

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

ROERS COMPANIES DEER VALLEY APARTMENTS

Submitted to the City of Phoenix
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Revised: _____

CITY OF PHOENIX

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Planning & Development
Department



DEVELOPER/OWNER:

Roers Companies
2 Carlson Parkway #400
Plymouth, MN 55447
Contact: Peter Schroeder
Email : peter.schroeder@roerscompanies.com
Phone: 763.300.1836

APPLICANT/LAND USE ATTORNEY:

Earl & Curley, P.C.
3101 N Central Avenue, Ste. 1000
Phoenix, AZ 85012
Attorney: Taylor Earl
Principal Planner: Michael Buschbacher II, AICP
Email: tearl@earlcurley.com
Email: mbuschbacher@earlcurley.com
P: 602.265.0094

ARCHITECTS & DESIGN TEAM:

Kass Wilson Architects
2821 S. 35th Street, Ste. D-3
Phoenix, AZ 85034
Contact: Lori A. Knudson
Email: lorik@kasswilson.com
Phone: 612.879.6000

CIVIL ENGINEER & SURVEY TEAM:

Rick Engineering
2401 W Peoria Ave, Ste. 130
Phoenix, AZ 85029
Contact: Derick Shumacher
Contact: Jeff Hunt
Email: dschumacher@rickengineering.com
Email : jhunt@rickengineering.com
Phone: 602-957-3350

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A. INTRODUCTION & PURPOSE OF REQUEST

INTRODUCTION

The purpose of this request is to rezone an underutilized, +/-5-acre site located at the northwest corner of Deer Valley Road and 30th Avenue referred to as (the "Property"). This request contemplates rezoning from R-4A (Approved CP/GCP) to 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 apartment 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, or LIHTC project where in this particular case, all housing units are rent restricted to 60% Area Median Income. This provides affordable housing for those who meet the income restriction. The sole purpose of the PUD, versus conventional zoning, is to allow additional building height to 60' of height, for a parcel that fronts on to an arterial street, has two streets and backs to a wash.

The property address is 3014 W Deer Valley Road and consists of a single parcel (APN: 206-04-015A) as highlighted in teal to the right and 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



Exhibit A – Aerial Photo with Site

Semiconductor Manufacturing Company ("TSMC"). 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. High rental

prices are due to the shortage of housing in the city generally and because of the need for housing being generated 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 successful project to an area in desperate need of it.

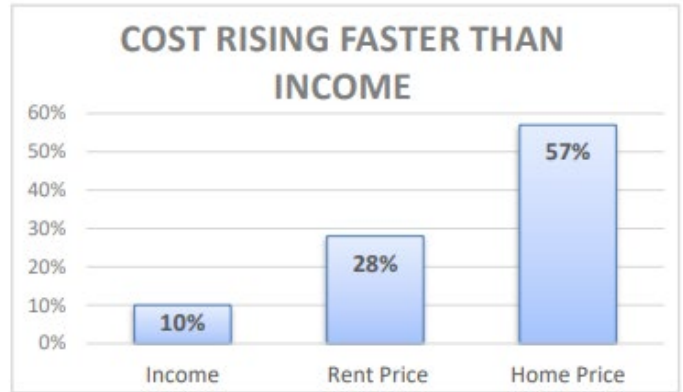
The proposed residential development consists of one 5-story building, containing 147 units. It features a central amenity area with a clubhouse, ramada, playground, dog run, and landscaping. The proposal is for all 147 units to be rent-restricted, affordable housing units. Not only will this add needed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

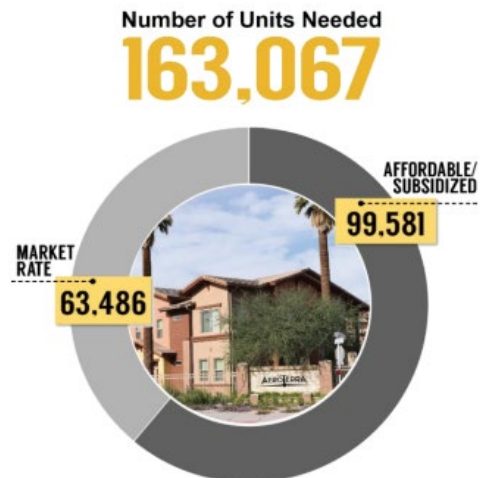
The proposed project is responding to the “Housing Phoenix” plan (the “Plan”), which calls for the creation and/or preservation of 50,000 homes by 2030 and to increase the overall supply of affordable housing. With the cost of housing rising faster than income, a concentration on affordable housing development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



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

According to the Plan, an affordable housing gap analysis was performed, which 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 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 minor in nature as it essentially seeks to allow a residential development with increased building height on a parcel that is buffered from residential by a wash and an arterial street. Given the context of the area, this rezoning fits seamlessly within the surrounding context.

B. LAND USE PLAN AND COMPATABILITY

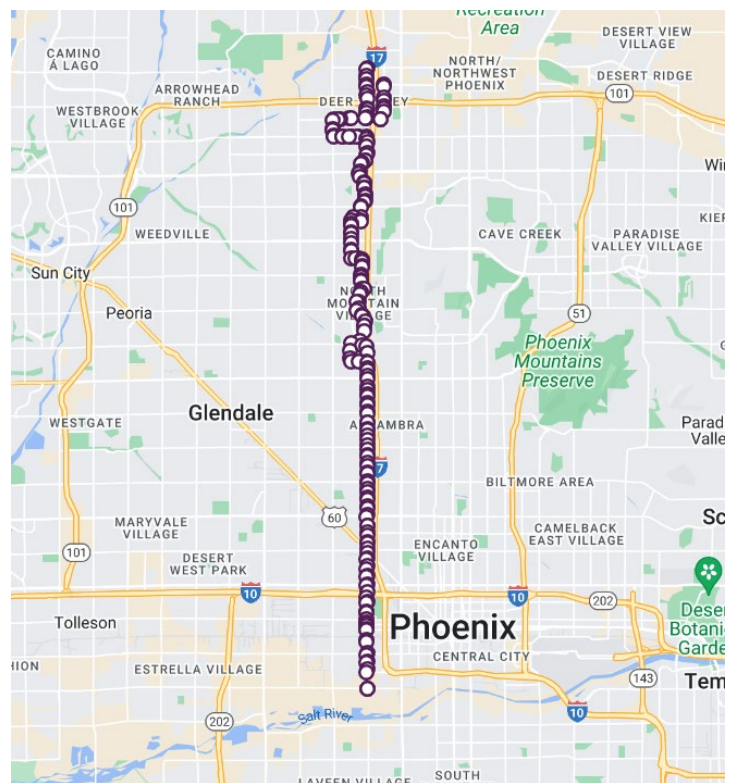
This site is located in a diverse part of Phoenix, mostly developed in the late 1990's and early 2000's, that now accommodates a variety of uses, including commerce park uses, condos, townhomes, and single-family housing. A similar mix of such uses currently exist adjacent to the project site. That mix 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 opportunities along the I-17 are available to these 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 concurrent with this PUD rezoning request.

