

REZONING APPLICATION
CASE Z-112-24-1
3014 W Deer Valley Road
(northwest corner of Deer Valley Road and 30th Avenue)

ROERS COMPANIES DEER VALLEY APARTMENTS PLANNED UNIT DEVELOPMENT

Submitted to the City of Phoenix
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CITY OF PHOENIX

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INTRODUCTION

The purpose of this request is to rezone an underutilized, +/-4.99-gross acre site located at the northwest corner of Deer Valley Road and 30th Avenue (the "Property"). This request contemplates rezoning from R-4A (Approved CP/GCP) to Planned Unit Development ("PUD") with modified R-4A development standards to allow for the development of a new multifamily residential development. The rezoning proposal is to enable the development of a new five-story multifamily building with approximately 147 units. The intent of this project is to develop what is known as a low-income housing tax credit incentive project (LIHTC) in which all housing units will be rent restricted to 60% Area Median Income. This provides affordable housing for those who meet income restrictions. The primary purpose of the PUD, versus conventional zoning, is to allow additional building height to 60' of height, a 5' reduction in the front building setback, and a parking space reduction, for a parcel that fronts on to an arterial street, is a corner lot, incorporates a large wash on the northwest portion of the site, and has a floodway and floodplain to manage.

The property address is 3014 W Deer Valley Road and consists of a single parcel (APN: 206-04-015A) as highlighted to the right on Exhibit A. The parcel is currently developed with a vacant office building and parking lot. The Scatter Wash runs along the northwest boundary of the Property. The site is located in north Phoenix, less than a mile from Interstate 17, 1.5 miles from Deer Valley Airport, and approximately 6 miles from the campus of the Taiwan Semiconductor Manufacturing Company ("TSMC").



Exhibit A – Aerial Photo with Site

Multifamily units developed at the workforce housing level, which are several hundred dollars lower than Market Rate units, are needed in this area. For example, based on our research, a one-bedroom unit in this area is renting for

between about \$1,514 per month and \$1,546 per month, and the LIHTC rate for this year is \$1,156 per month. A principal reason for high rental prices is the shortage of housing in the Valley generally and the demand being created by TSMC and the secondary employment industry it is creating for suppliers to TSMC. All of this has created a massive need for housing, which is undersupplied. That undersupply is creating an increase in housing prices, which have increased faster than salaries. That in turn has created financial strain on working families.

The proposed multifamily development is a response to that financial need and will be a great benefit to those families that will live there upon its completion and the many more who will live there over the years. Additionally, providing this type of housing is a direct response to the housing need both nationally and locally.

PURPOSE OF REQUEST

Currently, Arizona's affordable housing shortage has created a housing crisis. According to AZ Central "the Phoenix area is **in the midst of a growing housing shortage** that's pushing up home prices and rents, leaving many people with too few options to find a place they can afford" (emphasis added). Roers Companies is a multifamily real estate investment firm powered by in-house development, construction, and property management. Founded in 2012, they are an emerging national leader in multifamily real estate investment, development, construction, and property management. They have developed over \$3B in Multifamily Real Estate, 13,000 units and have closed/started construction on four Arizona projects within the last two years (Buckeye, Casa Grande, Maricopa, and Flagstaff). They bring quality affordable housing to under-supplied markets and are pursuing this PUD request to deliver another quality community to an area in desperate need of it.

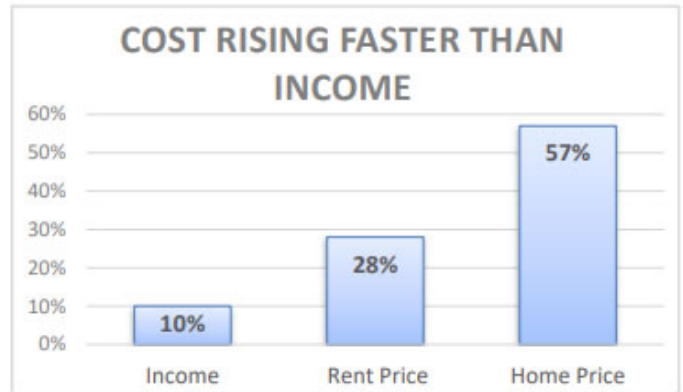
The proposed residential development consists of one 5-story building, containing 147 units. It features a central amenity area with a clubhouse, ramada, playground, dog run, and landscaping. The proposal is for all 147 units to be rent-restricted, affordable housing units. Not only will this add needed housing to the market, but it will cater to working families.

This proposal will assist the City of Phoenix in meeting its housing goals, as outlined in the recent Housing Phoenix Plan. This plan highlights a gap of over 160,000 affordable units for individuals and families at this income level. And although the

City has made progress in adding more units to the market, the addition of affordable, workforce housing has been slower.

HOUSING PHOENIX PLAN

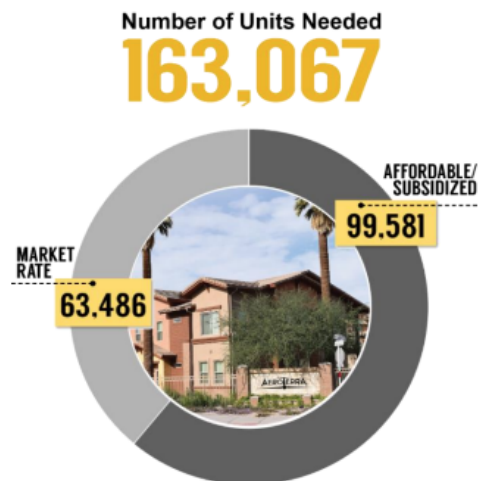
The proposed project is responding to the “Housing Phoenix” plan (the “Housing Plan”), which calls for the creation and/or preservation of 50,000 homes by 2030 and to increase the overall supply of affordable housing. With the cost of housing rising faster than income, a concentration on affordable housing development is urgent.



