.S. Highway 60, and Phoenix Sky Harbor International Airport is only a 20-minute drive away.

A Look at Glendale

October 2004 Population

234,192

Median Age

31.9 yrs

Educational Attainment

Some Education	17.6%
High School Grad.	25.8%
Some College	36.0%
Bachelor Degree	13.7%
Grad. or Prof. Degree	6.9%

Median Household Income

\$51,890

Sources:
City of Glendale, Sites USA

Labor Force (Average 2003)

Total Civilian	183,745
Employed	118,169
Unemployed	6,296
Unemployment Rate	3.4%

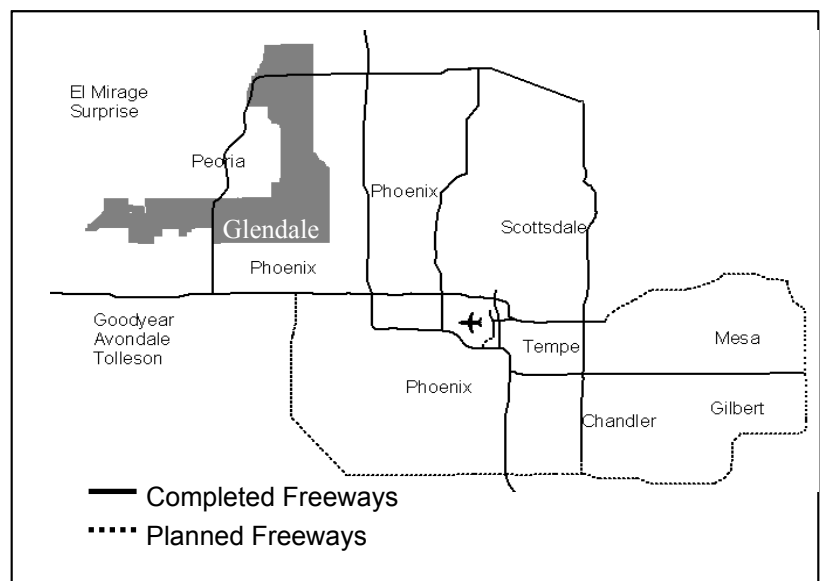
Racial Composition

White	47.7%
Black	4.7%
Asian	2.8%
Hispanic	27.7%
Other	17%

2003

Population by Age

0 to 9 years	16.3%
10 to 20 years	16.2%
21 to 29 years	14.2%
30 to 44 years	23.9%
45 to 59 years	18.1%
60 to 74 years	7.3%
75+ years	3.8%



City of Glendale, Arizona
5850 West Glendale Avenue
Glendale, Arizona 85301

Contact: **Tony Moon**
Assistant Director
Economic Development Department

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E-mail: business@glendaleaz.com

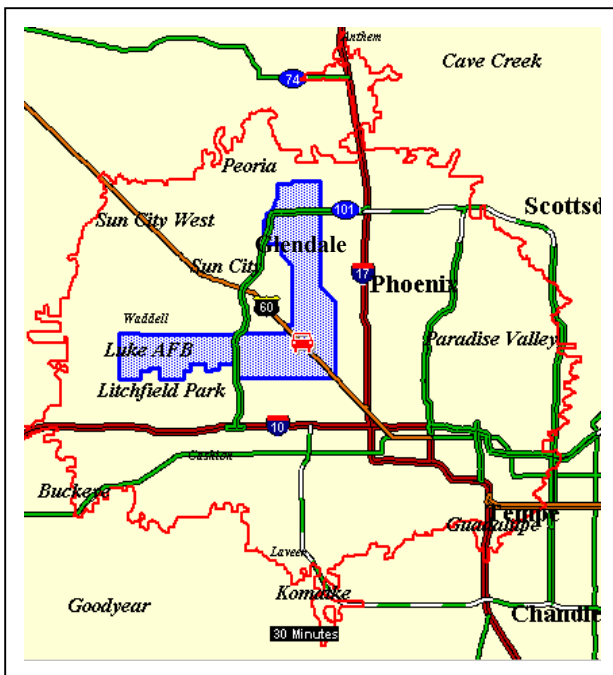
Glendale, Arizona

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Industrial and Office Information

Location Success Factors

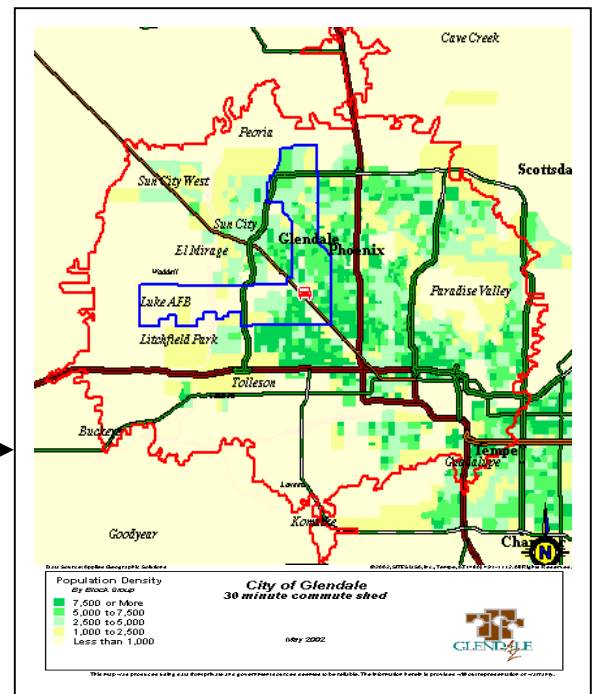
- An abundance of low cost/high value real estate sites
- Access to a large & diverse labor pool
- Relatively low labor costs
- Direct access to freeway and rail systems
- 20 minutes from Sky Harbor International Airport
- Diverse housing stock
- Access to business services
- A business friendly community eager to ensure the success of its businesses



Thirty Minute Commute Shed

Metropolitan Area Map

Population Density Map



30 Minute Commute Data

1990 Population – 1,439,390
 2001 Population – 1,999,305
 2006 Population – 2,237,815

Number of Businesses – 93,923
 Total Number of Employees – 833,180

Source: Sites USA Demographic Data

Educational Attainment*

Some Education	19.9%
High School Diploma	25.6%
Some College	33.4%
Bachelors Degree	17.7%
Graduate Degree	5.2%

*Adult population 25 years or Older

Workforce by Occupation

Executive/Managerial	13.2%
Professional	13.4%
Technicians	4.1%
Sales	13.0%
Admin Support	17.8%
Service	13.9%
Precision Production	11.0%
Machine Ops/Assem.	4.8%
Transportation	3.4%
Laborers	3.6%

Glendale, Arizona

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Business Operating Information

Tax Rates

	City	Total
Sales Tax	1.80	7.5%

Property Tax	City	Total
Glendale Dist.	1.72	15.51
Peoria Dist.	1.72	13.69
Deer Valley	1.72	12.59
Alhambra	1.72	15.99
Pendergast	1.72	15.58

*Rate is per \$100 of the assessed valuation, which is 25% of the value of the real and personal property.
 Tax= (Rate/100)x(Property Valuex25%)

Corporate Income Tax 6.968% (2004)

Source: 2001 Tax Rates, Maricopa County, AZ
 Tax and License, City of Glendale, AZ