EXHIBIT B – 27 Bus Route

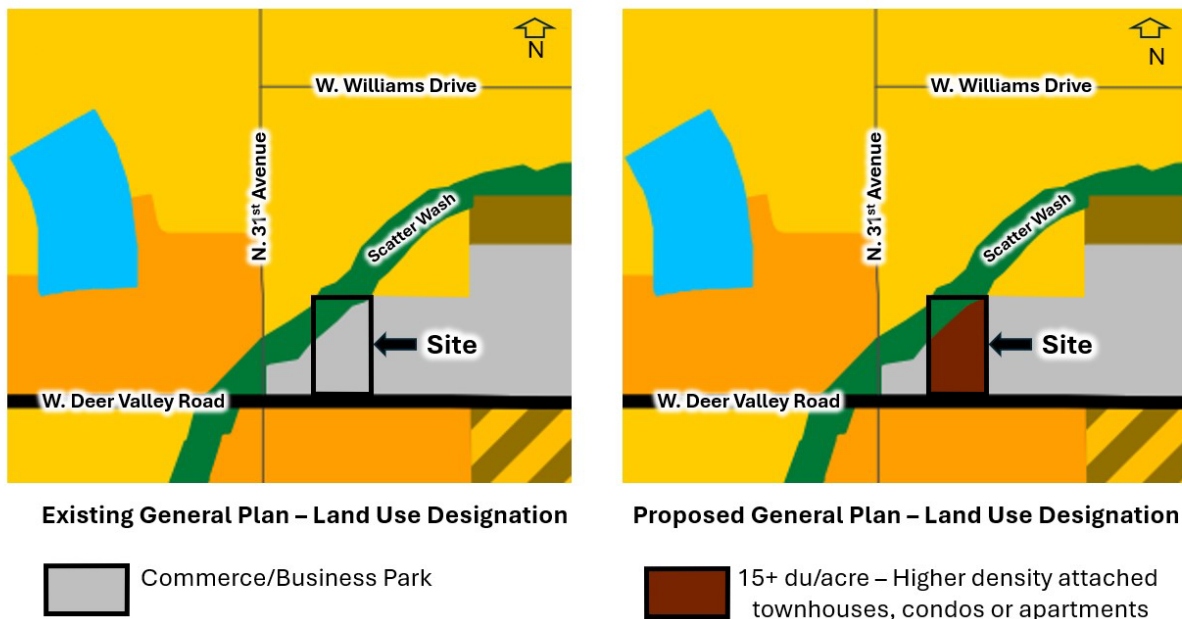


Below is a table listing the existing condition for the adjacent properties. Of these, some are within zoning districts that do not match the general plan designation. For example, the single-family residences (zoned R-3) across Deer Valley Road and south of this property, are within the General Plan 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 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.



EXHIBIT D – Distance from nearby land uses

The site has built-in buffers from residential on all sides. To the north is both the Scatter Wash and, within the parking lot, a FEMA AE flood area. To the west are commercial businesses and 31st Avenue. To the south is Deer Valley Road, an arterial street, and landscape median, and a single-loaded local street. It is also significant that the residential uses to the north and south are all within *multifamily* zoning districts (R-2 and R-3). As can be seen in

the above image, there are fairly large buffers from the nearby other residential uses. To the north is the Scatter Wash which is 230 feet wide on average from our site to the condos and townhomes to the northwest. This buffer is undevelopable, and the buffer will remain in perpetuity. To the south is the Deer Valley Arterial roadway that is five lanes wide and has approximately 110 feet of right of way. In addition, the local road to the south provide an additional 50 feet of right of way, along with an average setbacks on both sides of the street, provide a buffer of 196 feet to the south. Given these significant distances, this site is well positioned for additional height because it does not pose a significant impact to surrounding

instances, the introduction of height and vehicle trips next to existing single-family homes can be concerning to some existing residents. But here, those issues are mitigated by existing conditions.

Additionally, the residential homes to the south are separated by two lanes in each direction, center turn lane, landscaped separation between the arterial road and the local road, and then the local roadway, with the homes fronting north onto Cat Balue Drive with their front yards facing north, which means that views into backyards from the proposed building are minimized, if not eliminated, because the intervening houses would mitigate such views.

C. CORE VALUES AND GENERAL PLAN LAND USE CONFORMANCE

The site is designated on the City's General Plan Land Use Map as Commerce/Business Park, which we are requesting to be modified to *15+ du/acre - Higher density attached townhouses, condos, or apartments*. The proposed development is planned to be in conformance with the proposed new Land Use designation in the General Plan and the General Plan Land Use map. The General Plan seeks to promote comprehensive direction for the growth, conservation, and development of all physical aspects of the city. The proposed rezone meets or exceeds the following goals outlined in the General Plan.

Core Value: STRENGTHEN OUR LOCAL ECONOMY

Job Creation (Employers) Goal:

Our major employers and established employment centers will continue to grow and provide high quality, wealth generating employment opportunities. Facilitate job creation in targeted high-growth/ high-wage industry sectors and targeted trade industry sectors.

Land Use and Design Principles:

Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.

