



PLANNING AND ZONING COMMISSION STAFF REPORT

Date April 20, 2023
To Planning and Zoning Commission
From Dan Symer, AICP
Principal Planner
Subject Streamliner Peoria Specific Area Plan Amendment & Rezoning

PROPOSAL

The applicant is seeking to amend the Old Town Specific Area Plan land use designation, and to amend and replace the existing Acacia Village Planned Area Development (PAD) to accommodate the development of a horizontal mixed-use project containing multi-family residential and commercial uses on the site.

APPLICATION INFORMATION

Case Numbers Specific Area Plan Amendment (GPA22-02) and Rezoning (Z05-24A.1)
Applicant Brian Greathouse of Burch & Cracchiolo, P.A., on behalf of Glenco Equity Investors, LLC
Request(s)

1. Amend the Old Town Specific Area Plan Land Use Map for an approximately 6.2-acre site from Office Mixed Use to High-Density Residential (25 – 40 dwelling units per acre); and
2. Amend and replace the existing Acacia Village Planned Area Development (PAD) with the Streamliner Planned Area Development (PAD).

LOCATION AND CONTEXT

SUBJECT SITE

The site is located on the southwest corner of 87th Avenue and Peoria Avenue, as shown in **Exhibits 2 and 3**.

CONTEXT

As indicated in **Exhibits 2 and 3**, the approximately 7.6 gross-acre vacant site abuts Peoria Avenue (arterial roadway) on the north property line and 87th Avenue (collector roadway) on the east property line. To the north of Peoria Avenue is an existing multiple-family development ("Country Village") zoned Multiple-Family Residential (RM-1). To the east of 87th Avenue is an existing recreational vehicle development ("Mountain View Trailer Court"), a place of worship ("St. Charles Borromeo"), and single-family homes ("Alta Loma"), which are zoned Multiple-

Family Residential (RM-1). Abutting the west property line is an existing commercial center (“Serenity Plaza”) zoned Intermediate Commercial District (C-2). Immediately to the south of the site is an existing single-family development (“Monroe Park Estates”) zoned Multiple-Family Residential (RM-1).

Various commercial, social, educational, and residential uses exist in the greater vicinity of the site. In addition, Monroe Park is on the corner of Monroe Street and 87th Lane, which is less than a quarter-mile walking distance to the southwest. The site is also located approximately a quarter-mile west of the Old Town District commercial core, which includes various uses, the Peoria Center for the Performing Arts, Johnny E. Osuna Memorial Park, and Old Town Park and Ride. Fronting Peoria Avenue, the site also has direct access to the city’s Peoria on the Go (POGO) and Valley Metro transit routes that utilize and provide services from the street. These transit routes provide access to Old Town, multiple commercial and recreational locations within Peoria, Sun City, and beyond.

APPLICANT’S PROPOSAL

STREAMLINER PEORIA

The applicant, Greenlight Communities, is proposing an amended entitlement that will facilitate a gated, multi-family residential community up to 190 units on 5.39 acres, with the balance of the 6.28 net acre site reserved for future commercial development opportunities at the hard corner. The residential portion of the project will consist of a mix of studio, one-bedroom, and two-bedroom units ranging from 427 SF to 702 SF in size. The buildings are proposed to be three-stories or 40 feet in height and will be integrated with an amenity and open space design package.

LAND USE

The applicant’s proposal is to change the Old Town Specific Area Plan (OTSAP) land use designation on approximately 6.2 gross-acres of the approximately 7.6 gross-acre site from Office Mixed Use to High-Density Residential (25 – 40 dwelling units per acre) (**Exhibit 4**). The remaining approximately 1.4 gross-acres will maintain the Office Mixed-use land use designation. Therefore, the request will facilitate a horizontal mixed-use development containing an apartment complex known as Streamliner Peoria and a future commercial development.

ZONING

The applicant’s proposal is to replace the existing Acacia Village Planned Area Development Standards and Guidelines Report and development plan (Acacia Village PAD) with the Streamliner Peoria Planned Area Development Standards and Guidelines Report and development plan (Streamliner Peoria PAD) to facilitate the development of the site as a horizontal mixed-use development. (**Exhibit 8**)

The proposed Streamliner Peoria PAD will allow for a multi-family development containing a maximum of 190 units on approximately 6.2 gross-acres of the approximately 7.6 gross-acre site. This would result in a density of approximately 30.6 du/ac. The Streamliner Peoria PAD for

the remaining approximately 1.4 gross-acres of the approximately 7.6 gross-acre site maintains the allowed commercial land uses previously approved with the Acacia Village PAD. The previously approved commercial uses include a variety of office, retail, and service uses that are allowed in the Intermediate Commercial (C-2) zone; however, excludes vehicle service-oriented uses such as gas stations, repair shops, etc.

The Streamliner Peoria PAD also includes a request to modify the parking requirement for multiple-family residential to allow 1.4 parking spaces per dwelling unit instead of the tiered Zoning Ordinance requirements based on number of bedrooms per unit, plus an allowance for guest parking. When amalgamated, the Zoning Ordinance parking requirements would require 1.54 parking spaces per dwelling unit for the project. The applicant has submitted a parking study (**Exhibit 10**) to justify this request. No modifications to the commercial parking standards are proposed.

DEVELOPMENT INFORMATION

<u>Existing Use:</u>	Vacant
<u>Proposed Use:</u>	Commercial & Multi-Family Residential
<u>Property Size:</u>	Approximately 7.6 gross acres
<u>Existing General Plan Land Use:</u>	Master Planned Area
<u>Existing Land Use Category:</u>	OTSAP Residential Office Mixed Use
<u>Proposed General Plan</u>	Master Planned Area
<u>Proposed Land Use Category:</u>	Old Town Office Mixed-Use & High-Density Residential (25-40 du/ac)
<u>Density Proposed:</u>	Approximately 30.6 dwelling units per acre
<u>Parking:</u>	232 parking stalls on-site
<u>Common Useable Open Space:</u>	Approximately 41,910 square feet
<u>Maximum Building Height Allowed:</u>	40 feet
<u>Proposed Building Height:</u>	Approximately 38 feet

STAFF ANALYSIS

GENERAL PLAN

The applicant's request maintains the site's General Plan Land Use Map designation of Master Planned Area (MPA). Areas of the City with the MPA designation typically have a greater level of land use planning as part of a Specific Area Plan (SAP) and include a mixture of residential, commercial and support uses. The site is within the OTSAP, which is described below.

Old Town Specific Area Plan

In December 2011, the Peoria City Council approved the OTSAP, which includes a four-square-mile area generally bounded by Cactus Road, 75th Avenue, Loop 101, and Olive Avenue. The OTSAP builds upon the General Plan's goals and policies by providing a greater vision for the redevelopment and revitalization of the four-square-mile area in and around Old Town Peoria through guiding principals, land use planning, and design, development and circulation objectives and policies. To facilitate and maximize planning efforts, the area within the OTSAP has been divided into five smaller districts. These districts include Old Town, Central, Grand Avenue, Arterial, and Outlying Districts. Based upon their distinct environments and relationship to the core planning areas (Central and Old Town Districts), each district has its specific development and urban design objectives.

Situated west of the Central and Old Town Districts and fronting Peoria Avenue, the site is within the Arterial District and has a land use designation of Office Mixed Use (OMU). The Arterial Districts typically provide multi-modal primary transportation access to the core planning area, and development within is encouraged to capitalize on transit-oriented design principles. In addition, pedestrian environments adjacent to major streets are to be established utilizing detached sidewalks, shaded walkways, street furniture, properly scaled lighting, and other amenities. The OMU land use is intended to facilitate larger office buildings, business parks, supporting retail and service, and horizontal or vertically integrated residential uses. The OMU also identifies that at least 51 percent of the ground floor area should contain office uses.

Request #1: Old Town Specific Area Plan Amendment (GPA22-02)

As indicated above, the applicant's request is to change the Old Town Specific Area Plan (OTSAP) land use designation on approximately 6.2 gross acres of the approximately 7.6 gross-acre site from Office Mixed Use to High-Density Residential (25 – 40 dwelling units per acre). **(Exhibit 6)** The applicant's narrative asserts that the site has been vacant for several years since there has not been sufficient market demand for significant office space in this area and the High-Density Residential land use designation would be more appropriate to provide "much-needed housing" that is "attainable by the City's work-force." **(Exhibit 8)** The remaining approximately 1.4 gross acres of the site will maintain the Office Mixed Use land use designation. The applicant's narrative indicates that there is "some demand for smaller retail/commercial uses in the area," which may be accommodated on the remaining approximately 1.4 gross acres of the property.

ANALYSIS

Requests to modify the OTSAP must demonstrate that the proposed change maintains, enhances, or progresses the purpose, goals, guiding principles, and objectives of the plan, contributes to the compatible land uses and character of the area, and provides appropriate transitions with the surrounding development. In addition, one of the primary goals of the OTSAP is to promote economic development, redevelopment, and revitalization within the planning area through the incorporation of a supporting mix of uses that provides and supports characteristics of pedestrian and transit-oriented development.

The proposed modification to the plan's land use designation from Office Mixed Use to High-Density Residential (25 – 40 dwelling units per acre) on approximately 6.2 gross acres and

keeping the designation on the remaining approximately 1.4 gross acres of the property maintains the Specific Area Plan's objectives by providing a mixed-use development that is horizontally integrated. It also provides a consistent land use designation with the property on the north side of Peoria Avenue and incorporates a transitional High-Density Residential (multi-family) land use buffer between Peoria Avenue and the single-family development to the south of the site. In addition, the proposed High-Density Residential land use provides a transition between the Office Mixed Use land use that will remain on the northeast corner of the site and the single-family development to the south. Furthermore, the increase in the number of dwelling units at an urban density of 25-40 du/ac increases the multi-family development pattern that exists in the area and provides additional rider support opportunities for the existing transit routes (e.g. Valley Metro Route 106) that front the site, and the Downtown Peoria Transit Station that is located about a half-mile to the east. The proposed designation would also allow an enlarged residential customer base to support the existing commercial establishments and economic development opportunities for new businesses and drive redevelopment in the area.

Conformance to General Plan Goals and Policies

As part of the General Plan analysis, Staff identified relevant General Plan goals and policies that are most pertinent to the proposal:

Smart Growth Goals

- 1. Balanced Land Uses:** Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business and employment opportunities and cultural and entertainment spaces.
- 2. Focused Growth:** Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.
- 6. Array of Housing Options:** Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.

Policies

Balanced Land Uses

- LUC-4: Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

Complete Neighborhoods

- CN-1: Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.
- CN-3: Protect the pattern and character of existing neighborhoods by requiring new infill development to have complimentary building forms and site features.

Growth and Sustainable Development

- GS-2: Direct dwelling unit density, and employment growth toward infill development sites within the City, especially catalyst and opportunity sites identified within Economic

Development related strategic plans or programs.

- GS-7: Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.

Housing Stock

- HS-1: Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria's diverse population.
- HS-3: Provide design flexibility within form of each development so that multiple unit types may be provided so long as the overall density of the project complies with land use standards and context sensitive design.

Economic Prosperity

- EP-21: Protect the City's primary commercial corridors and mixed-use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.

Integrated Transportation

- TN-1 Seek to develop higher-density Transit-Oriented Development around future transit centers and regional roads to create a strong nexus for ridership.

Conformance to the Old Town Specific Area Plan Goals and Policies

As part of the OTSAP analysis, Staff identified relevant OTSAP goals and guiding principles that are most pertinent to the proposal:

Purpose and Goals

- Attract economic development opportunities while supporting a mix of uses.

Increase Economic Vitality

- Promote mixed-use development, neighborhood-serving uses, an assortment of housing types, and a variety of transportation modes.

Develop Connectivity & Walkability

- Coordinate land use and transportation to increase the efficiency and performance of the existing road network.
- Foster a mix of land uses that are accessible by all modes of transportation.

It should be noted that the applicant's analysis the of General Plan's goals and policies and OTSAP goals and guiding principles for the proposed OTSAP amendment is incorporated as part of the application narrative (**Exhibit 8**).

Request #1 - Old Town Specific Area Plan Amendment (GPA22-02) KEY FINDINGS:

1. The proposed amendment would facilitate the development of the property in a manor that conforms with the goals and policies the General Plan;

2. The proposed amendment to the OTSAP land use designation from Office Mixed Use to High-Density Residential (25 – 40 dwelling units per acre) is appropriate to facilitate infill development densities necessary to advance revitalization and redevelopment goals and guiding principles of the plan for the area; and
3. The proposed amendment would facilitate the development of integrated commercial and residential land uses in a horizontal mixed-use format that will provide for a dynamic pedestrian and transit-oriented supportive environment that is compatible and sensitive to the existing and planned commercial and residential uses in the area and advances the objectives of the OTSAP.

REQUEST #2 - PLANNED AREA DEVELOPMENT AMENDMENT (Z05-24A.1)

ANNEXATION AND ZONING HISTORY

On April 26, 1960, the City Council adopted Ordinance No. 45 annexing the property into the City, at which time the property was assigned Agricultural (AG-1) zoning. On October 3, 1978, the City Council adopted Ordinance 78-37, which rezoned the property from AG-1 to Intermediate Commercial District (C-2). Subsequently, on March 23, 2006, the City Council adopted Ordinance No. 06-05 (Case No. Z05-24) approving the rezoning of the site from C-2 to PAD. The existing Acacia Village PAD accommodated a horizontal mixed-used development containing 108 dwelling units and 10,000 square feet of commercial retail. **(Exhibit 7)**. While the density, character and level of integration is different, the proposed amendment largely continues the broad concepts of the existing entitlement with the predominant area devoted to multi-family residential and a smaller integrated corner for future commercial uses.

PROPOSED PAD STANDARDS ANALYSIS

To implement the proposed OTSAP plan designation of High-Density Residential and Office Mixed Use land use categories, the applicant is proposing to amend the Acacia Village PAD with the proposed Streamliner Peoria PAD as further discussed below. **(Exhibit 8)**

Approximately 6.2 gross-acres of the total 7.6 acre site is intended for High-Density Residential (25 – 40 dwelling units per acre), which is designated at Development Site 1 on the applicant's site plan. **(Exhibit 11)** As proposed, a maximum of 190 dwelling units would be allowed, which results in a density of approximately 30.60 dwelling units per acre. The remaining approximately 1.4 gross-acres located at the southwest intersection of 87th Avenue and Peoria is identified as Development Site 2 on the applicant's site plan, and proposed to be developed as commercial in accordance with the prior uses allowed per the Acacia Village PAD. More specifically, Development Site 2 would allow uses found within the City's C-2 zoning district; however, it excludes vehicle service-oriented uses such as gas stations, repair shops, etc. It should be noted that Development Site 2 has not yet been designed and would be required to demonstrate compliance with the development standards of the Streamliner Peoria PAD, as well as any other applicable Zoning Ordinance standards as part of the Site Plan review process.

As further summarized in Table 1, the proposed development standards within the Streamliner Peoria PAD are based on the City's Multi-Family Residential (RM-1) Zoning District for Development Site 1, and the Intermediate Commercial (C-2) Zoning District for Development Site 2. The maximum building height for all development within the Streamliner Peoria PAD is

proposed to be 40 feet, with no more than 3 stories within the maximum building height. To assist in mitigating the proposed height of the Streamliner Peoria development from the existing single-family homes to the south, proposed buildings are required to be setback a minimum of 50 feet from the southern property boundary. Further, the previous condition of approval requiring minimum 24 inch box planting size along the southern boundary is carried forward and reflected within the Exhibit 1 Conditions of Approval. In addition, the proposed parking requirement for Development Site 1 is 1.4 spaces per dwelling unit, which is slightly below the amalgamated Zoning Ordinance requirement of 1.54 parking spaces per dwelling unit. To support the proposed parking requirement, the applicant has submitted a parking study (**Exhibit 11**) that evaluates similar residential developments and has found that the studied developments have been successful providing sufficient parking utilizing a parking demand of 1.31 parking spaces per unit. Staff has evaluated the study and believes the requested parking requirement of 1.4 parking spaces per dwelling unit is appropriate.

Table 1 – Summarized Proposed Development Standards

PAD Development Standards	
Standard	Streamliner Peoria PAD
Maximum Building Height	40 feet total maximum height, and with no more than three-stories
Minimum Building Setback	
Along Peoria Avenue	10 feet
Along 87th Avenue	13 Feet
Along the Southern PAD Boundary	50 feet
Along the Western PAD Boundary	50 feet
Interior lot line	10 feet
Minimum Principal Building Separation	10 feet
Maximum Lot Coverage	35%
Maximum Residential Density of Development Unit 1	31 du/ac (gross)
Minimum Landscape Setback	
Along Peoria Ave	10 feet
Along 87th Avenue	13 feet
Along Southern PAD Boundary	15 feet
Along Western PAD Boundary	4 feet
Interior lot line	5 feet
Parking	Multi-family: 1.4 spaces per unit
	All other uses: Per Zoning Ordinance

Parking Lot Landscape	1 island or half diamond per 8 spaces.
Bike Parking	1 space per 10 parking spaces

AMENITIES AND OPEN SPACE

Development Site 1 (multi-family development) is required to provide open space and amenity features in addition to the Zoning Ordinance’s required landscape area. There are two types of open space requirements which are categorized as private and common open space.

Private open space areas are locations reserved for the occupants of individual dwelling units and are typically provided as patios and balconies. The private open space requirement per unit for patios is a minimum of 100 square feet, and balconies are to have a minimum of 60 square feet. As part of the site plan approval process, the applicant will be requesting approval of a modification to the patio and balcony area sizes that the Peoria Community Design Guidelines (PCDG) allow. The development plan indicates that fifty (50) percent of units will have either patios and balconies with a size of 88 square feet, and the remaining units will not have a patio or balcony. The total area of patios or balconies that otherwise would be required is 7,312 square feet. Therefore, an additional 7,312 square feet of common open space is to be provided.

Common open space areas typically include hardscape, landscape, and community and recreational areas that may be enjoyed and used by all community residents. The common open space requirement is 150 square feet per bedroom/studio, plus the private open space area described above to accommodate the reduction in the patio and balcony areas. Based on the number of bedrooms/studios (237) currently proposed in the development and the additional area required for the patio and balcony modifications, the minimum open space requirement for Development Site 1 is 42,862 square feet. The site provides approximately 43,297 square feet of common open space.

The required amenity features are specific improvements incorporated into the development typically includes pools, sports courts, clubhouses, gyms, community kitchens, playgrounds, etc. The PCDG requires the development to provide a total of four amenity improvements. The proposed development plan for Development Site 1 has more than six amenity areas. The amenities include a swimming pool, outdoor kitchen/barbeque, community room, fitness/gym, co-working lounge, and several shaded outdoor seating areas.

Development Site 2 (commercial site) will be designed as part of a future Site Plan application in accordance with the PAD standards.

TRAFFIC

The primary access into the site will be from Peoria Avenue (arterial roadway), and a secondary access will be provided from 87th Avenue (collector roadway). Access to Peoria Avenue will be limited to right-in and right-out only from the eastern driveway, which will be a shared access location for both Development Sites. Staff is requiring that the westernmost driveway access location to Peoria Avenue shown on the site plan be limited to emergency ingress/egress only, which is reflected in Exhibit 1 Conditions of Approval. Each Development Site will be allowed to have full movement access from 87th Avenue. Access into Development Site 1 will be through a gated entry.

As a requirement of the PAD amendment process, the applicant commissioned and has submitted a Traffic Impact Analysis (TIA) as part of the application. The proposed multi-family and commercial uses of the development sites are expected to generate 133 trips in the AM peak hour and 151 trips in the PM peak hour, with a total of 1,926 average daily trips. The developer will be required to provide the necessary street improvements to service the development along the Peoria Avenue and 87th Avenue frontages. Adjacent to Peoria Avenue, the development will be required to construct a right-turn lane and associated improvements, 10-foot wide sidewalk, driveways, and landscaping. The developer will also provide a pedestrian plaza with benches on the southwest corner of 87th Avenue and Peoria Avenue, and additional pedestrian benches adjacent to the sidewalk in compliance with the OTSAP. In addition, the developer is required to provide the west half-street improvements (curb, gutter, 6-foot sidewalk, landscaping, bike lane, striping and tapers), modified street striping to accommodate the improvements, and a left turn lane at the Peoria and 87th Avenue intersection. The Traffic Division staff has reviewed the TIA and other application materials and has found that the proposed street infrastructure improvements will accommodate adequate access to the site.

WATER / SEWER

Water and sewer facilities exist adjacent to the site and have available capacity to serve the property.

PUBLIC SAFETY

There are no anticipated inordinate impacts to public safety due to this proposal.

COMMUNITY INVOLVEMENT

Public Noticing

The application was properly noticed pursuant to Section 21-315 of the Peoria Zoning Ordinance, which includes notification to all property owners within 600 feet of the site and registered HOAs within one (1) mile, posting of two signs on the site (adjacent to Peoria Avenue and 87th Avenue), and placing an ad in the Peoria Times at least 15 days prior to the Public Hearing.

Outreach Efforts

The applicant conducted a neighborhood meeting and provided a Citizen Participation Report detailing the results of the meeting. The applicant notified all property owners within a 600-foot radius of the site, registered homeowners' associations within one (1) mile of the required neighborhood meeting, and posted signs on the site as described above.

An in-person neighborhood meeting was held on March 9, 2023 at 6:00pm at the Peoria Community Center located at 8335 West Jefferson Street. One property owner attended the meeting, along with city staff and the development team. At the meeting, the applicant presented the details of the project and answered the resident's questions. The property owner's comments were supportive of the development of the site. The questions regarding the development pertained to traffic management and site access, street improvements, unit types, whether any adjacent neighbors to the south have commented on the development, and other characteristics of the development. The applicant's Citizen Participation Plan and Report is included in **Exhibit 13**.

Support / Opposition

At the time of this report, Staff have received three (3) letters of opposition to the proposal. The opposition letters are centered on a desire to see single-family residential and commercial uses on the subject site rather than multi-family residential and to maintain the existing Acacia Village plan that had commercial and residential. The letters of opposition are included in **Exhibit 14**.

Request #2 - PLANNED AREA DEVELOPMENT AMENDMENT (Z05-24A.1) KEY FINDINGS:

1. The proposed Planned Area Development amendment and the associated Standards and Guidelines Report and development plan are consistent and conform to the General Plan zoning;
2. The proposed Planned Area Development amendment and the associated Standards and Guidelines Report and development plan are consistent and conform to the Old Town Specific Area Plan as proposed within the companion application (GPA22-02) in that it facilitates infill development densities necessary to advance revitalization and redevelopment goals and guiding principles of the Plan and contributes to the economic development of the area; and
3. The applicant/owner has submitted a signed and notarized Proposition 207 waiver, which will be recorded with the conditions outlined in **Exhibit 1**.

SCHOOL DISTRICT INFORMATION

This property is within the Peoria Unified School District (PUSD) boundary. Students residing in this development will attend Alta Loma Elementary and Peoria High School. PUSD has participated in the review of this project and has been in communication with the applicant regarding the proposal and school facilities in the area. PUSD has indicated that there is sufficient capacity to service the development (**Exhibit 15**).

PROPOSITION 207

In 2006 the voters of Arizona approved Proposition 207, which among other things requires municipalities to compensate property owners for actions, which have the effect of diminishing the value of the property. The City Attorney's Office has drafted an agreement, which waives the applicant's rights to future Proposition 207 claims against the City. Accordingly, the applicant has furnished a signed and notarized Proposition 207 Waiver.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission take the following action:

- 1) **Recommend approval of Specific Area Plan Amendment, Case No. GPA22-02 to the City Council; and.**
- 2) **Recommend approval of the Planned Area Development Amendment, Case No. Z05-24A.1 to the City Council, subject to the attached Conditions of Approval in Exhibit 1.**

STAFF CONTACT

Dan Symer
Principal Planner
623-773-5164
dan.symer@peoriaaz.gov

Streamliner Peoria

Southwest corner of Peoria Ave & 87th Avenue
Case Z05-24.A1



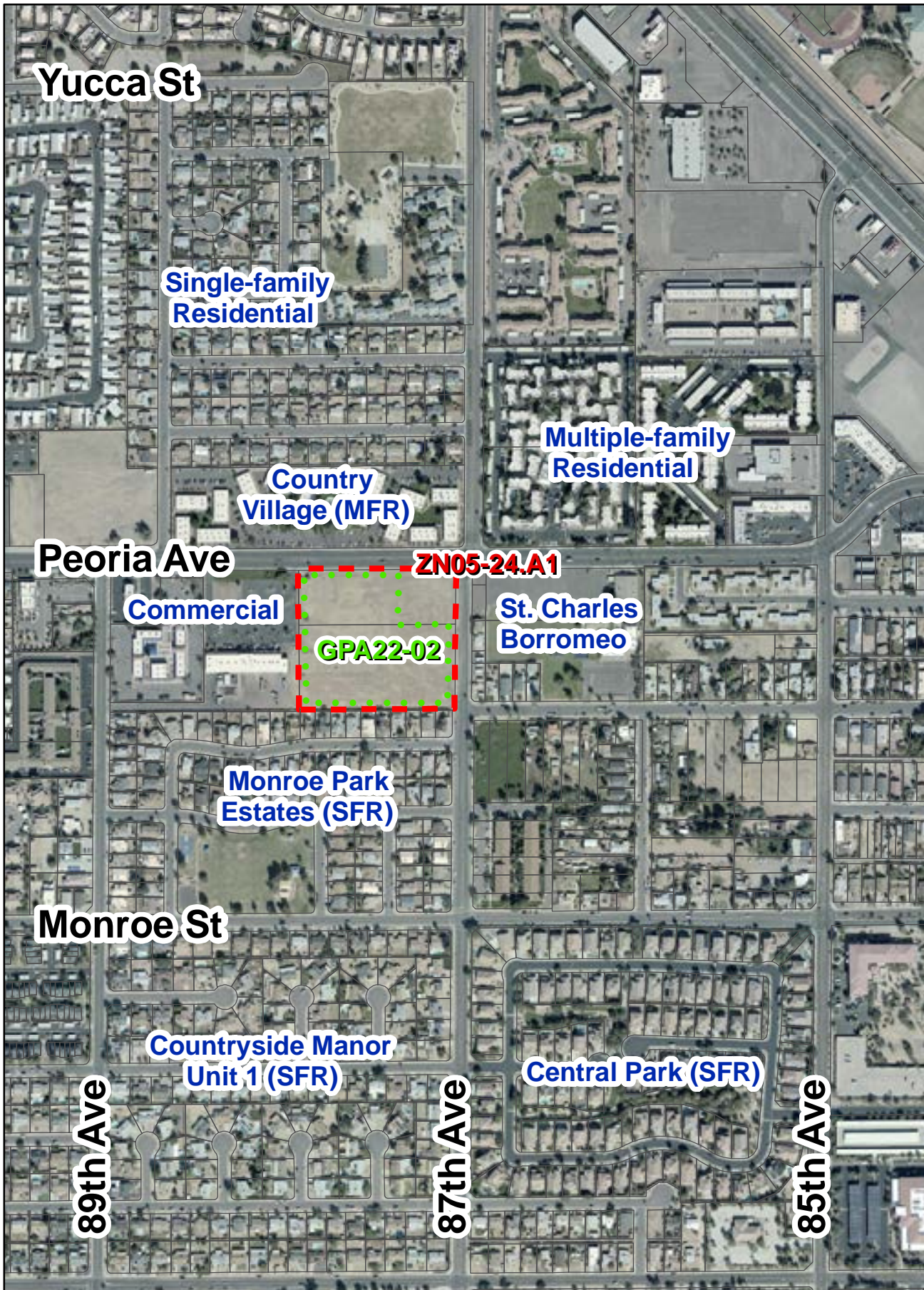
The amendment to the zoning district(s) for the above-mentioned property is subject to the following Conditions of Approval in order to protect the public health, safety, welfare, and the City of Peoria:

1. The Conditions of Approval contain herein, supersede all previous Conditions of Approval incorporated with the approval of Case No. Z05-24.
2. The development shall substantially conform to the Peoria Streamliner Planned Area Development Standards and Guidelines Report, Rezoning Justification Report for Z05-24.A1, and Site Plan contained within the April 20, 2023 Planning and Zoning Commission Report.
3. The maximum density allowed on Development Site 1 as indicated on the Site Plan contained within the April 20, 2023 Planning and Zoning Commission Report shall not exceed 190 dwelling units. The total number of dwelling units shall be proportionally reduced to reflect any reduction of the gross lot area of Development Site 1 is reduced below 6.21 gross acres.
4. The Public Open Space Enhancements as described on the Site Plan are to be constructed with the first phase of development of the property.
5. The street improvements (curb, gutter, sidewalks, pavement, striping, right-of-way landscaping, and pedestrian benches) is to be constructed with the first phase of development of the property.
6. The west driveway on Peoria Avenue shall be gated and limited to emergency-only access.
7. The eastern driveway on Peoria Avenue shall be limited to right-in and right-out only movements. The developer shall construct a raised traffic turn diverter island and provide all right-turn only and related signs required by the City Engineer or designee with the first phase of development of the site.
8. A maximum of one driveway access to 87th Avenue shall be allowed for each Development Site identified on the Site Plan.
9. The property owners of each development site shall be responsible for maintenance, and replacement when required by the Zoning Administrator, of the pedestrian benches in the Peoria Avenue right-of-way that are to be constructed with the first phase of development of the property.
10. All trees planted with the development between the south property line and the adjacent parking shall have a minimum boxed size of 24 inches at the time of planting.