Utility Rates

Water- Commercial building water usage rate

Base charge: \$19.84
 Winter usage: \$1.22 per gallon
 Summer excess: \$1.81 per gallon
 *.661 proportion per day

Sewer- Office building monthly average usage charge: \$31.98

*Actual rates depend on use

Source: Billing and Tax Center, City of Glendale

Electric -Commercial building electric bill
SRP **APS**

Winter	Summer	Winter	Summer
\$1,386	\$1,060	\$2,466	\$2,217

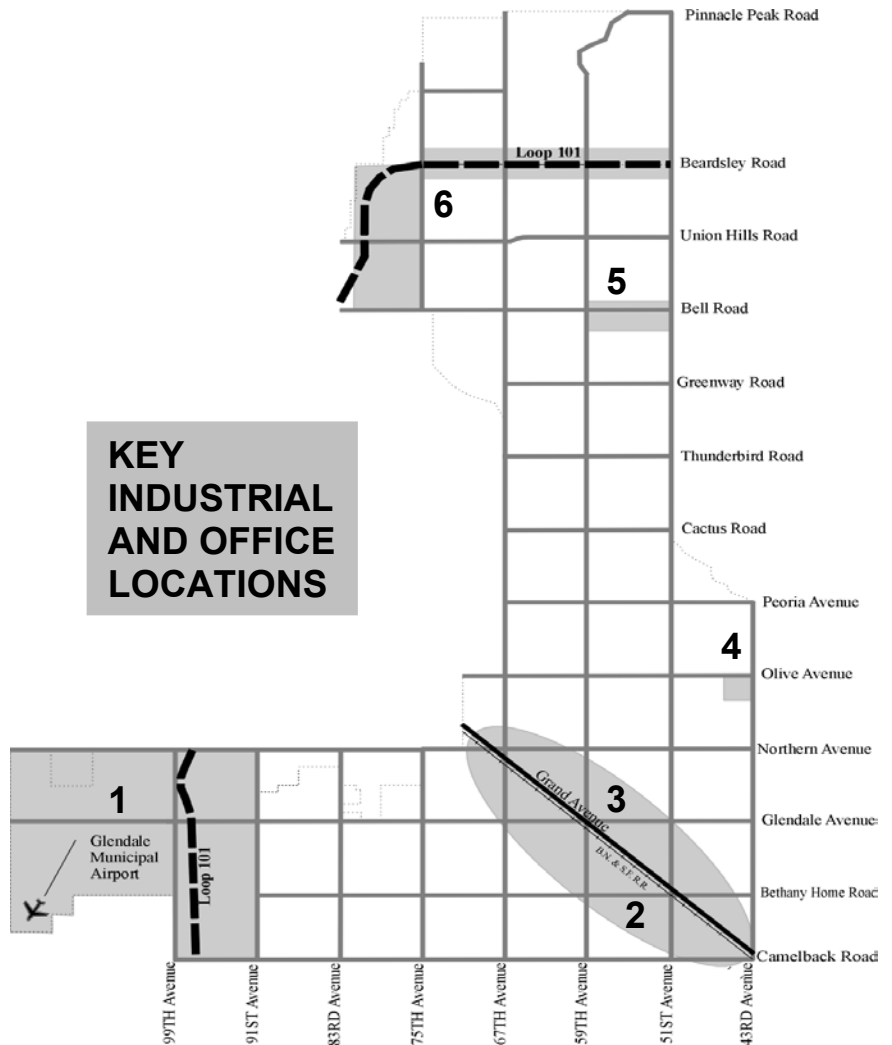
*Monthly use of 30,000 kWh, demand 100kWh

*Actual rates depend on usage requirements

Source: Greater Phoenix Economic Council

Assistance Programs

- State Enterprise Zone
- Expedited Plan Reviews
- Job Training Program
- Demographic and Real Estate Information services
- Industrial Revenue Bonds
- Financial Assistance for qualified projects



KEY INDUSTRIAL AND OFFICE LOCATIONS

KEY INDUSTRIAL AND OFFICE LOCATIONS

1. Western Area: Office, Retail, Entertainment, and light industrial uses. Includes Westgate City Center, Zanjero, Glendale Airpark & Glendale Municipal Airport. APS, SRP territory, Pendergast school district.
2. Grand Avenue Corridor: Heavy and light industrial/distribution. Direct access to rail. APS, SRP territory, Glendale & Alhambra school districts.
3. Downtown Glendale: Government center. Includes city offices and municipal services. APS territory, Glendale school district.
4. Brookwood Commerce Center: Office. SRP territory, Glendale school district.
5. Talavi Area: Office and retail core. High-tech business park is the location of Bechtel Corporation & Federated Insurance. Also home to Honeywell. APS territory, Peoria school district.
6. Arrowhead & North Loop 101 Corridor: Office core. Includes Westcor's Arrowhead Towne Center and Midwestern University. APS territory, Deer Valley school district.

Glendale, Arizona

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Enterprise Zones & Tax Benefits

On May 7, 2001, the Governor signed House Bill (H.B.) 2527 re-authorizing the state's enterprise zone program through June 2006. The legislation also made enhancements to both the property reclassification and income tax credits elements of the program:

Property Reclassification: Lowers capital investment requirement in rural Arizona, either \$1 million or \$500,000 depending on population of community.

Income tax credits: Allows qualified companies to be engaged in up to 10% retail and be able to qualify for benefits.

Income Tax Credits

Arizona statutes provide for an income and premium tax credit for net increases in qualified employment positions at an enterprise zone site. These credits may be up to \$3,000 per qualified employment position over three years.

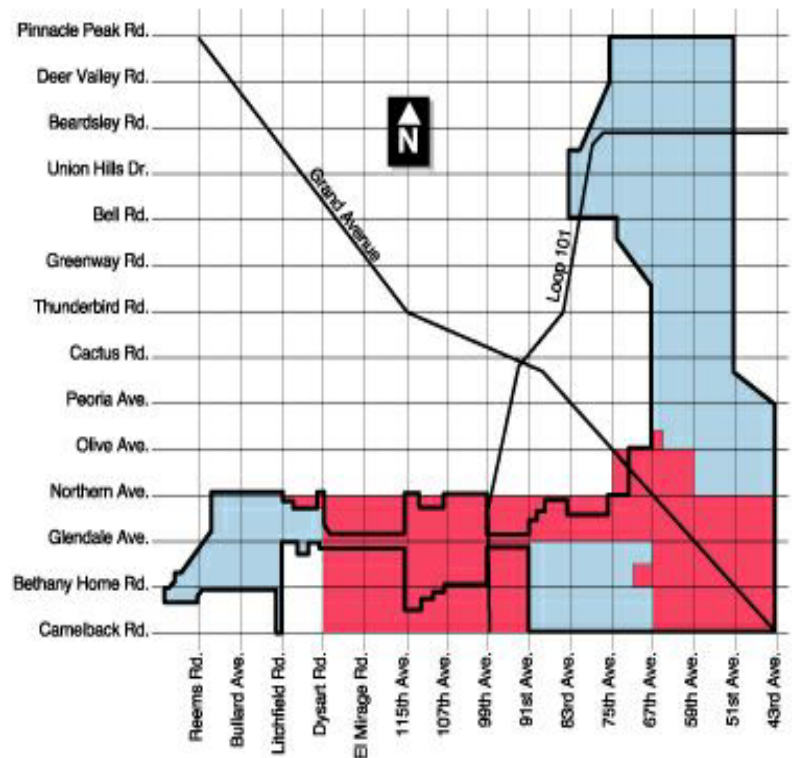
A qualified employment position:

- is a full-time permanent job (1750 hours/yr)
- pays an hourly wage above the "Wage Offer by County" (\$9.01 in Maricopa County from 1/1/04 thru 12/31/04)
- Provides health insurance to employees for which the employer pays at least 50%

Property Tax Benefits

Property reclassification is available for qualified manufacturing businesses locating or expanding facilities in an enterprise zone. Qualified businesses are eligible for an assessment ratio of 5% on all personal and real property valuation for primary tax purposes. Qualified businesses are those that are minority-owned, woman-owned, or small*, and make an investment of \$2 million or more in fixed assets in the zone.