More and more tech related companies are locating within the Deer Valley submarket. With additional space being added at Deer Valley Airport and to other areas with less nearby residential development and add the submarket of TSMC supportive companies, including suppliers for packaging, and an expanding airport, all a mere five miles away and there is a serious concern as to whether the City will have enough nearby affordable workforce housing to support the employment being generated in the area.

Deer Valley Airport is ramping up repair, maintenance, overhaul services and aircraft manufacturing as many of the Taiwan executive staff prefer to fly out of Deer Valley Airport (DVT). In addition to TSMC, USAA, Honeywell, Amazon and FEDEX are all in the Deer Valley Airport industrial areas.

As a result, a large employment base is and will continue to be needed as the area's employment base continues to expand. General Plan land uses and zoning will need to be changed to facilitate this massive amount of employment already in the area and for those new supporting business as they come online.

Core Value: CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS

Diverse Neighborhoods Goal:

Encourage communities and neighborhoods to be a mix of ages, incomes and ethnicities and provide housing suitable to residents with special needs. A diverse range of housing choices, densities, and prices in each village should be encouraged.

Land Use and Design Principles:

Within each village, designate residential land use in at least four of the seven residential categories and designate at least one of those categories to be for 10 to 15 or 15+ dwelling units per acre.

In order to create a diverse range of housing choices and prices, additional land use designations are needed in the Deer Valley Village near the core. Our proposal to modify the general plan land use map is to allow a fourth residential category that current is not represented in the area. Our project proposes a

density of 35 du/acre, which will allow for greater flexibility for those who relocate to this area in the future. The increase in residential categories with a designation of 15+ du/acre, promotes the goal of the diverse neighborhoods by using one of the recommended land use and design principles noted in the Core Value of Celebrating our Diverse Communities and Neighborhoods. Housing choices will become more important as the employment base in Deer Valley continues to expand. Higher density residential areas will help to offset the increased population from Taiwan that we have already seen relocate to the Deer Valley area to support TSMC and their suppliers as they plan to employ over 16,000 people in the coming years.

An analysis of the immediate area reveals that there is very little high-density housing within and surrounding the Deer Valley Core. To provide appropriate diversity of housing, to meeting the growing employment base, it is essential to provide higher-density housing in the area.

One of the key measures of this goal is to increase the number of affordable housing units within the Deer Valley Village. Our project proposed a total of 147 new affordable units.

Core Value: STRENGTHEN OUR LOCAL ECONOMY

Manufacturing/Industrial Development Goal:

Protect and strengthen Phoenix's industrial sector, with a focus on Phoenix's Manufacturing Base.

Tools - Policies and Actions:

Coordinate with our regional partners to ensure all the region's industrial clusters are appropriately protected and **supported**.

Strengthening the industrial sector needs to include a balance of employers located in Deer Valley with employees that can afford to live close enough to work to house a sustainable workforce. Here the key is providing workforce housing in the middle of a housing crisis in Phoenix. This balance between place for people to work with places for those workers to live is important to sustaining a healthy balance between the two. One without the other limits the strength of

the industrial sector. Therefore, attracting an adequate supply of skilled workers that can afford to live nearby the growing industrial and tech-focused core that the Deer Valley area has become is critical to supporting these new businesses. As new submarkets emerge, new industries will emerge to provide services and support TSMC, the Deer Valley Airport Industrial area, and the nearby adjacent Commerce Park uses. Having nearby and affordable housing for workers is critical to protecting and supporting Phoenix's newest industrial sector growth in the area.

Core Value: CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS

Diverse Neighborhoods Goal:

Encourage communities and neighborhoods to be a mix of ages, incomes and ethnicities and provide housing suitable to residents with special needs. A diverse range of housing choices, densities, and prices in each village should be encouraged.

Tools: Policies and Actions

Encourage homebuilders and developers to include affordable housing in their developments through mechanisms such as density bonuses, reduced lot sizes and reduced fees.

The Tool quoted above refers to providing incentives to developers to include affordable housing in their developments. We are not just *including* affordable housing; we are proposing an exclusive affordable-housing development. And the incentive we are asking the city to provide is an allowance of additional height, up to 60'.

D. COMMUNITY BENEFITS

While the proposed development is in alignment with several of the core values goals and policies of the General Plan, it is important to emphasize that the community will also benefit from our proposal. Three of the ways that the community at large benefits from new developments relate to prosperity, health, and environment.

Prosperity – As quoted from the General Plan Update 2015, “According to Forbes Magazine the foremost essential asset to a company relocating or expanding to a new city is access to a workforce.” Employers will feel more confident about locating their businesses to supply TSMC, when they know that affordable housing options are available for their future employees. Our project will help provide this affordable housing. That in turn will bring more employment opportunities to this area. That will then drive commercial services and other development and investment.

Thus, the housing we are proposing will act as a support for existing growth and an additional catalyst for more growth and prosperity.

Health – Communities benefit from the availability and development of nearby open space and trails. The Scatter Wash is located adjacent to the subject site, but it is not yet a usable open space or trail area. However, as part of this development, the city has already asked us to dedicate a public trail easement within the Scatter Wash area. This will be an important step toward converting the Scatter Wash into a public trail. Once that is complete, it will provide a significant public open space amenity for the community and give them the opportunity to recreate in a natural, riparian environment. Moreover, it will eventually connect them to other open space areas that are connected to the trail.

Environment - Lastly and perhaps most importantly, for our sensitive Sonoran Desert habitats, a focus on the connecting community members to natural open spaces and washes will help our newest residents learn about our fragile desert ecosystems and help future generations live more sustainably by learning how to adapt and live with and within our desert environment. Our development will use drought tolerant landscaping that will save valuable water resources and help minimize future droughts. It will also promote walking and the use of mass transit, which will encourage the use of alternatives to the car, helping to combat the brown cloud and traffic congestion. The use of solar panels and electric vehicles will also help improve air quality for the community and provide low-cost energy solutions from renewable resources. Our development provides a high-density land use which will help to alleviate the effects of urban sprawl. The environmental benefits gained for the community go a long way to protect our community as

we grow in a healthy, comprehensive manner that is conscious of our unique desert environment.