11. The Developer shall comply with all City of Peoria engineering design standards, policies, and requirements at the time of development and final engineering submittal.

GPA22-02 and Z05-24A.1: Streamline Peoria

Southwest Corner of Peoria Avenue and 87th Avenue



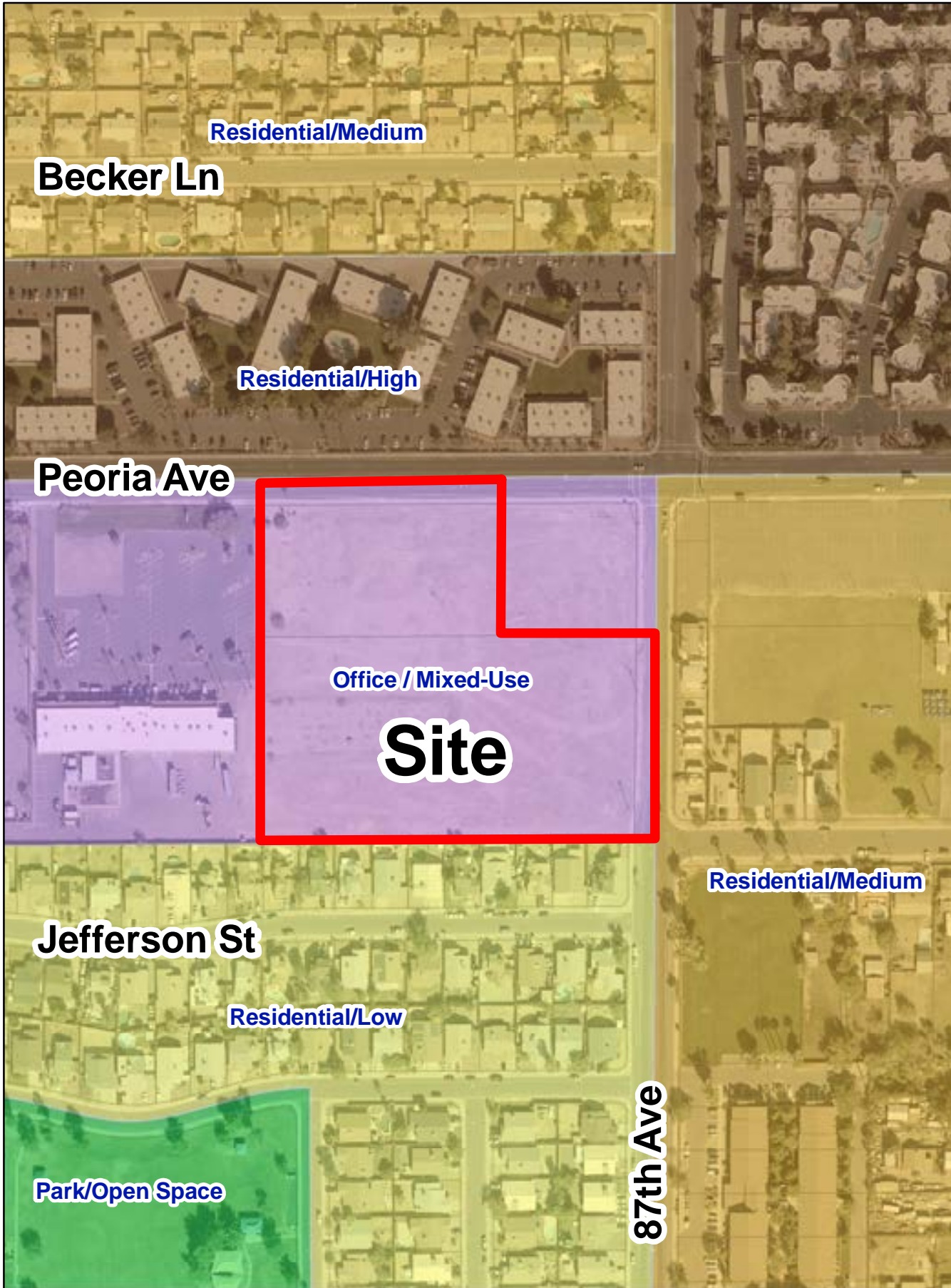
GPA22-02 and Z05-24A.1: Streamline Peoria

Southwest Corner of Peoria Avenue and 87th Avenue



GPA22-02 and Z24-05A.1: Streamline Peoria

Southwest Corner of Peoria Avenue and 87th Avenue



GPA22-02 and Z05-24A.1: Streamline Peoria

Southwest Corner of Peoria Avenue and 87th Avenue



GPA NARRATIVE AND JUSTIFICATION FOR REQUEST

1. Provide a brief description and reason for the requested change. Provide supporting data.

The approximately 6.28 net acre site is located at the southwest corner of 87th Avenue and Peoria Avenue (the “Site”). The Site is designated as Master Planned Area on the City’s General Plan Land Use Map and falls under the Old Town Specific Area Plan. The Old Town Specific Area Plan categorizes this Site as Office Mixed Use. However, there is currently no market demand for significant office space in this area. As a result, the Site has failed to develop and has sat vacant for years. There is some demand for smaller retail/commercial uses on the Site, which is why reserving approximately 0.89 acres at the northeast corner of the Site is appropriate. The majority of the Site will better serve the community by providing much-needed housing, and the existing Acacia Village PAD already allows residential townhomes with a similar layout as proposed by Greenlight. Moreover, Greenlight’s Streamliner community is unique in that it provides a high-quality housing option that is attainable by members of the City’s workforce (meaning those who make 60-100% of AMI). Given the Valley’s ever-growing need for housing, particularly quality housing for the workforce, the proposed land use designation is appropriate. An article from West Valley View (included at **Exhibit 1**) detailed the housing crisis facing the West Valley and the rest of the Phoenix metro area. “There’s virtually no vacancy or available units. Supply has not kept pace with demand.” As Peoria’s economic sector grows with numerous companies choosing to locate their businesses near and in Peoria—including the planned Taiwan Semiconductor Manufacturing Facility that is anticipated to create 1,900 full-time jobs—additional housing options are necessary. See **Exhibit 2**, articles from Peoria’s Economic Development Department. Additionally, the additional residents will support the area’s commercial uses and further add to the redevelopment of Old Town Peoria

A Minor General Plan Amendment to allow the Site to develop with a high-quality, amenitized, multifamily community and a commercial area at the northeast corner of the Site is an appropriate land use for the Site. The development of the proposed Streamliner community is a viable and sustainable solution on this challenging infill Site.

2. If map amendment, indicate the existing and the proposed General Plan Land Use designation(s).

Existing land use designation – Master Planned Area (General Plan)

- Office Mixed Use (Old Town Specific Area Plan)

Proposed land use designation – Old Town High Density Residential (25-40 du/ac) and Community Commercial. No changes to the General Plan’s Future Land Use Map are being proposed.

3. In what way does the existing plan inadequately provide suitable alternatives for this request?

The existing plan cannot facilitate the type of development this Site currently needs, such as a multifamily community. Per the Old Town Specific Area Plan, the “purpose of the Office Mixed Use category is to allow development of larger office buildings and business parks with supporting retail and service uses” and “at least 51 percent of the ground floor area should be office uses.” While residential uses are permitted if integrated with the office uses, the Office Mixed Use designation contemplates a substantially different market environment. The existing designation envisions vertically integrated residential uses above street-level uses. Such designs are more appropriate in more urban core areas or along the public transportation corridors (such as light rail). The Site is no longer appropriate for the Office Mixed Use designation. The market demands more housing, particularly, housing geared toward the workforce. See **Exhibit 1**, “vacancy rates for both single-family housing and for apartments are as low as they have ever been.”

4. How will this amendment affect property values and neighborhood stability? Provide supporting data and/or case studies.

The Minor GPA will have a positive impact on the surrounding area. The Streamliner residential development will be the newest multifamily community in the area since 2003. The average build date of other multifamily housing options within 0.5 miles of the Site is 1984. A unique, high-quality, high-density residential development geared toward the needs of the workforce will complete the development within this area, providing additional support to the existing and future commercial and employment uses within the surrounding area. The commercial corner will provide additional options for residents and those working in the area.

The West Valley is expected to grow to 2.1 million residents by 2030. (**Exhibit 3**). Given the demand for housing that population growth is creating, a Minor General Plan Amendment to Old Town High Density Residential for multifamily and commercial development is appropriate to accommodate growth and provide necessary housing moving forward. Given this area’s lack of new housing communities, the need for additional housing options is particularly necessary in this area. This Minor GPA to allow the Site to develop with a unique and high-quality workforce multifamily community and commercial development is fitting with the residential character of much of the area while complementing the commercial uses in the area and is an appropriate land use for the Site. Further, the Site’s existing zoning allows similar residential and commercial developments as are being proposed.

5. How will this amendment contribute to compatible neighborhood patterns? Provide supporting data.

As discussed above, the amendment will contribute to compatible neighborhood patterns by providing an additional housing option and act as a transition and buffer for the nearby single-family neighborhoods from Peoria Ave and the proposed retail on the corner of 87th Ave and

Peoria Ave. Good planning principles suggest the use of multifamily to buffer single-family and commercial uses. Furthermore, the proposed Streamliner residential development includes greater setbacks adjacent to the single-family residential homes south of the Site than proposed in the original Acacia Village PAD (originally 15 feet now 50+ feet), adding further separation between the single-family residences to the south and development already permitted on the Site. As discussed above, the population of the West Valley is growing rapidly and quality housing options for members of the City’s workforce are needed. This area already provides several residential options, and the proposed Streamliner development will complement the existing uses while providing higher-density housing allowing more members of the workforce to call this area home. Moreover, the retail uses are strategically planned for the northeast corner of the Site, which is appropriate given that corner is located at the intersection of 87th Avenue and Peoria Avenue – it is appropriate and good planning to place retail uses closest to street intersections for retail to be both visible and easily accessible. Commercial development at a corner wrapped by multi-family is a sensible land use pattern that is seen in Peoria at sites including the northwest corner of Peoria Ave and 85th Ave, the northwest corner of Olive Ave and 83rd Ave, the southeast corner of Olive Ave and 85th Ave, the northwest corner of Cactus and 83rd Ave, and the northeast corner of Olive Ave and 91st Ave.

6. How will this amendment contribute to an increased tax base, economic development, and employment opportunities? Provide supporting data.

Peoria is experiencing substantial growth that requires new housing options to support new employment opportunities and additional tax paying residents to support City services. Further, this development will contribute as follows:

- Plan review, permit and impact fees
- Construction jobs
- “Sticks and bricks” sales tax
- Increased population to support area businesses
- Increased property values
- Increased population numbers

See **Exhibit 4** for an article from the Municipal Research and Services Center discussing multifamily housing and concluding that multifamily developments can be fiscally beneficial. As stated in the article: “well-sited (such as infill) housing may more than ‘pay for itself.’ [While] [s]imilarly, poorly-sited commercial development can be very costly for local governments.” In addition, denser residential development is more fiscally beneficial – “The more intensely the community is developed the greater its tax base...As in the case of capital costs, the intensification of development by higher densities generates far more revenue than the same property would generate if developed in single family residences.” Furthermore, “new developments are likely to generate more sales tax revenues than older developments.” See additional supporting articles from Peoria’s Economic Development Department **Exhibit 2**. The addition of more housing supports area businesses by providing additional customers for nearby businesses. An article from the Urban Land Institute discusses the benefits of higher-density development, attached as **Exhibit 5**. According to studies discussed in the article, multi-family

uses do adversely impact property values. A long-term study by Harvard University's Joint Center for Housing Studies found that apartments do not threaten single-family home values. Computations based on data from the American Housing Survey and U.S. Bureau of the Census and U.S. Department of Housing and Urban Development show a greater appreciation rate for single-family homes nearby multifamily buildings. See **Exhibit 5** for references to the above statements.

7. How will this amendment contribute to the City's goals of achieving balanced housing, shopping, employment, and recreational opportunities?

The proposed amendment will allow the Site to develop as a mixed-use development comprised of a multifamily community and commercial use(s). A high-quality, higher-density multifamily development will provide additional support to the various employment and shopping opportunities in the area and support the redevelopment of the Old Town Peoria area. Moreover, the focus on providing quality housing will support members of the workforce. Consequently, the proposed development supports and will contribute to several goals, objectives, and policies of the General Plan by allowing for the development of new high-density housing to meet growing demand and support local businesses by bringing new patrons to the area. See Question 10 below for a description of specific goals and policies supporting the proposed development.

8. How will this amendment affect existing infrastructure of the area, specifically, the water, wastewater, and street system?

The proposed amendment will not have any negative impacts on the existing infrastructure within the area. Street improvements and future street dedications will provide needed additional width along Peoria Avenue and 87th Avenue. The infrastructure needs for the proposed GPA/Rezoning are the same/similar to the existing Acacia Village PAD permitted uses and site plan.

Based on the land uses per the City of Peoria's 9-1 Table, Streamliner Peoria PAD's developments Average Day Demand for water will increase from 14,654 gpd to 17,339 gpd compared to Acacia Village PAD's development, utilizing the land uses, "Residential/High (15.0 + DU/AC)" and "Residential/Medium High (8.0-15.0 DU/AC)", respectively. For wastewater, Streamliner Peoria PAD's developments Average Day Demand for wastewater will increase from 8,873 gpd to 10,521 gpd, utilizing the land uses, "Residential/High (15.0 + DU/AC)" and "Residential/Medium High (8.0-15.0 DU/AC)", respectively. Regarding the impact to the street infrastructure, the Streamliner Peoria PAD site plan proposes a higher multifamily unit count and a smaller restaurant land use than the previously identified Acacia Village PAD site plan.

The impacts from the change in the land use is documented in the resubmitted Traffic Impact Analysis report. In Summary, per the Traffic Impact Analysis from Kimley Horn, street infrastructure such as the signalized intersection, unsignalized intersections and driveways are expected to operate at acceptable levels of service in 2029.

9. How will this amendment affect the ability of the school district to accommodate children? Indicate the specific schools to be attended and provide attendance and other data reflecting impacts to the specified schools, and district comments.

The Peoria Unified School District has open enrollment. The nearest elementary school is Alta Loma Elementary School and the nearest high school is Peoria High School. We have been in communication with Mike Mass at PUSD. Mike Mass has provided a letter dated 1/23/23 stating Alta Loma and Peoria High School have the capacity to accommodate potential students from this proposed development.

10. Specifically, what Elements, Goals, Objectives, and Policies of the General Plan will be affected?

Smart Growth Goal 1. Balanced Land Uses: Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business and employment opportunities and cultural and entertainment spaces.

The Site is adjacent to other residential uses and commercial uses and is located near restaurants, schools, and other services. The proposed Amendment will facilitate the proposed development which will be high-quality, attractive, and provide much needed housing for those who work in the area. The development will be beneficial to the economy and property values by bringing in additional residents to support businesses, provide additional employees and support local cultural and entertainment uses.

Smart Growth Goal 2. Focused Growth: Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.

The area will benefit from the development of this vacant, infill Site. The development will encourage economic growth through additional tax dollars and support for local businesses. The development is designed to be pedestrian and bike-friendly, encouraging residents and their guests to engage in the surrounding community.

Smart Growth Goal 4. Sustainable Development: Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space and natural resources, and reduce traffic congestion.

The proposed GPA will facilitate the development of this vacant Site with a high-quality multifamily community and commercial opportunities that have been thoughtfully designed to benefit future Peoria residents who want to live in this area. The development will include outdoor amenity space and pedestrian pathways throughout the development as well as attractive landscaping appropriate for a desert environment.

Greenlight is working with a traffic engineer on this development to ensure any traffic issues are addressed.

Smart Growth Goal 5. Complete Neighborhoods: Offer a range of neighborhoods that offer distinctive, special places to live that are safe and well served by community amenities and gathering spaces.

The proposed mixed-use development is thoughtfully designed to provide a high-quality, safe, and comfortably amenitized housing option for Peoria's workforce as well as a commercial component providing convenient access to commercial/retail services for those who live and/or work in the area. The Streamliner model incorporates indoor and outdoor amenity spaces that will allow and encourage residents and their guests to gather and spend time together.

Smart Growth Goal 6. Array of Housing Options: Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.

The requested GPA will facilitate the development of the proposed mixed-use development. The Streamliner multifamily model is thoughtfully and intentionally designed with the needs and budget of members of the workforce in mind.

Healthy Neighborhoods Goal 7. Variety of Housing: A diversity of housing types and prices that are high quality, built in a sustainable manner, and meet the varied housing needs of residents for all stages of life.

The Streamliner model is thoughtfully and intentionally designed to provide a high-quality, sustainable multifamily housing option that meets the needs of members of the workforce. The proposed development is appropriate for residents of all ages and will provide a very comfortable home for retirees as well as those still working.

Policy EP-21. Protect the City's primary commercial corridors and mixed-use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.

The Old Town Peoria area will not be limited by the proposed GPA or development. On the contrary, the Old Town area will be revitalized and supported by the new patrons living in the proposed Streamliner community.

Policy LUC-1. Promote sustainable planning concepts for growth, new development, areas in transition through active citizen participation.

The application process for this proposed GPA and development will include active citizen participation by providing opportunities for neighborhood meetings and other discussions with interested parties.

Policy LUC-4. Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

The proposed Streamliner community is designed to be pedestrian and bike-friendly so that residents and their guests can walk or bike to nearby retail/commercial uses as well as other public transit opportunities. The retail/commercial portion of the proposed development will provide convenient pedestrian access to retail/commercial goods and/or services to Streamliner residents as well as residents of the nearby residential uses.

Policy CN-1. Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.

This development will be complementary to and help complete the neighborhood by making use of a vacant, infill Site. The proposed development will provide much needed housing opportunities for area workers and convenient retail/commercial services for those living and/or working in the area.

Policy GS-2. Direct dwelling unity density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.

The proposed GPA will facilitate the development of the proposed high-density multifamily development on this vacant, infill Site.

Policy GS-3. Seek the revitalization or redevelopment of strategically sited abandoned, obsolete, or underutilized properties through collaboration and incentive programs or if necessary enforcement action to accommodate transition.

The Site is a vacant, underutilized infill Site that will benefit from the proposed development.

Policy GS-7. Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.

The Site is located on a vacant, infill lot surrounded by existing development already served by infrastructure and services.

Policy HS-1. Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria’s diverse population.

The proposed Streamliner community is intentionally and thoughtfully designed to meet the needs of and budget of Peoria’s workforce. The proposed development will provide a new housing option for those wanting to live in the area.

Policy HS-2. Focus high density residential development and the residential component of mixed use developments in areas of higher employment to provide workforce housing opportunities near employment nodes.

The proposed high-density multifamily development is located within the proximity of many employment opportunities.

Policy HS-3. Provide design flexibility within form of each development so that multiple unit types may be provided so long as the overall density of the project complies with land use standards and context sensitive design.

The proposed Streamliner development will provide multiple unit types, specifically, studio, 1-bedroom, and 2-bedroom units.

Policy NP-1. Protect existing residential areas from incompatible land uses and activities through careful consideration of zoning amendments and enforcement of buffering requirements.

The proposed mixed-use development is compatible with the existing residential and commercial uses in the area. The commercial portion of the development is appropriately located at the corner of 87th Ave and Peoria Ave. See Question 5 for a list of similarly planned developments in Peoria. The area’s existing uses will not be negatively impacted by the proposed development. Additionally, setbacks buffer residential and commercial uses. This proposal provides for greater setbacks than Acacia Village PAD.

Policy NP-8. Promote and provide incentives, such as reduced fees, expedited plan reviews, or increased allowable densities, to encourage the development of diverse workforce housing.

The proposed development is high-density multifamily housing designed for members of the workforce. This development will provide much needed housing and will provide a different option because there has not been any new multifamily development in the area in nearly 20 years.

The proposed Amendment will also further and promote many of the goals and guiding principles provided in the Old Town Peoria Specific Area Plan, including the following:

Goal Bullet 1. Transform the Old Town area into a revitalized and improved urban center with a distinctive identify and character.

The Old Town area is located in close proximity to the Site, enabling Streamliner residents to easily access the businesses and retail located in the Old Town area. The proposed development will provide a number of new patrons to support the area.

Goal Bullet 2. Attract economic development opportunities while supporting a mix of uses.

The proposed mixed-use development will provide economic development opportunities and support a variety of uses. The development will provide job opportunities and revenue opportunities from sales tax on the commercial portion while residents of the multifamily portion will support the commercial portion as well as other commercial uses in the area. Furthermore, the mixed-use development will support a variety uses in the area by providing an additional commercial use and modern multifamily development.

Goal Bullet 9. Foster a vibrant atmosphere through a wide range of activities.

The proposed development will have a vibrant atmosphere and welcoming sense of community offered by the indoor and outdoor amenity and gathering spaces. Residents and their guests will have many opportunities to gather and participate in various activities, such as barbecuing, swimming, exercising in the fitness center, and more.

Increase Economic Vitality Principle Bullet 1. Promote a mixed-use development, neighborhood serving uses, an assortment of housing types, and a variety of transportation modes.

The proposed mixed-use development will add to the City's assortment of housing types, provide neighborhood serving commercial/retail uses, and encourage a variety of transportation modes by facilitating pedestrian and bicycle activity.

Increase Economic Vitality Principle Bullet 2. Capture regional market share through new construction, rehabilitation, and redevelopment.

The proposed development is new construction on a vacant, infill Site.

Develop Connectivity & Walkability Principle Bullet 5. Coordinate land use and transportation to increase the efficiency and performance of the existing road network.

The proposed development will have convenient access via 87th Ave and Peoria Ave. Residents and employees of the commercial portion of the development will have easy access to nearby land uses and other areas of the Valley via the nearby Loop 101.

Develop Connectivity & Walkability Principle Bullet 8. Foster a mix of land uses that are accessible by all modes of transportation.

The proposed mixed-use development will be accessible by various modes of transportation. The close proximity to the Loop 101 freeway will provide vehicular access to/from all areas of the Valley. The pedestrian-friendly design of the multifamily development will encourage residents and guests to walk or bike to/from the development and nearby services. Similarly, the commercial/retail portion of the development will be easily accessible by car, foot, or bike for those living and/or working in the area.

Develop Connectivity & Walkability Principle Bullet 10. Encourage mixed land uses and compact development with a variety of neighborhood services such as salons, grocery stores, coffee shops, restaurants, dry cleaners, medical offices, and banks within a 10-minute walk of residential and employment uses.

The proposed mixed-use development will include a commercial/retail portion at the corner of 87th Ave and Peoria Ave. That area of the Site will provide neighborhood services to those living in the Streamliner development and nearby area.

Develop Connectivity & Walkability Principle Bullet 15. Create shaded and comfortable pedestrian routes.

The mixed-use development will incorporate attractive landscaping and shade along pedestrian routes and sidewalks. The Streamliner development will incorporate pedestrian pathways throughout the development.

The proposed Amendment will also further and promote many of the objectives provided in the Old Town Peoria Specific Area Plan's Arterial District, including the following:

Development Objective Bullet 1. Establish the district as a gateway to Old Town and a link between Old Town and the Sports Complex, making use of the existing transportation corridors.

Both the Site and Sports Complex are located in close proximity to the Loop 101 freeway. Consequently, it will be easy and convenient to travel from the Site to the Sports Complex utilizing the Loop 101 transportation corridor.

Design Objective Bullet 1. Plan new developments based on the principles of transit-oriented design.

The proposed development has been thoughtfully designed to incorporate easy access and various modes of transportation. Drivers will have access to the Site from 87th Ave and Peoria Ave and other areas of the Valley via the nearby Loop 101 freeway. The proposed development will also be pedestrian and bike friendly, encouraging residents to walk and/or bike to nearby services or community amenities.

Design Objective Bullet 2. Establish gateways and thematic elements to provide identifiable transition into Old Town.

The proposed development will be thoughtfully designed with high-quality materials and architectural elements complementary of the character of Old Town and the nearby area. In addition, a gateway element with enhanced landscaping and shaded public seating has been designed at the corner of 87th and Peoria as part of the project's public open space enhancements.

Design Objective Bullet 3. Enhance the pedestrian environment with detached sidewalks, shaded walkways, street furniture, properly scaled lighting, and other amenities.

The proposed high-quality mixed-use development will be thoughtfully designed with pedestrians in mind. The development will incorporate comfortable sidewalks, shade, appropriate lighting, and attractive landscaping. The Streamliner community will provide walking paths throughout the community connecting residential units to the indoor and outdoor amenity spaces. In addition, the project will enhance the public open space areas along main street frontages with tree lined sidewalks, and shaded seating.

Design Objective Bullet 4. Improve screening and buffering between higher intensity uses and adjacent residential areas.

The proposed multifamily development will provide appropriate screening and buffering between the commercial/retail portion of the mixed-used development and surrounding residential uses through a mix of trees and perimeter fencing. The proposed PAD also incorporates increased setbacks adjacent to residential areas, providing additional buffering.

11. How will this amendment support the overall intent and/or constitute an overall improvement to the General Plan?

The proposed GPA to Old Town High-Density Residential is fitting with the overall intent of the General Plan by providing well-planned growth that is compatible with the surrounding area. The proposed development further constitutes an overall improvement to the General Plan as follows:

- Develop vacant, infill Site
- Provide diverse housing choices in well-designed neighborhoods – the area has existing multifamily, single-family, and manufactured residential options, but this

development will provide a new, high-density, high-quality, and comfortably amenitized housing option lacking in the area and greatly needed to support Peoria's anticipated population growth.

- Provide open space – the proposed development will include an outdoor amenity space incorporating open space and a pool area as well as pedestrian pathways throughout the community.
- Provide additional support to the existing commercial and employment developments in the area – as discussed above, the proposed development will support existing commercial and employment developments by bringing additional patrons to the area. Moreover, the Streamliner model is pedestrian and bike friendly, encouraging residents to engage in the local community and patronize local businesses.
- Provide additional commercial opportunities and options for area residents – the commercial portion of this mixed use development will provide new retail/commercial opportunities for those living and/or working in the area to enjoy.
- Contribute to the redevelopment of the Old Town Peoria area – the Old Town Peoria area is located just east of the Site across 87th Ave. Streamliner residents will have easy access to the Old Town area and, as discussed above, Streamliner's pedestrian-friendly design will encourage residents to engage in the area by walking or biking to the Old Town area's retail and restaurant options.

Exhibit 1

https://www.westvalleyview.com/news/wv-housing-crisis-worsening-economist-warns/article_29a70080-8f63-11ec-9c6e-234eb0562ca0.html

TOP STORY SPOTLIGHT

WV housing crisis worsening, economist warns

By Cecilia Chan, West Valley View Staff Writer
Feb 19, 2022



The current shortage in homes and rental units is shrinking the availability of housing. This chart shows what home prices and rent would be if the shortage could be addressed and what they are likely to become if it is not. (Photo courtesy of Elliott D. Pollack & Company)

The West Valley and the rest of the Phoenix metro area must build their way out of the current housing deficit or face economic catastrophe down the road, a noted Valley economist is warning local officials.

The housing shortage is not just dire in Arizona but throughout the country, economist Elliott Pollack told Gilbert Town Council as part of a presentation he is giving to a wide group of municipal bodies in the Valley, with West Valley municipalities soon to come.

“Affordability is falling, but it’s about to plummet,” Pollack said. “There’s virtually no vacancy or available units. Supply has not kept pace with demand, and our success as a community in attracting jobs and people has not been matched by a sufficient increase in the housing supply for those new employees, and a continued shortage of housing is going to drive up costs and threaten economic development efforts.

“Virtually nobody is going to get a free pass on not having to deal with this.”

Pollack belongs to Home Arizona, a group comprising former politicians and industry insiders that is trying to get the word out on the supply-demand crisis confronting the region.

The group analyzed housing in 11 Valley municipalities — including Avondale, Goodyear, Glendale, Phoenix and Peoria — and came up with a series of alarming statistics.

“The first decade of this century, we overbuilt in both single-family homes and apartments,” Pollack said. “The second decade of this century we way underbuilt, and we are now at a situation where the vacancy rates for both single-family housing and for apartments are as low as they have ever been.”

For the first decade, the greater Phoenix area saw 487,000 new housing units, and that number fell to 240,000 units in the second decade of this century.

At the same time, 880,000 new residents will be moving here this decade.

“Phoenix employment is growing rapidly not only as we re-employ people who were laid off during the pandemic, but all the economic development agencies in the Valley have done an extremely good job and there are lot of very large manufacturers and home offices, and the number of companies relocating here is essentially greater than I’ve ever seen,” Pollack said.

“So, employment growth is going to be high, and that’s going to bring a lot of new employees. Population growth will be just under 20%, but that is close to 90,000 new people a year.”

And, demographically the largest adult cohort worldwide is millennials, 27-32 years old, who are now in their prime homebuying age, Pollack said.