*A small business has 100 or fewer employees or gross sales of \$4 million or less



Glendale, Arizona

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Private Activity Bonds (formerly Industrial Development Bonds)

Who Qualifies

The Industrial Development Authority of the City of Glendale was incorporated in 1982 as a vehicle through which revenue bonds can be issued to provide financing for qualified economic development projects. There are a number of projects that are eligible, but Private Activity Bond (PAB) financing in Glendale is generally done for manufacturing facilities, higher education institutions, health care institutions, and nonprofit entities engaged in eligible activities. The federal tax code determines whether interest paid on the PAB is exempt from federal income tax.

Advantages of Tax-Exempt PAB Financing

- Lower Interest Rate: The interest rate on an PAB may be 20-35% lower than interest on a taxable financing, depending on market conditions, terms of the financing, and other factors.
- 100% Financing: Through an PAB financing, a qualifying company may borrow up to 100% of the project costs and use its equity for working capital or other purposes.
- Long-Term Maturity: Another benefit is that the maturity of an PAB (in many instances 20 to 25 years) will typically be substantially longer than conventional (taxable) commercial or mortgage loans.
- Exemption From Securities Laws Registration: Both the PAB and a company's obligation to pay debt service on the PAB are exempt from registration under federal securities laws. This exemption can result in substantial savings of costs of issuance, compared with an offering of conventional debt that is subject to registration under federal securities laws.

PABs for Manufacturing Facilities

A tax exemption is available only if 95% of the PAB proceeds (ignoring the costs of issuing the PAB) are used for qualified manufacturing (including processing) facilities. Manufacturing is defined as the manufacturing or production of tangible personal property, and 70% of the PAB proceeds must be used to finance core-manufacturing facilities.

\$40 Million Aggregate Limit: The interest on any PAB is taxable if the principal amount of the proposed PAB, together with the outstanding principal amounts of all other tax-exempt IDBs issued for the benefited company (or any related persons) exceeds \$40 million.

\$10 Million Limit on Capital Expenditures: The principal amount of all PABs outstanding for manufacturing facilities (within the applicable local jurisdiction) used in the trade or business of the company may not exceed \$1 million, unless the issuer of the IDB elects an optional \$10 million limitation. Because a tax-exempt financing of only \$1 million is typically not cost effective, a company usually seeks to qualify for this optional \$10 million limitation.

Expenditure of PAB Proceeds for Depreciable Property: At least 95% of the proceeds of the PAB must be used for land, buildings, equipment and other property subject to the allowance for depreciation under tax code. The remaining 5% can be used for any purpose permitted by Arizona state law. Typically, a portion of that 5% (but not more than 2%) will be used to pay the cost of issuance.

Glendale, Arizona

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Private Activity Bonds

PABs For Other Tax Exempt Facilities

The interest on an PAB will also be exempt regardless of (i) its principal amount (ii) the amount of other capital expenditures and (iii) the \$40 million aggregate limit applicable to qualified manufacturing PABs, if at least 95% of the PAB proceeds, after deduction of any amount of proceeds deposited in a reasonably required reserve fund, are used for qualified costs of certain exempt facilities. In addition, a company planning significant manufacturing and pollution control facilities can save financing costs by determining which portions of such facilities qualify for tax-exempt financing as solid waste disposal facilities.

Additional Tax-Exempt Facilities

if owned by a private company:

- Solid waste disposal facilities
- Residential rental properties for low income persons
- Water and sewer facilities
- Certain facilities for the local furnishing of electric energy or gas
- Certain hazardous waste facilities
- Certain facilities for heating and cooling

if owned by a governmental body:

- Airports
- Docks
- Wharves
- Mass commuting facilities

Planning an PAB Financing

In planning any PAB-financed manufacturing project, it is critical that the Industrial Development Authority issue a preliminary approval before the company pays any costs of the project to be financed.







Generally speaking, the proceeds of PABs may not be used to reimburse the company for costs of the project that are paid more than 60 days before adoption by the authority of preliminary approval.

State Volume Limitation

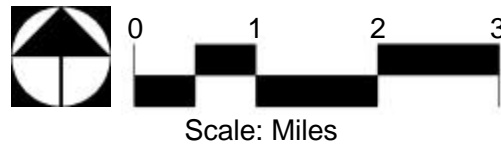
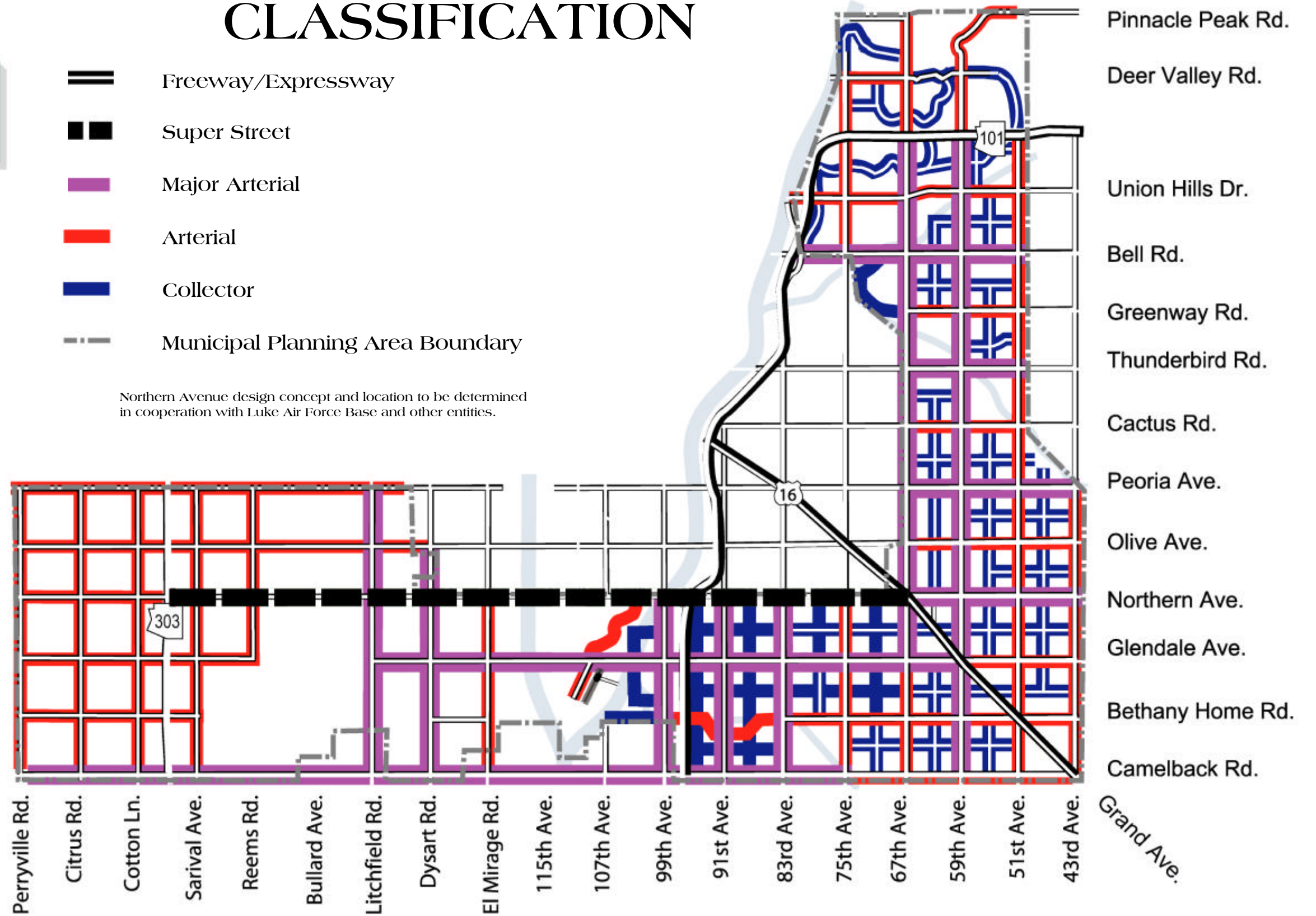
The tax code imposes a limit on the aggregate amount of PABs that may be issued annually within each state. The state of Arizona has an annual volume cap of approximately \$75 per capita, which was \$409,233,675 in 2003. Over half is earmarked to financings for student loans and first-time home buyers, and 15% is designated for manufacturing. The Director of Commerce grants awards among applicants in several categories by a lottery conducted on the first day of each year and again on July 1.