Source: American Community Survey, U.S. Census Bureau (2018)

According to the Housing Plan, an affordable housing gap analysis was performed that indicated an immediate need for 163,067 units, of which 61% should be affordable/subsidized. Based on the most recent available data, there are only 21 available and affordable units for every 100 households.

All units in the proposal are planned as rent-restricted workforce housing, which will assist the City of Phoenix in meeting its housing goals. Just as a mountain must be climbed one step at a time, the City’s only hope to meeting and *positively exceeding* its housing goals are to support one positive housing development at a time.



Source: U.S. Census 2018 and Apartment Insights Data 2019, Third Quarter

This PUD zoning request is modest in nature with only three minor deviations. It essentially seeks to allow a residential development with increased building height to 60’ (on a lot that already is zoned for 56’ of height) and a 5’ setback deviation from the southern property line, which is next to an arterial roadway, on a parcel that is flanked by commercial development and has substantial buffers from any residential uses. Additionally, we seek a minor 7.2% decrease in parking spaces

(from 221 to 205) even though a submitted parking study states the project's parking demand would only be 145 spaces. Given the context of the area, and the type of project being proposed, this rezoning is an appropriate request.

B. LAND USE PLAN

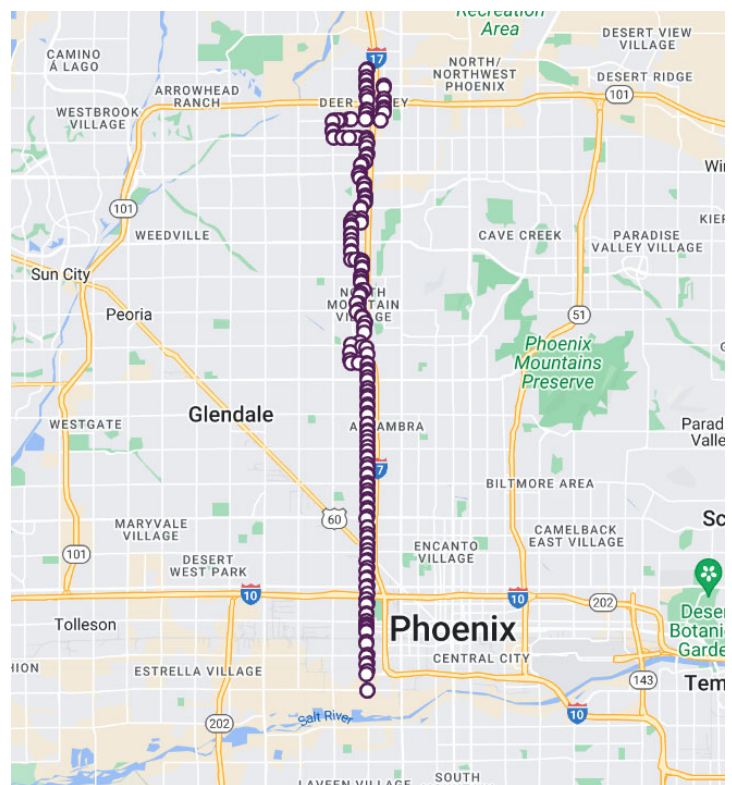
This site is located in a diverse part of Phoenix, mostly developed in the late 1990's and early 2000's, that now accommodates a variety of uses, including commerce park uses, condos, townhomes, and single-family housing. A similar mix of such uses currently exists adjacent to the project site. That mix includes commerce park uses, a union office building, martial arts school, and multifamily and single-family housing.

This property has strong and convenient bus options. Residents of the subject property will be able to use the Route 27—27th Avenue Northbound bus route within a short half mile walk to the east. This route provides convenient bus access all the way up and down the I-17 (as shown in the map). This means that the many employment and commercial options along the I-17 are available to the site's future residents without having to utilize a vehicle.

GENERAL PLAN LAND USE MAP

Although the project is not in conformance with the General Plan land use map, a minor General Plan Amendment is being pursued concurrently with this PUD rezoning request. Below is a table listing the existing condition for the adjacent properties. Of these, some are within zoning districts that do not match the general plan designation. For example, the single-family residences (zoned R-3) across Deer Valley Road and south of this property, are within the General