“On top of that, there is a lot of other pent-up demand,” Pollack said. “Oddly enough, there are more people living with mommy and daddy who are 18 to 29 — literally more than any other time than the end of the Great Depression in 1940.

“Sooner or later their parents are going to kick them out of the house and they are going to have to basically create their own housing unit. That is even more demand on top of everything else.”

The housing supply can’t keep up with the demand.

“You are down to about a 23-day supply,” Pollack said. “If any of you have friends or kids who are out buying a house, you know what it’s like. That is down from a 70-day supply normally.”

And, if buyers are looking for a house priced \$350,000 and lower, there’s only a 10-day supply, according to Pollack.

“In addition, you know most homebuilders, when they build a subdivision, have homes that people can move into right away,” he said. “Well, 18 months ago there were 1,600 of those. You are now down to 500 of those, so there is essentially very little supply.”

He said shrinking affordability threatens to price once secure wage earners out of homes and apartments.

“They’ll buy less expensive smaller homes,” Pollack said. “At some point, they will have to stay in rental units, and that keeps on going down. And then people on the bottom really have nowhere to go, and that’s going to be a big issue.”

He pointed out that in 2015, 73% of the families in the Phoenix area could afford a median-priced home. Today, that affordability has dropped to 51%, and “it’s going to be somewhere at 45% by the end of this year.”

That assumes average mortgage rates will stay at 3.5% interest rate. Affordability will shrink further still if the rate increases to 4%, Pollack said.

He said based on data crunched out to 2025, less than 30% of people would be able to afford a median-price home.

“That is something that Phoenix has never faced before because it has always been an affordable market relative to our competition,” he said. “Housing prices since 2000 has gone up roughly 188% in Phoenix.”

For those renting, the apartment inventory also is low and becoming less affordable.

“If you want to basically dig your way out of the hole, a shortage, to get vacancy rate in apartments back to the historic norm you need an additional 15,000 apartments on top of what you need for your annual population flows,” Pollack said.

“So, you’ll need probably about 16,000 apartment units for the next five years to get things back to normal.”

Right now, there will probably be about 14,000 new apartment units opening this year, he said.

“There’s more than that in the pipeline, but we don’t have the labor to build them,” he added. “So, we’re behind the eight ball. We are not getting to the point we need to be at.”

Area rents have shot up 29.5% over last year, and single-family resales increased by 28.5%, according to Pollack.

A person will need to earn \$72,680 a year to afford a median-priced apartment rental by the end of 2025, Pollack predicted.

“If you keep on getting these rapid rate increases because of the supply-demand imbalance, you are going to need \$90,000,” he said. “It’s going to be a real problem.”

And that leads to the question of where will the people needed to run a community live — nurses, cops, firefighters, teachers, chefs, the guy who works for Circle K — according to Pollack.

He presented a chart that showed none of those groups of workers could even afford to buy a home in Gilbert in 2020, and those on a nursing or police salary could only afford to rent a two-bedroom apartment in town, while firefighters, high-school teachers and chefs can only afford a one-bedroom apartment.

The others, such as middle school and elementary school teachers, construction workers and retail workers, could afford neither in Gilbert.

Move forward a year to 2021 and the picture is bleaker: Only nurses and police officers can afford to rent a two-bedroom, and all the others are priced out of Gilbert.

“Your essential workers along with people coming in earning those salaries in other jobs and private-sector jobs are just going to have difficulties,” he said. “And this is a reality you are going to have to face over the next several years.”

Pollack emphasized that in the current shortage, all types of housing in all price levels and all income levels are needed.

“We are at the bottom of the norm of affordability at the moment,” Pollack said. “We’re about to fall off a cliff in terms of affordability. It becomes very difficult, especially as interest rates go up.

“There is not a group that is being spared difficulty right now. Obviously, it hurts worst at the bottom because you have fewer and fewer choices.”

If housing stock remains low, Pollack said municipalities can expect to see families doubling up, millennials and Gen Z generations trying to live with their parents or face homelessness.

“And, it’s a very bad economic-development picture because affordable housing is one of the things that’s always made us a draw,” Pollack said. “There’s going to be upward pressure on wages and city budgets and slower growth for the economy as a whole — which means less real-income growth, and that’s what bothers me most.”

He reiterated what municipalities such as Gilbert could do to address the problem — build more housing units of all types across all ranges of income.

“Normally you’d need 20,000 to 25,000 for-sale units and about 15,000 rental units, you’d need another 2,000 to 25,000 new home inventory, and you need some replacements,” he said. “But, basically we have to build in total to get out of this thing over the next five years almost 42,000 housing units a year that’s total housing units.”

He said meeting that need is made more difficult with labor shortages and supply chain issues.

“I know the Gilbert team makes every effort as shorthanded as they are to work with our developers and have encouraged higher density in commercial areas,” Mayor Brigette Peterson said. “And we allow for accessory dwelling units and other factors.”

She added that the town a few years ago created a new zoning category called multifamily high to allow for additional height and density for multifamily projects.

“We have seen multifamily developments coming to our community with about 5,000 multifamily units planned that are not yet developed,” she said.

Vice Mayor Aimee Yentes asked how to frame the issue to residents in the community who don’t believe that it’s an issue.

“How would you explain it in a way that makes them want to care, and I say it like that because the other side of the coin is people have a motivation to protect the values of their home,” Yentes said. “And so they see kind of the ability to close as ... a good thing.”

Housing developments and especially apartment projects in town often attract opponents who complain about density, traffic and potential impact to their property values.

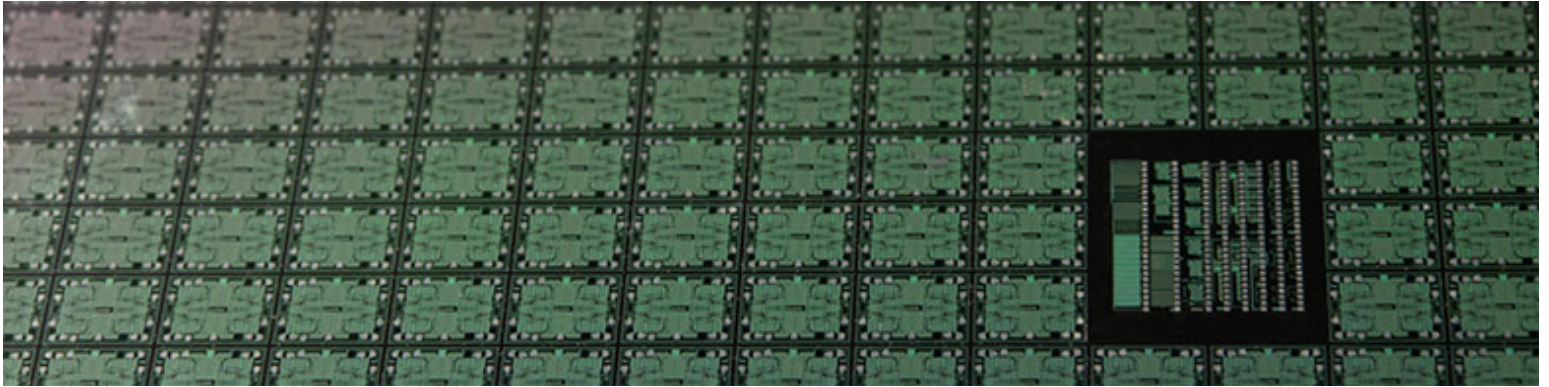
It’s a difficult situation because those people who are anti-growth make a lot of noise, Pollack responded.

“The question is are there people on the other end who don’t make noise who will now start to make noise to help you understand that most people don’t want their city to have reduced levels of real income,” he said.

“They want jobs, they want places for their kids to live, and you are not going to get any of that unless you do some things that maybe in a perfect world you would not do, but the world is not perfect. The reality is not everybody is up here in income, and even those people are going to be living down here

because it's so expensive for a house that they used to afford, and if you wait for the trouble to occur, if you wait for the homelessness, if you wait for companies not locating here because housing was too expensive that time, it's too late. Take a look at California."

Exhibit 2



SEMICONDUCTOR MANUFACTURING IN ARIZONA

"The Silicon Desert"

Arizona has a long-established history of high-tech manufacturing stretching back decades. The greater Phoenix metropolitan area is home to many companies in the semiconductor, hardware, software, engineering, manufacturing, research and development, and aerospace industries. Some of the top companies that have chosen to locate in the Phoenix region include:

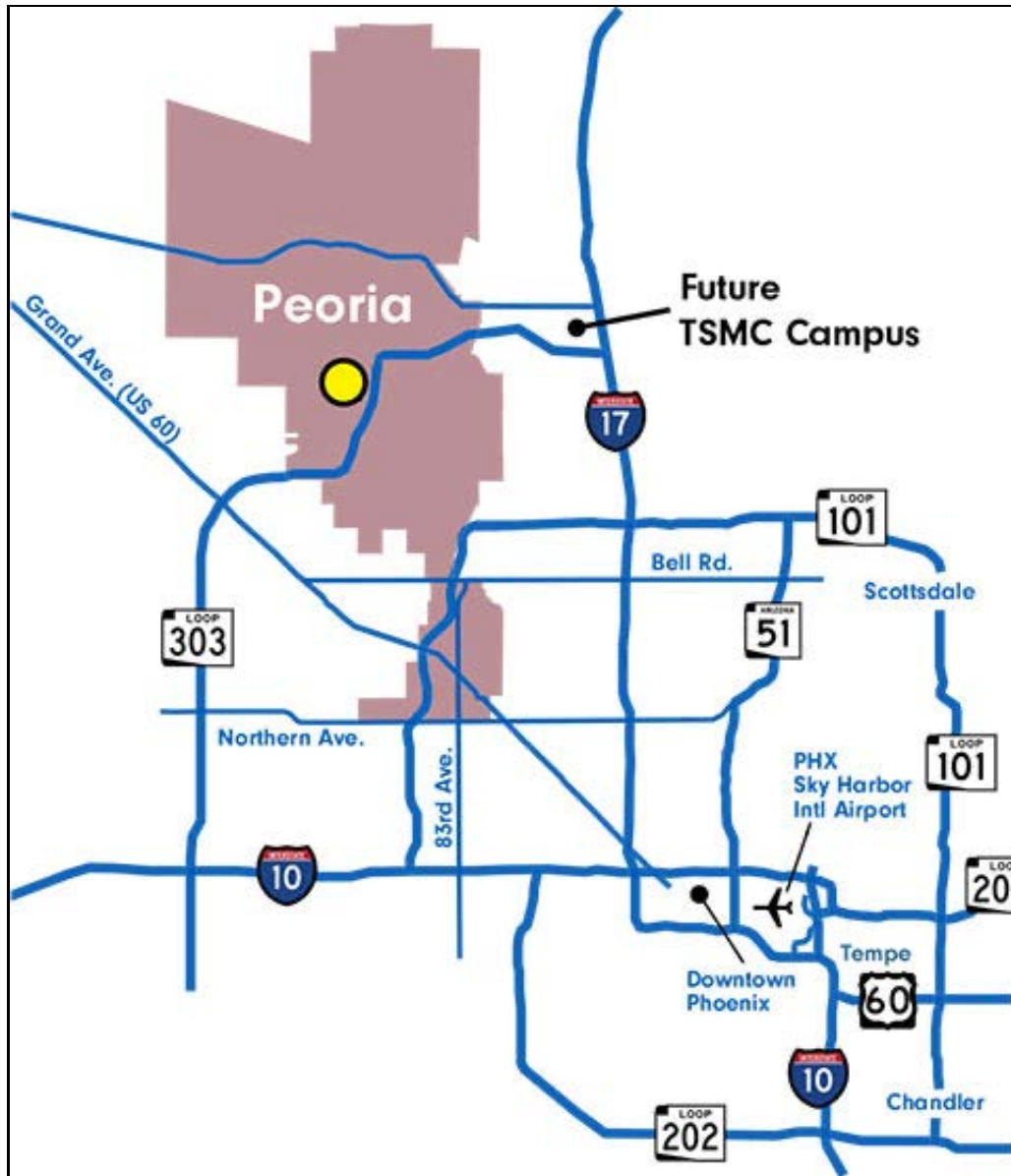
- Accenture
- Amkor Technology
- Apriva
- Arrow Electronics
- ASML
- Axway
- AZTech Controls
- Boeing
- Diamond Coatings
- Entegris
- First Solar
- Fujifilm
- General Dynamics
- Honeywell
- Intel
- Isola
- Lintec USA
- Lockheed Martin
- Materion
- NOKIA
- Prototron Circuits
- Qualcomm
- Raytheon
- Semico Research
- Wacom Quartz
- W.L. Gore

A New Corridor for Semiconductor Manufacturing

In 2020, Taiwan Semiconductor Manufacturing Company (TSMC) announced the purchase of an 1,129 acre parcel of undeveloped land in north Phoenix, Arizona. The land was purchased for \$89 million at a state land auction. Phoenix City Council approved a development deal that includes city investment in infrastructure improvements such as water, wastewater, and streets to the site.

Initially, the company announced plans to build a \$12 billion chipmaking facility that would create 1,900 full-time jobs over a five-year period. The goal was to produce 12-inch silicon wafers at a rate of 20,000 wafers per month. The factory broke ground in 2021 and is anticipated to begin chip production in Arizona in 2024.

In May 2021, a follow-up announcement reported that TSMC is looking at building up to five additional fabrication facilities (or "fabs") for its Arizona site. The new plan will be a \$35 billion investment in advanced manufacturing - almost three times larger than the initial estimate. This will increase production to 100,000 wafers per month.



About Taiwan Semiconductor Manufacturing Company (TSMC)

Taiwan Semiconductor Manufacturing Company (TSMC) was founded in 1987 in Taiwan, an island country located in the South China Sea approximately 110 miles from mainland China. In 1997, the company became the first Taiwanese company to be listed on the New York Stock Exchange.

The company has grown to more than 51,000 employees as of 2019 and has offices in China, Europe, India, Japan, South Korea, and North America. As of 2020, TSMC has fourteen fabrication facilities worldwide, and a global production of 13 million wafers per year.

TSMC is a supplier to many top-tier global manufacturers including AMD, Apple, ARM, Broadcom, Marvell, MediaTek, Nvidia, and Qualcomm, among others. They are among the 10 largest chipmakers in the world, alongside rivals Intel and Samsung. By some reports, the company has a market share of 55.6% of the global semiconductor foundry market.

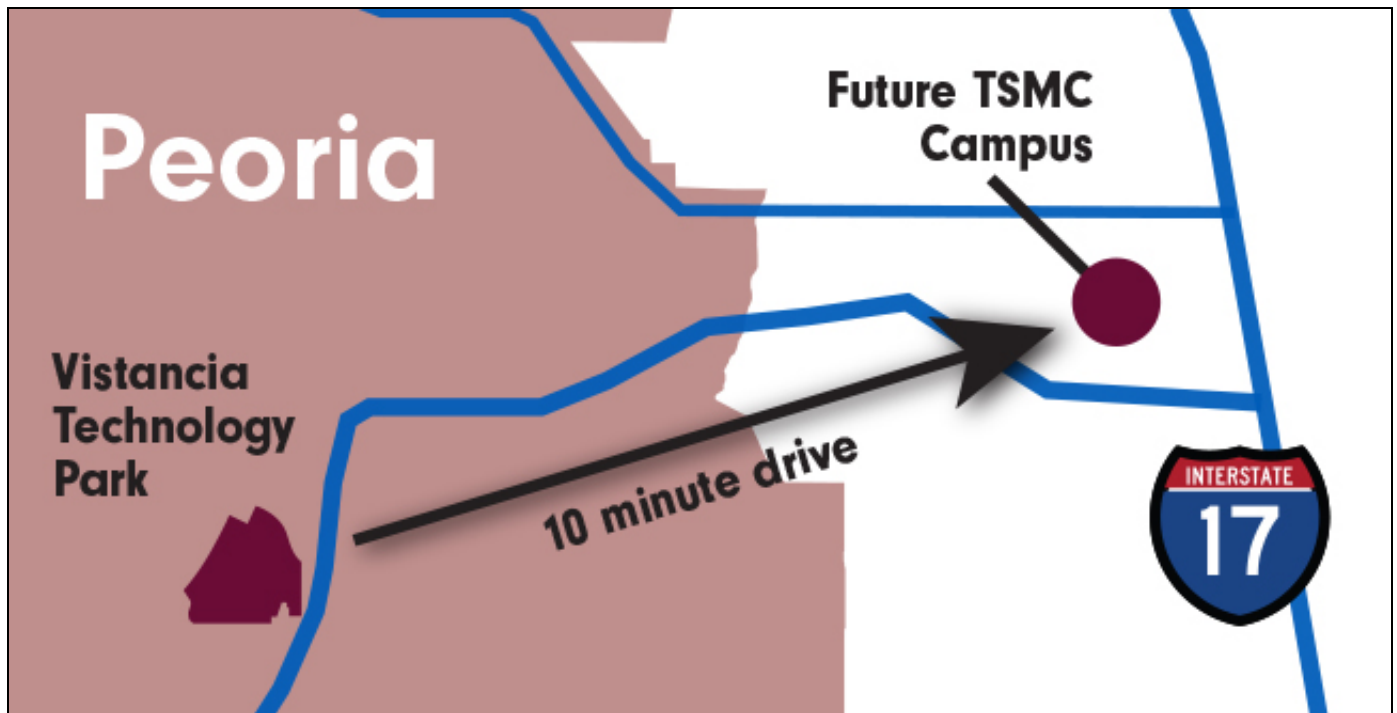


TSMC's Corporate Headquarters in Hsinchu Science Park, Taiwan

Located 10 Minutes from Vistancia Technology Park

The Vistancia Technology Park is ready for the future of tech and smart manufacturing in Greater Phoenix. Located in the award-winning Vistancia master-planned community, the Vistancia Technology Park is a shovel-ready site that can accommodate a wide variety of users. Vistancia is at the center of the northwest Greater Phoenix region and is a prime location for businesses looking to find a successful business environment. The new TSMC campus is located within 10 minutes of Vistancia, enabling suppliers to be a part of a growing tech hub in the northern Greater Phoenix region.

The Vistancia Technology Park is a part of the larger Vistancia Commercial Core. The Core is envisioned to include Class A office space, a business hotel, signature retail, multi-family residential, and exciting dining and entertainment options. It is an ideal location for campus users that want to create a vibrant business hub for their employees and guests.



Be Part of the Future of Chipmaking in Peoria

Do you have a business in the chipmaking or advanced manufacturing industry? You could locate in Peoria and join this rapidly-growing corridor of high-tech manufacturing. Don't miss out!

Download Now:
[Vistancia Technology Park Brochure \(PDF\)](#)
[Sites for the Semiconductor Industry Brochure \(PDF\)](#)

[Contact Us](#) to receive your copy of the Semiconductor Sites Brochure
Contact Peoria Economic Development at (623) 773-7735 to learn more

Learn more about Peoria:

[Peoria's Economic Profile Brochure \(PDF\)](#)

[Top Companies](#) • [Leading Industries](#) • [Workforce](#)

[Incentive Programs](#) • [Available Sites](#)

HEALTH CARE



A Growing Hub for Quality Health Care Services

Peoria, Arizona has a strong employment base in health care and is quickly becoming a hub for world-renowned care. In 2018, construction began on a new \$70 million multi-specialty health center. The 127,000 square foot facility is the newest, state-of-the-art location for Valleywise Health (formerly Maricopa Integrated Health Systems). The facility celebrated its grand opening in early 2021.

This comes on the heels of the completion of two more medical centers, both of which opened in Peoria in 2017. HonorHealth completed construction of a \$10 million facility totaling 25,000 square feet, which brings primary care physicians, specialists, and other services together under one roof. Cigna Medical Group also opened its two story, 60,000 square foot facility on Thunderbird Road, which combines family and internal medicine, a pharmacy, laboratory, and urgent care into one convenient facility.



HonorHealth Ribbon Cutting Ceremony in Peoria, AZ



Cigna Medical Group in Peoria, AZ

Plaza del Rio

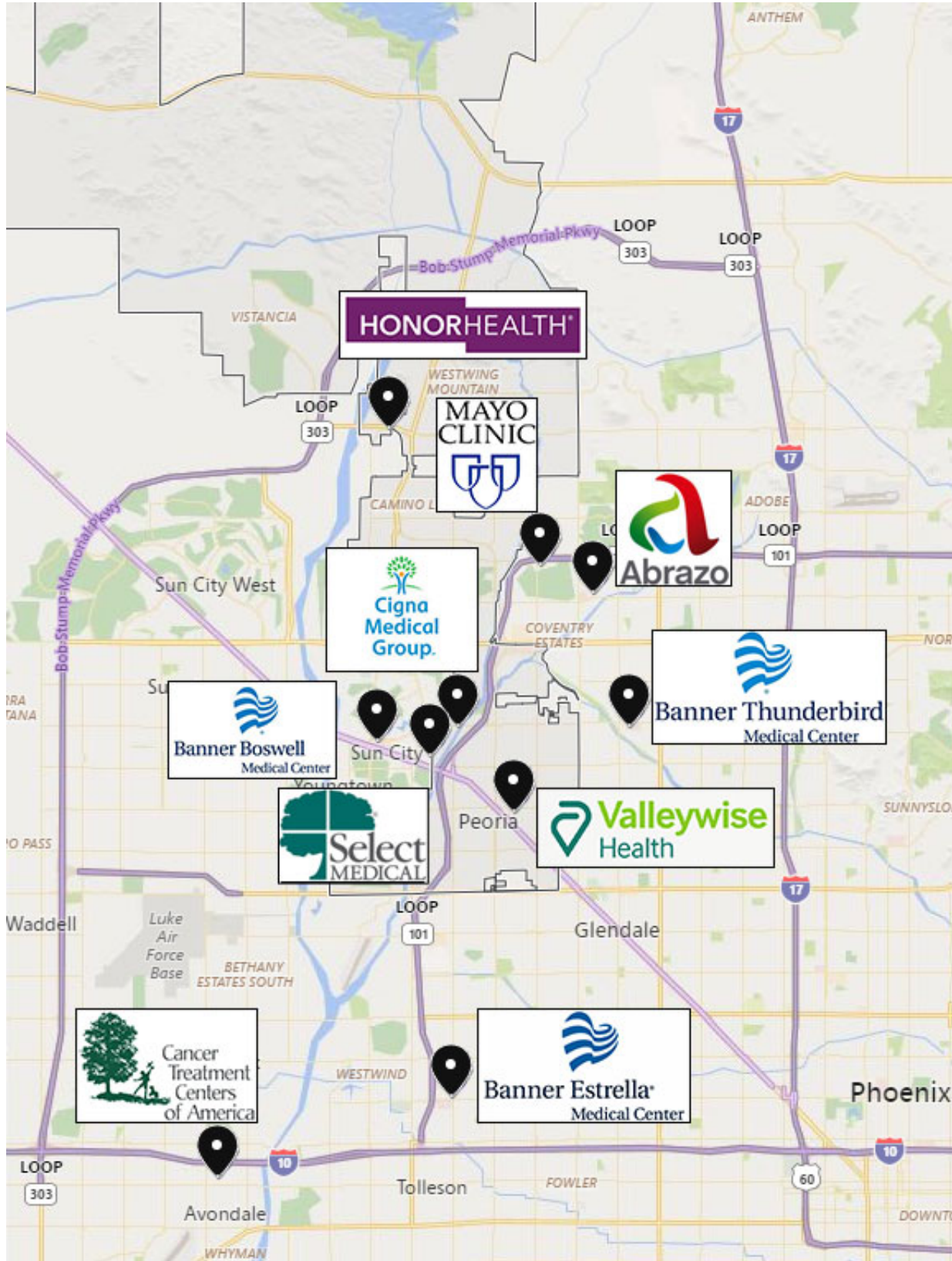
Peoria is also home to the 185-acre Plaza del Rio health care campus, the largest off-hospital campus medical community in Arizona. The campus is unique, attracting and combining medical office facilities and seven different types of senior living facilities. This campus system allows seniors who are facing medical challenges to live their lives in a setting that complements their needs and desires. Furthermore, physicians, the onsite clinical research organization Pivotal Research, and neighboring Banner Sun Health Boswell Hospital have easy access to a variety of medical services and a built-in market of patients. Five full-service hospitals are within 15 minutes of any part of the city.



Banner Select Peoria is the latest project completed at Plaza del Rio. The project is a joint venture between Banner Health and Select Medical. Groundbreaking took place in early 2019 with the grand opening taking place in September 2020. The new hospital has 56 beds and a focus on medical rehabilitation for patients recovering from stroke, spinal cord injury, brain injury, neurological disorders and other conditions. The building occupies 65,870 square feet on three stories.

Health Care Corridor

With neighboring facilities including Cancer Treatment Center of America and Banner Medical Center, it's easy to see that Peoria is a central corridor for high quality medical care, as well as one of Peoria's top industries.



Map of Health Care Facilities in Peoria and Neighboring Cities

Be Part of the Future of Health Care in Phoenix

Do you have a business in the medical or health care industry? You could locate in Peoria and join this rapidly-growing corridor of healthcare providers. Don't miss out!

[Learn about Peoria's smart and talented workforce](#)

[View available sites](#)

Contact Peoria Economic Development at (623) 773-7735 to learn more



BUSINESS RELOCATION & EXPANSION

Welcome to the No. 1 city in Arizona! Peoria, Arizona supports a strong business community and entrepreneurial ecosystem, has sustainable, future-ready economic development practices, and manages growth smartly.

The city has a reputation for maintaining a solid fiscal position and providing essential services. Peoria is known for its high quality of life, beautiful desert vistas, safe neighborhoods, and award-winning recreation services, inspiring business owners to expand and relocate to Peoria.

Because of these characteristics, the city of Peoria has been honored by Money Magazine, Forbes, Wallethub, USA Today and more for its livability and thriving economy.

Peoria is #1 for LIVE WORK PLAY

Ready to take the next step?

[Contact Us](#)

Why Peoria, Arizona Is Your Next Business Move

1. Business Friendly Environment

Peoria, Arizona is a business-friendly community with lower costs of doing business and less regulation than neighboring states.

- Total Office Lease Rate: \$22.48 per sq ft (Greater Phoenix), \$57.37 per sq ft (San Francisco), \$29.76 per sq ft (San Diego)
- Total Industrial Lease Rate: \$6.36 per sq ft (Greater Phoenix), \$14.76 per sq ft (San Francisco), \$10.44 per sq ft (San Diego)
- Median Home Prices: \$252,799 (Greater Phoenix), \$938,186 (San Francisco), \$585,310 (San Diego)
- Corporate Income Tax Rate: 5.5% (Greater Phoenix), 8.8% (San Francisco and San Diego)



2. Great Location

Located in the Phoenix metropolitan area, Peoria is ideally located in close proximity to California and to Mexico. Arizona is safe from most types of natural disasters, making it an ideal place for manufacturing, data centers, and more.

3. Land of Opportunity

At 179 square miles, Peoria has lots of room to grow with your business! The infrastructure is in place - power, water, aviation, rail, and highways provide a solid foundation for business growth and success.



4. Top Tier Workforce

Hire smart with a workforce of more than 1 million within a 30 minute commute. Peoria's workforce is strong and diverse. The region has strong job growth in healthcare, logistics, distribution, and manufacturing.



5. Quality of Life

Peoria was recently named the #1 Best Place to Live by Ranking Arizona. Come find out why Peoria is the Place for an outstanding, affordable quality of life.



Corporate Relocation and Expansion

Peoria, Arizona is an ideal location for existing businesses looking to relocate or expand their operations. With an abundance of shovel-ready sites to choose from in both established and high-growth areas, the opportunity is ready and waiting for you. Whether you are a small business or a Fortune 100 company, Arizona's competitive tax rates and reduced regulations are designed to help businesses save money by reducing their operating costs. Not to mention the outstanding quality of life - with year-round golf and world-class arts and entertainment options, all nestled among the dramatic beauty of the Sonoran Desert. Come see what makes Peoria one of the top choices in Arizona for business expansion and relocation!

City Facts:

- Population: 191,000 (U.S. Census Bureau 2020)
- Incorporated: June 7, 1954
- Size: approximately 180.5 square miles (463 km²)

Download Now:
[Peoria's Economic Profile Brochure \(PDF\)](#)

Learn more about Peoria:
[Top Companies](#) • [Leading Industries](#) • [Workforce](#)
[Incentive Programs](#) • [Available Sites](#)

Ready to take the next step?

Contact Us

Contacts:

Jennifer Stein
Economic Development Director
Tel: [623-773-7338](tel:623-773-7338)
Email: jennifer.stein@peoriaaz.gov

David Valenzuela
Chief Business Attraction Officer
Tel: [623-773-5121](tel:623-773-5121)
Email: david.valenzuela@peoriaaz.gov

ADVANCED MANUFACTURING

The Right Workforce for Advanced Manufacturing

Numerous companies have chosen to locate their advanced manufacturing businesses in Peoria. The city has a smart and talented workforce that is easily accessible within a short commute time.