ROADWAY FUNCTIONAL CLASSIFICATION

-  Freeway/Expressway
-  Super Street
-  Major Arterial
-  Arterial
-  Collector
-  Municipal Planning Area Boundary

Northern Avenue design concept and location to be determined in cooperation with Luke Air Force Base and other entities.



Consensus builds: Make Northern into parkway

High-speed road from Grand to 303

By Jonathan J. Higuera
THE ARIZONA REPUBLIC

Some have called it the missing link in the West Valley's traffic grid.

For years, commuters on the west side of town have wanted a high-speed traffic route capable of carrying them east and west that would be an alternative to Interstate 10 to the south and Loop 101 to the north.

The proposed solution — turning Northern Avenue into a parkway from Grand Avenue all the way to the future Loop 303 near Luke Air Force Base — has several hurdles to overcome. But a consensus is beginning to emerge on the Northern Parkway, at least between the neighboring communities of Glendale and Peoria.

If the planning goes the way some transportation planners would like, construction could begin in late 2009 or 2010.

If the current plan is not accelerated, it could happen in the 2015 to 2020 time frame, as called for in the Maricopa County Regional Transportation Plan.

"A high-capacity roadway is needed every five or six miles," said Jamsheed Mehta, Glendale's transportation director. "Here, there is nothing for 20 miles or so."

Glendale has taken the lead on the project, but the planning team includes representatives from Peoria and El Mirage, the county Department of Transportation and Luke.

"We need an east-west traf-

fic conduit, and the Northern Parkway is probably the best possible alignment," said Peoria Mayor John Keegan. "But we're concerned about the escalating cost of construction. That's creating a need to re-evaluate all construction projects."

A Glendale citizens advisory committee hatched the idea for the parkway in 2001. Voters in Glendale and Peoria have passed funding initiatives for the project.

One sticking point was Peoria's desire for the parkway to have traffic lights; Glendale wanted no traffic signals in the final design. A compromise has since been reached, with two traffic lights included in the final design.

During construction, interim traffic lights would be used at other locations but not in the final design. The plan still needs the approval of other bodies, including the federal government.

Peoria officials remain concerned about traffic volume, saying it would overwhelm neighborhoods along the route.

"Assuming the modeling is correct, when you start approaching 120,000 cars a day, that's a freeway," said Dave Moody, Peoria's engineering director.

Northern Avenue is the boundary between Glendale and Peoria from 71st to 115th avenues.

The local jurisdictions are also worried about the cost of the project and what share

each would be expected to shoulder.

"This is designed to look like a freeway, and we shouldn't be spending any money on that," El Mirage Mayor Fred Waterman said. "But it won't be built with a freeway name, and we'll be asked to pay a percentage. Right now, that would only hurt us and not help us."

Glendale transportation planners hope to have an initial design concept ready to send to the Arizona Department of Transportation and the federal government next month, they say.

A federal approval by mid-summer would go a long way toward moving up the project's start date.

In addition to wanting to see the project speeded up, Glendale planners would like to see it built from west to east rather than beginning on the route's eastern leg.

Current plans call for building it from Grand Avenue west, although an interchange with Loop 303 is scheduled for the first phase.

The west-to-east plan would allow construction to occur in largely undeveloped sections of the route and prioritize the connection between the future Loop 303 freeway and Loop 101.

The 12.5-mile project is estimated to cost \$500 million, according to Glendale planners, and that includes right-of-way acquisitions. The current plan also calls for a new bridge over the Agua Fria River.

If the project is not sped up, scheduled completion is after 2025.



The Glendale Star

Glendale's Community Weekly

Thursday, June 8, 2006

NEWS INDEX

[Luke AFB cancels sorties, cites soaring contest safety concerns](#)

[GCC's Martinez elected redistricting commission co-chair](#)

[Retired highway patrol officer seeks state senate seat](#)

[Land Acquisition approved for Northern Parkway](#)

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Land Acquisition approved for Northern Parkway

By Elizabeth Jackman

Another step towards turning Northern Avenue into a "Super-Street" called Northern Parkway was taken at last Tuesday night's council meeting.

Council authorized the purchase of 4.3 acres of right-of-way at the southwest corner of Northern and 99th avenues for \$1.8 million.

"One of Council's goals is to provide high quality services for citizens," Deputy Transportation Director Terry Johnson said in a council communication memo.

"Improving and providing transportation options within the city will assist in achieving this goal."

The concept of widening the roadway originated in Glendale in 2001 when voters approved matching funds for the Northern Parkway between Grand Avenue and Loop 101. It has since become a Regional Transportation Project (RTP) that is part of the Maricopa Association of Governments (MAG) Regional Transportation Plan with funding approved by the Maricopa County voters in November 2004 with the half-cent transportation sales tax.

Funds for the right-of-way acquisition and improvements are budgeted as part of the GO Transportation Program.

Plans call for turning Northern into a high capacity arterial roadway with overpasses at major intersections that would connect Loop 303, Loop 101 and Grand Avenue.