E. LIST OF USES

Again, it is important to realize the expanding nature of the Deer Valley area and the need to provide housing for the workforce that will support these growing industries. The proposed PUD does not seek to increase the list of uses allowed within the zoning district but as mentioned above only seeks to modify the development standard for height. Nothing else is requested here, it is only a slight adjustment to allow for just enough height to make these apartment financially viable to allow the developer to provide affordable workforce housing. Therefore, the list of uses allowed has been limited to only Multifamily residential apartments.

Primary Uses.

Table 2 – List of Primary Uses

Use
Multi-family Apartments

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.

F. DEVELOPMENT STANDARDS

Here a height of 60 feet is insignificant because of the many unique conditions that this location provides to allow this use to fit in well for this neighborhood. Of course, first of all there is the need for this type of housing to support the continuing growth in employment. Second the existing zoning, while not formalized is

currently R-4A which specifically provides for higher density housing. Third the height allowances for the existing approved zoning and the zoning to the east is CP/GCP which allows for heights of up to 56 feet. These apartments with a revised height allowance will serve to buffer and screen the residential to the west from the commerce parks to the east and would blend well with the commerce park to the west. Lastly there are very few markets that could effectively utilize a site like this that is just outside the Deer Valley Airport noise contours. Few other residential options would be selected for this site. The potential traffic that would be generated is isolated from the other residential neighborhoods and would not affect those other developments.

Again, the project provide minimal height deviation and that is the only requested deviation from the development standards. There are significant buffers, no to little impact on residential streets, we have building forward design, internal parking and have pulled the building away from residential development and have a significant buffer of over 230 feet with the Scatter Wash separating our project form the residences to the north. Development standards for the underlying zoning district of R-4A have been used in the table below, with the only deviation being for a change in height from 48 feet to 60 feet.

Table 3 – Development Standards

PUD Development Standards (Based on R4-A)		
Standards	R4-A	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)	30.45; 34.80 with bonus	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	20' front	No Change
Front yards	There shall be a front yard having a depth of not less than 20 feet.	No Change
Side yards	There shall be two side yards each having a width of not less than five feet except as provided in Section 701	No Change
Rear yard	There shall be a rear yard having a depth of not less than 15 feet which depth 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.	No Change
Maximum height	No building shall exceed a height of 48 feet.	No building shall exceed a height of 60 feet.
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
Common areas	Minimum 5% of gross area	No Change

Allowed development	Single-family detached, single-family attached, and multi-family	No Change
Required review	Development review per Section 507	No Change
Street standards	Public street or private accessway	No Change

It should be noted that we intend to pursue a parking reduction under Section 702.E.6 of the Phoenix Zoning Ordinance. Thus, this PUD does not propose an amendment to otherwise applicable parking standard.

G. LANDSCAPE, FENCE, AND WALL STANDARDS

Existing 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.

H. DESIGN GUIDELINES

This Planned Unit Development 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, the only deviation being pursued is a minor deviation to height. Since the design standards will be almost universally met, the expectation to exceed these standards are proportionate to the request. With that known, we would like to point out that there are many other benefits from this project that help create a superior zoning product with this PUD.

While the Walkable Urban Code is not applied here, it's valuable to provide similar benefits with this type of a building, regardless of its location. As mentioned earlier, the project envisions building forward design, that activates the street and promotes walking and cycling. The parking lot has been internalized and is screened in most case away from surrounding developments or has significant buffers to effectively screen the parking from most views. The building has been

pulled away from the residential to the north. While there are two bus lines that serve the site, access to the freeway is also good for this site, since it is located only a ½ mile from the Deer Valley traffic interchange with Interstate 17. Lastly the project is maintaining the natural area to the north for use as a future recreational amenity and this land, while part of the property will never be developed in perpetuity.

In addition, we are planning to provide the items to enhance sustainability such as electric vehicle capable charging stations, solar panel ready structures over key parking areas and bike amenities such as a “fixit” station. While these are not currently codified with section 716 or required by the zoning ordinance, we feel that they add a more urban character that responds to how future development will be more supportive of increased sustainable solutions for development.

I. SIGNS

There will be no modification of existing signage standards, including quantity, size, and materials as required per the requirements of Chapter 7, section 705 of the zoning ordinance. Signage requirements shall not be modified and will remain as currently codified within the zoning ordinance and no changes are requested. This shall apply to all requirements within section 705 for this development.

J. SUSTAINABILITY

There will be no modification of existing standards, including quantity, size, and materials required per the requirements of Chapter 7, section 716 of the zoning ordinance. Required development standards required under the sustainability portion of the code will not be modified and will remain as currently codified within the zoning ordinance. This shall apply to all requirements within the section 716 for this development. (Add more here about sustainability items – look at bonus point list

GRADING AND DRAINAGE

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.

UTILITIES

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 in order 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 we do not anticipate connecting 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

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.

L. COMPARATIVE ZONING STANDARDS

With the exception of the revised height standard, all of the existing zoning standards of the R-4A and City of Phoenix Zoning Ordinance shall remain under this PUD.

M. LEGAL DESCRIPTION

Please see attached below.