EXHIBIT B – 27 Bus Route

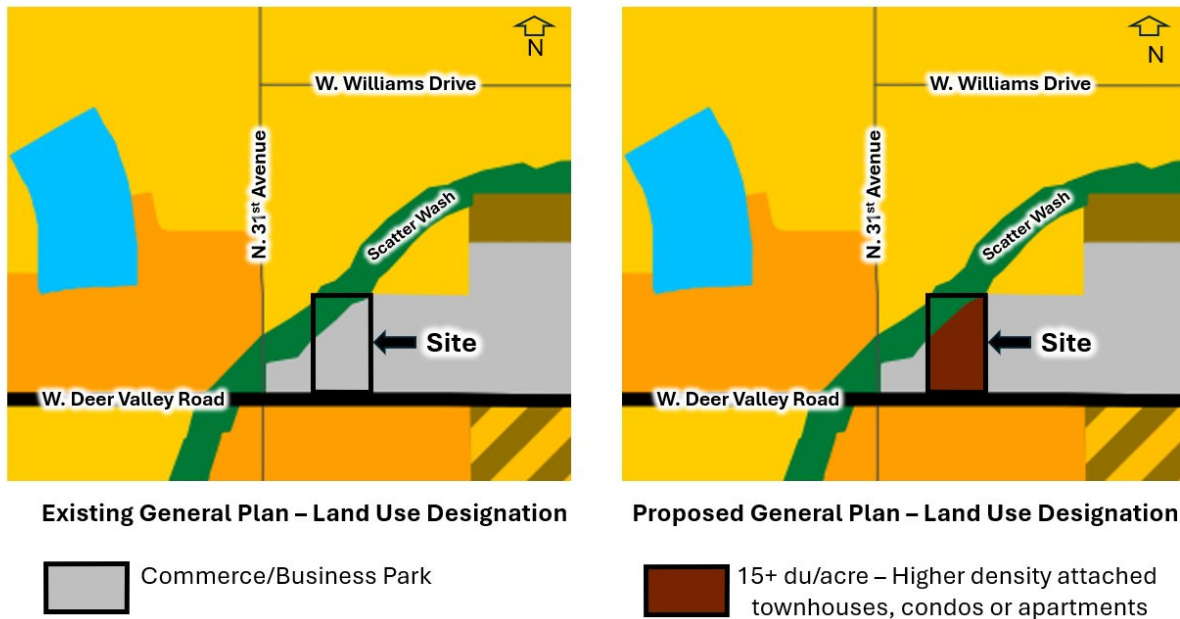


Plan land use designation of 5-10 du/ac traditional lot. While these are allowed without a general plan amendment, they are inconsistent with their general plan designation.

Table 1 – Existing Conditions

Direction	General Plan Designation	Zoning	Current Use
Site	Commerce/Business Park & Parks/ Open Space	R-4A (Approved CP/GCP*)	Vacant Office, Parking & Wash
North	3.5 to 5 du/a Traditional Lot	R-2*	Condos
South	5 to 10 du/a Traditional Lot	R-3*	Single Family Residences
East	Commerce/Business Park	CP/GCP*	Motorcycle School/Office
West	Commerce/Business Park & Parks/ Open Space	Industrial Park	Office, Parking & Wash

Exhibit 3 – Existing & Proposed General Plan – Land Use Map Designations



This area of north Phoenix was historically native desert, with some nearby farming and mobile home parks in the late 1970's. The Scatter Wash limited development here until the 1990's when it was channelized by the addition of significant residential development. The majority of this development occurred from the 1990's through early 2000's. It's important to note that much of the housing in the area is zoned for multifamily, with densities up to 10 dwelling units per acre. The proposed apartments will continue the multifamily zoning pattern with higher

density and provide much needed affordable workforce housing for families, as the proposal includes many 3- and 4-bedroom apartments.

There is no question that by striking its landmark deal with TSMC, the City forever shifted the trajectory of development in this area. Employment is booming and housing is essential, especially if the City wants to avoid urban sprawl. Whereas housing densities may have needed to be limited to lower densities in the past, higher densities are needed in appropriate locations to support the new land development pattern in this area.

The site has exceptional built-in buffers from residential homes on all sides. As can be seen in the image, there are large buffers from the other residential uses in the area. To the north is the Scatter Wash, which helps create a separation from the proposed building to the condos and townhomes to the northwest of +/- 295 feet. Most of this buffer (the portion containing the wash) is undevelopable, and the buffer will remain in



EXHIBIT D – Distance from nearby land uses

perpetuity. To the northeast, the buffer is +/- 245 feet. To the south is the Deer Valley Road, an arterial roadway that is five lanes wide and has approximately 110 feet of right of way. In addition, the local road to the south provides an additional 50 feet of right of way. When combined with landscaping and building setbacks, the total buffer to the south is +/- 196 feet. And to the west is two commercial projects and 31st Avenue, combining together to total +/- 550'.

Given these significant distances, this site is well positioned for additional height because it does not pose a significant impact to surrounding residential uses. The built-in buffers on all four sides of this site make it an ideal location for the height and density we are proposing.