It will also tie together the emerging western portion of Glendale and support economic development along the corridor Johnson said.

To date, four public meetings have been held on Northern Parkway, the most recent one on December 8, 2005 and not everyone is happy about it.

About one-third of the proposed parkway, from 71st to 115th avenues, runs through Peoria, and residents living in the Country Meadows and Sun Cliff Estates neighborhoods have been vocal in their concerns against the roadway enhancements.

They say there were no plans to turn Northern Avenue into a parkway when they bought their homes and the extra pollution, noise and traffic will have a negative impact on the quality of their lives.

The residents say that instead of Northern, alternate east-west routes such as Glendale Avenue, that would not affect any residential neighborhoods, have not been fully investigated.

Currently, the need for noise walls and other features to make the project more compatible with the neighborhoods is being evaluated through the environmental assessment process being conducted by the consulting firm URS Corporation. The evaluation will be ongoing throughout 2006.

For more information on the proposed Northern Parkway contact Debra Duerr, environmental studies coordinator, URS Corporation at (602) 648-2421 or e-mail debra_duerr@urscorporation.com.

Reach the reporter at ejackman@star-times.com or (623) 847-4615.

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Demographic and Income Profile

Prepared by STDBOnline

Northern Oak
7250 W Frier Dr, Glendale, AZ 85303-1209
Ring: 1 Mile radius

Latitude: 33.54899
Longitude: -112.215313

Summary	2000	2010	2015
Population	6,951	10,122	11,110
Households	2,460	3,491	3,805
Families	1,593	2,216	2,377
Average Household Size	2.81	2.89	2.91
Owner Occupied HUs	1,063	1,446	1,583
Renter Occupied HUs	1,397	2,044	2,222
Median Age	26.4	27.8	27.7

Trends: 2010-2015 Annual Rate	Area	State	National
Population	1.88%	1.87%	0.76%
Households	1.74%	1.83%	0.78%
Families	1.41%	1.65%	0.64%
Owner HHs	1.83%	1.94%	0.82%
Median Household Income	2.9%	2.85%	2.36%

Households by Income	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
< \$15,000	513	19.9%	427	12.2%	371	9.8%
\$15,000 - \$24,999	509	19.8%	360	10.3%	308	8.1%
\$25,000 - \$34,999	431	16.7%	404	11.6%	399	10.5%
\$35,000 - \$49,999	500	19.4%	731	20.9%	620	16.3%
\$50,000 - \$74,999	445	17.3%	824	23.6%	1,022	26.9%
\$75,000 - \$99,999	135	5.2%	397	11.4%	514	13.5%
\$100,000 - \$149,999	36	1.4%	304	8.7%	497	13.1%
\$150,000 - \$199,000	4	0.2%	26	0.7%	51	1.3%
\$200,000+	1	0.0%	18	0.5%	21	0.6%
Median Household Income	\$31,155		\$46,342		\$53,455	
Average Household Income	\$34,845		\$53,003		\$60,224	
Per Capita Income	\$12,853		\$18,172		\$20,460	

Population by Age	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	779	11.2%	1,078	10.6%	1,191	10.7%
5 - 9	694	10.0%	956	9.4%	1,035	9.3%
10 - 14	519	7.5%	829	8.2%	918	8.3%
15 - 19	493	7.1%	819	8.1%	807	7.3%
20 - 24	765	11.0%	882	8.7%	1,047	9.4%
25 - 34	1,406	20.2%	1,751	17.3%	1,845	16.6%
35 - 44	987	14.2%	1,425	14.1%	1,520	13.7%
45 - 54	644	9.3%	1,127	11.1%	1,172	10.5%
55 - 64	347	5.0%	723	7.1%	882	7.9%
65 - 74	204	2.9%	339	3.3%	471	4.2%
75 - 84	97	1.4%	150	1.5%	167	1.5%
85+	15	0.2%	44	0.4%	56	0.5%

Race and Ethnicity	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
White Alone	4,755	68.4%	5,967	59.0%	6,216	55.9%
Black Alone	434	6.2%	880	8.7%	1,065	9.6%
American Indian Alone	185	2.7%	280	2.8%	305	2.7%
Asian Alone	115	1.7%	197	1.9%	231	2.1%
Pacific Islander Alone	13	0.2%	22	0.2%	23	0.2%
Some Other Race Alone	1,116	16.1%	2,238	22.1%	2,660	23.9%
Two or More Races	332	4.8%	538	5.3%	610	5.5%
Hispanic Origin (Any Race)	2,685	38.6%	5,168	51.1%	6,152	55.4%

Data Note: Income is expressed in current dollars.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2010 and 2015.