Novembal, part of the Sidel Group, opened its third manufacturing facility in Peoria, AZ in 2017. Novembal produces plastic injected caps and bottle closures for the liquid packaging and beverage industry. Their 65,000 square foot building is home to both plastic injection manufacturing equipment as well as warehousing and distribution. The facility has a staff of 50 employees.



Novembal's facility in Peoria, AZ

Ribbon cutting ceremony - January 2017

TYR Tactical opened its new 76,000 square foot manufacturing facility in Peoria in September of 2017. The company, which was founded in 2010 by a former U.S. Marine, produces body armor, backpacks, clothing, and safety equipment that helps protect servicemen and women. Their equipment is used by law enforcement and special operations divisions in the U.S. and throughout the world including the FBI, DEA, U.S. Secret Service, U.S. Marshal Service, and many more. The \$7.2 million facility was constructed by LGE Design Build and is expected to employ 125 new staff including sewing technicians and assemblers.



TYR Tactical's headquarters in Peoria, AZ

76,000 sq ft manufacturing facility

OakCraft was founded in 1982 and relocated to Peoria in 1996. Through multiple expansions, their manufacturing facility has grown to 110,000 square feet and employs more than 300 people. OakCraft is the largest manufacturer of cabinets in the Southwestern United States and produces more than 65,000 cabinets per year. They offer 70+ styles of cabinets for kitchens, bathrooms, and even garages and closets. OakCraft cabinets can be found in homes such as Shea Homes, Toll Brothers, and Pulte Homes, as well as retail and complete custom through their showroom.



OakCraft's facility in Peoria, AZ

110,000 sq ft manufacturing facility

A Smart Choice for Manufacturing Businesses

Are you looking to expand or relocate an advanced manufacturing business? Peoria offers great incentives to give you a competitive edge, and an educated workforce that can deliver the results you need.

[Learn about Peoria's smart and talented workforce](#)

[Learn more about business incentives](#)

Contact Peoria Economic Development at (623) 773-7735 to learn more

Exhibit 3

[Home](#) / [Real Estate](#) / [Commercial Real Estate](#) / ***Here's how the West Valley is capitalizing on development boom***

Advertisement

POWERED BY



Advertisement

JUNE 20, 2022

[Elinor Tutora](#)

Here's how the West Valley is capitalizing on development boom

It is no shock to know that the West Valley's industries are booming. Large companies such as Taiwan Semiconductor Manufacturing Company, KORE Energy and countless logistics companies are all making investments as people continue to move to the area rapidly. What will the new West Valley look like with all this development?

Greater Phoenix has attracted labor because of the historically low cost of living, a good job market and eternal sunshine. The development is going beyond a place to commute to work. It is creating a place to work and live.

In Maricopa County, 40% of the residents live in the West Valley, and it is expected to be home to 2.1 million people by 2030.

READ ALSO:

[Loop 303 corridor becomes global center for development](#)

The median household income is \$75,556 in the West Valley, which is \$10,000 above the national average. The median home price sits about \$10,000 below the national average at \$229,579. It also has a strong labor force, with 63% of West Valley residents a part of the workforce age.

Rent growth in the metro area saw 22.5% rent growth well outpacing the rest of the country, according to Thomas LaSalvia, senior economist at Moody Analytics. LaSalvia explains Phoenix is one of 14 out of 82 primary metros that have had employment rates fully recover after the initial decline in March 2020.

Firms in all commercial real estate development sectors — industrial, office and retail — see the advantage that the West Valley has not only in comparison to the state but to the nation.

The construction of Loop 303 certainly opened up new potential to the west by creating easy access to land that was previously cut off from the Phoenix metro. It has acted as a foundation for

developing a new section of Metro Phoenix.

[WESTMARC](#) President and CEO Sintra Hoffman says, “In the West Valley, we have the talent that lives here locally and nobody wants to drive anymore, especially after the last year and a half.”



Work is underway on a three-building industrial development that sits along Interstate 10 in the City of Phoenix. ViaWest Group and its building partners Willmeng Construction, Butler Design Group, and Kimley-Horn broke ground on the 512,710 square foot Converge Logistics Center on Friday, January 28.

West Valley industrial development

The industrial sector is booming, with more than 25 million square feet currently under construction.

“It was a phenomenal year, and markets moved extremely fast in terms of land prices, rental rates and construction cost. Material availability is an issue. 2022 looks great, but it’s definitely moving very, very quickly,” says Steven Schwarz, founding partner of the ViaWest Group.

Material delays are still affecting many markets, with development being no exception. This impacts project delivery dates for current and future complexes.

“I would say the users these days are needing the building sooner rather than later. And we’re now unfortunate to have a delivery of later rather than sooner because of material delays,” says Jeff Foster, vice president and market officer at Prologis. “The silver lining is that having this material delay is putting a little bit of a headwind for us and could be a good thing. So we don’t deliver too much at once, but users need it now. They can’t wait.”

While Metro Phoenix is thought to have endless space to grow, that is not the case. Pat Feeney, executive vice president at CBRE, explains they are working with two site selection companies, and both are classifying Phoenix as a constrained

market.

“When you talk to people from out of town, they look at an aerial photo of Phoenix and see there’s land from here to Blythe. But you’ve got to get water, sewer and electricity to it,” Feeney says.

The available, developable land in the West Valley is being snatched up fast.

“We all didn’t realize how spoiled we were when we were going down the 303 and tying up all the sites that had water and sewer. All of a sudden it’s almost impossible to find a site in that corridor. Now at Ryan Companies, we’re looking around the Valley looking where else we can go, and a lot of the options have infrastructure challenges,” says Josh Tracy, vice principal of real estate development at Ryan Companies. “It is going to be years potentially before we can go somewhere and do this much expansion.”

Tony Lydon, managing director at JLL, explains that the metropolitan area of Phoenix is around 400 million square feet, which is small compared with a city like Dallas, which is around 1.3 billion square feet.

“We’re not going there. But we’re going to move from 400 million feet to 600 million feet here in the not too distant future,

and that's just our food group," Lydon notes. "This is a market where people want to come and live for a lot of reasons."

With large industrial complexes come jobs that need to be filled.

James Murphy, president and CEO of [Willmeng](#), explains, "Greater Phoenix is going to suck people in from (other areas), which is how it historically addresses supply and demand labor challenges. We're not generally coaching them to come here. We're sucking them in with the price point."

According to the Bureau of Labor Statistics, in Arizona, transportation and material moving occupations makeup 241,750 jobs and construction and extraction occupations make up 137,490. This shows that employment from these manufacturing sites accounts for a good chunk of Arizona's workforce. This does not include the other roles associated with these facilities.

Another large industry in the West Valley along the I-10 is healthcare. According to Hoffman, 36% of all healthcare workers in Maricopa County live in the West Valley, with 48% of them living and working on the west side.

The freestanding \$135 million Phoenix's Children's Hospital being built on the Arrowhead campus in Glendale is one

example of the strengthening of that industry in the West Valley.

There is development beyond industrial complexes.

Integrating life and business within

West Valley development

When touching on the integration of live, work, play, GEN 1, a part of the GSQ project in Goodyear, is a quintessential example.

Located on McDowell Road and 150th Drive, the site, with the



The development is also making history, bringing the first-ever parking garage to Goodyear.

Looking forward, the team heading up the project from Globe Corporation and CBRE are talking with a multifamily developer in order to combine a residential aspect to the site. Along with multifamily, retail will be added in the future, as well as potentially another office building to bookend the park.

Just west of the site is Market at Estrella Falls, giving access to retail and dining, and just across 150th Drive to the east sits a Harkins Theater, making the site an ideal place for a city center.

“This is going to be really exciting, and it’s going to really help energize the workforce that is going to be here,” says George Getz, president and co-CEO at Globe Corporation.

The GSQ site also backs up to Bullard Wash Linear Park, which provides not only the aesthetics of a large green open space, but a walkable entrance to the amenities.

The COVID-19 pandemic undoubtedly changed the way we work and what is needed from an office space. In the West Valley, there is only two million square feet of office space. Out of that square footage, there is only 12% vacancy, with most of it being Class B and C office space.

“I think the hybrid model [work from home and office] is here to stay, but I think people need to have an office,” Getz says.

The office building, a part of GSQ, is currently providing office space to the west. He explains that with today's materials constraints and the rising costs, it may be a while before there are more offices built.

Along with offices, more retail is being added to support the new residents and their needs.

West Valley retail development

Retail development has changed in the recent past. Josh Simon, founder and CEO of Simon CRE says, "indoor malls are dead." His company completes projects across the nation, and he and his team are seeing how fruitful the Metro Phoenix market is.

Village at Prasada, located on the southeast corner of Waddell Road and Loop 303 in Surprise, is a mixed-use development with phase one, 300,000 square feet, being delivered in Q3 2022. Simon says they are currently at 100% lease or letter of intent for the development.

"The West Valley is hot, and people are seeing that there are people living there and incomes to support it. Also, there's not really another destination like this center," Simon explains.

These developments will bring large retailers, smaller boutiques,

dining and entertainment to the West Valley.

“People look at West Valley growth and think about Loop 303. One thing I think is really starting to happen is the infill. There are certain areas east of the stadium around 75th Avenue in Glendale where we’re seeing a homebuilder rezoning quite a few acres from industrial to single-family. You’re seeing townhomes being built and more apartments,” Simon says. “A lot of these areas inside Loop 101 will have a lot more attention spent on them, and we’re going to see a lot more growth and redevelopment in that area.”

Another place in the Valley that may be getting some attention in the coming years is the Loop 202 expansion.

The area has constraints, Lydon explains, zoning being one. Schwarz adds that a lot of the growth is beginning within five or so miles of the respective connections to the other highways.

Foster concludes, “I think Phoenix is extremely well-positioned going forward.”

Advertisement

BLOG HOME

**SOCIAL
SHARE**



PREV POST

**How can POS
billing software
benefit your
company?**



NEXT POST

**AZ Big Spotlight:
Phoenix Design
One, Cigna, JSH,
Kidder Mathews**



RELATED POSTS



January 24, 2023

**Here's how
new
legislation
could boost
Arizona solar
development**



January 24, 2023

**Developers
close sale to
launch \$850M
Metrocenter
Mall
redevelopment**



January 24, 2023

**Sneak peek
inside new
JLL offices at
The Grove**

OTHER COMMERCIAL REAL ESTATE CATEGORIES

[Architecture](#)

[Building Green](#)

[Construction](#)

[Senior Living](#)

[Site Selection](#)

About Us & Opportunities

[About AZ Big Media](#)

[Our Team](#)

[Internships](#)

[Careers](#)

[Professional Association Partners](#)

[Contact Us](#)

Advertising

[Logos & Media Kits](#)

[Digital Ad Specs](#)

[Print Ad Specs](#)

[ABL & PTK Print Ad Specs](#)

[Upload Your Artwork](#)

[Sponsored Content](#)

Legal & Technical

[Privacy Policy](#)

[Content Disclaimer](#)

[Advertisers and Sponsors Disclaimer](#)

[Event Disclaimer](#)

[Terms and Conditions](#)

Daily Newsletter Signup

Email Address*

Advertisement

Exhibit 4

But What About Multiple Family Housing: Does it Pay for Itself?

March 1, 2012 by [Pat Dugan](#)

Category: [Planning Advisor](#)

This Advisor column was originally published in August 2011.

My [last posting in this space](#) challenged the commonly held notion that the cost of providing local governmental services to single family homes exceeds the revenues that those uses generate for the local government; i.e. that single family homes do not financially support themselves. That post produced quite a bit of response, but not so much on my arguments.

Rather, the response was directed at whether multiple family housing supported itself even if single family dwellings might support themselves: Aren't multiple family dwellings a drain on local governmental finances? In one jurisdiction, the perception that multiple family uses are more costly to support than single family uses has actually led to a raging debate over whether the city land use policy should discourage multiple family uses.

In this article, I will revisit my earlier comments and focus on whether multiple family dwellings are more costly to support than single-family houses. As in the last posting, this article is only intended to challenge the accuracy of the common perception that multiple family housing pose a significant net financial burden and is not intended to be an exhaustive analysis.

Appropriateness of the Question

The question of whether multiple family housing is more costly to a jurisdiction than single family housing misses the most important point regarding my earlier comments on single family housing. The argument over whether particular uses support themselves or not is like fitting a round peg in a square hole.

The fiscal structure of local government is not based on matching income streams with service costs by land use. Generally, local governments exist to serve people irrespective of where they live, play, shop, work, travel, or visit within a jurisdiction.

Blog Archives

January 2023

Email Updates



Receive MRSC's latest articles and analysis through our **Weekly Insights** e-newsletter.

Related Materials



[Protecting Existing Neighborhoods from the Impacts of New Development](#)

Furthermore, local governmental services should be provided equally on the basis of need for the service irrespective of socio-economic or demographic characteristics. Local governmental revenues are generated on the basis of the entire community depending on the location of taxable value or activity, or the incidence of fee based services. These revenues are then reallocated throughout the community based on when and how the need for service arises. Applying the notion that the services provided should be related to where revenues are generated would result in better services being provided to the wealthier areas of a community than the lower income areas.

Net Costs and Revenues of Multiple and Single Family Dwellings

Setting the appropriateness of the question aside, the common perception that the net service costs (costs minus revenues) of multiple family dwellings are substantially greater than single family residences is not necessarily accurate, and multiple family dwellings may not be as much of a drain on local governmental finance as commonly perceived. Indeed, newly constructed developments may actually be more financially beneficial than many older single family neighborhoods. It is not easy to determine the exact balance between the revenues generated and expenditures required by multiple family uses since the amount of revenues generated, and expenditures needed, will vary substantially between individual multifamily developments, depending on the interactions of a series of complicated factors as described below.

Cost Side of the Equation

Multiple family and single family uses can exert different types of demand or need for local governmental services and the costs of providing these services to each type of use will vary accordingly. In some cases, such as the costs of providing school services, the costs associated with an average single family use is greater than with the costs associated with a multiple family use.

For other types of services, notably emergency medical services, the reverse may be true. In still others, such as police services, the differences are not at all clear and depend on a variety of factors. In all cases, the differences are related to the particular type of multiple family development involved and the particular demographic the development serves, as well as how various multiple family complexes are managed. Condos may result in different service costs than apartments require.^[1] Apartments serving students will be very different than senior housing. Well managed complexes can do much to reduce the need for police and other services, while poorly managed complexes may increase the demand or need for services.

School Costs and Emergency Medical Costs

The cost of providing education is the greatest category of costs among all types of local governments. While I argued in my last article that it is not really appropriate to include school related costs when comparing the cost of serving

residential uses^[2] (which have children) with non-residential uses (which do not have children), school costs are very relevant when considering whether multiple family dwellings are more costly than single family dwellings since they both have children and exert a pressure on schools services.

The cost of providing school services is directly related to the number of children. It is well established that single family dwellings average more children than multiple family units. Consequently, school costs associated with single family dwellings would, on average, be much more costly than multiple family housing per unit. This difference can be very substantial, especially in comparing single family uses with multiple family dwellings that primarily serve older age groups.

The relationship of dwelling type to emergency medical costs is often the reverse of school costs. Since a substantial portion of multiple family dwellings are occupied by senior citizens and the elderly, multiple family uses would be expected to generate a significantly larger number of calls for emergency medical calls. ^[3]

Capital Costs

Capital costs are a significant proportion of total local governmental service costs and can be anticipated to be between 20 and 30 percent of the annualized costs of supporting new development.^[4] While there can be significant debate over whether multiple family dwellings are more expensive to serve with ongoing services than single family dwellings, research and the literature is fairly clear that higher density development such as multiple family uses substantially reduce the costs of serving each dwelling unit with capital facilities.

This is most obvious in those facilities that are linear in nature (such as streets, water lines and sewer lines), since lower residential densities (common for single family neighborhoods) require that these lines and streets be extended over greater distances to serve each housing unit versus the relative efficiency of serving higher densities (in multiple family structures). These savings can be very substantial in the case of infill development where there are existing adequate facilities already serving the area. (There are significant exceptions to this; most notably redevelopment to higher densities in an area with inadequate facilities to support such higher densities, and in the case of high density sprawl where high capacity streets and lines must be extended at some distance to serve a dispersed pattern of multiple family complexes).

The costs of providing capital facilities to multiple family developments, makes the location of the development a major, if not the most important, factor in determining the costs of supporting multiple family development. Infill or redevelopment will often (but not always) be far less costly to serve than a new outlying multiple family development.

Police Service Costs

One of the more controversial cost factors in serving multiple family dwellings is whether these uses increase the costs of police services. Police departments and officers often assert that multiple family dwellings require a higher level of police services than single family neighborhoods. This assertion is usually based on the number of calls that may be generated by some multiple family developments (often apartment complexes).

There is no question that the young adult age groups tend to generate more per capita police calls than families or older age groups. Since these young adult age groups tend to reside in multiple family dwellings, some multiple family dwellings could tend to generate more police calls. (This problem can be very significant in poorly managed apartment complexes that do little, if anything, to manage the inappropriate behavior of occupants within the complex). However, these age groups would probably still generate a similar amount of calls if they were dispersed in single family dwellings instead of concentrated in multiple family dwellings.[5] Unless the housing needs of these groups were not allowed at all in the community, these police responses would still be needed, irrespective of the dwelling type.

While I have often heard this concern from police officers, I believe it is driven more by perception than reality. Since multiple family dwellings concentrate people in a few locations, those few locations generate a lot of calls that are on the mind of police officers, while the same number of calls over a dispersed pattern of houses do not stand out in an officer's mind. In spite of the perception, the actual rate of calls per housing unit or person on average may not be significantly higher for multiple family dwellings than the general population. (In the few times in my career that I have been able to generate the data for making a comparison, I have found that the call rate on a per capita basis in multiple family dwellings to be roughly comparable to the population at large).

Fire Protection Costs

A fire in a multiple family structure is often a major event attracting much attention and lasts long in our memories. As such it may appear that they are expensive to serve with fire protection services. This perception may have some validity in terms of older structures built before modern fire safety measures, particularly sprinklers, were required in our building codes. These modern measures have dramatically reduced the exposure to fire loss in these large structures and such risk might be comparable to single family structures (and might even be less since most jurisdictions do not require single family structures to be sprinklered). For all types of uses, the risk of fire tends to be less in newer structures compared to older structures.[6] As in the case of police protection, how an apartment complex is managed can make a significant difference: complexes that are well maintained with attention to reducing hazards will create less demand for fire services than those that are not well managed.

Revenue Side of the Equation

As in the case of costs, the revenue generated by multiple family uses may be underestimated relative to single family uses.

Property Taxes

It is commonly perceived that single family dwellings generate more tax revenue per unit (in the form of property taxes) than multiple family developments generate. This is not a very accurate perception.

The largest determinant of housing value (among many) is not the *type* of structure, but the *age* of the housing unit. Typically a newer structure will have significantly higher values than older structures. It is not uncommon in virtually all communities to find the relative value of new multiple family units to be greater than housing values of homes in older single family neighborhoods. This variation in value can actually be rather dramatic in communities that have both older neighborhoods and areas that are suitable for high end condominium development.

While single family dwellings have generally been of higher tax value than individual multiple family dwelling units of a given age (multiple family dwelling units built in the 1950s would tend to have lower values than single family dwellings built in the 1950s), these historical differences are lessening as the housing market shifts to higher end condominium development. The difference between the value of a new single family dwelling and a new condominium unit is lessening all the time and it is not uncommon to find new high end condominium units being higher in value than new single family units. However, since apartment units tend to still have lower values than condominium units, the average value for new multiple family uses might continue to be less than new single family development.^[7]

While it is common to look at revenues and costs on a per unit or per person basis, it is sometimes useful to look at revenue generation on a per acre basis. An important aspect of a city's financial health is its fiscal capacity and fiscal capacity is usually measured in total tax base in the community. The more intensely the community is developed the greater its tax base. The greater the tax base the greater the potential revenue stream that a local government has. The greater the revenue stream the greater the ability of the jurisdiction to respond to changing circumstances and needs. In this fiscal capacity sense then, multiple family development has a substantial financial advantage over single family development since multiple family structures generate far more revenue than single family structures on a per acre basis. As in the case of capital costs, the intensification of development by higher densities generates far more revenue than the same property would generate if developed in single family residences.

Other revenues

Generally, the more income a household has, the more the household is likely to spend, therefore, it is reasonable to correlate the generation of sales taxes with

income levels. Consequently, there may be differences between the potential sales tax revenues generated between the various dwelling types, since the average household income of single family dwellings is usually higher than that of multiple family dwelling units. However, as the housing market continues to shift to condominiums, the income differences between multiple family uses in general and single family uses are probably becoming much less. Since households with lower incomes tend to reside in older dwellings, new developments are likely to generate more sales tax revenues than older developments.

Other revenues (e.g., from municipal utilities) are probably generated at about the same rate for single family dwellings and multiple family dwellings. For example, water and sewer rates generally are driven by amount of usage and should be designed to capture costs. While for most utilities, rates may vary between single family uses and multiple family uses, this variation is based on differences in consumption patterns between the two uses (multiple family dwellings usually have less water consumption, often due to requiring less landscape maintenance). Since, each unit or structure is charged based on its actual consumption, utility rates should recover costs of providing the service.

Conclusion

There is no clear answer to the question of whether multiple family uses are more costly to support than other uses. The answer depends on the interaction of a variety of factors many of which cannot be easily estimated in advance and difficult to measure in practice.

In terms of the net financial burden imposed on a community by different residential uses, the age of a structure is a greater factor than the dwelling type. Older structures generate far less revenue and tend to require somewhat higher expenditures, at least in fire protection. Both new multiple family and single family development generate more revenues than older structures and, in most cases, probably tend to financially support the services that these units require, especially when compared to older structures.

Another very important factor in whether uses support themselves or not is the location of the development, regardless of its use. As I noted in the article on single family uses:

“Whether particular uses support themselves or not depends more on the location and circumstances of those uses. Like most planners, I ardently believe that sprawling single family dwellings do indeed not support themselves, but am persuaded to believe that well-sited (such as infill) housing may more than “pay for itself.” Similarly, poorly-sited commercial development can be very costly for local governments.”

Well-sited infill multiple family developments might very well be more cost effective and better able to support the full array of local governmental services than poorly-sited single family developments.

At any, rate fiscal policy should reflect the basic purpose of governments to serve all people on an equal basis, irrespective of where they live within a community. Developing fiscal or land use policy on the basis of whether various uses are perceived to support or not support themselves distorts this purpose and tends to favor some people (usually the more wealthy) relative to others. Such policies tend to undermine the basic purpose of local government to serve all of its residents equally irrespective of their wealth or social status.

[1] I would think that an empty nester, baby-boomer couple, the type of demographic that is fuelling the shift to multiple family development in many communities, actually would exert very little need for local governmental services.

[2] One of the most basic tenets of American financial policy is that education should be financed by the entire community (i.e., all land uses) and not just the families with children (in this context, residential uses)

[3] I have long thought that there is some amount of intergenerational equity between senior citizens helping to support school costs and families with children subsidizing elderly age groups with medical services.

[4] *Costs of Providing Governmental Services to Alternative Residential Patterns*, The Chesapeake Bay Program, Environmental Protection Agency, May, 1993; page 5-6.

[5] Since the population would be more dispersed and there would be no apartment management to buffer the need for calls if these age groups resided in single family dwellings, the costs associated with these police calls might even be higher.

[6] See for example, Elliot F. Eisenberg, "Fire Deaths in the U.S.: How Best to Keep Reducing Them," *Fire Protection Engineering*, 2005.

[7] Since the market shift to condominiums is driven by empty nest baby boomers, the market shift is likely to continue as baby boomers age and the economy recovers from the recession.

MRSC is a private nonprofit organization serving local governments in Washington State. Eligible government agencies in Washington State may use our free, one-on-one [Ask MRSC service](#) to get answers to legal, policy, or financial questions.

About Pat Dugan

[VIEW ALL POSTS BY PAT DUGAN](#)

Sample Documents

- [Budgets](#)
- [Contracts/Agreements](#)
- [Fee/Rate Schedules](#)
- [Forms](#)
- [Franchises](#)
- [Job Descriptions](#)
- [Ordinances/Resolutions](#)
- [Other Documents](#)
- [Policies/Procedures](#)
- [RFP/RFQ/Bid Documents](#)

Topics

- [Economic Development](#)
- [Environment](#)
- [Finance](#)
- [Governance](#)
- [Legal](#)
- [Management](#)
- [Parks and Recreation](#)
- [Personnel](#)
- [Planning](#)
- [Public Safety](#)
- [Public Works and Utilities](#)
- [Transportation](#)

Stay Informed

- [Subscribe to E-Newsletters](#)
- [MRSC Insight Blog](#)

Related Services



www.mrscrosters.org

Follow us:

© 2023 Municipal Research and Services Center of Washington (MRSC). All rights reserved. [Privacy & Terms](#).

[Back to top](#)

Exhibit 5

Higher-Density Development

MYTH AND FACT



**Urban Land
Institute**

Higher-Density Development

MYTH AND FACT



**Urban Land
Institute**

About NMHC—the National Multi Housing Council

NMHC is a national association representing the interests of the nation's larger and most prominent apartment firms. NMHC advocates on behalf of rental housing, conducts apartment-related research, encourages the exchange of strategic business information, and promotes the desirability of apartment living. One-third of Americans rent their housing, and 15 percent of all U.S. households live in an apartment home.

Doug Bibby, *President*

About Sierra Club

The Sierra Club's members are 700,000 of your friends and neighbors. Inspired by nature, we work together to protect our communities and the planet. The Club is America's oldest, largest, and most influential grass-roots environmental organization.

Larry Fahn, *President*

About AIA—the American Institute of Architects

Since 1857, the AIA has represented the professional interests of America's architects. As AIA members, more than 75,000 licensed architects, emerging professionals, and allied partners express their commitment to excellence in design and livability in our nation's buildings and communities. Members adhere to a code of ethics and professional conduct that assures the client, the public, and colleagues of an AIA-member architect's dedication to the highest standards in professional practice.

Douglas L. Steidl, *President*

About ULI—the Urban Land Institute

ULI—the Urban Land Institute is a nonprofit educational and research institute supported by its members. Its mission is to provide responsible leadership in the use of land to enhance the total environment. ULI sponsors educational programs and forums to encourage an open exchange of ideas and sharing of experiences; initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development. Established in 1936, the Institute has more than 24,000 members and associates from more than 80 countries representing the entire spectrum of the land use and development disciplines.

Richard M. Rosan, *President*

ULI Project Staff

ULI Project Staff
Rachelle L. Levitt
*Senior Vice President, Policy and Practice
Publisher*

Gayle Berens
*Vice President, Real Estate Development
and Practice*

Richard M. Haughey
*Director, Multifamily Development
Project Director
Principal Author*

Elam Thomas Sprenkle
Alexa Bach
Contributing Authors

Nancy H. Stewart
*Director, Book Program
Managing Editor*

Barbara M. Fishel/Editech
Manuscript Editor

Betsy Van Buskirk
Art Director

Anne Morgan
Graphic Design

Diann Stanley-Austin
Director, Publishing Operations

Recommended bibliographic listing:

Haughey, Richard M. *Higher-Density Development: Myth and Fact*. Washington, D.C.:
ULI—the Urban Land Institute, 2005.

ULI Catalog Number: N27

International Standard Book Number: 0-87420-941-2

©2005 by ULI—the Urban Land Institute
1025 Thomas Jefferson Street, N.W.
Suite 500 West
Washington, D.C. 20007-5201

Printed in the United States of America. All rights reserved. No part of this book
may be reproduced in any form or in any means, electronic or mechanical,
including photocopying and recording, or by an information storage and retrieval
system without written permission of the publisher.

ULI Review Committee

Elinor R. Bacon
President
ER Bacon Development, LLC
Washington, D.C.

Edward T. McMahon
Senior Resident Fellow,
Sustainable Development
ULI—the Urban Land Institute
Washington, D.C.

Maureen McAvey
Senior Resident Fellow,
Urban Development
ULI—the Urban Land Institute
Washington, D.C.

Debra Stein
President
GCA Strategies
San Francisco, California

Representatives of the partners who directed this work:

NMHC
Doug Bibby, *President*
Kimberly D. Duty, *Vice President of Communications*
Michael H. Tucker, *Director of Communications*

Sierra Club
Neha Bhatt, *Associate Washington Representative*
Challenge to Sprawl Campaign

Eric Olson, *Associate Washington Representative*
Challenge to Sprawl Campaign

AIA
David T. Downey, *Managing Director*
AIA Center for Communities by Design

ULI
Richard M. Haughey, *Director, Multifamily Development*

As this country continues to grow and change, communities are left to figure out where all these new people will live, work, and shop. New markets are emerging for real estate that offers a more convenient lifestyle than is offered by many low-density sprawling communities. New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant.

Unfortunately, in too many communities higher-density mixed-use development is difficult to construct because of zoning and building codes that favor low-density development with segregated uses and because of opposition from the community. This publication looks at several myths surrounding higher-density development and attempts to dispel them with facts to help dismantle the many barriers such developments face.

ULI is proud to have partnered with NMHC—the National Multi Housing Council, Sierra Club, and AIA—the American Institute of Architects on this publication. This convergence of interests highlights the importance each organization has placed on finding a new development pattern that better fits the needs of a growing and changing country.