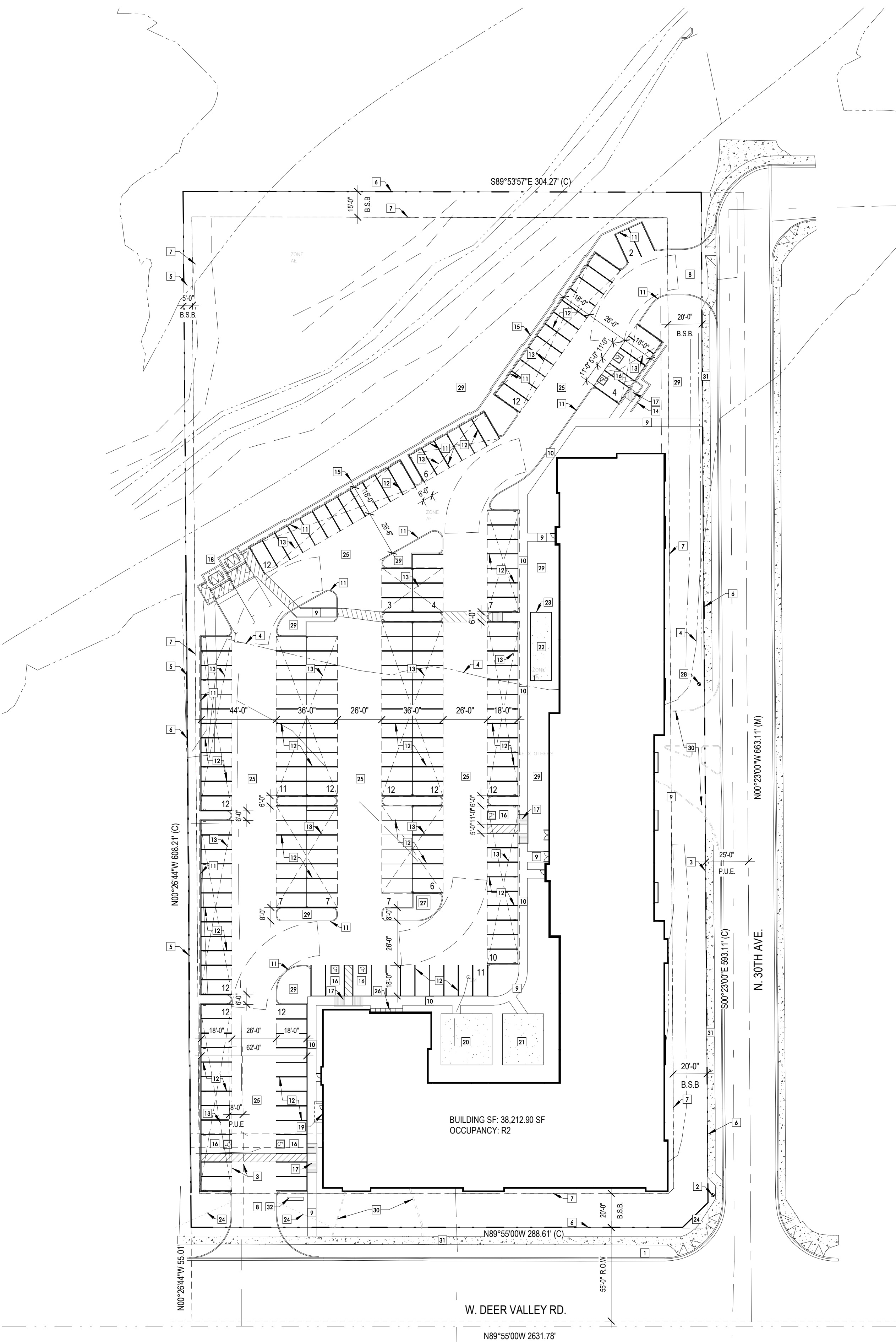
CONCLUSION

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 Deer Valley employment area, 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 we are 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.



SITE PLAN KEY

- 1 EXISTING STREET LIGHT
- 2 EXIST. FIRE HYDRANT
- 3 EXIST. EASEMENT
- 4 EXIST. FLOODZONE
- 5 EXIST. 4'-5" TALL 8" BLOCK WALL
- 6 PROPERTY BOUNDARY
- 7 BUILDING SETBACK
- 8 PROPOSED ACCESS
- 9 PROPOSED SIDEWALK
- 10 PROPOSED 6" CURB AND 5'-0" SIDEWALK
- 11 PROPOSED 6" CURB
- 12 PROPOSED PARKING STRIPING
- 13 PROPOSED SOLAR CARPORT
- 14 PROPOSED 3'-0" HIGH SCREEN WALL
- 15 PROPOSED 4'-0" WALL - LOWER 3'-0" CMU BLOCK UPPER 3'-0" VISIBILITY FENCE
- 16 PROPOSED ACCESSIBLE PARKING WITH ACCESS AISLE
- 17 PROPOSED ACCESSIBLE RAMP
- 18 PROPOSED TRASH ENCLOSURE PER CITY OF PHOENIX PUBLIC WORKS DEPT. STANDARD DETAIL
- 19 PROPOSED FDC
- 20 PROPOSED TOT LOT
- 21 PROPOSED GRILLING STATION
- 22 PROPOSED DOG RUN
- 23 PROPOSED FENCE
- 24 SITE VISIBILITY TRIANGLE - 33' X 15'
- 25 PROPOSED ASPHALT PAVING
- 26 PROPOSED SES
- 27 PROPOSED TRANSFORMER
- 28 PROPOSED FIRE HYDRANT
- 29 PROPOSED LANDSCAPE AREA
- 30 EXIST. DRIVEWAY TO BE REMOVED
- 31 EXIST. 5'-0" SIDEWALK
- 32 PROPOSED MONUMENT SIGN

LEGAL DESCRIPTON

LOT TWENTY (26), SECTION 14, TOWNSHIP 4 NORTH, RANGE 2 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

PROJECT DESCRIPTION

THIS SUBMITTAL INCLUDES: DEMOLITION OF AN EXISTING 7,900 SF BUILDING AND ALL EXISTING SITE IMPROVEMENTS. CONSTRUCTION OF A 5-STORY, 147 LIVING UNIT, MULTIFAMILY RESIDENTIAL BUILDING OF 38,247 SF FOOTPRINT (191,235 SF ON ALL FLOORS) AND ALL ASSOCIATED SITE IMPROVEMENTS TO INCLUDE PARKING, TOT LOT, AMENITY AREA AND DOG RUN.