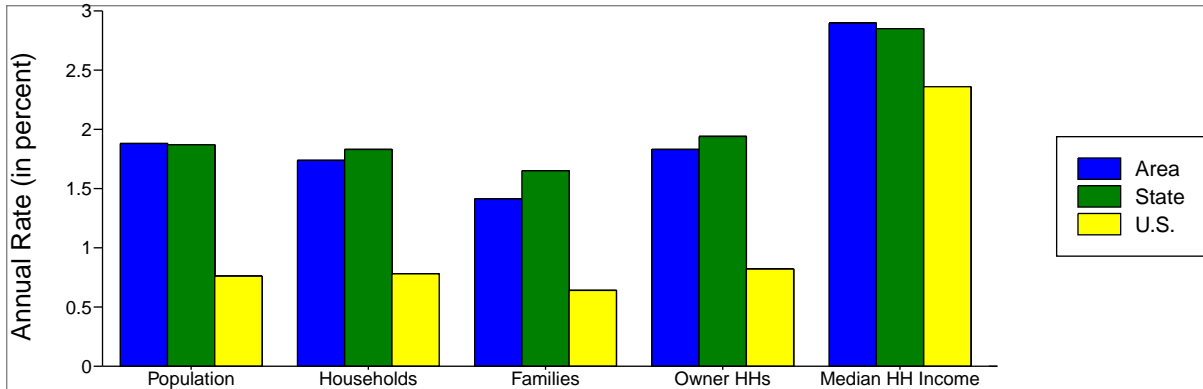
Demographic and Income Profile

Prepared by STDBOnline

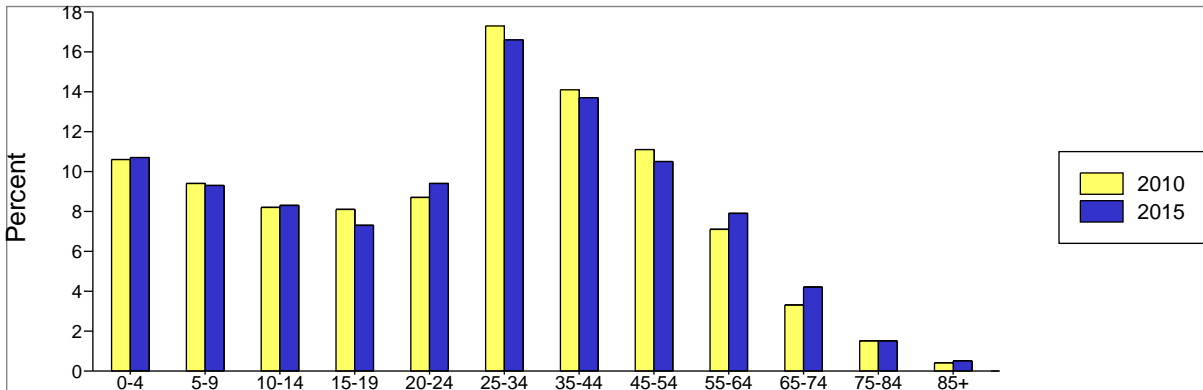
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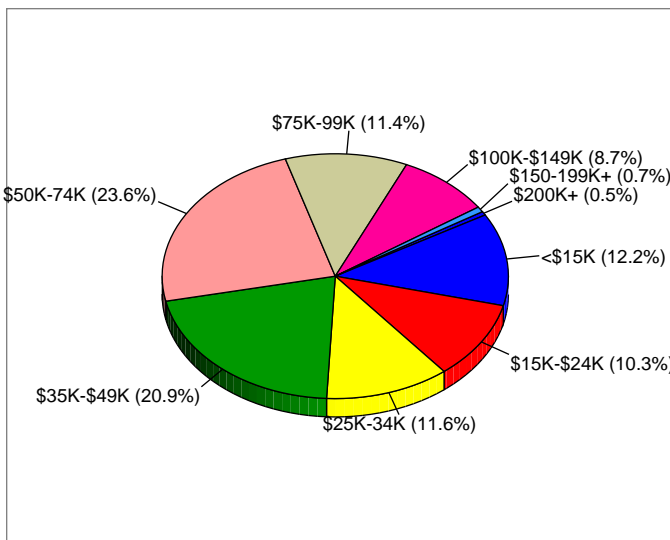
Trends 2010-2015



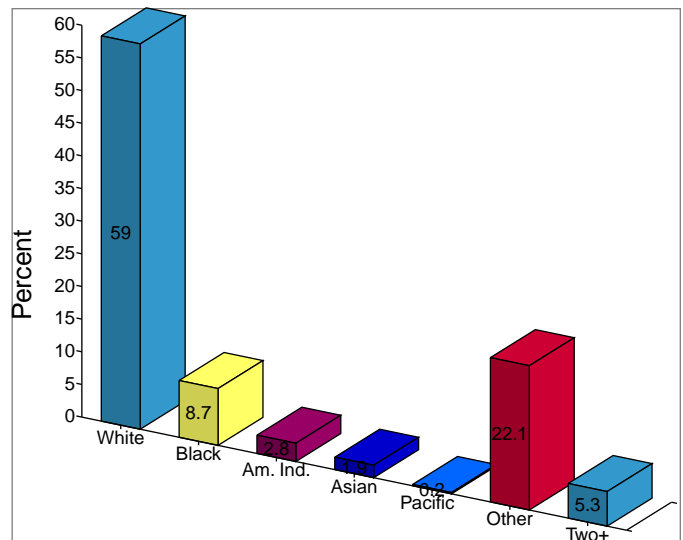
Population by Age



2010 Household Income



2010 Population by Race



2010 Percent Hispanic Origin: 51.1%



Demographic and Income Profile

Prepared by STDBOnline

Northern Oak
7250 W Frier Dr, Glendale, AZ 85303-1209
Ring: 3 Miles radius

Latitude: 33.54899
Longitude: -112.215313

Summary	2000	2010	2015
Population	128,710	144,239	150,584
Households	43,245	47,651	49,552
Families	30,688	32,494	33,284
Average Household Size	2.96	3.01	3.02
Owner Occupied HUs	26,698	27,900	29,026
Renter Occupied HUs	16,547	19,751	20,526
Median Age	28.8	29.9	30.7

Trends: 2010-2015 Annual Rate	Area	State	National
Population	0.86%	1.87%	0.76%
Households	0.79%	1.83%	0.78%
Families	0.48%	1.65%	0.64%
Owner HHs	0.79%	1.94%	0.82%
Median Household Income	2.31%	2.85%	2.36%

Households by Income	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
< \$15,000	6,549	15.1%	4,337	9.1%	3,386	6.8%
\$15,000 - \$24,999	6,466	14.9%	4,323	9.1%	3,533	7.1%
\$25,000 - \$34,999	6,338	14.6%	4,817	10.1%	4,089	8.3%
\$35,000 - \$49,999	8,590	19.8%	7,663	16.1%	6,056	12.2%
\$50,000 - \$74,999	9,296	21.4%	12,133	25.5%	13,997	28.2%
\$75,000 - \$99,999	3,922	9.0%	7,145	15.0%	8,093	16.3%
\$100,000 - \$149,999	1,812	4.2%	5,756	12.1%	8,163	16.5%
\$150,000 - \$199,000	317	0.7%	864	1.8%	1,366	2.8%
\$200,000+	197	0.5%	612	1.3%	868	1.8%
Median Household Income	\$38,678		\$54,757		\$61,395	
Average Household Income	\$45,218		\$62,976		\$71,186	
Per Capita Income	\$15,466		\$20,931		\$23,563	

Population by Age	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	11,999	9.3%	13,622	9.4%	14,226	9.4%
5 - 9	12,105	9.4%	12,324	8.5%	12,953	8.6%
10 - 14	11,269	8.8%	10,830	7.5%	11,886	7.9%
15 - 19	10,535	8.2%	10,920	7.6%	10,184	6.8%
20 - 24	10,420	8.1%	11,189	7.8%	11,545	7.7%
25 - 34	20,882	16.2%	25,043	17.4%	25,853	17.2%
35 - 44	20,294	15.8%	18,958	13.1%	20,383	13.5%
45 - 54	13,909	10.8%	17,578	12.2%	16,264	10.8%
55 - 64	7,911	6.1%	12,078	8.4%	13,486	9.0%
65 - 74	5,035	3.9%	6,389	4.4%	8,222	5.5%
75 - 84	3,293	2.6%	3,677	2.5%	3,899	2.6%
85+	1,058	0.8%	1,631	1.1%	1,680	1.1%

Race and Ethnicity	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
White Alone	88,683	68.9%	86,647	60.1%	85,809	57.0%
Black Alone	6,760	5.3%	9,696	6.7%	11,265	7.5%
American Indian Alone	2,206	1.7%	2,743	1.9%	2,888	1.9%
Asian Alone	2,370	1.8%	3,562	2.5%	4,150	2.8%
Pacific Islander Alone	177	0.1%	240	0.2%	245	0.2%
Some Other Race Alone	23,481	18.2%	34,177	23.7%	38,320	25.4%
Two or More Races	5,032	3.9%	7,173	5.0%	7,908	5.3%
Hispanic Origin (Any Race)	46,384	36.0%	66,538	46.1%	75,111	49.9%

Data Note: Income is expressed in current dollars.