ULI will continue to provide forums in which all stakeholders can explore and debate issues about growth and development patterns and how properly designed and incorporated density can be used to accommodate new growth. ULI will conduct research, produce well-balanced information, and identify best practices on issues relevant to growth and density. Through these efforts, ULI and its partners hope to play a role in planning a better development pattern for the future.

Harry H. Frampton III
Chair

Higher-Density Development: Myth and Fact

America's changing population is creating demand for new types of homes, offices, and retail outlets. Better solutions are needed to the challenges created by changing demographics, dwindling natural areas, smog and public health issues, shrinking municipal budgets, and traffic congestion. Communities that answer these challenges will develop into great places to live.

America will add roughly 43 million new residents—that's 2.7 million new residents per year—between now and 2020.¹ America is not only growing but also undergoing dramatic demographic changes. The traditional two-parent household with children is now less than a quarter of the population and getting proportionally smaller. Single-parent households, single-person households, empty nesters, and couples without children make up the new majority of American households, and they have quite different real estate needs.² These groups are more likely to choose higher-density housing in mixed-density communities that offer vibrant neighborhoods over single-family houses far from the community core.

The fact is that continuing the sprawling, low-density haphazard development pattern of the past 40 years is unsustainable, financially and otherwise. It will exacerbate many of the problems sprawl has already created—dwindling natural areas and working farms, increasingly longer commutes, debilitating traffic congestion, and harmful smog and water pollution. Local officials now realize that paying for basic infrastructure—roadways and schools, libraries, fire, police, and sewer services—spread over large and sprawling distances is inefficient and expensive.

Most public leaders want to create vibrant, economically strong communities where citizens can enjoy a high quality of life in a fiscally and environmentally responsible manner, but many are not sure how to achieve it. Planning for growth is a comprehensive and complicated process that requires leaders to employ a variety of tools to balance diverse community interests. Arguably, no tool is more important than increasing the density of existing and new communities, which includes support for infill development, the rehabilitation and reuse of existing structures, and denser new development. Indeed, well-designed and well-integrated higher-density development makes successful planning for growth possible.

Density refers not only to high-rise buildings. The definition of density depends on the context in which it is used. In this publication, *higher density* simply means new residential and commercial development at a density that is higher than what is typically found in the existing community. Thus, in a sprawling area with single-family detached houses on one-acre lots, single-family houses on one-fourth or one-eighth acre are considered higher density. In more densely populated areas with single-family houses on small lots, townhouses and apartments are considered higher-density development. For many suburban communities, the popular mixed-use town centers being developed around the country are considered higher-density development.

Most land use professionals and community leaders now agree that creating communities with a mix of densities, housing types, and uses could be the antidote to sprawl when implemented regionally. And across the country, the general public is becoming more informed and engaged in making the tough land use choices that need to be made while understanding the consequences of continuing to grow as we have in the past. Many have also come to appreciate the “place-making” benefits of density and the relationship between higher-density development and land preservation. Media coverage of the topic of growth and development has also evolved. Past media coverage of growth and development issues was often limited to the heated conflicts between developers and community residents. Many in the media are now presenting more thoughtful and balanced coverage, and several editorial boards support higher-density developments in their communities as an antidote to regional sprawl.

Yet despite the growing awareness of the complexity of the issue and growing support for higher-density development as an answer to sprawl, many still have questions and fears related to higher-density development. How will it change the neighborhood? Will it make traffic worse? What will happen to property values? And what about crime? Ample evidence—documented throughout this publication—suggests that well-designed higher-density development, properly integrated into an existing community, can become a significant community asset that adds to the quality of life and property values for existing residents while addressing the needs of a growing and changing population.

Many people’s perception of higher-density development does not mesh with the reality. Studies show that when surveyed about higher-density development, those interviewed hold a negative view. But when shown images of higher-density versus lower-density development, people often change their perceptions and prefer higher density.³ In a recent study by the National Association of Realtors® and Smart Growth America, six in ten prospective homebuyers, when asked to choose between two communities, chose the neighborhood that offered a shorter commute, sidewalks, and amenities like shops, restaurants, libraries, schools, and public transportation within walking distance. They preferred this option over the one with longer commutes and larger lots but limited options for walking.⁴ The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.⁵ Such contradictions point to widespread misconceptions about the nature of higher-density development and sprawl. Several of these misconceptions are so prevalent as to be considered myths.

To some degree, these myths are the result of memories people have of the very-high-density urban public housing projects of the 1960s and 1970s that have been subsequently deemed a failure. Somehow, the concept of density became associated with the negative imagery and social problems of depressed urban areas. The reality

is that complex interrelated factors such as the high concentration of poverty and poor educational and employment opportunities combined to doom the public housing projects. Even very-high-density housing can be practical, safe, and desirable. For example, the mixed-income apartments and condominiums or luxury high rises in New York and Chicago—some of the safest and most expensive housing in the country—prove that density does not equal an unsafe environment.

The purpose of this publication is to dispel the many myths surrounding higher-density development and to create a new understanding of density that goes beyond simplistic negative connotations that overestimate its impact and underestimate its value. Elected officials, concerned citizens, and community leaders can use this publication to support well-designed and well-planned density that creates great places and great communities that people love. With the anticipated population growth and continuing demographic and lifestyle changes, consensus is building that creating communities with a mix of densities, housing types, and uses will be both necessary and desirable.

Higher-Density Development: Myth and Fact is the sixth in a series of Urban Land Institute myth and fact booklets. The series is intended to clarify misconceptions surrounding growth and development. Other topics covered have included transportation, smart growth, urban infill housing, environment and development, and mixed-income housing.

Higher-Density Development: Myth and Fact examines widespread misconceptions related to higher-density development and seeks to dispel them with relevant facts and information. Although the benefits of higher-density development are often understated, so are the detrimental effects of low-density development. The advantages and drawbacks of higher-density development are compared throughout this publication with the alternative of low-density development. In the process, misconceptions regarding low-density development are also addressed.

MYTH

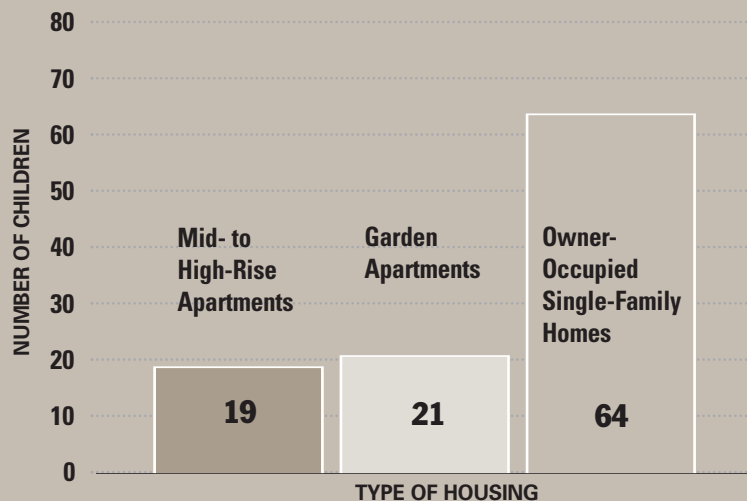
Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT

The nature of who lives in higher-density housing—fewer families with children—puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.

Public officials across the country struggle to afford the infrastructure needed to support sprawling development. A recent study analyzing the costs of sprawl estimated that more than \$100 billion in infrastructure costs could be saved over 25 years by pursuing better planned and more compact forms of development.⁶ The issue has transcended political parties and ideologies and has become an issue of basic fiscal responsibility. California’s Republican Governor Arnold Schwarzenegger has criticized “fiscally unsustainable sprawl,”⁷ while Michigan’s Democratic Governor Jennifer Granholm has noted that sprawl “is hampering the ability of this state and its local governments to finance public facilities and service improvements.”⁸

NUMBER OF SCHOOL AGE CHILDREN PER 100 UNITS OF NEW HOUSING



Source: 1999 American Housing Survey (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1999).

Progressive and conservative groups have identified sprawl as a real problem. Charter of the New Urbanism states that “placeless sprawl” is an “interrelated community building challenge.”⁹ Conservative groups have concluded that “sprawl is in fact a conservative issue” with “conservative solutions” and that “sprawl was in large part created through government intervention in the economy.”¹⁰

Indeed, numerous government policies over the last half century have led to and supported sprawl. Historically, federal spending for transportation has subsidized large-scale highway construction over other modes of transportation. Financing policies from the Federal Housing Administration have promoted suburban subdivisions across the nation. Large lot exclusionary zoning has forced the artificial separation of land uses, leading to large distances between employment centers, housing, and retail. But many government agencies now realize they cannot afford to continue providing the infrastructure and public services that sprawl demands.

Not only do local governments absorb much of the cost of more and more roadways, profoundly longer water and electrical lines, and much larger sewer systems to support sprawling development, they must also fund public services to the new residents who live farther and farther from the core community. These new residents need police and fire protection, schools, libraries, trash removal, and other services. Stretching all these basic services over ever-growing geographic areas places a great burden on local governments. For example, the Minneapolis/St. Paul region built 78 new schools in the suburbs between 1970 and 1990 while simultaneously closing 162 schools in good condition located within city limits.¹¹ Albuquerque, New Mexico, faces a school budget crisis as a result of the need to build expensive new schools in outlying areas while enrollment in existing close-in schools declines.

P R O F I L E



MCCAFFERY INTERESTS

The Market Common Clarendon

Located on the site of a former parking lot and occupying roughly ten acres of land, the Market Common in Clarendon, Virginia, just outside Washington, D.C., provides 300 Class A apartments, 87 townhouses, 100,000 square feet of office space, and 240,000 square feet of prime retail space. Located within walking distance of the Orange Line of Washington’s extensive subway system, residents can leave their cars parked while they take public transit to work. They can also walk to a Whole Foods grocery store adjacent to the highly successful development. Prominent national retailers occupy the ground level of the building, and structured parking is provided. The compact development form of the Market Common promotes walking, biking, and using public transit over autos. The apartments are attractive to young professionals without children, lessening the impact on the county’s

Located within walking distance of a Washington, D.C., Metro stop, the Market Common provides housing, offices, retail, and restaurants on a ten-acre site that was formerly a parking lot.

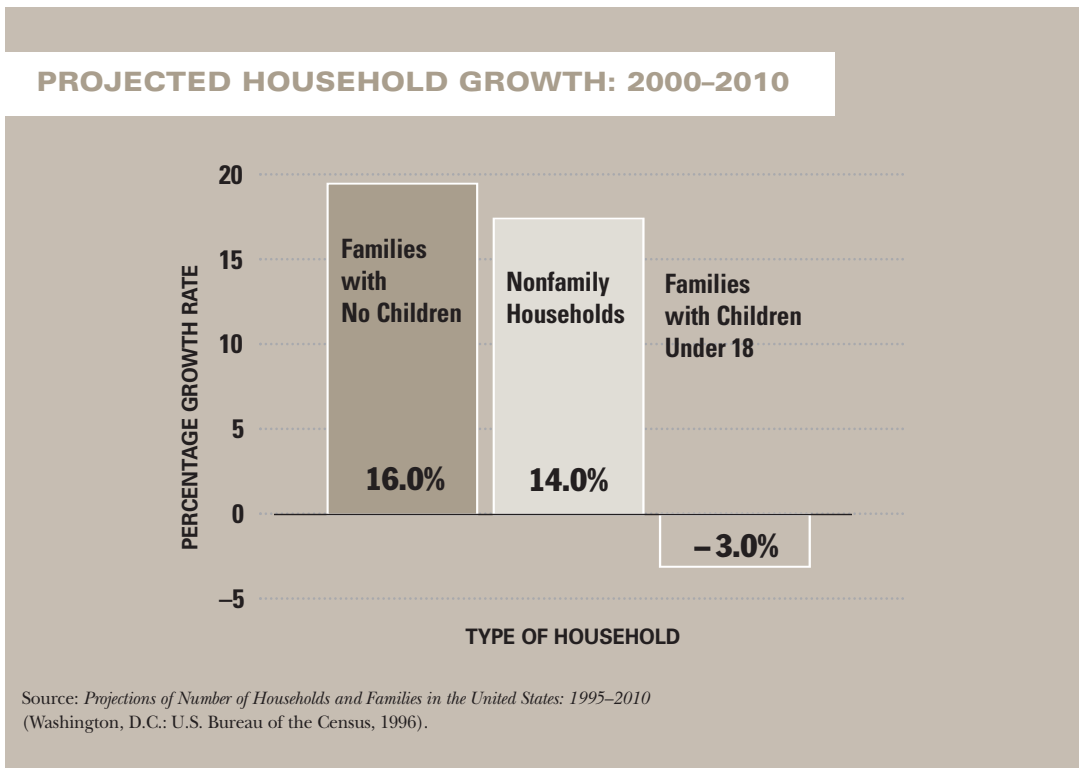
school system. The project is the result of a successful collaboration of McCaffery Interests, Arlington County officials, and citizens of the Clarendon neighborhood; it has spurred new retail, office, and residential construction on neighboring sites.

Unfortunately for local governments, a growing body of evidence shows that sprawling development often does not pay enough property tax to cover the services it requires. A study conducted for a suburban community outside Milwaukee found that public services for an average-price single-family house in that community cost more than twice as much as the property taxes paid by the homeowner.¹²

One reason for the disparity between property tax revenue and the cost of public services is expenditures for public schools. Low-density suburbs and exurban areas generally attract families with more school-age children. In fact, single-family developments average 64 children for every 100 units, compared with only 21 children for every 100 units of garden apartments and 19 children for every 100 units of mid- to high-rise apartments.¹³ The reason is that multifamily housing attracts predominantly childless couples, singles, and empty nesters.

And although apartment renters do not pay property tax directly, apartment owners do. Apartments are also usually taxed at a higher commercial real estate tax rate,¹⁴ so a typical mixed-use development with retail, office, and apartments may subsidize the schools and other public services required by residents of low-density housing in the same community. This phenomenon is further exacerbated because many multifamily developments and retail and office establishments pay for their own trash disposal, shuttle buses, and security.

Reducing the distance between homes, shops, and offices also reduces the cost of public infrastructure. According to one of many studies, “The public capital and operating costs for close-in, compact development [are] much lower than they [are] for fringe, scattered, linear, and satellite development.”¹⁵ And many of these studies do not take into account the advantages created by making public transit



more feasible as well as making delivery of basic services like mail delivery, trash collection, and police and fire protection more efficient.

Another emerging body of research suggests that higher-density development is an important component of economic development initiatives and helps attract new employers. “Information economy” is a term used to define the growing industries based on the economics of the Internet, information goods, and intellectual property. Workers in this field are known as “knowledge workers,” and many believe they are the future of the American economy. These workers are comfortable with the latest technology and, because their skills are transferable, choose their jobs based on the attributes of the town or city where they are located. They seek out vibrant, diverse urban centers that offer access to technology, other knowledge workers, and lifestyle.¹⁶

The economic development game has changed. Employers now follow the workers rather than the other way around. Therefore, communities that focus on providing a high quality of life with the energy and vitality created by urban centers will be much more likely to attract these highly prized, talented, and productive workers than communities of faceless sprawl. Companies that understand the appeal of these communities are making relocation decisions with these workers in mind. Studies have shown that increasing employment density increases labor productivity, generally by reducing commuting times.¹⁷

Thus, introducing higher-density projects into a community will actually increase that community’s revenue without significantly increasing the infrastructure and public service burdens. Blending apartments into low-density communities can help pay for schools without drastic increases in the number of students. Diversifying housing options and adding amenities like shops and offices close by will improve the quality of life and attract businesses and people that will strengthen the community’s economic stability. Increasing density provides a real economic boost to the community and helps pay for the infrastructure and public services that everybody needs.

PROFILE

Highlands’ Garden Village

Built on the site of the Elitch Gardens amusement park in Denver, Highlands’ Garden Village is a walkable, transit-linked community and a financially viable model for environmentally responsible infill development. New York–based developer Jonathan Rose & Companies developed single-family homes, townhouses, seniors’ and multifamily apartments, cohousing, offices, and retail space on the site. At the center, a historic theater and carousel from the original amusement park are being transformed



JONATHAN ROSE & COMPANIES

Highlands’ Garden Village reuses some structures from the amusement park previously located on the site. The compact development, combined with a variety of uses and housing types, uses public infrastructure more efficiently than low-density sprawling development.

into a community performing arts center and a walking labyrinth. Berkeley, California–based Calthorpe Associates designed a plan that put new homes on three sides of a square-shaped village and a commercial “main street” on the fourth. Restaurants, studios, and shops line the street with live/work townhouses and offices above, giving residents the opportunity to live, work, and shop in the same community. The proximity of amenities, location near downtown, and convenience of public bus lines encourage people to walk and reduce travel costs.

MYTH

Higher-density developments lower property values in surrounding areas.

FACT

No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.

The precise value of real estate is determined by many factors, and isolating the impact of one factor can be difficult. Although location and school district are the two most obvious determining factors of value, location within a community and size and condition of the house also affect value. Several studies have examined whether multifamily housing has any impact on the value of nearby single-family detached houses. These studies have shown either no impact or even a slightly positive impact on appreciation rates.

PROFILE



HAILE PLANTATION CORPORATION

Haile Plantation

Haile Plantation is a Gainesville, Florida, icon. Although it is denser than surrounding communities, the values of homes in Haile Plantation are often higher than the values of houses in neighboring lower-density communities, because the traditional neighborhood design employed there makes Haile Plantation more desirable and valuable. Beginning with the master plan in 1979, Haile Plantation has been called one of the first new urbanist communities in the country. Developers Bob Rowe and Bob Kramer in conjunction with the Haile Plantation Corporation developed the 1,700-acre site to include more than 2,700 units, ranging from single-family homes to townhouses and garden apartments. The sense of community has only grown with the expansion of the development to include a town center, a village green, trails, civic uses, and offices. Indeed, it is density and diversity that together add value to this popular Florida community.

Homes in Haile Plantation sell for more than neighboring homes because prospective buyers view the traditional neighborhood design as a valuable and desirable amenity.

For instance, one study by the National Association of Home Builders looked at data from the American Housing Survey, which is conducted every two years by the U.S. Census Bureau and the Department of Housing and Urban Development. It found that between 1997 and 1999, the value of single-family houses within 300 feet of an apartment or condominium building went up 2.9 percent a year, slightly higher than the 2.7 percent rate for single-family homes without multifamily properties nearby.¹⁸

Another study, commissioned by the Family Housing Fund in Minnesota, studied affordable apartments in 12 Twin Cities neighborhoods and found “little or no evidence to support the claim that tax-credit family rental developments in [the] study eroded surrounding home values.”¹⁹ And a long-term study by Harvard University’s Joint Center for Housing Studies published in 2003 also confirms that apartments pose no threat to nearby single-family house values, based on U.S. Census data from 1970 to 2000.²⁰

Not only is there compelling evidence that increased density does not hurt property values of nearby neighbors: researchers at Virginia Tech University have concluded that over the long run, well-placed market-rate apartments with attractive design and landscaping actually increases the overall value of detached houses nearby.²¹ They cite three possible reasons. First, the new apartments could themselves be an indicator that an area’s economy is vibrant and growing. Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses. Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices.²²

P R O F I L E

Echelon at Lakeside

Echelon at Lakeside is the only multifamily development in an upscale, master-planned single-family suburban neighborhood of Lakeside on Preston in Plano, Texas a suburb of Dallas. Florida-based developers Echelon Communities, LLC, overcame initial community opposition from area residents through high-quality innovative design. The award-winning architecture blends seamlessly with the surrounding neighborhood’s traditional style. Larger-than-normal floor plans, individual entries, and attached garages combine to mirror the grand

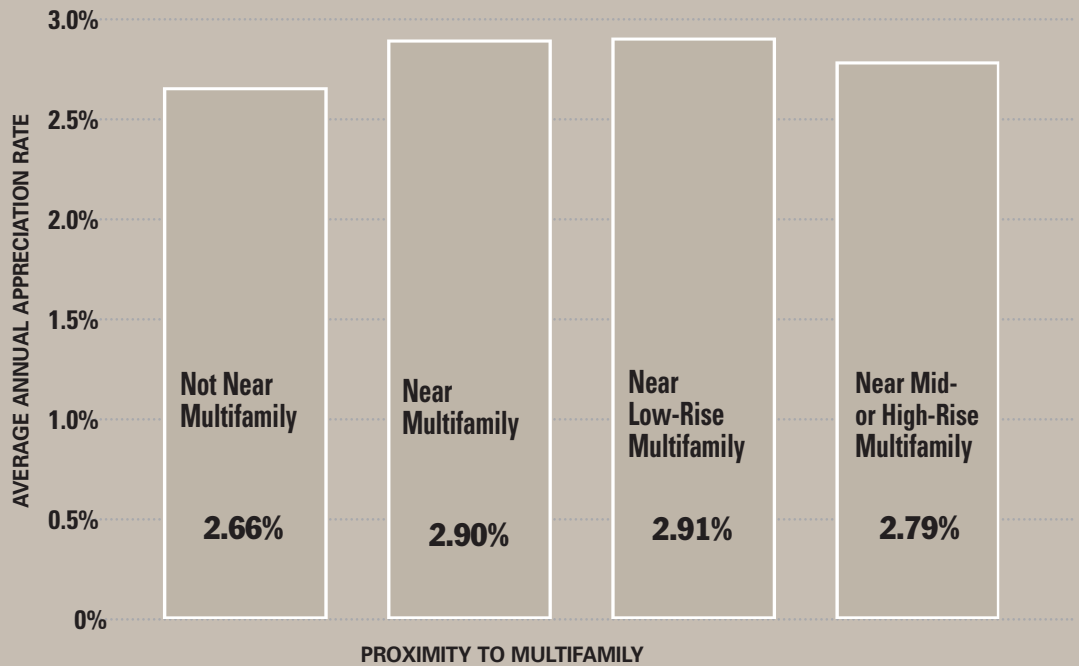


COURTESY OF ECHOLON COMMUNITIES, LLC. PHOTOGRAPH BY STEVE HINDS

The award-winning apartments at Echelon at Lakeside were designed to blend with the neighboring luxury homes.

estates in the surrounding communities. Although street elevations make the buildings appear to be one single-family home, they actually house several multifamily units. Memphis-based architects Looney Ricks Kiss used five building types and three building styles. All units include high-quality interior finishes; community amenities include a resort-style pool, fitness facility, clubroom, business and conference center, and full-time concierge.

AVERAGE ANNUAL APPRECIATION FOR SINGLE-FAMILY DETACHED HOMES BY NEARNESS TO MULTIFAMILY BUILDINGS



Source: NAHB computations based on data in the *American Housing Survey: 1997 and 1999* (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1997 and 1999).

Concerned citizens should use the entitlement process to demand high-quality development in their communities while understanding that density and adjacent property values are not inversely related. Higher-density real estate developers and investors in higher-density real estate need to appreciate the fact that most Americans’ wealth is held in their home equity. Therefore, changes in property values can have very real consequences to existing property owners. Likewise, homeowners would benefit from knowing that developers make a substantial financial commitment when investing in new higher-density projects. This investment is an incentive to make the project successful, which can give the community leverage in working with the developer. Such interrelated and overlapping economic interests among these stakeholders make it all the more likely that a mutually beneficial agreement can be reached. Such an agreement can result in a project that enhances the existing community, ensures the appreciation of residents’, developers’, and the local government’s financial interests, and addresses the needs of current and future residents of the community and region.

3 MYTH 3 FACT

Higher-density development creates more regional traffic congestion and parking problems than low-density development.

Higher-density development generates less traffic than low-density development per unit; it makes walking and public transit more feasible and creates opportunities for shared parking.

Most people assume that higher-density development generates more traffic than low-density development and that regional traffic will get worse with more compact development. In fact, the opposite is true. Although residents of low-density single-family communities tend to have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household.²³ And according to one study using data from the National Personal Transportation Survey, doubling density decreases the vehicle miles traveled by 38 percent.²⁴

PROFILE

Mockingbird Station

The residents of Mockingbird Station in Dallas, Texas, are far less dependent on their cars, because they have a whole host of amenities at their doorstep. Dallas developer Ken Hughes partnered with Denver-based Simpson Housing Group to create the ten-acre pedestrian-oriented urban village, which includes 216 loft apartments, an eight-screen film center and café, more than 90 shops and restaurants, offices, an enclosed public plaza, and parking, all directly linked to the Dallas Area Rapid Transit (DART) light-rail system. Mockingbird Station provides direct platform access to DART trains, which offer residents an eight-minute commute to Dallas's central business district and a single train connection to the Dallas Convention Center, Reunion Arena, and other downtown entertainment. The new village is also immediately adjacent to the campus of Southern Methodist University and within walking distance of the university's new stadium and sports center. RTKL created architecture reminiscent of historic train stations but with a modern twist to the materials and detailing. Although only limited driving is necessary, a parking garage is provided but placed out of sight and underground. The myriad materials, architectural styles, and amenities create a vibrant transit-oriented community.



Residents of Mockingbird Station can leave their cars in the garage and take an eight-minute train ride to downtown Dallas; they can also walk to shops, offices, and a movie theater.

The reason is that higher-density developments make for more walkable neighborhoods and bring together the concentration of population required to support public transportation. The result is that residents in higher-density housing make fewer and shorter auto trips than those living in low-density housing.²⁵ Condominium and townhouse residents average 5.6 trips per day and apartment dwellers 6.3 car trips per day, compared with the ten trips a day averaged by residents of low-density communities. (A trip is defined as any time a car leaves or returns to a home.)

Increasing density can significantly reduce dependency on cars, but those benefits are even greater when jobs and retail are incorporated with the housing. Such mixed-use neighborhoods make it easier for people to park their car in one place and accomplish several tasks, which not only reduces the number of car trips required but also reduces overall parking needs for the community. But if retail uses are to survive, they must be near households with disposable income. Having those households within walking distance of the shops builds in a market for the stores. One study indicates that in some markets, 25 to 35 percent of retail sales must come from housing close to shops for the shops to be successful.²⁶

PROFILE

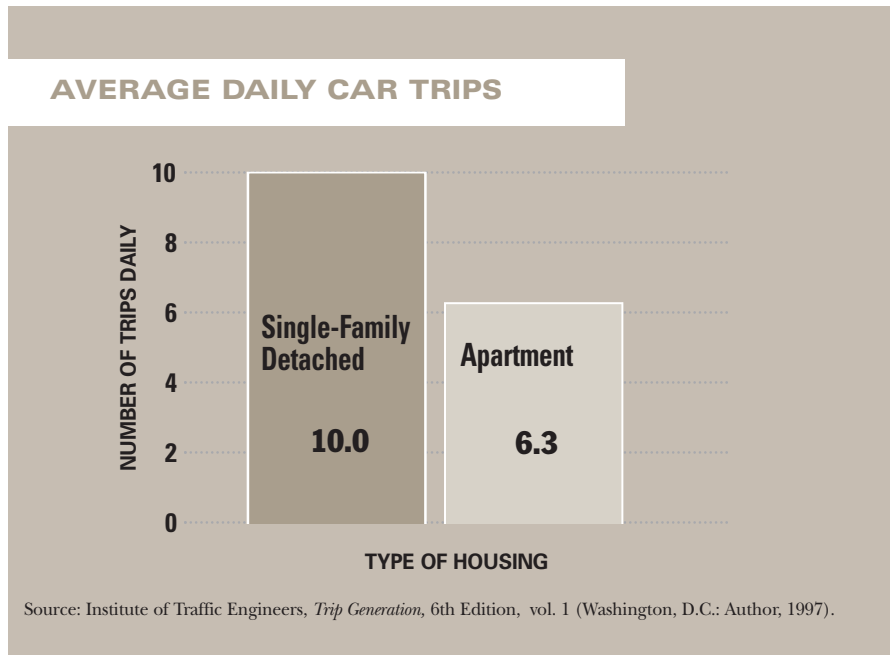
Southwest Station

The Southwest Metro Transit Commission is a small suburban bus system near Minneapolis that serves downtown Minneapolis and numerous other employment and recreation centers, including Minnesota Twins baseball games. The American Public Transportation Association calls it the “best small system in the country.” In an effort to capitalize and expand on the success of the system, the commission has encouraged transit-oriented development at its bus stops. In Eden Prairie, Minnesota, the commission completed a bus depot and five-story parking garage on 22 acres of excess right-of-way. In 2001, it started selling land around the transit complex for retail and residential development. Restaurants, shops, and more than 250 apartments, condominiums, and townhouses soon followed. The new development generated revenue for the commission, new public transit riders, affordable convenient housing, and a suburban lifestyle with the amenities usually afforded only to city dwellers.



The Southwest Metro Transit Commission in suburban Minneapolis runs an award-winning bus system and has encouraged higher-density development around transit stops, like this one at Southwest Station in Eden Prairie, Minnesota.