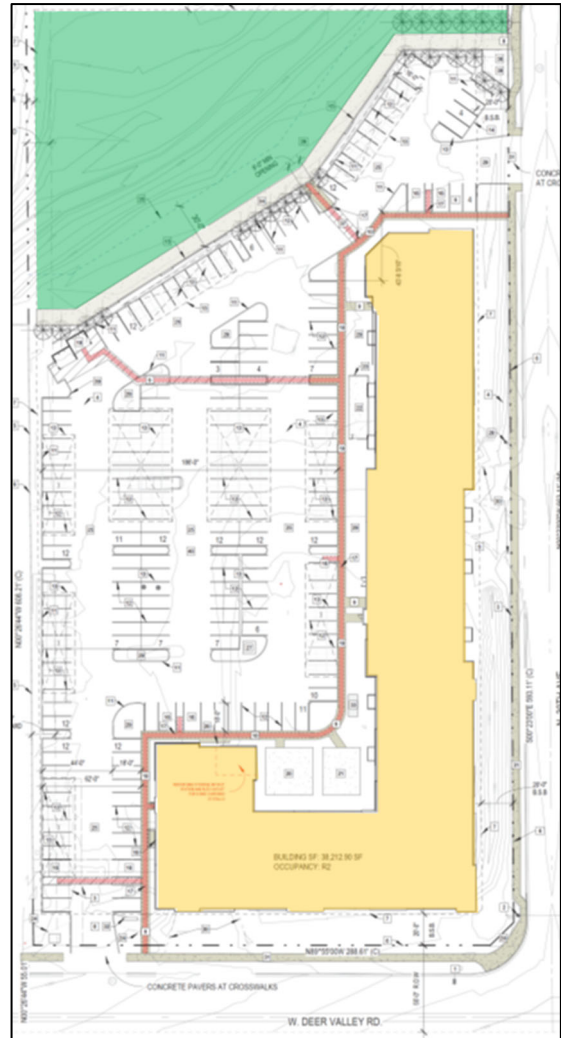
The proposed development will function as an important transitional buffer for the single-family homes to the north and northwest from the commerce park uses to the east. Unlike some of the commerce park uses that could be developed here, including manufacturing, warehousing, and distribution, with their loading/unloading, outdoor uses, and tractor-trailer traffic, this project will be more in keeping with the residential uses in the area. It is also significant that the residential uses to the north and south are all within *multifamily* zoning districts (R-2 and R-3), making our request very consistent with the surrounding zoning.

CONCEPTUAL SITE PLAN

The proposed site plan for this project features a “J” shaped footprint that brings the majority of the living units away from Deer Valley Road and places them along 30th Avenue. The building footprint covers far less than the allowable 50% coverage with its approximately 36,918 SF of building footprint or roughly a little less than 20% coverage. The site plan shows a total of 147 dwelling units for a density of roughly 34.6 dwelling units per acre. This density is reached with a five-story building with a proposed height of 60 feet, 12-feet taller than the 48 feet allowed by right with R-4A zoning, both only 4 feet taller than is currently allowed under the site’s approved CP/GCP zoning.

The site is well positioned to allow additional height without a negative impact on nearby residential uses. For example, the residential homes to the south are separated by a wide arterial roadway, landscaping, and a local road. Moreover, the first row of homes front onto that local street, which means that views into backyards from the proposed building are almost completely eliminated because the houses are between the backyards and the proposed building and act as a visual shield.

A total of 205 parking spaces have been provided at a ratio of 1.4 spaces per unit. The City’s parking requirement is 1.5 spaces per multifamily unit. Thus, we are seeking a minor reduction, which comes to a reduction of 16 spaces (from 221 to 205). Note, that we have asked for a reduction in the requirement down to 202 spaces, just to provide flexibility in final site planning. A parking study has been



included with this submittal, which concludes that the 205 spaces provided constitute an excess of 60 parking spaces beyond the project's future demand.

Finally, we are seeking a minor 5-foot setback deviation along Deer Valley Road to overcome the site's development limitations that come from the presence of both a floodway and a floodplain on the north side of the site. To make this project work, we need to limit building development on the north side of the site, which forces us to have a minor encroachment on the south side of the site. This floodway/floodplain condition would, in our experience, support the granting of variance relief. But since we are in the PUD process, we are simply including a five-foot deviation in the PUD document.



We see these deviations as minor requests for flexibility given the workforce housing the City would gain in return and the enhancements identified below, which exceed the City's zoning ordinance standards.

C. LIST OF USES

The proposed PUD does not seek to increase the list of uses allowed within the zoning district.

PRIMARY USES

Table 2 – List of Primary Uses

Use
Multifamily Residential

Note: The Zoning Administrator may issue interpretations for land uses that are analogous to those listed in this section, as authorized by Phoenix Zoning Ordinance Section 307.A.3.

ACCESSORY USES

All permitted Accessory Uses as outlined in accordance with Section 608 of the Phoenix Zoning Ordinance.

TEMPORARY USES

Temporary Uses shall be permitted in accordance with Section 708 of the Phoenix Zoning Ordinance.

D. DEVELOPMENT STANDARDS

On this site, the proposed height of 60 feet is a relatively minor request for the following reasons. First, there is a strong need for this type of housing to support the continuing growth in employment. Second, the site's approved CP/GCP zoning allows heights of 56 feet, and even more with a use permit. Third, as discussed above, the site has large buffers to all nearby residential, heavily eliminating and reducing views into backyards.

Table 3 – Development Standards

Standards	Provided Planned Unit Development (PUD)
Minimum lot dimensions (width and depth)	304.27' Width 608.21' Depth
Lot Area	184,724 sf Provided
Dwelling unit density (unit/gross acre)	29.46 du/gross acre Provided
Perimeter Standards	20' Provided
Building Setbacks	20' Provided 15' Provided 5' Provided
Front yards	The required front yard shall be 20' in depth

Side yards	20' Provided along 30 th Avenue and 15' provided along the west property line.
Rear yard	15' Provided
Maximum height	No building shall exceed a height of 60 feet.
Lot Coverage	20.7% Lot Coverage Provided
Allowed development	Multifamily Provided
Required review	Development review per Section 507
Street standards	Public Street

LANDSCAPE STANDARDS

Existing landscape standards, including quantity, size, materials, and themes required per the requirements of Chapter 7, section 703 of the zoning ordinance are not being modified within the PUD and will remain as currently codified within the zoning ordinance. The same is true of all requirements within the section 703, including fences and walls. Please see the landscape standards table below as Table 4.