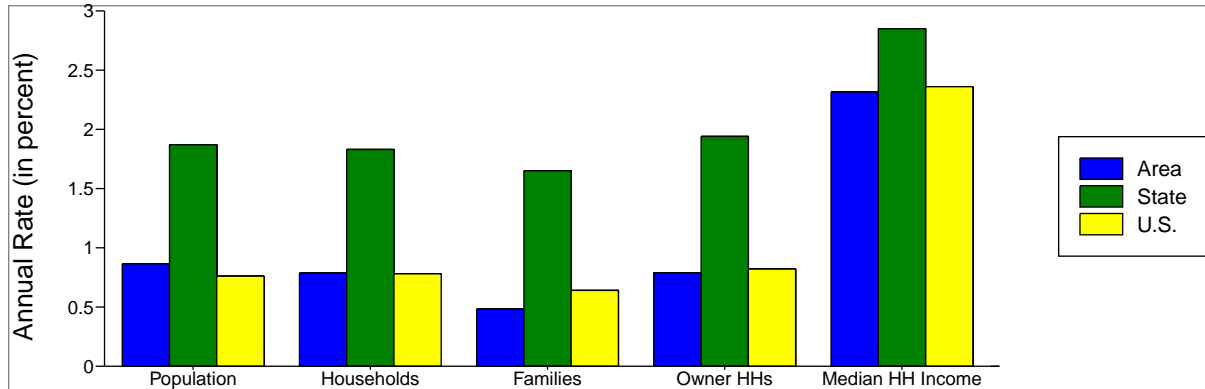
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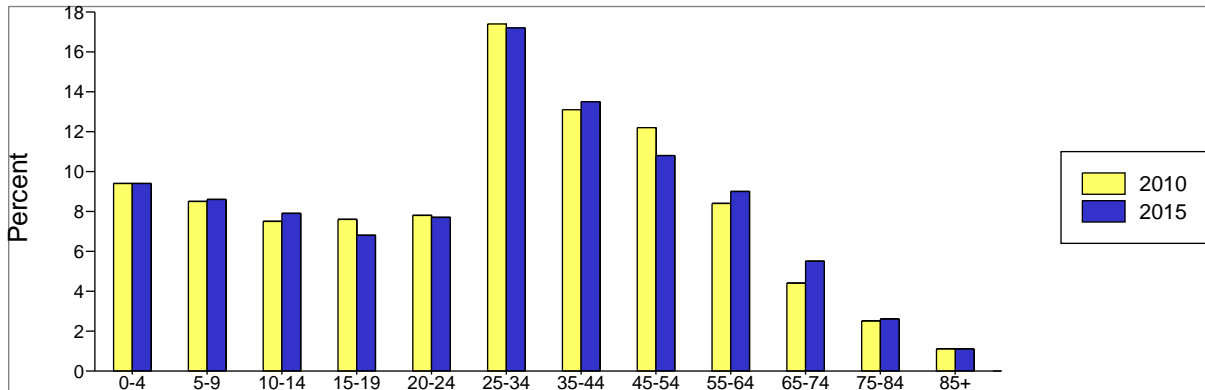
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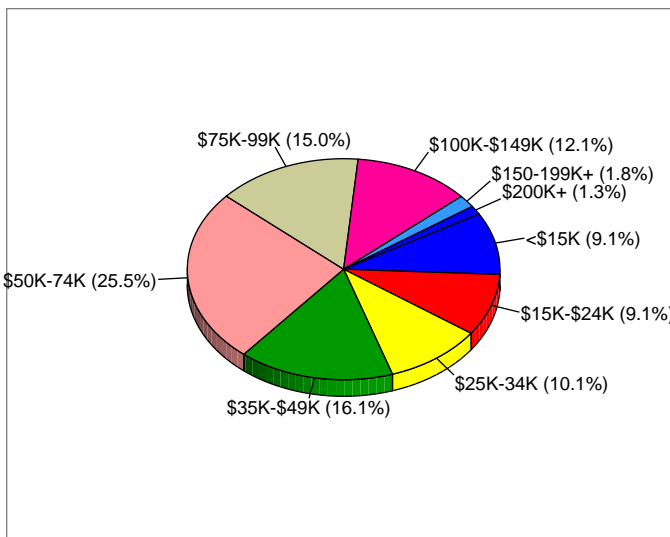
Trends 2010-2015



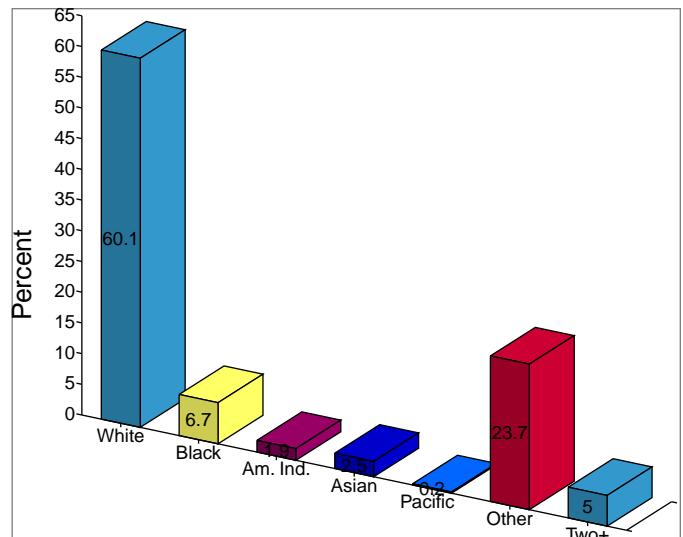
Population by Age



2010 Household Income



2010 Population by Race



2010 Percent Hispanic Origin: 46.1%



Demographic and Income Profile

Prepared by STDBOnline

Northern Oak
7250 W Frier Dr, Glendale, AZ 85303-1209
Ring: 5 Miles radius

Latitude: 33.54899
Longitude: -112.215313

Summary	2000	2010	2015
Population	377,934	413,050	427,455
Households	127,012	135,801	139,828
Families	92,102	94,519	95,826
Average Household Size	2.96	3.02	3.04
Owner Occupied HUs	87,950	89,029	91,408
Renter Occupied HUs	39,062	46,772	48,419
Median Age	30.5	31.6	32.1

Trends: 2010-2015 Annual Rate	Area	State	National
Population	0.69%	1.87%	0.76%
Households	0.59%	1.83%	0.78%
Families	0.28%	1.65%	0.64%
Owner HHs	0.53%	1.94%	0.82%
Median Household Income	2.36%	2.85%	2.36%

Households by Income	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
< \$15,000	16,772	13.2%	11,147	8.2%	8,468	6.1%
\$15,000 - \$24,999	17,950	14.1%	11,847	8.7%	9,516	6.8%
\$25,000 - \$34,999	18,707	14.7%	13,612	10.0%	11,271	8.1%
\$35,000 - \$49,999	24,362	19.2%	22,310	16.4%	17,264	12.3%
\$50,000 - \$74,999	27,884	21.9%	34,101	25.1%	38,771	27.7%
\$75,000 - \$99,999	12,719	10.0%	20,493	15.1%	22,968	16.4%
\$100,000 - \$149,999	6,546	5.2%	17,448	12.8%	24,241	17.3%
\$150,000 - \$199,000	1,171	0.9%	2,682	2.0%	4,279	3.1%
\$200,000+	932	0.7%	2,156	1.6%	3,041	2.2%
Median Household Income	\$40,835		\$56,004		\$62,931	
Average Household Income	\$48,256		\$64,983		\$73,709	
Per Capita Income	\$16,433		\$21,461		\$24,215	