With a typical family now making more car trips for family, personal, social, and recreational reasons than for commuting to work,²⁷ reducing the number of noncommuting trips takes on greater importance in the battle to reduce traffic congestion and parking problems. A case study in Washington, D.C., found that workers in dense downtown Washington made 80 percent of their mid-day trips by foot while suburban workers made 67 percent of their mid-day trips by car.²⁸ Although a suburban office park would never reach the density levels of a downtown area, planners can still reduce the auto dependency of suburban office workers by using some of the same design techniques. Concentrating density around



suburban offices, allowing and encouraging retail and restaurants in and near the offices, and planning for pedestrian and bike access can all reduce the number of lunchtime car trips required by office workers.

Higher-density mixed-used developments also create efficiencies through shared parking. For example, office and residential uses require parking at almost exact opposite times. As residents leave for work, office workers return, and vice versa. In addition, structured parking becomes feasible only with higher-density developments.

Higher-density development also makes public transit more feasible. When a community that includes residences, shops, and offices reaches a certain threshold of density, public transit-shuttles, bus service, trams, or light rail becomes an option for residents. It is estimated that a minimum density of seven dwelling units per acre is needed to make local bus service feasible with an intermediate level of service.²⁹ Light rail needs a minimum density of nine dwelling units per acre to be feasible.³⁰ When a community can take advantage of these options and increase the transportation choices for residents, relief is greater as total car dependency is further broken. Such choices are impossible for low-density developments.

MYTH

Higher-density development leads to higher crime rates.

FACT

The crime rates at higher-density developments are not significantly different from those at lower-density developments.

People sometimes associate density with crime, even though numerous studies show that no relationship exists between the two. A study in Irving, Texas, using geographic information systems and crime statistics, found no link between crime and density. In fact, it found that single-family neighborhoods are “not all associated with lower crime rates.”³¹ Another study conducted by the University of Alaska found no relationship between housing density and crime in Anchorage.³²

PROFILE

Westminster Place

Although today Westminster Place is a thriving, safe community in midtown St. Louis, it was not always the case. The area, approximately 90 acres, was well known by the St. Louis police department for its high rate of violent crime, which led to the area’s becoming blighted. McCormack Baron Salazar, a St. Louis-based developer, brought the community back through the addition of higher-density mixed-income housing comprising affordable and market-rate units. The master plan included for-sale and rental housing, garden apartments, townhouses, single-family homes, and even an assisted living facility for seniors. A new community pool, a bustling retail center, and a magnet school are included as well. The new plan slowed traffic through the community, added landscaping and street and parking lot lighting, and new “eyes on the street,” making it more difficult for criminals to go unnoticed. The area blossomed into a place where people once again feel safe walking. The success of the community spurred the revitalization of surrounding areas.



MCCORMACK BARON SALAZAR

Increasing the housing density, adding some market-rate housing, and developing a design that slowed traffic and added additional lighting changed Westminster Place from a crime-ridden neighborhood to a thriving, safe community.

PROFILE

East Village

East Village is a small urban revitalization project on the edge of downtown Minneapolis. Before the project was built, the neglected 2.9-acre site contained several deteriorating rental homes, old commercial buildings, and abandoned surface parking lots. The neighborhood wanted to improve the area and the image of one of the city’s oldest neighborhoods, Elliot Park. The developers of the project, Central Community Housing Trust and East Village Housing Corporation, developed the new mixed-income housing and commercial community to encourage a sense of community and ownership. East Village now features community green space, pedestrian paths, and neighborhood businesses. Buildings surround the greenway that leads to Elliot Park, a city park with year-round activities and a community center. Brick, bay windows, and French balconies complement historic buildings in the area. In addition, all buildings have multiple entrances to encourage interaction among neighbors. An underground 350-space parking garage frees up space for landscaped areas. This once neglected area has won two awards for innovation and design and become an exceedingly successful vibrant and safe community.



CENTRAL COMMUNITY HOUSING TRUST

The additional “eyes on the street” created by the development of East Village in Minneapolis has led to a safer vibrant community.

Arizona researchers found that when police data are analyzed per unit, apartments actually create less demand for police services than a comparable number of single-family houses. In Tempe, Arizona, a random sample of 1,000 calls for service showed that 35 percent originated from single-family houses and just 21 percent came from apartments. Similarly, a random sample of 600 calls for service in Phoenix, Arizona, found that an apartment unit's demand for police services was less than half of the demand created by a single-family house.³³

One reason for the misperception that crime and density are related could be that crime reports tend to characterize multifamily properties as a single "house" and may record every visit to an apartment community as happening at a single house. But a multifamily property with 250 units is more accurately defined as 250 houses. To truly compare crime rates between multifamily properties and single-family houses, the officer would have to count each household in the multifamily community as the equivalent of a separate single-family household. When they do so, many find what the previous studies prove: that crime rates between different housing types are comparable.

Higher-density developments can actually help reduce crime by increasing pedestrian activity and fostering a 24-hour community that puts more "eyes on the street"³⁴ at all times. Many residents say they chose higher-density housing specifically because they felt more secure there; they feel safer because there are more people coming and going, making it more difficult for criminals to act without being discovered. This factor could explain why a ULI study of different housing types in Greenwich, Connecticut, shows that higher-density housing is significantly less likely to be burglarized than single-family houses.³⁵ The relationships among design, management, and security became better understood in the past few decades with the publication of several seminal works, including *Defensible Space: Crime Prevention through Urban Design* by Oscar Newman³⁶ and *Fixing Broken Windows: Restoring Order and Reducing Crime in our Communities* by George Kelling and Catherine Coles.³⁷ Many new higher-density developments include better lighting plans and careful placement of buildings and landscaping to reduce opportunities for crime, contributing to a safer community.

With the emergence of better-quality designs, higher-density mixed-use development is an attractive and safe addition to a community, one that is increasingly attracting a professional constituency seeking safety features. In fact, the luxury segment is one of the fastest-growing components of the multifamily industry.³⁸

5 MYTH FACT

Higher-density development is environmentally more destructive than lower-density development.

Low-density development increases air and water pollution and destroys natural areas by paving and urbanizing greater swaths of land.

Low-density sprawl takes an enormous toll on our air, water, and land. The United States is now losing a staggering 2 million acres of land a year to haphazard, sprawling development.³⁹ More than 50 percent of Americans live in places where the air is unhealthy to breathe,⁴⁰ and childhood asthma and other respiratory diseases are on the rise.⁴¹ Almost half the damage to our streams, lakes, and rivers is the result of polluted runoff from paved surfaces.⁴²

It is inefficient land use, not economic growth, that accounts for the rapid loss of open space and farms. Since 1994, housing lots larger than ten acres have accounted for 55 percent of the land developed.⁴³ This loss of land often causes unexpected economic challenges for rural communities, where farmland, forests, ranchland, and open space tend to be the economic drivers that attract businesses, residents, and tourists. Low-density sprawl compromises the resources that are the core of the community's economy and character. The majority of American homeowners think it is important to stop these trends. In fact, 76 percent of local ballot initiatives related to land conservation passed in November 2004, making \$2.4 billion in funding available for protection of parks and open space.⁴⁴ But purchasing land is only part of the solution and not always an option for financially strapped governments.

Higher-density development offers the best solution to managing growth and protecting clean air and clean water. Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community. Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development.⁴⁵

PROFILE

Prairie Crossing

The developers of Prairie Crossing, George and Vicky Ranney, saved \$1 million in infrastructure costs through environmentally sensitive design. The 677-acre conservation community is located in Grayslake, Illinois, 40 miles northwest of Chicago and one hour south of Milwaukee. The community features 350 acres of open space, including 160 acres of restored prairie, 158 acres of active farmland, 13 acres of wetlands, a 22-acre lake, a village green, and several neighborhood parks. Houses are sited to protect natural features such as hedge-rows, native habitat, and wetlands. Designed with colors and architecture inspired by the landscape, every home has a view of open space and direct access to ten miles of on-site walking and biking trails. Wide sidewalks, deep front porches, and rear garages encourage neighbors to meet. The homes were built with U.S. Department of Energy–approved green building techniques. As a result, they are 50 percent more energy efficient than other homes in the Chicago area, and they sell for a 33 percent sales premium. Station Village is the last phase of Prairie Crossing. When complete, it will include residential, retail, and office space, all within walking distance of two commuter train stations. Residents can ride Metra’s North Line to Chicago’s Union Station or the Central Line to downtown Chicago and O’Hare Airport.

More than half the land at Prairie Crossing was preserved as open space, and homes were built with approved green building techniques.



PRAIRIE CROSSING

PROFILE

The Preserve

USS Real Estate originally held a 550-acre tract of land in Hoover, Alabama, but sold 250 acres to the city, intending to create the Moss Rock Nature Preserve. The 680 single-family homes, 50,000 square feet of retail, and 50,000 square feet of office space are concentrated on the remaining 311-acre site. Before development of the Preserve, Hoover was characterized by sprawling conventional development and lacked a town center. The Preserve's future town center is planned to include 34 live/work units, 14 retail units, and two restaurants: at the heart of the community is the village green, an impressive eight-acre park with a town hall, a fitness center, a junior olympic swimming pool, and a kiddie pool. Residents have access to 15 acres of parks and seven miles of trails that connect to award-winning Hoover schools and the newly created Moss Rock preserve.

Clustering development at the Preserve in Hoover Alabama, enabled the creation of the 250-acre Moss Rock Nature Preserve.



USS REAL ESTATE

Many communities employ techniques such as infill and brownfield development to transform unused, abandoned lots into vibrant, revenue-generating components of the community. Some create direct incentives for higher-density development. The city of Austin, Texas, for example, created a program that rewards developers for locating projects in the city's existing neighborhoods and downtown. Others award points for a variety of attributes, such as transit access, the redevelopment of empty lots, and an increase in pedestrian facilities. By employing standards for factors like open space, dense development, and impact on water quality, communities can facilitate good urban design that preserves natural resources.

Although a well-designed higher-density community offers residents a higher-quality environment, poorly planned sprawl does the opposite. Because low-density sprawl gobbles up so much land through large-lot zoning, it ends up destroying the very thing most people moved there for in the first place—the natural areas and farmland. It forces people to drive longer distances, increasing regional air quality problems. The average American man spends 81 minutes behind the wheel every day, while women average 63 minutes. And surveys show that the time spent driving has been consistently increasing every year.⁴⁶ The national road network, currently at 4 million miles according to the U.S. Department of Transportation, is still growing at an alarming rate, mainly for the purpose of connecting new low-density suburbs back to core communities. Along with the water and air pollution, construction of these highways perpetuates the cycle of sprawl, fragments wildlife habitats, and dries up a community's financial coffers.

Increasing density not only improves air and water quality and protects open space but also redirects investments to our existing towns and cities. It can revitalize existing communities and create more walkable neighborhoods with access to public transit and hiking and biking trails. Pedestrian-friendly higher-density developments offer general health benefits as well. Mixed land uses give people the option to walk and bike to work, shops, restaurants, and entertainment. The convenience of compact communities may help fight diseases related to obesity.⁴⁷ Higher-density communities are vital to preserving a healthy environment and fostering healthy lifestyles.

MYTH

Higher-density development is unattractive and does not fit in a low-density community.

FACT

Attractive, well-designed, and well-maintained higher-density development attracts good residents and tenants and fits into existing communities.

Higher-density development comes in many forms. Some of the most attractive well-planned modern development is built at a high density. Across America, appealing higher-density mixed-use town centers have been wildly popular with the public. Lushly landscaped boulevards, fountains, and showcase architecture have created a sense of place in areas previously known only for faceless, uninteresting low-density development. The enduring appeal

PROFILE

Post Riverside

Atlanta is often called the poster child for suburban sprawl. However, it is also the home of Post Riverside, a revolutionary new mixed-use pedestrian-oriented community developed by Atlanta-based Post Properties, Inc., and located on the banks of the Chattahoochee River between Atlanta's bustling Buckhead and Vinings communities. As is the trend nationally, 65 percent of all vehicle trips in Atlanta are to run errands, not to commute to work. With offices, shops, and restaurants within walking distance of the apartments, Post Riverside residents depend on autos much less than their neighbors in lower-density areas. In addition, the community is connected to Atlanta's MARTA subway system and the Cobb County transit system. This award-winning 85-acre mixed-use development includes 25,000 square feet of retail space, 225,000 square feet of office space, and 535 apartments, all designed around a gracious town square. For many people, this amenity-rich, low-maintenance lifestyle better suits their needs than a traditional single-family home in a low-density neighborhood.



POST PROPERTIES, INC. PHOTOGRAPH ©STEVE HINDS

Post Riverside in Atlanta demonstrates that higher-density development can be attractive and successful in a community known for lower-density development.

and desirability of older and more gracious higher-density neighborhoods—Georgetown in Washington, D.C., Beacon Hill and Back Bay in Boston, and Lincoln Park in Chicago—attest to the fact that some of the more desirable neighborhoods in America historically have been of higher density than that found in typical outer suburbs.

This return to the design principles of the past is at the core of the new urbanist movement that took hold in the 1990s. The movement grew as many people came to miss the sense of community that was created by the mixed-density and mixed-use communities of the past. They realized that low-density subdivisions isolated their owners not only from pedestrian access to shops and offices but also from their neighbors. The growing sense of social alienation, highlighted in books like Robert Putnam's *Bowling Alone*,⁴⁸ has led many back to the comfort of communities that are a reminder of the places where many of us grew up. These new communities combine the best design ideas of the past with the modern conveniences of today to provide residents with what has been missing from many sprawling areas—a sense of community.

Today's developers, architects, and planners know that to attract customers and to secure zoning approvals and community acceptance, they must produce attractive and innovative properties that complement their surroundings. Design professionals are driven to produce projects that meet users' demands, understand and respond to the context of a site, enhance its neighborhood, and are built to last.⁴⁹ In fact, attendance at a recent American Institute of Architects-sponsored conference on density far surpassed expectations, speaking to the interest among land use professionals in addressing the design issues associated with density.⁵⁰

It is plausible that the high level of citizens' opposition to density may be based on an outdated notion of what higher-density development looks like. A University of North Carolina study revealed that when given a choice between two attractively designed communities, one higher density and the other low density; the majority preferred the higher-density option.⁵¹ Other visual preference surveys confirm that there is an almost universal negative reaction to the visual appearance of commercial strip sprawl and an almost universal positive reaction to traditional town-like communities of the past, communities that almost invariably included a mix of densities and uses.⁵²

P R O F I L E

The Plaza at the Arboretum

This award-winning mixed-use project in Santa Monica, California, developed by California-based Legacy Partners, achieves a density of 97.5 dwelling units per acre. The attractive seven-story building includes 10,000 square feet of retail space and 350 apartment units ranging from 612 to 1,555 square feet. The architecture firm Meeks and Partners used strong geometric forms to create a playful architectural character that fits nicely in the avant-garde Hollywood studio section of Santa Monica. The development includes a swimming pool, spa, fitness center, and clubhouse.



Higher-density developments like the Plaza at the Arboretum present opportunities to create outstanding award-winning architecture.

MYTH

No one in suburban areas wants higher-density development.

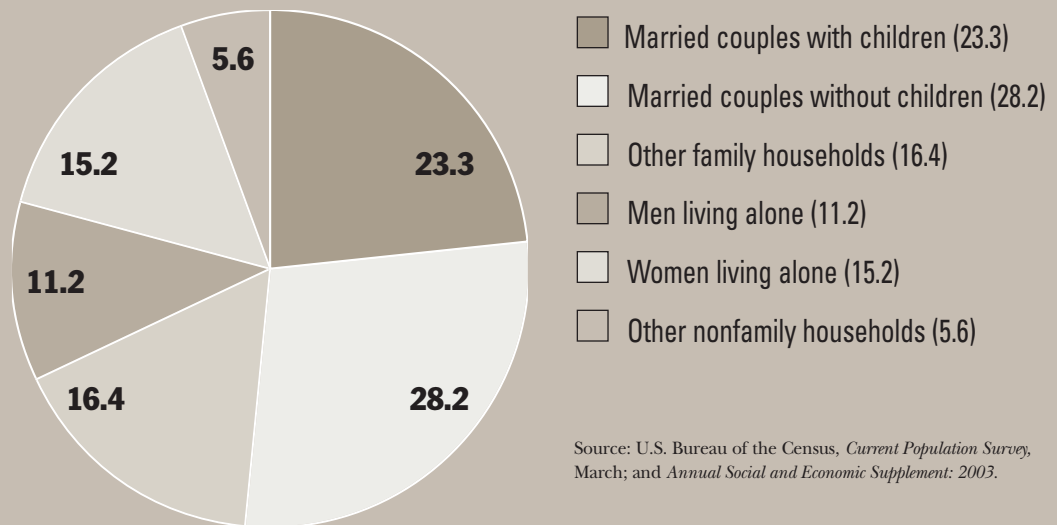
FACT

Our population is changing and becoming increasingly diverse. Many of these households now prefer higher-density housing, even in suburban locations.

When many of us think of the American Dream, we envision married couples with children living in single-family detached houses in the suburbs. The notion is that the only people who want to live in higher-density areas are those who cannot afford a traditional house with a back yard or who want to live in the middle of the city. Both perceptions are flawed.

This country's population is changing, and so are its real estate preferences. These lifestyle changes have significant implications for suburban development. For the first time, there are more single-person households (26.4 percent) than married-

HOUSEHOLDS BY TYPE: 2003 (PERCENTAGE OF TOTAL)



Source: U.S. Bureau of the Census, *Current Population Survey*, March; and *Annual Social and Economic Supplement: 2003*.

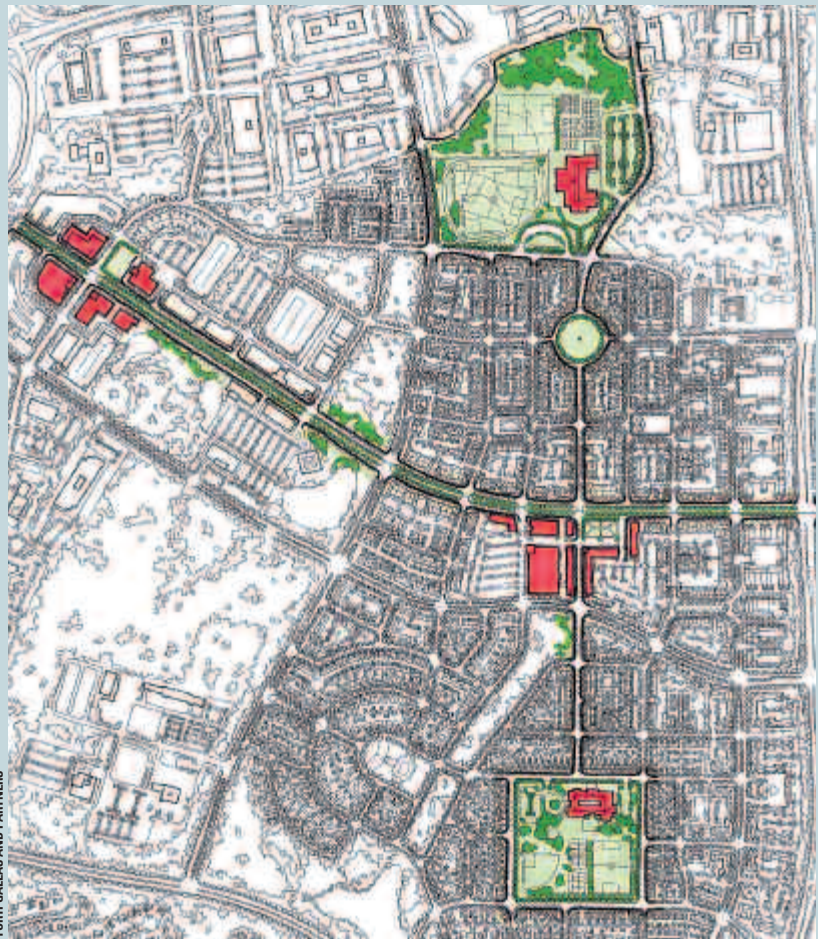
couple-with-children households (23.3 percent).⁵³ The groups growing the fastest, people in their mid-20s and empty nesters in their 50s, are the groups most likely to look for an alternative to low-density, single-family housing.⁵⁴

A growing number of Americans are redefining their American Dream. They are seeking a more convenient and vibrant lifestyle. And while some seek this lifestyle in cities, many others seek the same lifestyle in the suburbs. According to a 2002 study by the National Association of Home Builders, more than half the renters questioned said they wanted to live in the suburbs.⁵⁵ Moreover, a national survey of homebuyers' community preferences found that nearly three-quarters of all

PROFILE

King Farm

This 430-acre community is characterized by the historic architecture of the region but offers an assortment of modern conveniences as well. Developed by King Farm Associates, LLC, King Farm is located in Rockville, Maryland, five miles from the Washington, D.C., beltway, 15 miles from downtown D.C., and walking distance from the Shady Grove Metro station. The neighborhood was designed for pedestrians, but the King Farm shuttle makes getting around even easier. The shuttle runs a complimentary route between the King Farm Village Center, the Metro station, and the Irvington Center, a 90-acre commercial complex next to the Metro. In addition, two types of public bus service are available at King Farm. At the Village Center, 120,000 square feet of retail space is within walking distance from both residential and commercial development. The center also includes 47 loft apartments and a one-acre village green. Watkins Pond and Baileys Common are King Farm's two residential villages. They offer single-family homes, townhouses, condominiums, and luxury apartments intertwined with natural areas. The center of Watkins Pond is a 12-acre city park with tennis and basketball courts, a soccer and softball field, two playgrounds, several picnic areas, benches, and paths.



TORTI GALLAS AND PARTNERS

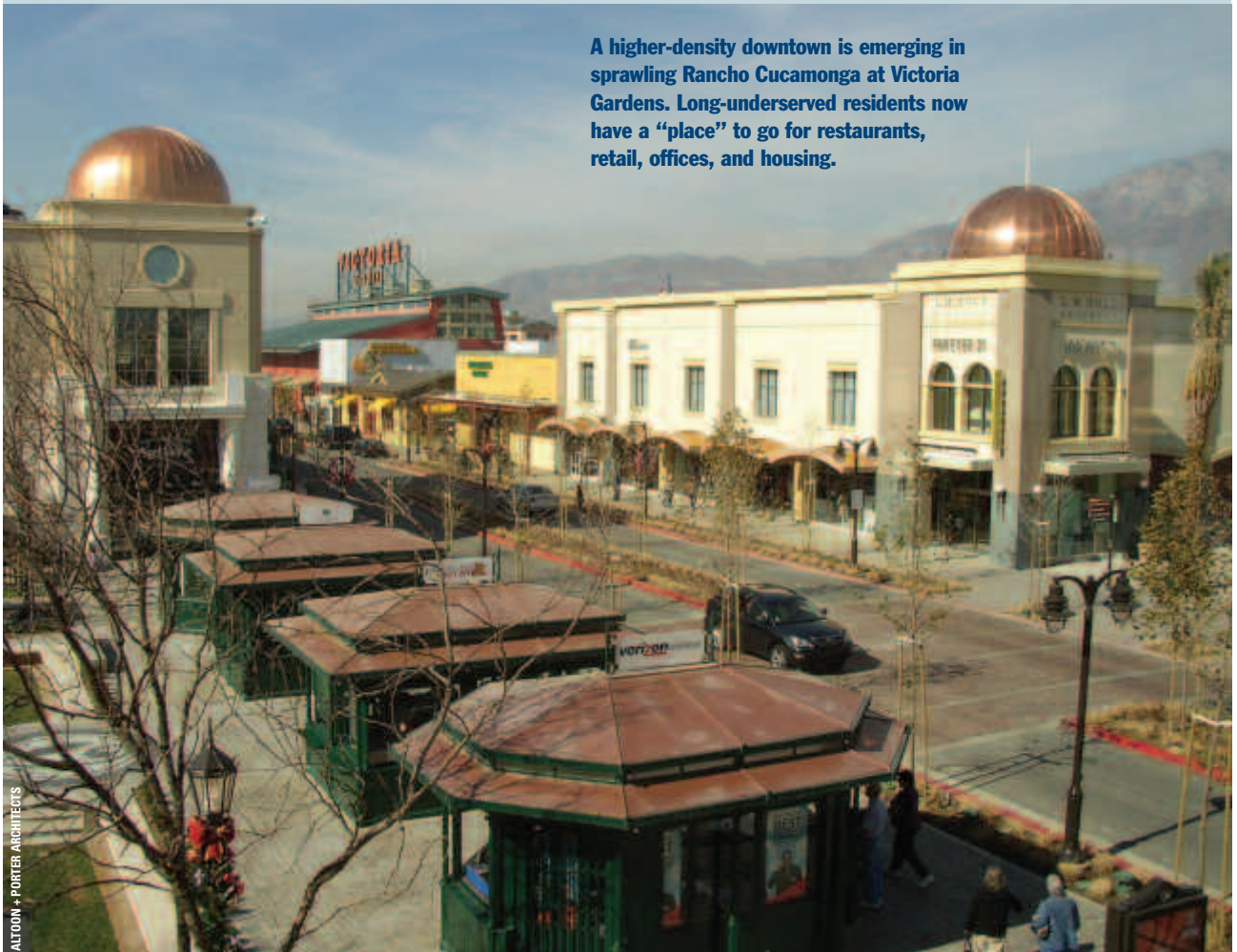
King Farm is a successful higher-density suburban community that integrates housing, retail shops, offices, and public transit.

PROFILE

Victoria Gardens

The city of Rancho Cucamonga, located roughly 60 miles east of Los Angeles in California’s Inland Empire, has a rich agricultural history and, more recently, a history of low-density sprawl with no real city center. This situation is changing, however, with the opening of the first phases of a huge new mixed-use development known as Victoria Gardens. The development, designed by L.A.-based architects, Altoon + Porter, and being developed jointly by California-based developers Forest City California and the Lewis Investment Company, will create a vibrant higher-density downtown where none previously existed. Rapidly growing Rancho Cucamonga has been traditionally underserved by restaurants and entertainment options. The long-awaited addition of a “place” in the city has been well received by residents. The 147-acre development will eventually contain 1.3 million square feet of commercial and community space, including retail, entertainment, office, and civic uses with a cultural center and a library. Twenty acres of housing on site will allow people to live within walking distance of all the amenities of Rancho Cucamonga’s new downtown.

A higher-density downtown is emerging in sprawling Rancho Cucamonga at Victoria Gardens. Long-underserved residents now have a “place” to go for restaurants, retail, offices, and housing.



ALTOON + PORTER ARCHITECTS

buyers prefer to live in a community where they can walk or bike to some destinations.⁵⁶ The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.⁵⁷ These surveys confirm that many people prefer the suburbs but want the amenities traditionally associated with cities, including living close to work.

With the continuing decentralization of cities and the rise of suburban communities with urban-like amenities, many people find that they can live and work in the suburbs with all the attributes of suburbia they desire without giving up walkability and convenience. A recent study confirms that in many regions, more office space is located in suburban locations than downtowns,⁵⁸ providing an opportunity for people to live near their jobs. Communities and developers that have recognized and responded to the dual trends of decentralized offices and a growing desire for a more convenient lifestyle have been rewarded. Well-placed mixed-use, higher-density developments in the suburbs are increasingly popular, creating a new sense of place.

Communities are being developed using the best concepts of traditional communities—smaller lots, a variety of housing types, front porches and sidewalks, shops and offices within walking distance, and public transit nearby. Communities like Celebration in Florida and King Farm in Maryland have been so popular with the homebuying public that past worries over whether the demand exists for them have been replaced by concerns about their rapid price appreciation, putting them out of the reach of all but the highest-income households. Today's real demographic and lifestyle changes are inspiring a return to traditional development styles that offer walkable, bikeable, and more dynamic communities that put residents closer to shops, offices, and parks.

8 MYTH

Higher-density housing is only for lower-income households.

FACT

People of all income groups choose higher-density housing.

Multifamily housing is not the housing of last resort for households unable to afford a single-family house. Condominiums, for instance, are often the most sought after and highly appreciating real estate in many urban markets. The luxury segment of the apartment market is also rapidly expanding. Most people are surprised to learn that 41 percent of renters say they rent by choice and not out of necessity, and households making more than \$50,000 a year have been the fastest-growing segment of the rental market for the past three years.⁵⁹ Multifamily housing throughout the world has historically been the housing of choice by the wealthiest individuals because of the access and convenience it provides. From Manhattan to Miami to San Francisco, higher-density housing has been prized for the amenity-rich lifestyle it can provide.

Higher-density development can be a viable housing choice for all income groups and people in all phases of their lives. Many financially secure baby boomers, who have seen their children leave the nest, have chosen to leave behind the yard maintenance and repairs required of a single-family house for the more carefree and convenient lifestyle multifamily housing provides. Interestingly, their children, the echo boomers, are entering the age where many will likely live in multifamily housing. Just starting careers, many are looking for the flexibility of apartment living to follow job opportunities. Their grandparents, likely on a fixed income, may also prefer or need to live in multifamily housing as physical limitations may have made living in a single-family house too challenging.