Table 4 – Landscape Standards

Standards	Provided Planned Unit Development (PUD)
Landscape Setbacks	Deer Valley Drive: 20'-0" 30 th Avenue: 20'-0"
Landscape Adjacent to Right of Way	Provided as per Section 703.B.3.a

Landscape Adjacent to Interior Lot Lines	Provided as per Section 703.B.3.b
Open Space Area	25.9% Open Space area provided

PARKING STANDARDS

Parking standards within this PUD predominately adhere to the standards listed in Section 702 of the Zoning Ordinance. The only deviation sought in this PUD is to reduce the number of required parking spaces. Section 702 would require 221 parking spaces based on 147 multifamily units. We are seeking a slight reduction down to 202, a reduction of only 19 spaces, with our current site plan showing 205 spaces.

A parking study was prepared for the subject project and was previously submitted to the City as part of our PUD submission. That parking study concludes that this workforce housing project will only have a demand of 145 spaces. With 205 spaces being made available on the site plan, we are proposing to provide an excess of 60 spaces from what the parking study concludes would be the parking generation demand for land use code 223, for affordable housing.

In the chart below, we have listed 202 stalls as the amount of spaces provided, simply to provide minor flexibility as we pursue final site planning.

Table 5 – Parking Standards

Standard	Provided Planned Unit Development (PUD)
Off-Street Parking	Minimum required parking is 202 stalls total with 101 of those unreserved
Loading Spaces	1 Loading space provided

Accessible Parking	Accessible parking stalls provided: 7
Bicycle Parking	Bicycle parking spaces provided at a rate of 0.25 spaces per dwelling unit

SCATTER WASH TRAIL

The subject site abuts a regional multi-modal amenity to the north, the Scatter Wash Multi-Use Trail. This amenity area serves as a recreation amenity for future residents with regional connections as well as connections to the nearby residences and amenities. A pedestrian connection will be provided through the parking lot to a fence on the northern property line to enable the project's residents to access the trail.

Table 6 –Trail & Multi Use Trail Easement Standards

Scatter Wash Trail Standards	Proposed Planned Unit Development (PUD)
	<p>Trail width: A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along the Scatter Wash and a minimum 10-foot- wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.</p> <p>Landscaping adjacent to the trail shall consist of small thornless shrubs and grasses.</p> <p>Trail tree shade coverage: 50%</p>

STREETSCAPE

Table 7 – Streetscape Standards

Streetscape Standards	Proposed Planned Unit Development (PUD)
Deer Valley Drive	<p>Detached sidewalk width: 5-foot</p> <p>Landscape strip located between back of curb and sidewalk: 7-feet</p> <p>Landscape strip planting standards: The landscape area shall be planted with minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center, or in equivalent groupings, and shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live coverage, as approved by the Planning and Development Department.</p> <p>Sidewalk tree shade coverage: 75%</p>
30 th Avenue	<p>Detached sidewalk width: 5-foot</p> <p>Landscape strip located between back of curb and sidewalk: 4-feet</p> <p>Landscape strip planting standards: The landscape area shall be planted with minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center, or in equivalent groupings, and shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live coverage, as approved by the Planning and Development Department.</p> <p>Sidewalk tree shade coverage: 75%</p>

FENCE AND WALL STANDARDS

Existing standards for walls and fencing, including quantity, size, materials, and themes required per the requirements of Chapter 7, section 703 of the zoning ordinance will not be modified within the PUD and will remain as currently codified within the zoning ordinance.

ELECTRIC VEHICLE INFRASTRUCTURE

Five percent of the required parking spaces will include Electric Vehicle (EV) installed infrastructure, which equals a total of 11 stalls that will be installed and ready to provide for electric vehicle charging when the project is completed.

SOLAR CARPORT

The project will provide covered parking for a minimum of 84 spaces. All of those parking structures will be capable of carrying solar panels.

BICYCLE INFRASTRUCTURE

Bicycle parking will be provided at a rate of 0.25 stalls per unit, for a total of 37 bike parking stalls. These will be provided through a combination of secured indoor bike parking and outdoor inverted U bike racks. Bicycle parking will comply with ADA requirements, will not block on-site pedestrian access, and will be located within 50 feet of the building's entrance point. Bike racks will be located near high traffic areas and will be visible from the parking lot for added security.

Of the 37 bicycle parking stalls provided, a minimum of 4 stalls will be provided with access to a standard electrical receptacle for electric bicycle charging. This electric charging is expected to be provided as part of the indoor bicycle parking, which will also be next to the bicycle repair station. The bicycle repair station will include a tire gauge, pump, standard tools, and a repair stand that allows pedals and wheels to freely spin while making adjustments to the bike.

ELEVATION EXTERIOR MATERIALS

Exterior materials for the elevations of the building include the following. Painted stucco is the primary material, which shall be provided in two textures, a rough and smoother texture. Paint colors for stucco include Sherwin Williams 7100 Arcade White, 9110 Malabar, 7675 Sealskin, 7017 Dorian Gray, 9639 Rain Cloud, 7568 Neutral Ground, and 7015 Repose Gray. A wire cut thin brick will be used as an accent in a Black Forest Gray color. To complement the brick and serve as a second accent, metal balconies will be added. Window glazing will serve as the fourth material on the elevations.

Stucco will be provided for roughly 73 percent of the elevations, glazing will be provided for 20 percent, thin brick will be provided as an accent material at roughly 5% and metal awnings and balconies also used as an accent will be provided for roughly over 1% of the elevation surfaces. Note that it is difficult to quantify the metal awnings and balconies, but their impact will provide a significant upgrade to the elevations.