PROJECT TEAM

DEVELOPMENT
 ROER COMPANIES
 Two Carlson Parkway N, SUITE 400
 Plymouth, MN 55447
 Phone: (763) 300-1836
 Email: peter.schroeder@roerscompanies.com
 Contact: Peter Schroeder

ARCHITECT
 Kaas Wilson Architects
 1301 American Blvd E, Suite 100
 Bloomington, MN 55425
 (612) 879-5000
 Phone: (701) 367-9287
 Email: lorik@kaaswilson.com
 Contact: Lori A. Knudson

UNIT MIX - GROSS AREA

Name	Count	Unit Gross Area	Rooms		%
			Bed	Bath	
2BR					
Unit 2-0	79	924 ft ²	2	1	54%
Unit 2-1	4	950 ft ²	2	1	3%
Unit 2-2	5	933 ft ²	2	1	3%
	88				60%
3BR					
Unit 3-0	30	1,204 ft ²	3	2	20%
Unit 3-2	5	1,286 ft ²	3	2	3%
Unit 3-4	5	1,235 ft ²	3	2	3%
Unit 3-5	5	1,226 ft ²	3	2	3%
	45				31%
4BD					
Unit 4-1	5	1,422 ft ²	4	2	3%
Unit 4-2	9	1,316 ft ²	4	2	6%
	14				10%
Grand total	147				100%

UNIT MIX - NET AREA

Name	Count	Net Area
Unit 2-0	79	864 ft ²
Unit 2-1	4	887 ft ²
Unit 2-2	5	871 ft ²
Unit 3-0	25	1,133 ft ²
Unit 3-2	5	1,208 ft ²
Unit 3-3	5	1,167 ft ²
Unit 3-4	5	1,158 ft ²
Unit 3-5	5	1,152 ft ²
Unit 4-1	5	1,338 ft ²
Unit 4-2	9	1,235 ft ²
Grand total:	147	

PROJECT DATA

APN NUMBER: 206-04-015A
PUD CASE NUMBER: ZPA-124-24
GPA CASE NUMBER: ZPA-125-24
ADDRESS: 3014 DEER VALLEY RD, PHOENIX, AZ 85027
ZONING: R-4A MULTIFAMILY
PROPOSED USE: MULTIFAMILY RESIDENTIAL
LOT SALES: NO

SITE AREA: +/- 4.24 AC (+/- 184,724 SF)
NET DENSITY: 147 units/ 4.24 AC = 34.7 u/AC

SETBACKS:
 FRONT: 20'-0"
 REAR: 15'-0"
 SIDE: 5'-0"

ALLOWABLE BUILDING FOOTPRINT: 50% OF 184,724 = 92,362 SF
PROPOSED BUILDING FOOTPRINT: 38,247 SF
PROPOSED BUILDING AREA (ALL FLOORS): 191,235 SF
ALLOWABLE BUILDING HEIGHT: 48 FT
PROPOSED BUILDING HEIGHT: 60 FT

ALLOWABLE DU: 184,724 SF @ 1,000 PER DU = 184 UNITS
PROVIDED DU: 147 UNITS

PARKING
 STALL SIZE: 8'-6" X 18'-0"

REQUIRED:

(88) 2-BEDS X 1.5 PER UNIT = 132 SPACES
 (45) 3-BEDS X 1.5 PER UNIT = 68 SPACES
 (14) 4-BEDS X 1.5 PER UNIT = 21 SPACES
TOTAL = 221 SPACES

PROVIDED:
TOTAL = 205

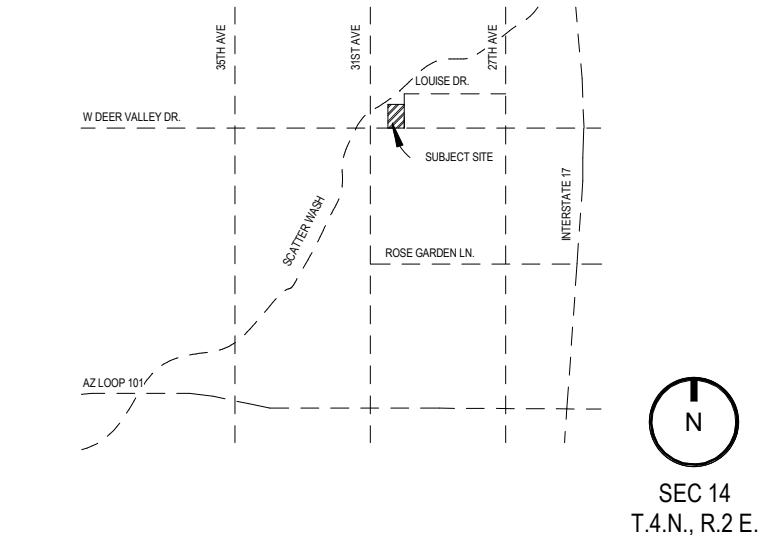
PARKING RATIO:
 205 SPACES / 147 UNITS = 1.39