Providing balanced housing options to people of all income groups is important to a region's economic vitality. The availability of affordable multifamily housing helps attract and retain the workers needed to keep any economy thriving. In many American towns and cities, rapidly rising house prices are forcing working families to live farther away from their jobs. In fact, the lack of affordable housing is mentioned as the number one problem facing working families today.⁶⁰

PROFILE

Rollins Square

Rollins Square, a mixed-use development in Boston's South End, is a truly mixed-income community that provides housing for a wide spectrum of people in all income brackets. Twenty percent of the overall units are reserved for people whose income is 30 to 60 percent of the Boston area median income (AMI), 40 percent are for-sale condominiums reserved for working households with incomes 80 to 120 percent of the AMI, and the remaining 40 percent are market-rate units sell-

ing for up to \$750,000. The residences occupy two city blocks and integrate seamlessly into the existing neighborhood. The varying heights and diverse exterior materials give the appearance that the development was constructed over time. Rollins Square was developed by the Planning Office for Urban Affairs, Inc., a nonprofit developer associated with the Archdiocese of Boston.

Rollins Square effectively provides housing for low-, moderate-, and high-income households in one attractive development that is well integrated into the existing community.



CBT/CHILD BERTMAN TSECKARES ARCHITECTS

PROFILE

I’On

I’On is a 244-acre master-planned community along the deep-water marshes of Hobcraw Creek in Mount Pleasant, South Carolina. Just six miles east of Charleston, the community features 700 single-family homes, community facilities, and a small-scale commercial area. Vince Graham, principal with the I’On Company, is developing six residential neighborhoods connected by narrow streets, pedestrian corridors, and community spaces. An I’On Guild member, one of 18 builders selected for experience, talent, and financial strength, builds each individual home. The architecture is inspired by classic Lowcountry style with large balconies, deep front porches, and tall windows on even taller homes. Homes now sell for \$685,000 to \$1.7 million. Community facilities include I’On Square, I’On Club, the Creek Club, and the Mount Pleasant Amphitheater. Residents also enjoy easy access to the Cooper and Wando rivers, the Charleston harbor, and the Atlantic Ocean. One neighborhood boat ramp and four community docks are available for crabbing and fishing. Two miles of walking trails are available for residents; a five-acre pond, the Rookery, is a protected nesting site for wading birds. In addition, the public and private schools in Mount Pleasant are some of the best in the area.



I’ON COMPANY

Some home prices in the well-planned higher-density community of I’On are approaching \$2 million. The traditional neighborhood design combined with the community amenities made possible by higher densities have made the community one of the most desirable in the Charleston area.

As the problem of affordability worsens, workers on the lower end of the salary scale may move to more affordable cities, leaving a labor shortage in their wake. Such shortages make a region less desirable as an employment center. According to PricewaterhouseCoopers, access to a large and diverse labor pool is the most important factor in making corporate decisions on locations.⁶¹ Communities that do not provide housing for all income groups become less desirable corporate locations.

NOTES

1. <http://www.census.gov/ipc/www/usinterimproj/natprojtab01a.pdf>.
2. http://factfinder.census.gov/servlet/QTTable?_bm=y&-geo_id=D&-qr_name=DEC_2000_SF1_U_DP1&-ds_name=D&-_lang=en.
3. Emil Malizia and Jack Goodman, *Mixed Picture: Are Higher-Density Developments Being Shortchanged by Opinion Surveys?* (Washington, D.C.: ULI-the Urban Land Institute, July 2000), p. 12.
4. Smart Growth America and National Association of Realtors®, *2004 American Community Survey: National Survey on Communities* (Washington, D.C.: Author, October 2004).
5. Robert W. Burchell *et al.*, *The Costs of Sprawl, 2000* (Washington, D.C.: National Academy Press, 2002).
6. Sam Newberg and Tom O'Neil, "Making the Case," *Multifamily Trends*, vol. 6, no. 3, Summer 2003, p. 47.
7. "Schwarzenegger Embraces 'Smart Growth' Ideas to Curb Sprawl," CNN.com, *Inside Politics*, November 21, 2003.
8. Mark Muro and Rob Puentes, *Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns* (Washington, D.C.: Brookings Institution Center on Urban and Metropolitan Policy, 2004).
9. Kathleen McCormick and Michael Leccese, *eds.*, *Charter of the New Urbanism* (New York: McGraw-Hill, 1999), p. v.
10. Michael E. Lewyn, "Why Sprawl Is a Conservative Issue. Part 1," *The Green Elephant*, Summer 2002, p. 1.
11. Brett Hulse, *Sprawl Costs Us All* (Madison, Wisconsin: Sierra Club Midwest Office, 1996).
12. *Ibid.*, p. 8.
13. U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, *1999 American Housing Survey* (Washington, D.C.: U.S. Department of Commerce and U.S. Department of Housing and Urban Development, 2000).
14. <http://www.nmhc.org/content/servecontent.cfm?isPrinterFriendly=1&issueID=215&contentID=827>.
15. Muro and Puentes, *Investing in a Better Future*, p. 15.
16. Richard Florida, *The Rise of the Creative Class* (New York: Basic Books, 2002).
17. Timothy F. Harris and Yannis M. Ioannides, *Productivity and Metropolitan Density* (Boston: Tufts University Department of Economics, 2000), p. 6.
18. National Association of Home Builders, "Market Outlook: Confronting the Myths about Apartments with Facts" (Washington, D.C.: Author, 2001), p. 4.
19. Maxfield Research, *A Study in the Relationship between Affordable Family Rental Housing and Home Values in the Twin Cities* (Minneapolis: Author, November 2000).
20. Alexander Hoffman, *The Vitality of America's Working Communities* (Cambridge, Massachusetts: Harvard University Joint Center for Housing Studies, 2003).
21. Arthur C. Nelson and Mitch Moody, "Price Effects of Apartments on Nearby Single-Family Detached Residential Homes," Working Draft (Blacksburg, Virginia: Virginia Tech University, 2003).
22. Arthur C. Nelson, "Top Ten State and Local Strategies to Increase Affordable Housing Supply," *Housing Facts & Findings*, vol. 5, no. 1.
23. National Multi Housing Council, "Tabulations of 1999 American Housing Survey" (Washington, D.C.: U.S. Census Bureau and U.S. Department of Housing and Urban Development, 1999).
24. Robert Dunphy and Kimberly Fisher, "Transportation, Congestion, and Density: New Insights," *Transportation Research Record*, 1996.
25. Institute of Traffic Engineers, *Trip Generation*, 6th ed., vol. 1 (Washington, D.C.: Author, 1997).
26. "How to Calculate Demand for Retail," *New Urban News*, March 2004, pp.10–11.
27. U.S. Department of Transportation, *Our Nation's Travel: 1995*, NPTS Early Results Report (Washington, D.C.: Federal Highway Administration, 1997), p. 11.
28. G. Bruce Douglas III, *et al.*, *Urban Design, Urban Forms, and Employee Travel Behavior*, TRB Transportation Planning Applications Conference Papers (Washington, D.C.: Transportation Research Board, 1997).
29. Robert Dunphy, Deborah Myerson, and Michael Pawlukiewicz, *Ten Principles for Successful Development Around Transit* (Washington, D.C.: ULI—the Urban Land Institute, 2003).
30. *Ibid.*
31. Jianling Li and Jack Rainwater, "The Real Picture of Land-Use Density and Crime: A GIS Application," <http://gis.esri.com/library/userconf/proc00/professional/papers/PAP508/p508.htm>.
32. University of Alaska Justice Center, "The Strength of Association: Housing Density and Delinquency," *Anchorage Community Indicators*, series 3A, no. 1, <http://justice.uaa.alaska.edu/indicators/series03/aci03a1.housing.pdf>.
33. Elliott D. Pollack and Company, *Economic and Fiscal Impact of Multi-Family Housing* (Phoenix: Arizona Multihousing Association, 1996).

NOTES *(continued)*

34. 1000 Friends of Oregon, *Do Four-Plexes Cause Cannibalism?* Winter 1999, pp. 2–3.
35. Marcus Felson and Richard B. Peiser, *Reducing Crime through Real Estate Development and Management* (Washington, D.C.: ULI-the Urban Land Institute, 1997).
36. Oscar Newman, *Defensible Space: Crime Prevention through Urban Design* (New York: Macmillan, 1972).
37. George Kelling and Catherine Coles, *Fixing Broken Windows: Restoring Order and Reducing Crime in our Communities* (New York: Touchstone, 1997).
38. Gary Kachadurian, *Debunking the Homeownership Myth* (Washington, D.C.: National Multi Housing Council, 1998).
39. American Farmland Trust, Farmland Information Center, National Statistics Sheet, http://www.farmlandinfo.org/agricultural_statistics/.
40. U.S. Environmental Protection Agency, "EPA Issues Designations on Ozone Health Standards," News Release, April 15, 2004.
41. American Lung Association, "State of the Air: 2004," April 29, 2004, http://lungaction.org/reports/sota04_full.html.
42. U.S. Environmental Protection Agency, "National Water Quality Inventory: 1996 Report to Congress," <http://www.epa.gov/305b/>.
43. Smart Growth America, <http://smartgrowthamerica.org/openspace.html#and>.
44. National Association of Realtors®, "On Common Ground: Realtors and Smart Growth, Winter 2005; and *Trust for Public Land*, "Voters Approve \$2.4 Billion in Open Space Funding," press release (Washington, D.C.: Author, 2004).
45. Robert W. Burchell et al., *Impact Assessment of the New Jersey Interim State Development and Redevelopment Plan, Report II: Research Findings* (New Brunswick, New Jersey: Rutgers University Center for Urban Policy Research, 1992); and Center for Urban Policy Research, *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan* (New Brunswick, New Jersey: Author, 2000).
46. U.S. Department of Transportation, *Our Nation's Travel* (Washington, D.C.: Author, 1995), pp.13, 22.
47. H. Frumkin, "Urban Sprawl and Public Health," *Public Health Reports*, vol. 117, May/June 2002, pp. 201–217.
48. Robert Putnam, *Bowling Alone: The Collapse and Revival of American Community* (New York: Simon & Schuster, 2000).
49. www.designadvisor.org.
50. David Dixon, personal interview, *American Institute of Architects*, December 9, 2004.
51. <http://www.nmhc.org/Content/ServeFile.cfm?FileID=182>.
52. http://www.nelessen.org/NAR_web_files/frame.htm.
53. <http://www.census.gov/prod/2004pubs/p20-553.pdf>.
54. <http://www.nmhc.org/content/servecontent.cfm?issueID=215&contentitemID=1828>.
55. National Association of Home Builders, "What Renters Want" (Washington, D.C.: Author, 2002).
56. http://www.nelessen.org/NAR_web_files/frame.htm#slide1263.htm.
57. Newberg and O'Neil, "Making the Case," p. 47.
58. Robert E. Lang and Jennifer LeFurgy, "Edgeless Cities: Examining the Noncentered Metropolis," *Housing Policy Debate*, vol. 14, no. 3.
59. <http://www.nmhc.org/content/servecontent.cfm?issueID=10&contentitemID=1007>.
60. Fannie Mae Foundation, *Results of the Fannie Mae Foundation Affordable Housing Survey* (Washington, D.C.: Author, 2002), p. 2.
61. PricewaterhouseCoopers, *Trendsetter Barometer* (New York: Author, 2002).

Higher-Density Development Myth and Fact

Richard Haughey

No one likes sprawl and the traffic congestion it creates, yet proposals for increasing density in new and existing neighborhoods often are squashed by community fears of public housing, crime, and ugly high rises. *Higher-Density Development: Myth and Fact* dispels these negative connotations, by comparing the advantages and drawbacks of higher- and low-density development. The definition of higher-density development is relative to the community the development is in—it could be single-family homes on smaller lots, or townhouses and apartments in more populated areas. Eight widespread misconceptions about higher-density development are examined and dispelled with well-researched facts and examples of high-quality, compact developments.

Debunk these common myths about density:

- Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.
- Higher-density developments lower property values in surrounding areas.
- Higher-density development creates more regional traffic congestion and parking problems than low-density development.
- Higher-density development leads to higher crime rates.

- Higher-density development is environmentally more destructive than lower-density development.
- Higher-density development is unattractive and does not fit in a low-density community.
- No one in suburban areas wants higher-density development.
- Higher-density housing is only for lower-income households.

FREE POWERPOINT PRESENTATION!

Ideal to present to planning officials and civic and neighborhood groups, this presentation will provide a better understanding of density and the value it provides.

Download free from www.uli.org/policypapers, www.nmhc.org, or www.sierraclub.org, or request a CD-ROM.

Give a copy of this publication to others.
Buy a packet of ten booklets for just \$19.95!
**CALL 800-321-5011 OR ORDER ONLINE AT
WWW.BOOKSTORE.ULI.ORG.**

More *Myth and Fact* Titles from the Urban Land Institute

*Environment and Development:
Myth and Fact*
2002/Order #E14

*Mixed-Income Housing:
Myth and Fact*
2003/Order #M60

*Urban Infill Housing:
Myth and Fact*
2001/Order #U22



Order #N27 (Packet of 10 Booklets)

Order #N28 (Single Copy)

ISBN 0-87420-941-2



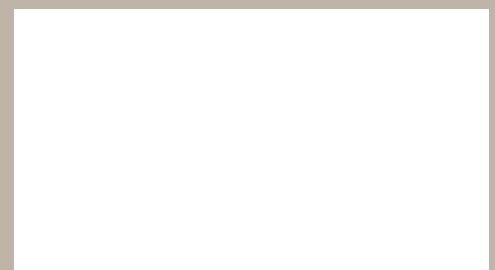
ULI—the Urban Land Institute

1025 Thomas Jefferson Street, N.W.

Suite 500 West

Washington, D.C. 20007-5201

<http://www.uli.org>



REZONING-NARRATIVE STATEMENT/PROJECT JUSTIFICATION

1. What type of development and uses are proposed by the rezoning request?

The approximately 7.64 gross acre Site is located at the southwest corner of 87th Avenue and Peoria Avenue. The Site is designated as Master Planned Area on the City’s General Plan Land Use Map and falls under the Old Town Specific Area Plan, which categorizes it more specifically as Office Mixed Use. The Site is zoned PAD. Per the Acacia Village PAD, the intention was to develop the Site with 3-story residential townhomes and retail shops with residential lofts above the ground floor retail. However, this challenging, vacant, and underutilized infill Site has failed to develop as proposed and is unlikely to develop because there is no current market demand for this model. A more appropriate use for the Site is a mixed-use development consisting of a multifamily development geared toward members of the workforce (meaning those who make 60-100% of AMI) and a small retail area at the northeast corner of the Site. The proposed PAD will facilitate the development of Greenlight’s mixed-use development incorporating commercial uses and a high-quality and amenitized three-story multifamily community known as “Streamliner Peoria” (“Streamliner”). Greenlight’s Streamliner model is intended for members of the workforce. Streamliner will provide a sustainable solution to this challenging, vacant, and underutilized infill Site.

2. State how your proposal is consistent with the Land Use Plan and other goals, policies and objectives (list each goal, policy and objective and how they are met) of the Peoria General Plan.

A Minor General Plan Amendment application has been submitted concurrently with the Rezoning application. A Minor GPA to change the land use to High Density Residential (25-40 du/ac) is being proposed. This request meets many of the goals, policies, and objectives of the Peoria General Plan:

Smart Growth Goal 1. Balanced Land Uses: Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business and employment opportunities and cultural and entertainment spaces.

The Site is adjacent to other residential uses and commercial uses and is located near restaurants, schools, and other services. The proposed development will be high quality, attractive, and provide much needed housing for those who live and work in the area. The development will be beneficial to the economy and property values by bringing in additional residents and tax dollars.

Smart Growth Goal 2. Focused Growth: Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.

The area will benefit from the development of this vacant, infill Site. The development will encourage economic growth through additional tax dollars and support for local businesses. The development is designed to be pedestrian and bike-friendly, encouraging residents and their guests to engage in the surrounding community.

Smart Growth Goal 4. Sustainable Development: Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space and natural resources, and reduce traffic congestion.

This high-quality multifamily community will be thoughtfully designed to benefit future Peoria residents who want to live in this area. The development will include outdoor amenity space and pedestrian pathways throughout the development as well as attractive landscaping appropriate for a desert environment. Greenlight will make required street improvements to reduce traffic congestion. Greenlight has worked with a traffic engineer to ensure thoughtful planning.

Smart Growth Goal 5. Complete Neighborhoods: Offer a range of neighborhoods that offer distinctive, special places to live that are safe and well served by community amenities and gathering spaces.

The proposed mixed-use development is thoughtfully designed to provide a high-quality, safe, and comfortably amenitized housing option for Peoria's workforce as well as a commercial/retail component providing convenient access to commercial/retail services for those who live and/or work in the area. The Streamliner model incorporates indoor and outdoor amenity spaces that will allow and encourage residents and their guests to gather and spend time together.

Smart Growth Goal 6. Array of Housing Options: Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.

The Streamliner model is thoughtfully and intentionally designed with the needs and budget of members of the workforce in mind. The development will incorporate sustainable materials and building methods as appropriate and practicable.

Healthy Neighborhoods Goal 2. Active Lifestyle Choices: Creation and expansion of convenient and safe opportunities to incorporate physical activity into everyday activities of residents, employees, and visitors.

The proposed multifamily community will provide various opportunities for physical activity. For example, residents will have access to a fitness center, pool, and pedestrian pathways throughout the development. The development is also designed to be

pedestrian and bike-friendly, enabling and encouraging residents and their guests to walk or bike to nearby retail, restaurants, and more.

Healthy Neighborhoods Goal 7. Variety of Housing: A diversity of housing types and prices that are high quality, built in a sustainable manner, and meet the varied housing needs of residents for all stages of life.

The Streamliner model is thoughtfully and intentionally designed to provide a high-quality, sustainable multifamily housing option that meets the needs of members of the workforce. The proposed development is appropriate for residents of all ages and will provide a very comfortable home for retirees and current members of the workforce.

Healthy Neighborhoods Goal 11. Recreation Programs: Create development opportunities for, and support, both public and private multi-generational recreation programs suited to the broad needs and interests of all residents.

The proposed Streamliner development will have recreation opportunities for residents of all ages. Residents will have access to indoor and outdoor amenity spaces that can be used for gatherings and various recreational activities, such as swimming, barbecuing, and more.

Policy EP-21. Protect the City's primary commercial corridors and mixed-use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.

The Old Town Peoria area will not be limited by the proposed development. On the contrary, the Old Town area will be revitalized and supported by the new patrons living in the proposed Streamliner community.

Policy LUC-1. Promote sustainable planning concepts for growth, new development, areas in transition through active citizen participation.

The application process for this proposed development will include active citizen participation by providing opportunities for neighborhood meetings and other discussions with interested parties.

Policy LUC-3. Integrate a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, and other community amenities.

The proposed mixed-use development will provide residents with convenient access to goods and/or services through the commercial/retail component of the development.

Policy LUC-4. Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

The proposed Streamliner community is designed to be pedestrian and bike-friendly so that residents and their guests can walk or bike to nearby commercial/retail uses as well as other public transit opportunities. The commercial/retail portion of the proposed development will provide convenient pedestrian access to commercial/retail goods and/or services to Streamliner residents as well as residents of the nearby residential uses.

Policy CN-1. Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.

This development will be complementary to and help complete the neighborhood by making use of a vacant, infill Site. The proposed development will provide much needed housing opportunities for area workers and convenient commercial/retail services for those living and/or working in the area.

Policy CN-3. Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.

The proposed development's thoughtful and attractive design will incorporate various architectural elements and colors to create visual interest and complement the character of the area.

Policy CN-4. Encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

- **Creating a highly connected block and street network.**
- **Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.**
- **Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.**
- **Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.**
- **Locating parking facilities below or behind apartment and condominium buildings.**
- **Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.**
- **Ensuring that windows are provided on facades that front streets or public spaces.**

The proposed mixed-use development will encourage walking within the neighborhood by providing a convenient commercial/retail use for area residents and pedestrian pathways throughout the multifamily development. Buildings have been oriented toward main streets in order to promote an active urban street frontage. Additionally, the Streamliner development will incorporate various design elements, such as attractive landscaping, public space enhancements, and windows on facades that front the streets.

Policy CN-5. Require new commercial and mixed-use developments to have a pedestrian-scale and orientation by:

- **Placing the building and outdoor gathering spaces along or near the sidewalk.**
- **Locating parking to the rear of the building or internal to the property.**
- **Designing the building with ground floor retail frontages or storefronts that front the street.**
- **Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.**

The proposed development will be pedestrian friendly. Buildings have been pushed as close as possible to the setbacks along 87th and Peoria Avenues in order to promote a more urban “pedestrian scale” street frontage. Parking has been located internal to the site, behind street fronting residential buildings. Within the site, Streamliner residents will have access to pedestrian pathways and bike spaces, encouraging residents to walk and bike within the community. The development will also have attractive landscaping and shaded areas for pedestrians and those enjoying the outdoors. In addition, the commercial portion of the development will be located at the corner of 87th Ave and Peoria Ave, providing easy access for pedestrians from the surrounding area.

Policy GS-2. Direct dwelling unity density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.

The proposed high density multifamily development is located on a vacant, infill Site.

Policy GS-3. Seek the revitalization or redevelopment of strategically sited abandoned, obsolete, or underutilized properties through collaboration and incentive programs or if necessary enforcement action to accommodate transition.

The Site is a vacant, underutilized infill Site that will benefit from the proposed development.

Policy GS-7. Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.

The Site is located on a vacant, infill lot surrounded by existing development already served by infrastructure and services.

Policy HS-1. Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria's diverse population.

The proposed Streamliner community is intentionally and thoughtfully designed to meet the needs and budget of Peoria's workforce. The proposed development will provide a new housing option for those wanting to live in the area.

Policy HS-2. Focus high density residential development and the residential component of mixed use developments in areas of higher employment to provide workforce housing opportunities near employment nodes.

The proposed high density multifamily development is located within close proximity of many employment opportunities.

Policy HS-3. Provide design flexibility within form of each development so that multiple unit types may be provided so long as the overall density of the project complies with land use standards and context sensitive design.

The proposed Streamliner development will provide multiple unit types, specifically, studio, 1-bedroom, and 2-bedroom units.

Policy HS-4. Require variety in architecture and form that allows for the organic design of neighborhoods with cohesive yet distinctive features.

The proposed development will incorporate various architectural elements that will make the development distinctive yet cohesive with the character of the area.

Policy HS-6. Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy-efficient homes.

Greenlight will incorporate energy-efficient materials and practices, where practicable.

Policy PC-3. Plan opportunities for community gathering space as a part of development proposals where appropriate.

The proposed Streamliner development includes indoor and outdoor amenity spaces that will encourage residents and their guests to gather and spend time together. Specific amenities include a pool and lounge area, fitness center, clubhouse, coworking space,

outdoor living room, multiple shaded seating/ lounge areas as well as outdoor bbq and gaming areas.

Policy PC-4. Seek out opportunities to activate passive space through programming or physical placemaking installations that facilitate social interaction.

The proposed Streamliner development will provide engaging open space areas that encourage residents and their guests to gather to barbecue, eat, play lawn games, or simply enjoy spending time together outdoors. There will be sitting areas near the pool and barbecue areas as well as areas for seating outside each unit.

Policy PC-7. Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.

The proposed development will incorporate various design elements, materials, and colors that will create a sense of place within the community.

Policy SC-3. Require development to design their frontage so that it focuses on the pedestrian experience that acts as a conduit to various points of interest within the City.

The proposed development will incorporate design elements that will create visual interest from the frontage. For example, the Streamliner buildings facing Peoria Ave will have varied architecture and materials and numerous windows as well as attractive landscaping. Additional ROW enhancements of sidewalks and landscaping have been provided.

Policy SC-4. Maximize opportunities for shade and appropriate pedestrian refuge while minimizing the potential for nuisance activity.

The proposed development will incorporate appropriate shade throughout the development and along the sidewalks.

Policy CW-9. Support cohesive, well-designed and well-maintained neighborhoods that offer a variety of lifecycle housing options for all residents.

The proposed Streamliner community—that services a wide variety of residents from young adults to retirees—will be well-designed and well-maintained to meet the needs and budget of Peoria’s workforce.

Policy CW-10. Facilitate social interaction and foster a sense of identity and community pride by providing attractive, safe walkways, and linked community gathering spaces.

The proposed multifamily development will provide various pedestrian pathways throughout the development that will connect with the indoor and outdoor amenity and gathering spaces.

Policy CW-12. Ensure recreational opportunities are offered within comfortable walking distances of homes, schools, and businesses in order to encourage more physically and socially active lifestyles.

The proposed development will encourage more physically and socially active lifestyles by providing numerous opportunities for activities. For example, residents will have access to a fitness center and pool and other indoor and outdoor gathering spaces. Furthermore, the development is designed to be pedestrian and bike-friendly, encouraging residents and their guests to enjoy a healthy and active lifestyle by walking or biking to nearby retail, restaurants, parks, and more.

Policy NP-1. Protect existing residential areas from incompatible land uses and activities through careful consideration of zoning amendments and enforcement of buffering requirements.

The proposed mixed-use development is compatible with the existing residential and commercial uses in the area. The commercial portion of the development is appropriately located at the corner of 87th Ave and Peoria Ave. Significant buffers also exist including the 50-foot setback along residential areas. The area's existing uses will not be negatively impacted by the proposed development.

Policy NP-8. Promote and provide incentives, such as reduced fees, expedited plan reviews, or increased allowable densities, to encourage the development of diverse workforce housing.

The proposed development is high-density multifamily housing designed for members of the workforce with affordable rent numbers. This development will provide much needed housing and will provide a different option because there has not been any new multifamily development in the area in nearly 20 years.

Policy ES-5. Expand and maintain a healthy, drought-tolerant, low-water use tree canopy and urban forest to improve the attractiveness of neighborhoods and the city as a whole.

The proposed development will incorporate attractive landscaping appropriate for a desert environment including a large percentage of native plants.

Policy RE-5. Provide safe, high-quality, distinctive parks that support secure places for social interaction, community identity, beauty and livability.

The proposed Streamliner community will incorporate a safe, high-quality outdoor amenity space for residents and their guests to gather and develop a sense of community.

Policy SFM-3. Encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater management in public and private new development and redevelopment, and in roadway projects.

Greenlight will incorporate green infrastructure design and Low Impact Development techniques for stormwater management if appropriate and reasonably practicable.

Policy SFM-4. Ensure grading on construction projects does not result unwanted pollution being conveyed into the city’s storm drainage systems.

Measures will be used in the construction of the proposed development to ensure unwanted pollution is not conveyed into the City’s storm drainage systems, by utilizing stormwater management and dust control per Maricopa County Standards.

Policy SFM-6. New development shall be designed to prevent the diversion of stormwater onto neighboring parcels.

See above. The proposed development will be designed to prevent the diversion of stormwater onto neighboring parcels, in accordance with the Preliminary Drainage Report submitted to the City and any necessary updates to the report.

The proposed Amendment will also further and promote many of the goals and guiding principles provided in the Old Town Peoria Specific Area Plan, including the following:

Goal Bullet 1. Transform the Old Town area into a revitalized and improved urban center with a distinctive identify and character.

The Old Town area is located in close proximity to the Site, enabling Streamliner residents to easily access the businesses and retail located in the Old Town area. The proposed development will provide a number of new patrons to support the area.

Goal Bullet 2. Attract economic development opportunities while supporting a mix of uses.

The proposed mixed-use development will provide economic development opportunities and support a variety of uses. The development will provide job opportunities and revenue opportunities from sales tax on the commercial portion while residents of the multifamily portion will support the commercial portion as well as other commercial uses in the area. Furthermore, the mixed-use development will support a mix of uses in the area by providing an additional commercial/retail use and modern multifamily development.

Goal Bullet 5. Develop standards for a mix of land uses including public spaces.

The proposed development and amended PAD will incorporate numerous development standards appropriate for the development.

Goal Bullet 9. Foster a vibrant atmosphere through a wide range of activities.

The proposed development will have a vibrant atmosphere and welcoming sense of community offered by the indoor and outdoor amenity and gathering spaces. Residents and their guests will have many opportunities to gather and participate in various activities, such as barbecuing, swimming, exercising in the fitness center, and more.

Increase Economic Vitality Principle Bullet 1. Promote a mixed-use development, neighborhood serving uses, an assortment of housing types, and a variety of transportation modes.

The proposed mixed-use development will add to the City's assortment of housing types, provide neighborhood serving retail/commercial uses, and encourage a variety of transportation modes by facilitating pedestrian and bicycle activity.

Increase Economic Vitality Principle Bullet 2. Capture regional market share through new construction, rehabilitation, and redevelopment.

The proposed development is new construction on a vacant, infill Site.

Foster Character & Sense of Place Principle Bullet 2. Integrate new development into the established scale, architectural and historical contexts of Old Town.

The proposed development will incorporate various architectural details, materials, and colors that will complement the existing development in Old Town.

Foster Character & Sense of Place Principle Bullet 4. Promote "Main Street" architectural character with buildings fronting pedestrian sidewalks and on-street parking.

The proposed development fronts onto Peoria Ave and creates visual interest from the street and sidewalk through architectural variety, materials, windows, colors, etc. Buildings have been pushed as close as possible to the setbacks along 87th and Peoria Avenues in order to promote a more urban “pedestrian scale” street frontage. Parking has been located internal to the site, behind street fronting residential buildings.

Foster Character & Sense of Place Principle Bullet 6. Promote design standards for development and construction that respond to community values of quality architectural design and distinctiveness.