COMPLETE STREETS

Certain design elements of the proposed project have been incorporated to comply with the principles of the City's Complete Streets program. While Deer Valley Road cannot be narrowed, it is worth noting that it tapers off as vehicles travel west, and it ultimately turns south. This lack of through connection to the west heavily limits the degree of through-traffic occurring in front of the site on Deer Valley Road.

The proposal incorporates detached sidewalks on Deer Valley Road and 30th Avenue to provide a shaded pedestrian experience adjacent to the site. Shade will also be provided throughout the development on various internal walkways, landscaped parking islands and other landscaped areas. All pedestrian walkways, including sidewalks, shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment. This 75% shade standard is in excess of the City's 50% code requirement. This increase in shade will provide a positive upgrade to the project that will support the other pedestrian features that have been incorporated.

Bike lanes already exist along Deer Valley Road and increased and enhanced bike parking is provided on site, along with a repair area, to support cycling. There are two bus stations that residents can access, one to the west and one to the east. The 35, 27 and I-17 Rapid bus routes service this neighborhood. The 27 & 35 run from roughly 4am to 7pm weekdays and 5am to Midnight on weekends. The I-17 Rapid bus runs from 5am to 9am and 3pm to 7pm Monday through Friday,

with no service on the weekends. The rapid buses are provided for weekday commutes. These routes provide quality bus options to future residents because they take people up and down the I-17, where there are significant employment and commercial destinations.

A pedestrian plaza has been incorporated into the site plan on the northeast portion of the site, which will be a substantial amenity for pedestrians and cyclists to stop, rest, and converse with neighbors and friends. And even if the plaza is not used by a resident, it will still serve as a valuable visual amenity that will make the sidewalk feel more inviting as a pedestrian pathway.

The project is also providing a key segment of one of the City's primary trails, one that is identified in the regional trail plan for the area. The pedestrian plaza referenced above will also provide a seating area for those using the trail, including those who need a respite.

DESIGN GUIDELINES

This PUD shall meet the design guidelines as set forth in section 507 Tab A for sustainability, architectural design, site development, open space design, and landscape enhancements. In this PUD, there are only three deviations being requested: (1) a 12' deviation for height, (2) a 19-space deviation for parking quantity, and (3) a 5-foot reduction in the front yard setback (see the comparative zoning standards table for a more detailed explanation of how we are utilizing the ordinance to reduce the setback standard from 35 feet to 25 feet before using this PUD to reduce it five more feet to 20 feet).

Since the applicable development standards and design standards will be almost universally met, the degree to which the project exceeds the zoning ordinance is proportionate to the limited nature of our requested deviations. We believe the upgrades on this project that exceed the zoning ordinance standards are more than sufficient to cover the minor deviations to the standards that would otherwise apply to this project if zoned R-4A. Those are briefly summarized below but are discussed in more detail throughout this PUD:

- The project provides a building forward design, rather than recessing the building and pushing the parking field out to the street. This activates the street and promotes a more inviting pedestrian environment.
- The parking lot has been internalized and is heavily screened by the building. This dramatically minimizes the view of the parking lot and allows the building and the landscaping to be the predominate design feature seen from off-site.
- The building has been pulled away from the existing residential area to the north to increase the buffer distances. South of the site, the north-facing orientation of the first row of homes means most views from the proposed building into the backyards of those homes are screened by the homes themselves. By pulling the building away from the north, we are providing a similar privacy effect to those properties by virtue of the increased distance. And by pushing the building to the east side of the site, we are pushing it closer to the commerce park project and away from the residential further west.
- The building provides balconies as an aesthetic upgrade. Moreover, the balconies are being provided on those sides of the building where there is less sensitivity to views. Directly east of the site, there is no residential development that would be concerned about views. To the west, the distance is substantial to residential, decreasing any concern that might exist on that side.
- The site has a high percentage of open space. The zoning ordinance requires 5%, and the project provides 25.9%.
- The project will provide Electric Vehicle charging infrastructure for 5% of the parking spaces, which amounts to 11 parking spaces.
- The project is providing substantial bicycle infrastructure, which includes:
 - Increased quantities of bike parking spaces, in compliance with the elevated standards for quantities within the Walkable Urban Code.
 - Bike parking areas will be at least 75% shaded, with most of that bike parking occurring indoors for greater security.
 - A minimum of 4 bike spaces will feature access to a standard electrical receptacle for electric bicycle charging.
 - A bicycle repair station (or "fix-it-station") will be located indoors, which will provide for greater longevity. This station will include a tire gauge, pump, standard tools, and a repair stand.