ADA PARKING SPACES:
 (205 PROVIDED) X 2% = 5 REQUIRED
 7 PROVIDED

COVERED PARKING (SOLAR PANELS)
 147 REQUIRED (1 STALL/UNIT)
 177 PROVIDED

SITE PLAN LEGEND

- = FIRE HYDRANT
- = TURNING RADIUS (35'-0" INSIDE 55'-0" OUTSIDE)
- = CARPORT



Vicinity Map
 NTS

Date: July 26, 2024



1 Exterior Elevation - 1
1/16" = 1'-0"



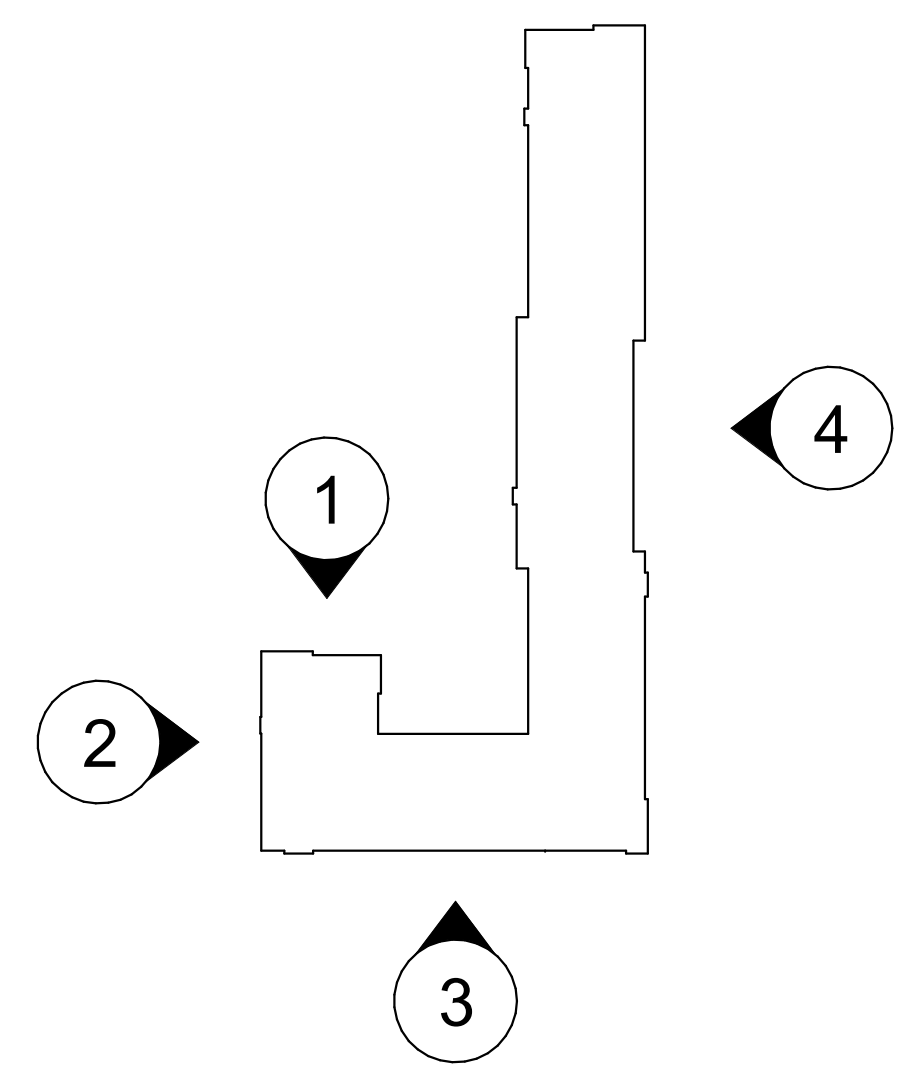
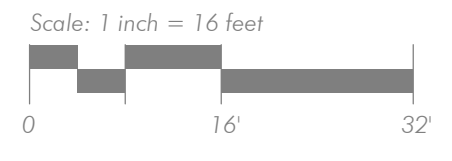
2 Exterior Elevation - 2
1/16" = 1'-0"



3 Exterior Elevation - W. Deer Valley Rd
1/16" = 1'-0"



4 Exterior Elevation - N. 30th Ave
1/16" = 1'-0"

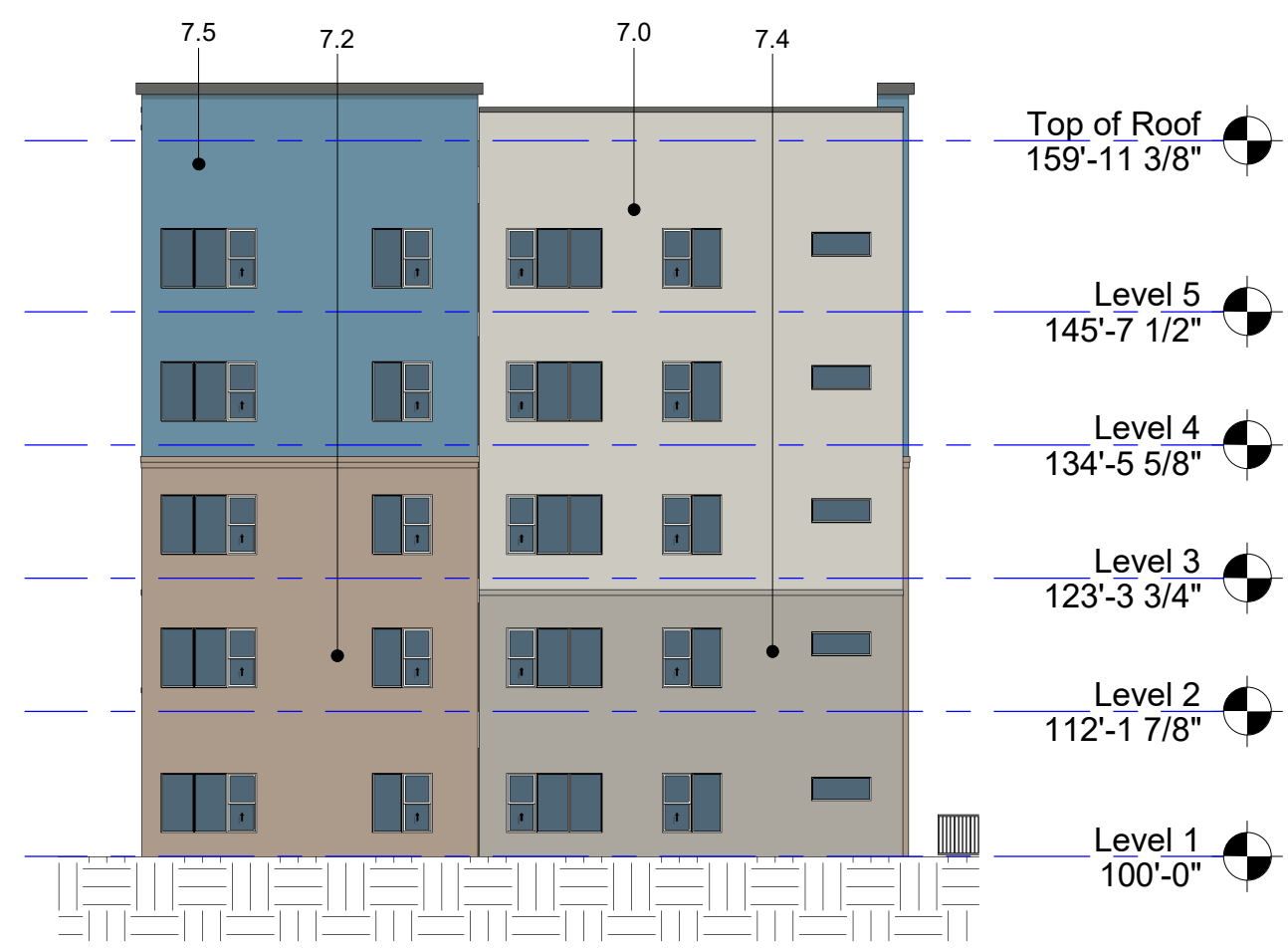


EXTERIOR MATERIALS

Material Mark	Description	Image
7.0	Painted Stucco SW 7015 Repose Gray	
7.1	Painted Stucco SW 7100 Arcade White	
7.2	Painted Stucco SW 7501 Threshold Taupe	
7.3	Painted Stucco SW 7068 Grizzle Gray	
7.4	Painted Stucco SW 7017 Dorian Gray	
7.5	Painted Stucco SW 6515 Leisure Blue	