Population by Age	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	33,123	8.8%	36,985	9.0%	38,240	8.9%
5 - 9	34,214	9.1%	33,989	8.2%	35,549	8.3%
10 - 14	32,557	8.6%	30,510	7.4%	32,982	7.7%
15 - 19	29,903	7.9%	30,727	7.4%	28,497	6.7%
20 - 24	27,532	7.3%	30,242	7.3%	30,873	7.2%
25 - 34	57,352	15.2%	64,918	15.7%	66,947	15.7%
35 - 44	56,997	15.1%	52,686	12.8%	55,526	13.0%
45 - 54	42,525	11.3%	50,274	12.2%	46,743	10.9%
55 - 64	26,773	7.1%	37,720	9.1%	40,579	9.5%
65 - 74	18,967	5.0%	23,533	5.7%	28,900	6.8%
75 - 84	13,086	3.5%	14,470	3.5%	15,403	3.6%
85+	4,907	1.3%	6,996	1.7%	7,215	1.7%

Race and Ethnicity	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
White Alone	267,050	70.7%	257,769	62.4%	254,182	59.5%
Black Alone	20,208	5.3%	27,903	6.8%	31,922	7.5%
American Indian Alone	6,050	1.6%	7,286	1.8%	7,570	1.8%
Asian Alone	8,000	2.1%	11,127	2.7%	12,777	3.0%
Pacific Islander Alone	552	0.1%	739	0.2%	752	0.2%
Some Other Race Alone	62,351	16.5%	89,546	21.7%	99,787	23.3%
Two or More Races	13,722	3.6%	18,680	4.5%	20,465	4.8%
Hispanic Origin (Any Race)	125,534	33.2%	177,066	42.9%	198,622	46.5%

Data Note: Income is expressed in current dollars.

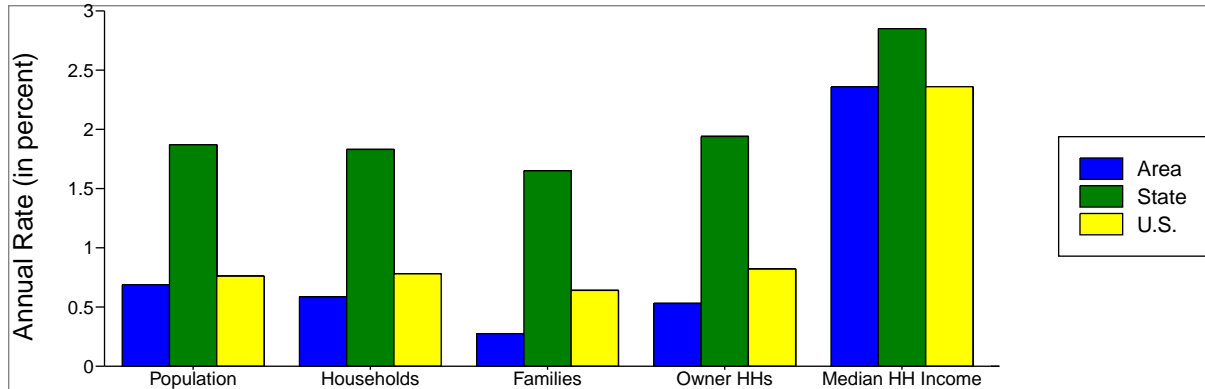
Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2010 and 2015.



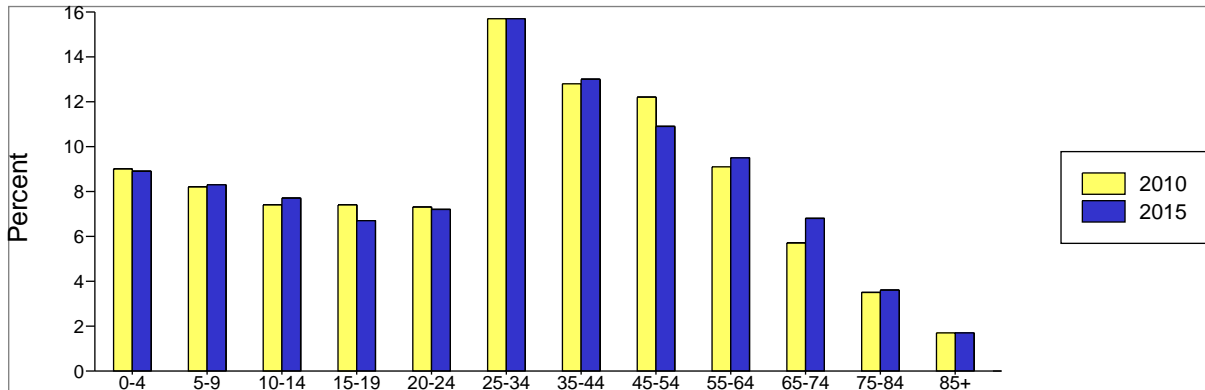
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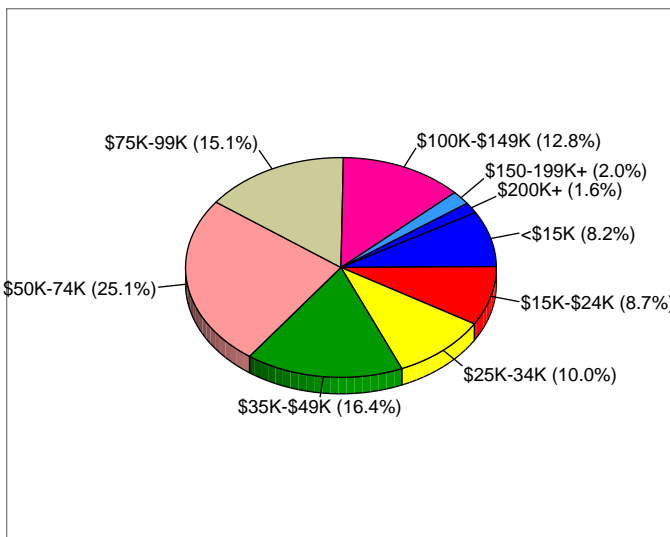
Trends 2010-2015



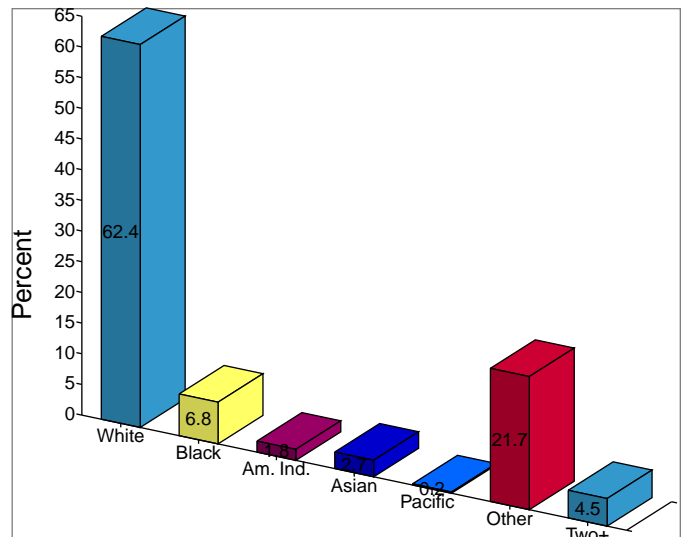
Population by Age



2010 Household Income



2010 Population by Race



2010 Percent Hispanic Origin: 42.9%