- On the northeast corner of the site, the project will provide a valuable connection point from the city sidewalk to the multi-use trail.
- At the connection point between the trail and the sidewalk, the site will include a pedestrian plaza to enhance the pedestrian experience and provide a respite and community-connection area for pedestrians using the adjacent sidewalks or the multi-use trail. This plaza will not only be a highly functional amenity, but it will also serve as a visual signal that will provide a sense of connection between the project and the broader community, contributing to a feel of walkability within the area.
- The project will incorporate an art element within the pedestrian plaza that will enhance the experience of that area. Different ideas are being explored for this artistic enhancement, but the development team sees it as a valuable opportunity.
- On the western property line, there exists a 6-foot CMU wall. This wall will be converted to a combo wall with 3 feet of CMU block with 3 feet of visibility fencing on top. This will provide the on-site residents with an attractive view into the wash. It will also provide users of the trail with a view into the project, which will connect the project to the community. Finally, it will serve to provide additional safety to the trail area due to the increase of eyes on the trail.
- The site provides an internal shaded walkway that connects the building, the amenity area, and the multi-use trail. As an example, this connection would allow a resident to easily exit their residence, spend time at the dog run, and then transition onto the trail for a walk.
- The active common space areas have been designed to be up against and on the inside of the L-shaped building. A key benefit of this placement is that the building will cast a high amount of structural shade on those areas, especially in the morning hours. The other key benefit is community connectedness. Oftentimes, open space areas are put in locations on the site that are not visible to most of the residents when in use. But in the subject site design, the active common space areas will be visible by all residents as they enter and exit the building. This contributes to a greater sense of community connectedness, which engenders a greater sense of place and greater security as residents are able to recognize each other.

- Pedestrian walkways, including adjacent city sidewalks, will be shaded at a minimum of 75% for a more inviting and pleasant pedestrian experience, which is above and beyond the City's 50% shade requirement.

F. SIGNS

Signage requirements will be per Chapter 7, section 705 of the zoning ordinance.

G. SUSTAINABILITY

In addition to the design features listed above, this PUD also includes sustainability features that exceed the zoning ordinance's requirements. Again, given the minor deviations within this PUD, we believe the combination of project enhancements listed in this PUD, including in this sustainability section, more than meet the language in the purpose section of Section 671 (Planned Unit Development).

WATER CONSUMPTION

Only landscape materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List shall be utilized. Natural turf shall only be utilized for required retention areas (bottom of basin and only on slopes if required for slope stabilization) and functional turf areas. This project anticipates using synthetic turf in place of natural turf.

Landscaping shall be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (or similar smart controllers) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation. The project will provide a landscape irrigation plan that includes zones to establish the amount of irrigation to apply based on maturity and type of landscaping. If natural turf is used (which is not expected), pressure regulating sprinkler heads and drip lines shall be utilized to reduce water waste. A leak detection device shall be installed for any open space area larger than 10,000 square feet.

A minimum of 25% 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, drought tolerant, shade trees, or a combination thereof.

The items listed above under the title of Water Consumption are all as approved or modified by the Planning and Development Department.

SUSTAINABLE POWER

The project will incorporate solar panels to help provide sustainable energy for the project. At this time, it is expected that those panels will be installed on top of the site's parking structures. The final configuration of those panels will be determined by a solar consultant.

H. INFRASTRUCTURE

GRADING AND DRAINAGE INFRASTRUCTURE

The Project site is currently developed with a single building and associated drive aisles and parking. The site has underground retention along with surface retention basins and swales. The site is generally flat but slopes slightly to the north. A wash enters the north property line and exits the west property line in the northwest corner of the site.

Catch basins and a storm drain system exist in Deer Valley Road and 30th Avenue adjacent to the site for perimeter street flows. It is anticipated that the existing building and site improvements will be demolished. The new project will be designed to conform with the City of Phoenix drainage standards, which will require the project to continue to retain the entirety of the 100-year, 2-hour storm event.

GREEN STORMWATER INFRASTRUCTURE

Two green stormwater infrastructure (GSI) elements for stormwater management will be implemented: bioswales and permeable pavement. Design will be per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.

This too is an element of the PUD that goes above and beyond zoning ordinance requirements.

UTILITIES INFRASTRUCTURE

There is an existing 8" water main along the east side of 30th Avenue. It is assumed that the project will connect to the existing 8" DIP waterline to bring domestic water service and irrigation service to the project. This same 8" line will also serve as the point of connection for a new fire service loop to bring additional fire hydrant coverage and fire service to the new project. There is a 10" water line along the south side of Deer Valley, but it is not anticipated that the project would connect to this line unless the fire flow test for the 30th Avenue main is insufficient.

There is an existing 8" sewer main along the east side of 30th Avenue. The new project will have a private sewer collection system installed onsite and is anticipated to connect directly to this existing main. There is an existing 15" sewer main located along the south side of Deer Valley Road, but this is not anticipated to be a point of connection.

All utility extensions and connections will be designed per City of Phoenix standards.

ACCESS/CIRCULATION INFRASTRUCTURE

Primary access to the project will be from a new driveway along Deer Valley Road, located to facilitate the new site and drive aisle configuration. The existing driveway is to be removed and replaced with curb, gutter, and sidewalk. Secondary access will be provided with a new driveway at the northern end of the project at 30th Avenue south of Louise Drive. The existing driveway near the center of the Project at 30th Avenue will be removed and replaced with curb and gutter. Driveway width and configuration will be designed Per City of Phoenix design standards.