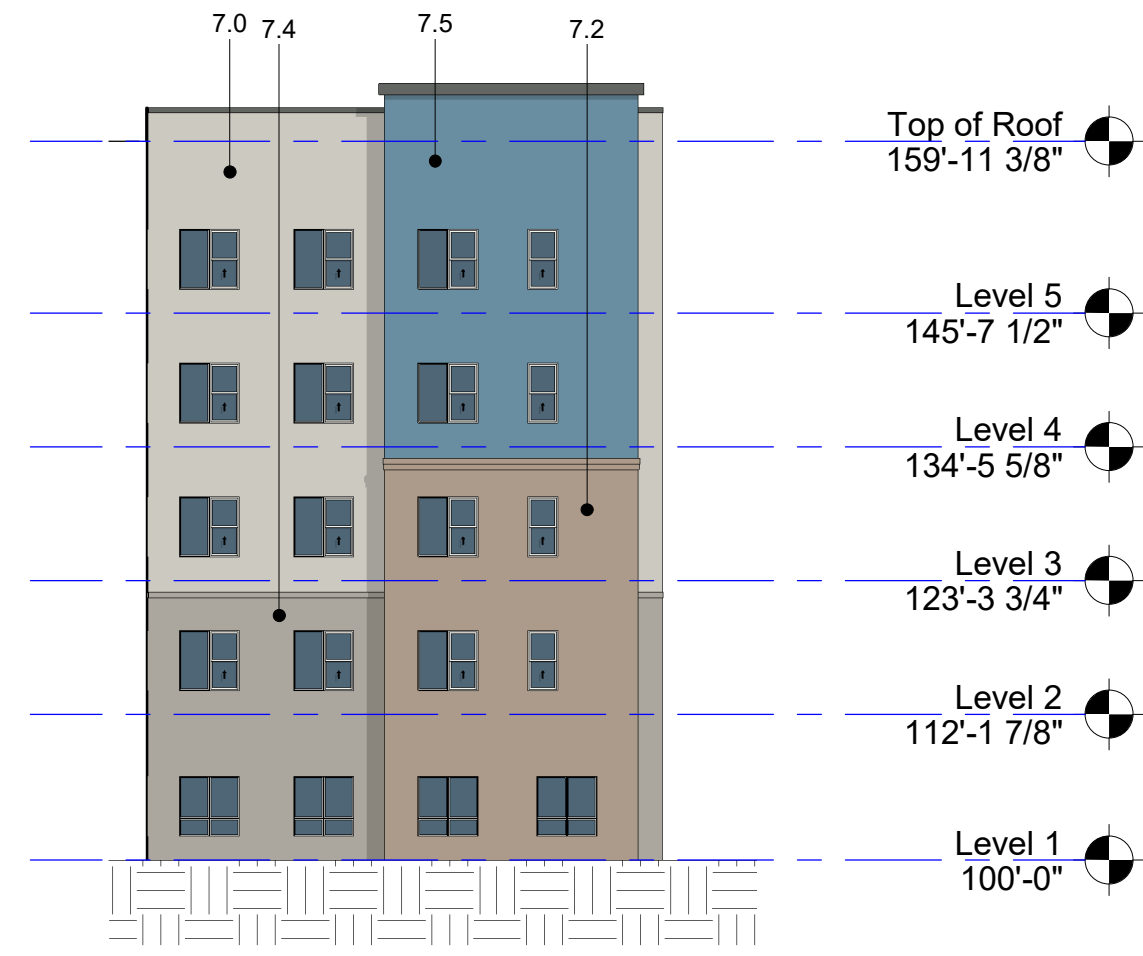
Date: July 26, 2024



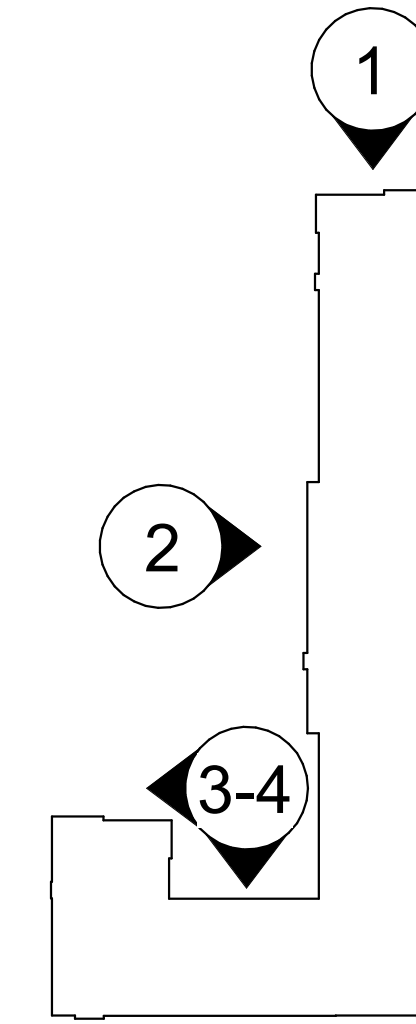
① Exterior Elevation 6
1/16" = 1'-0"



③ Exterior Elevation 8
1/16" = 1'-0"



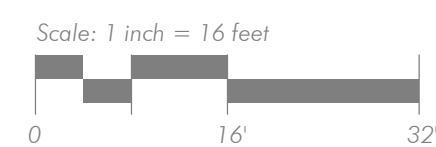
④ Exterior Elevation 9
1/16" = 1'-0"



② Exterior Elevation 7
1/16" = 1'-0"

EXTERIOR MATERIALS

Material Mark	Description	Image
7.0	Painted Stucco SW 7015 Repose Gray	
7.1	Painted Stucco SW 7100 Arcade White	
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7.4	Painted Stucco SW 7017 Dorian Gray	
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Date: July 26, 2024