I. COMPARATIVE ZONING STANDARDS

Comparative Development Standards Table			
Standards	R4-A, Bulk Standards & Landscape Standards	Change Requested?	Proposed Planned Unit Development (PUD)
Minimum lot dimensions (width and depth)	None	No Change	
Lot Area	There shall be a lot area of not less than 1,000 square feet for each dwelling unit, 500 square feet for each efficiency apartment or rooming unit, and 250 square feet for each guestroom. No lot shall hereafter be subdivided to provide less than 6,000 square feet of lot area nor to have a width of less than 60 feet nor a depth of less than 94 feet	No Change	
Dwelling unit density (unit/gross acre)	Maximum density allowed is 43.56 du/acre based on each 1,000 square feet of lot area	No Change	
Perimeter Standards	20' adjacent to a public street; this area is to be in common ownership unless lots front on the perimeter public street; 15' adjacent to property line.	No Change	
Building Setbacks (Section 619)	20' front 15' rear 5' side	No Change	

<p>Front yards (Section 701)</p>	<p>Section 701.D.2.a requires all structures higher than four stories high or forty-eight feet in height, except as may be otherwise regulated by Section 701.D.2.b, shall conform to the following standards:</p> <p>a. A front yard of not less than thirty-five feet in depth shall be provided.</p> <p>The required thirty-five-foot front yard setback established by Section 701.D.2.b is reduced to twenty-five feet according to the following:</p> <p>701.D.2.b (1) Pedestrian Plaza; 5' reduction,</p> <p>701.D.2.b (2) Landscaped Parking; 2.5' reduction</p> <p>701.D.2.b (2) Artistic Enhancement; 2.5' reduction</p>	<p>Modification Requested</p>	<p>20' Minimum</p>
<p>Side yards (Section 701)</p>	<p>Section 701.D.2.c(2) requires a 15' setback for side yards on a corner lot abutting an intersecting street other than an arterial street.</p>	<p>No Change</p>	
<p>Rear yard (Section 701)</p>	<p>There shall be a rear yard having a depth of not less than 15 feet which may be measured from the centerline of any existing sixteen-foot or wider rear alley or from what would be the centerline of a full 16-foot or wider rear alley where only a one-half or partial alley exists.</p>	<p>No Change</p>	
<p>Maximum height</p>	<p>No building shall exceed a height of 48 feet.</p>	<p>Modification Requested</p>	<p><i>No building shall exceed a height of 60 feet.</i></p>

Lot Coverage	The main building and all accessory buildings on a lot shall not occupy more than 50 percent of the total area of the lot.	No Change	
Required review	Development review per Section 507	No Change	
Street standards	Public street or private accessway	No Change	
Landscape Setbacks	Deer Valley Drive: 20'-0" 30 th Avenue: 20'-0"	No change	
Landscape Adjacent to Right of Way	<p>Adjacent to public street right-of-way the required building setbacks are to be landscaped and maintained except for driveway entrances and sidewalks in the following manner:</p> <p>(1) One minimum fifteen-gallon drought resistant tree for each five hundred square feet of required setback area, less driveways and sidewalks.</p> <p>(2) One minimum five-gallon drought resistant shrub for each one hundred square feet of required setback, less driveways and sidewalks.</p> <p>(3) Ground cover shall be selected from at least two of the following:</p> <p>(a) Turf or low-growing evergreen vegetation.</p> <p>(b) Flowering vegetation.</p> <p>(c) Manmade or natural art or sculpture, rock, decomposed granite or similar material, a maximum of three-inch diameter, when used in conjunction with landform sculpting.</p>	No Change	

<p>Landscape Adjacent to Interior Lot Lines</p>	<p>Interior property lines are to be landscaped and maintained except for driveway entrances or sidewalks in the following manner:</p> <ul style="list-style-type: none"> (1) One minimum fifteen-gallon tree for each twenty feet of linear distance; and (2) One minimum five-gallon shrub for each five feet of linear distance. (3) The above plant materials are to be planted and maintained in a minimum five-foot-wide landscaped area with at least one ground cover as provided in Section 703.B.3.a(3). 	<p>No Change</p>	
<p>Landscape In required side and rear yards</p>	<p>In addition, where required side and rear yards are not occupied by swimming pools, structures, parking or driveway they shall be included in the landscaped area. The quantity of shrubs and trees shall be as in Section 703.B.3.a(1) and (2). Ground cover shall consist of turf, low-growing vegetation or flowering vegetation.</p>	<p>No Change</p>	

<p>Open Space Area</p>	<p>Active and passive leisure and outdoor recreation areas are to be provided and maintained in central locations for use by residents of the multi-family development.</p> <p>(1) The total of such areas shall be a minimum of five percent of the gross site area.</p> <p>(2) No portion of any area is to be less than two hundred square feet or less than twenty feet in width.</p> <p>b. Two or more of the following elements are to be provided in these areas:</p> <p>(1) Swimming pool.</p> <p>(2) Tot lot.</p> <p>(3) Barbecue and picnic areas.</p> <p>(4) Game courts.</p> <p>(5) Jogging and/or parcourse.</p> <p>(6) Lawn or turf.</p> <p>Areas devoted to parking lots or driveways, principal or accessory buildings and required setbacks are not to be considered part of the open space area.</p>	<p>No Change</p>	
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J. LEGAL DESCRIPTION

Please see attached below.

CONCLUSION

The Mayor and City Council have been on the forefront in the Valley pushing the need for housing and affordable housing. Our client is responding to that call and is preparing to invest significant time and resources to bring LIHTC housing to an area that is in desperate need of workforce housing. We look forward to working collaboratively with the City and the community to create a successful project that provides needed housing for the area. We believe this site is a great location for such needed housing, given the built-in buffers, proximity to I-17 and the exploding Deer Valley employment areas, and the

convenient access to nearby bus lines that go up and down I-17. The site is not large, but the additional height allows us to bring a helpful number of affordable units to this area.

The cost of housing continues to rise, and this is in large part due to a shortage of housing availability. What Roers is proposing to do here balances the interests in the best way possible. It brings much-needed affordable workforce housing to the area. But it also develops in a way that is compatible with the surrounding single-family community. We truly believe what we are bringing here hits all the right notes.