The proposed development will incorporate quality materials and architectural elements to provide visual interest and a distinctive yet complementary design.

Foster Character & Sense of Place Principle Bullet 9. Emphasize existing landmarks and community characteristics to create a unique sense of place.

The proposed development will create a unique sense of place through its thoughtful design and complementary architectural elements.

Develop Connectivity & Walkability Principle Bullet 5. Coordinate land use and transportation to increase the efficiency and performance of the existing road network.

The proposed development will have convenient access via 87th Ave and Peoria Ave. Residents and employees of the commercial portion of the development will have easy access to nearby land uses and other areas of the Valley via the nearby Loop 101.

Develop Connectivity & Walkability Principle Bullet 10. Encourage mixed land uses and compact development with a variety of neighborhood services such as salons, grocery stores, coffee shops, restaurants, dry cleaners, medical offices, and banks within a 10-minute walk of residential and employment uses.

The proposed mixed-use development will include a commercial/retail portion at the corner of 87th Ave and Peoria Ave. That area of the Site will provide neighborhood services to those living in the Streamliner development and nearby area.

Develop Connectivity & Walkability Principle Bullet 15. Create shaded and comfortable pedestrian routes.

The proposed Streamliner development will incorporate pedestrian pathways throughout the development. The development will incorporate attractive landscaping and shade along the majority of pedestrian routes and sidewalks.

Promote Sustainability Principle Bullet 1. Promote sustainable development principles, including the reuse of existing buildings and infrastructure, the use of energy efficient designs and materials, as well as the use of drought tolerant/native plants, permeable paving and surface treatments, and the incorporation of solar heating and solar energy-generating technologies.

Greenlight will incorporate the use of energy efficient materials and practices as appropriate and reasonably practicable. The proposed development will be landscaped with drought tolerant plants appropriate for a desert environment.

3. Discuss your proposal’s compatibility with the surrounding land use and zoning patterns. Include a list of surrounding zoning designations, land uses and conditions.

This PAD amendment complements the area’s existing uses and provides a new housing option for area residents, especially members of the workforce. It will also provide appropriate commercial/retail uses for area residents and visitors. The surrounding area includes various uses, including residential, commercial, a school, a church and trailer parking. The proposed multifamily community will provide a sense of place with onsite amenities, connections to the commercial uses, easy access to shopping and dining in Old Town Peoria.

Table 1 – Surrounding Area		
From Site	Adjacent Land Use	Zoning
North	Multi-family Residential	RM-1
East	Manufactured housing and Recreation al Vehicle sites	RM-1
West	Commercial	C-2
South	Single-family Residential	RM-1

The PAD proposed increase in density will facilitate the development of a multifamily community that Greenlight anticipates members of Peoria’s workforce will be able to afford by providing a housing option for those who make 60-100% of AMI. The Streamliner model requires greater density in order to provide the quality design and amenities that today’s residents want and deserve.

The PAD considers pedestrian connectivity and encourages alternative modes of transportation for a healthy lifestyle and a feeling of community. For example, the community will provide significant bike parking spaces, enabling residents and their guests to travel by bike. The community will also incorporate a series of pedestrian pathways and connections throughout the development.

The proposed development is compatible with the area's existing uses. The surrounding area is a mix of residential uses and commercial uses. The proposed multifamily community will complement the existing residential uses by offering generous building and landscape setbacks and offer a different, but compatible, residential option for those wanting to live in the area. Furthermore, the residents will interact with the surrounding community and support local businesses and retail.

4. Indicate why the current zoning is not appropriate given the surrounding land use, zoning, and factors which have changed since the current zoning was established.

The Site's current zoning is not appropriate because there is no current market demand for a development consisting of townhomes, ground floor commercial and loft apartments at this Site. The current market need for workforce housing supports Greenlight's proposed development – Per an Article Posted 6/20/22 by AZ Big Media, the West Valley is expected to grow to 2.1 million residents by 2030. See **Exhibit 1**. The proposed high density multifamily community is an ideal use for this Site and will help support the anticipated population growth. The current zoning will not support the growing population or need for housing that fits within the budget of members of the workforce. The proposed development is an appropriate and viable use for the Site. Moreover, it will benefit the surrounding area by acting as an appropriate transition between the school and commercial uses to the west and nearby residential uses. As discussed above in Question 2, the proposed development furthers many of the goals and policies of the General Plan as well as the goals and guiding principles of the Old Town Peoria Specific Area Plan.

5. Describe any proposed unique design considerations, beyond Zoning Ordinance requirements, which create compatibility between the proposed use and adjoining developments.

Greenlight proposes to develop this vacant, infill Site with a unique, high-quality multifamily community and an appropriately sized commercial/retail parcel. The proposed PAD Amendment, along with the Minor GPA, will provide a viable and sustainable use on the Site. The development has been thoughtfully designed to incorporate various architectural elements, materials, and colors that will balance creating a unique development that is still compatible with the character of the surrounding area and nearby uses. Further, the design of the pedestrian connections and open spaces are appropriate for this type of development and will encourage walkability and bikeability.

6. Provide general site information and describe unusual physical features or characteristics of the site which present opportunities or constraints for development.

Size – this is a relatively small vacant, infill Site located in an area that will benefit from high-quality housing geared toward the workforce.

Support Old Town Redevelopment – the development of a new multifamily community will provide additional shoppers and diners for Old Town’s shops and restaurants. Residents will eat, shop and play in Old Town.

Greenlight is not aware of any unusual physical features. As currently approved under the Acacia Village PAD, there are current constraints to development due a lack of demand for the approved townhome development. The Site is a relatively small, flat infill property and is already well-served commercially. This Site is ideal for multifamily uses, such as the proposed Greenlight development.

7. Other than the requested approval, what other approval processes are required to accomplish the development proposal, i.e., variances, site plans, subdivision plats, conditional use permits, comprehensive master plan amendments, State or County licensing or permits, etc.?

A Minor General Plan Amendment is being processed concurrently with this PAD Amendment request. A Site Plan application will also be submitted. We anticipate improvement plans, building plans, final signage and plat approvals will be required prior to permitting and constructing the proposed development.

8. Waiver request pursuant to Section 21-602.B of the Peoria Zoning Ordinance.

Pursuant to Section 21-602.B of the Zoning Ordinance, all PADs are to be between 10 and 600 acres in size. The size requirement may be waived for smaller sites when the waiver is in the public interest and at least 1 of 4 conditions is present. In this case, the size requirement should be waived because the waiver is in the public interest and the proposed PAD is similar and consistent with the existing Acacia Village PAD with multifamily and commercial developments proposed within the same areas of the Site. This Site has been a vacant, infill Site for a long time and is likely to remain undeveloped as currently approved.

Exhibit 1

[Home](#) / [Real Estate](#) / [Commercial Real Estate](#) / ***Here's how the West Valley is capitalizing on development boom***

Advertisement

POWERED BY



Advertisement

JUNE 20, 2022

[Elinor Tutora](#)

Here's how the West Valley is capitalizing on development boom

It is no shock to know that the West Valley's industries are booming. Large companies such as Taiwan Semiconductor Manufacturing Company, KORE Energy and countless logistics companies are all making investments as people continue to move to the area rapidly. What will the new West Valley look like with all this development?

Greater Phoenix has attracted labor because of the historically low cost of living, a good job market and eternal sunshine. The development is going beyond a place to commute to work. It is creating a place to work and live.

In Maricopa County, 40% of the residents live in the West Valley, and it is expected to be home to 2.1 million people by 2030.

READ ALSO:

[Loop 303 corridor becomes global center for development](#)

The median household income is \$75,556 in the West Valley, which is \$10,000 above the national average. The median home price sits about \$10,000 below the national average at \$229,579. It also has a strong labor force, with 63% of West Valley residents a part of the workforce age.

Rent growth in the metro area saw 22.5% rent growth well outpacing the rest of the country, according to Thomas LaSalvia, senior economist at Moody Analytics. LaSalvia explains Phoenix is one of 14 out of 82 primary metros that have had employment rates fully recover after the initial decline in March 2020.

Firms in all commercial real estate development sectors — industrial, office and retail — see the advantage that the West Valley has not only in comparison to the state but to the nation.

The construction of Loop 303 certainly opened up new potential to the west by creating easy access to land that was previously cut off from the Phoenix metro. It has acted as a foundation for

developing a new section of Metro Phoenix.

[WESTMARC](#) President and CEO Sintra Hoffman says, “In the West Valley, we have the talent that lives here locally and nobody wants to drive anymore, especially after the last year and a half.”



Work is underway on a three-building industrial development that sits along Interstate 10 in the City of Phoenix. ViaWest Group and its building partners Willmeng Construction, Butler Design Group, and Kimley-Horn broke ground on the 512,710 square foot Converge Logistics Center on Friday, January 28.

West Valley industrial development

The industrial sector is booming, with more than 25 million square feet currently under construction.

“It was a phenomenal year, and markets moved extremely fast in terms of land prices, rental rates and construction cost. Material availability is an issue. 2022 looks great, but it’s definitely moving very, very quickly,” says Steven Schwarz, founding partner of the ViaWest Group.

Material delays are still affecting many markets, with development being no exception. This impacts project delivery dates for current and future complexes.

“I would say the users these days are needing the building sooner rather than later. And we’re now unfortunate to have a delivery of later rather than sooner because of material delays,” says Jeff Foster, vice president and market officer at Prologis. “The silver lining is that having this material delay is putting a little bit of a headwind for us and could be a good thing. So we don’t deliver too much at once, but users need it now. They can’t wait.”

While Metro Phoenix is thought to have endless space to grow, that is not the case. Pat Feeney, executive vice president at CBRE, explains they are working with two site selection companies, and both are classifying Phoenix as a constrained

market.

“When you talk to people from out of town, they look at an aerial photo of Phoenix and see there’s land from here to Blythe. But you’ve got to get water, sewer and electricity to it,” Feeney says.

The available, developable land in the West Valley is being snatched up fast.

“We all didn’t realize how spoiled we were when we were going down the 303 and tying up all the sites that had water and sewer. All of a sudden it’s almost impossible to find a site in that corridor. Now at Ryan Companies, we’re looking around the Valley looking where else we can go, and a lot of the options have infrastructure challenges,” says Josh Tracy, vice principal of real estate development at Ryan Companies. “It is going to be years potentially before we can go somewhere and do this much expansion.”

Tony Lydon, managing director at JLL, explains that the metropolitan area of Phoenix is around 400 million square feet, which is small compared with a city like Dallas, which is around 1.3 billion square feet.

“We’re not going there. But we’re going to move from 400 million feet to 600 million feet here in the not too distant future,

and that's just our food group," Lydon notes. "This is a market where people want to come and live for a lot of reasons."

With large industrial complexes come jobs that need to be filled.

James Murphy, president and CEO of [Willmeng](#), explains, "Greater Phoenix is going to suck people in from (other areas), which is how it historically addresses supply and demand labor challenges. We're not generally coaching them to come here. We're sucking them in with the price point."

According to the Bureau of Labor Statistics, in Arizona, transportation and material moving occupations makeup 241,750 jobs and construction and extraction occupations make up 137,490. This shows that employment from these manufacturing sites accounts for a good chunk of Arizona's workforce. This does not include the other roles associated with these facilities.

Another large industry in the West Valley along the I-10 is healthcare. According to Hoffman, 36% of all healthcare workers in Maricopa County live in the West Valley, with 48% of them living and working on the west side.

The freestanding \$135 million Phoenix's Children's Hospital being built on the Arrowhead campus in Glendale is one

example of the strengthening of that industry in the West Valley.

There is development beyond industrial complexes.

Integrating life and business within

West Valley development

When touching on the integration of live, work, play, GEN 1, a part of the GSQ project in Goodyear, is a quintessential example.

Located on McDowell Road and 150th Drive, the site, with the



The development is also making history, bringing the first-ever parking garage to Goodyear.

Looking forward, the team heading up the project from Globe Corporation and CBRE are talking with a multifamily developer in order to combine a residential aspect to the site. Along with multifamily, retail will be added in the future, as well as potentially another office building to bookend the park.

Just west of the site is Market at Estrella Falls, giving access to retail and dining, and just across 150th Drive to the east sits a Harkins Theater, making the site an ideal place for a city center.

“This is going to be really exciting, and it’s going to really help energize the workforce that is going to be here,” says George Getz, president and co-CEO at Globe Corporation.

The GSQ site also backs up to Bullard Wash Linear Park, which provides not only the aesthetics of a large green open space, but a walkable entrance to the amenities.

The COVID-19 pandemic undoubtedly changed the way we work and what is needed from an office space. In the West Valley, there is only two million square feet of office space. Out of that square footage, there is only 12% vacancy, with most of it being Class B and C office space.

“I think the hybrid model [work from home and office] is here to stay, but I think people need to have an office,” Getz says.

The office building, a part of GSQ, is currently providing office space to the west. He explains that with today's materials constraints and the rising costs, it may be a while before there are more offices built.

Along with offices, more retail is being added to support the new residents and their needs.

West Valley retail development

Retail development has changed in the recent past. Josh Simon, founder and CEO of Simon CRE says, "indoor malls are dead." His company completes projects across the nation, and he and his team are seeing how fruitful the Metro Phoenix market is.

Village at Prasada, located on the southeast corner of Waddell Road and Loop 303 in Surprise, is a mixed-use development with phase one, 300,000 square feet, being delivered in Q3 2022. Simon says they are currently at 100% lease or letter of intent for the development.

"The West Valley is hot, and people are seeing that there are people living there and incomes to support it. Also, there's not really another destination like this center," Simon explains.

These developments will bring large retailers, smaller boutiques,

dining and entertainment to the West Valley.

“People look at West Valley growth and think about Loop 303. One thing I think is really starting to happen is the infill. There are certain areas east of the stadium around 75th Avenue in Glendale where we’re seeing a homebuilder rezoning quite a few acres from industrial to single-family. You’re seeing townhomes being built and more apartments,” Simon says. “A lot of these areas inside Loop 101 will have a lot more attention spent on them, and we’re going to see a lot more growth and redevelopment in that area.”

Another place in the Valley that may be getting some attention in the coming years is the Loop 202 expansion.

The area has constraints, Lydon explains, zoning being one. Schwarz adds that a lot of the growth is beginning within five or so miles of the respective connections to the other highways.

Foster concludes, “I think Phoenix is extremely well-positioned going forward.”

Advertisement

BLOG HOME

**SOCIAL
SHARE**



PREV POST

**How can POS
billing software
benefit your
company?**



NEXT POST

**AZ Big Spotlight:
Phoenix Design
One, Cigna, JSH,
Kidder Mathews**



RELATED POSTS



January 24, 2023

**Here's how
new
legislation
could boost
Arizona solar
development**



January 24, 2023

**Developers
close sale to
launch \$850M
Metrocenter
Mall
redevelopment**



January 24, 2023

**Sneak peek
inside new
JLL offices at
The Grove**

OTHER COMMERCIAL REAL ESTATE CATEGORIES

[Architecture](#)

[Building Green](#)

[Construction](#)

[Senior Living](#)

[Site Selection](#)

**Planned Area Development
Standards and Guidelines Report**

for

Streamliner Peoria

**Southwest Corner of
87th Avenue and Peoria Avenue**

by:

Greenlight Communities

Case Number: Z05-24.A.1

First Submittal: April 28, 2022
Second Submittal: February 3, 2023
Third Submittal: March 16, 2023

TABLE OF CONTENTS

I. Introduction..... 4

II. Legal Description 4

III. Conceptual Development Plan..... 4

IV. Allowed Uses..... 4

V. Phasing Plan 5

VI. Development Standards..... 5

VII. Design Principles and Guidelines 7

VIII. Signage Standards..... 7

IX. Infrastructure/Utilities 7

A. Grading/Drainage/Retention 7

B. Water..... 7

C. Wastewater..... 7

D. Electric Power/Natural Gas/Telephone Service/Solid Waste 7

X. Conclusion 7

TABLE OF EXHIBITS

Exhibit No.	Description
1	Vicinity Map
2	Aerial Map
3	Legal Description
4	Development Unit Exhibit
5	Conceptual Site Plan
6	Conceptual Rendering
7	Planting Area Exhibit

Development Team

Developer:

Greenlight Communities
Attn: Dan Richards
135 E. Indian Bend, Suite #101
Scottsdale, AZ 85250
Phone: (480) 609-6779

Civil Engineer:

Jett Civil Engineering
Attn: Leslie Kland
8135 E. Indian Bend Road, Suite 103
Scottsdale, AZ 85250
Phone: (480) 235-5080

Landscape:

RVi Planning + Landscape Architecture
Attn: Kelly Uhrich
120 South Ash Avenue, Suite 201
Tempe, AZ 85281
Phone: (480) 994-0994

Architect:

Worksbureau, Inc.
Attn: Rob Gaspard
2524 N. 24th St.
Phoenix, Arizona 85008
Phone: (602) 391-4444

Zoning & Entitlements:

Burch & Cracchiolo, P.A.
Attn: Brian Greathouse
1850 N. Central Ave, Suite 1700
Phoenix, Arizona 85004
Phone: (602) 234-9903

Streamliner Peoria

I. INTRODUCTION

Greenlight Communities (“Greenlight”) requests a major amendment to an existing Planned Area Development (“PAD”) on approximately 6.28 net acres (7.64 gross) located at the southwest corner of 87th Avenue and Peoria Avenue (the “Site”). A Vicinity Map of the Site and an Aerial of the Site are attached as **Exhibit 1** and **Exhibit 2**, respectively. Greenlight is developing this vacant, underutilized infill Site with an approximately 5.39-acre multifamily community known as Streamliner Peoria (“Streamliner”). Future commercial use(s) will be developed on a portion of the northeast corner of the Site.

Streamliner will be a gated community consisting of approximately 190 units with appropriate amenities, open space and high-quality architectural design. Streamliner’s contemporary architectural design takes inspiration from the classic midcentury passenger trains, known as “Streamliners.”

II. LEGAL DESCRIPTION

A legal description of the Site is attached as **Exhibit 3**.

III. CONCEPTUAL DEVELOPMENT PLAN

The majority of the Site will be comprised of an approximately 190-unit multifamily community (“Development Unit 1”) while the northeast corner will provide commercial/retail uses (“Development Unit 2”). A Development Unit Exhibit is provided at **Exhibit 4**. The proposed horizontal mixed-use development is an appropriate land use on this vacant and underutilized infill Site because it provides a transition and buffer between the school and commercial uses to the west and nearby residential properties. Further, nearby recreation, shopping and dining within Old Town will benefit both residents and local businesses making this development a viable and sustainable use for the vacant, infill Site.

As is depicted on the Conceptual Site Plan and Conceptual Rendering attached as **Exhibit 5** and **Exhibit 6**, respectively, careful consideration has gone into planning the multifamily development. Greenlight has created a community that is attractively designed, well-landscaped and welcoming for residents and guests. Streamliner residents will enjoy a modern fitness center, laundry, pool and outdoor lounge, bike storage, outdoor gathering spaces and more.

The proposed development will provide a mix of studio, one-bedroom and two-bedroom units ranging in size from 427 SF to 702 SF. Streamliner’s innovative design will create a true community where residents feel accepted, supported and at home with thoughtfully considered common spaces and amenities that bring people together and enhance their home lives.

IV. ALLOWED USES

A. Development Unit 1 Allowed Uses:

- Multiple-family Residential
- Accessory uses that are located within Development Unit 1 that are constructed concurrent or after the Multiple-family Residential Development. The accessory uses shall clearly be incidental and subordinate to the Multiple-family Residential use.

B. Development Unit 1 Conditional Uses:

- Day Care Group Homes with five (5) or more children, in accordance with Section 21-812.B., provided that the residence is a single-family detached dwelling, and upon a finding by the Planning and Zoning Commission that such home will be operated in a manner that is compatible with, and not detrimental to, adjacent properties or the neighborhood in general.
- Group Care Facilities or Community Residential Setting Facility in accordance with Section 21-812.C.

C. Development Unit 2 Allowed and Conditional Uses:

The land-use regulations for this Development Unit are a similar to the zoning ordinance's Intermediate Commercial District (C-2) uses. The allowed and conditional uses of the PAD on this Development Unit are:

- Allowed Uses. The following uses are allowed, and shall comply with any specific use limitation of the Zoning Ordinance, as amended:
 - Automatic teller machine
 - Banks and financial institutions
 - Medical, dental or health offices
 - Professional, administrative or business offices
 - Catering establishment
 - Coffee shop
 - Restaurants and cafeterias*
 - Dancing, theater or music studio
 - Health and exercise center*
 - Indoor theater
 - Essential public service or utility installation
 - Remote mail service
 - Antiques, crafts and collectible sales
 - Bait and tackle shops
 - Book, stationary and greeting card store
 - Candy and ice cream store
 - Copy center
 - Florist
 - Gift, novelty, and souvenir shop
 - Hobby, stamp and coin shop
 - Newsstand

- Pet shop
 - Indoor retail sales of new and used merchandise, excluding autos, boats, RV's and motors
 - Video rental store
 - Water and ice store
 - Art gallery
 - Cultural institution
 - Day care center or preschool*
 - Libraries and museums
 - Non-profit services*
 - Public buildings*
 - Public utility buildings, structures, uses, facilities and equipment*
 - Appliance, furniture and household equipment sales and rentals
 - Office supply and machine sales and service
 - Monument sales and engraving shop
 - Dry cleaning and laundry establishment
 - Employment agencies (not including day labor hiring centers)
 - Medical, dental, optician or health, clinics and laboratories
 - Locksmith
 - Tanning salon, nail salon, barber shop, beauty parlor or similar use
 - Photographic developing and printing
 - Photographic studio
 - Radio and television sales and service
 - Recording studio
 - Shoe service and clothing alteration
 - Sightseeing tour companies
 - Ticket and travel agency
 - Watch and clock repair shop
- Conditional Uses. The following uses are allowed if approved Conditional Use Permit for use is obtained, and shall comply with any specific conditional or use limitation specified in the Zoning Ordinance, as amended:
 - Commercial service establishments combining retail, showroom with workshop*
 - Retail liquor store*
 - Tavern, bar, lounge or establishment that sells alcoholic beverages for consumption on premises, excluding restaurants
 - Veterinary hospital*
 - Veterinary offices and clinics, excluding animal boarding*
 - Accessory uses. The following accessory uses may be considered:
 - Food and beverage vendor cart*

- Outdoor dining and coffee area

*These uses are subject to applicable use specifications of the Zoning Ordinance

V. PHASING PLAN

Development Unit 1 is anticipated to be constructed as the first phase of the PAD’s development. Development Unit 2 will be constructed when a commercial user is identified for the Site.

VI. DEVELOPMENT STANDARDS

This PAD replaces the existing Acacia Village PAD such that the Acacia Village PAD Narrative dated January 24, 2006 is no longer in force and effect. The following development standards are applicable to the multifamily development:

Table IV, PAD Development Standards¹

Regulation	Streamliner Peoria PAD
Max. Building Height	40 feet total maximum height And with no more than three-stories
Min. Building Setback from 87 th Ave	13’
Min. Building Setback from Peoria Ave	10’
Min. Building Setback from the South PAD Boundary and Residential Zone	50’
Min. Building Setback from the West PAD Boundary	50’
Min. Building Setback from a lot line interior to the PAD	10’
Min. Principal Building Separation	10’
Max. Lot Coverage	35%

¹ All other development standards and regulations: Except as indicated in Table IV, development shall comply with all development standards and regulations of Zoning Ordinance of the City Code, as amended. Where there is a conflict between the requirements of the Zoning Ordinance of the City Code, as amended, and Table IV, the development standards indicated in Table IV shall govern.

Max. Residential Density of Development Unit 1	31 du/ac (gross) ²
Min. Landscape Setback from <u>the Residential zones abutting the south property line</u>	15'
Min. Landscape Setback from West PAD Boundary	4'
Min. Landscape from a lot line interior to the PAD	5'
Min. Landscape Setback from Peoria Ave	10'
Min. Landscape Setback from 87 th Ave	13'
Min. Lot Width and Size	N/A
Min. Required On-Site Landscape Area ³	Development Unit 1: 20% of the net lot area Development Unit 2: 20% of the net lot area
Parking	Multifamily: 1.4 spaces per dwelling unit All other uses: the parking requirements to Zoning Ordinance of the City Code, as amended, shall apply
Parking Lot Landscape Islands	1 parking lot island or half diamond for every 8 parking spaces.
Bike Parking	1 for every 10 vehicular parking spaces

The commercial area at the northeast corner of the Site will conform with the development standards applicable to the C-2 Zoning District.

VII. DESIGN PRINCIPLES AND GUIDELINES

The development shall comply with the Community Design Guidelines (October 2022).

VIII. SIGNAGE STANDARDS

² Density is based on the entire gross lot area of PAD. Allowed dwelling units are limited to Development 1.

³ Landscaping within Development Unit 1 and Unit 2 will conform to Section 21-815 of the City's Zoning Ordinance, except as modified above in Section VI. A Planting Area Exhibit is provided at **Exhibit 7**.

Signage shall conform to the City's Zoning Ordinance regulations and shall be subject to the City's Design Review Process.

IX. INFRASTRUCTURE/UTILITIES

A. Water & Wastewater Infrastructure

Systems and connections to serve each Development Unit will be designed and constructed in compliance with the applicable City of Peoria requirements and guidelines at the time of development.

B. Drainage

Each Development Unit will be designed and constructed in compliance with the applicable City of Peoria requirements and guidelines at the time of development.

C. Electric Power/Natural Gas/Telephone Service/Solid Waste

The Site will utilize the following utility providers:

Electric: Salt River Project (SRP)

Telecom: Cox Communications

Natural Gas: Southwest Gas Company

Solid Waste: City of Peoria

X. CONCLUSION

The Streamliner multifamily community is an innovative housing development that makes good use of this vacant, underutilized infill Site. The PAD is supported by the City's General Plan and compatible with the surrounding area. The proposed multifamily and commercial developments are appropriately sized and will create a sustainable development solution for this Site, make good land use sense given the surrounding land use patterns, and will provide much-needed housing for members of the workforce while being an attractive and valuable addition to the area.

EXHIBIT 1



WIPEORIA AVE

10

PEORIA AVE

N 91ST AVE

N 91ST AVE

WIPEORIA AVE

WIPEORIA AVE

N 83RD AVE

N 83RD AVE

N 83RD AVE

N 86TH AVE

N 86TH AVE

N 86TH AVE

N 86TH AVE

N 86TH AVE

N MARKET ST

NICOTIRON CROSSING

NICOTIRON CROSSING

EXHIBIT 2



142-45-944

W Becker Ln

142-45-137J

142-45

142-45-00-6

142-45-137K

W PEORIA AVE

W PEORIA AVE

N Sherry Ln

142-37-001K

142-40-001A

142-37-001W

3 LOTS
39.42

142-37-970A

142-40-030A

142-37-0017

N 89th Ave

N 87th Ave

9-040H

W Jefferson St

N 88th Dr

N 87th Dr

N 87th Dr

W Madison St

142-37-970B

142-40-069

142-40-075

142-40-084

142-40-070

142-40-076

142-40-085

N 86th Ave

EXHIBIT 3

**LEGAL DESCRIPTION
PEORIA AVE. & 87TH AVE.
PEORIA, ARIZONA**

March 28, 2022
Job No. P6190
Page 1 of 1

A PORTION OF LOTS 40 AND 41, ALTALOMA, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 5 OF MAPS, PAGE 19, BEING LOCATED WITHIN THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 3 NORTH, RANGE 1 EAST OF THE GILA & SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 27;

THENCE SOUTH 0 DEGREES 22 MINUTES 10 SECONDS WEST, ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 27, A DISTANCE OF 33.41 FEET;

THENCE NORTH 89 DEGREES 37 MINUTES 50 SECONDS WEST, A DISTANCE OF 30.00 FEET TO THE WESTERLY RIGHT OF WAY LINE OF 87TH AVENUE AND THE **POINT OF BEGINNING**;

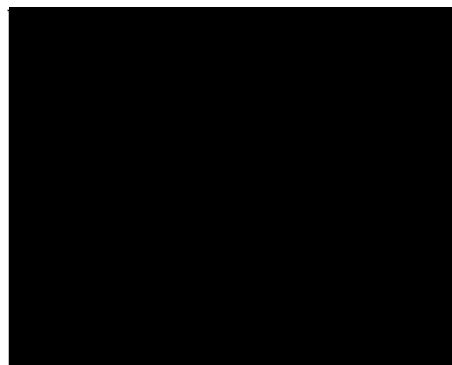
THENCE SOUTH 00 DEGREES 22 MINUTES 10 SECONDS WEST, ON THE WESTERLY RIGHT OF WAY OF 87TH AVENUE, A DISTANCE OF 520.10 FEET;

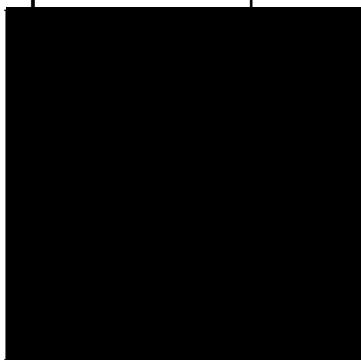
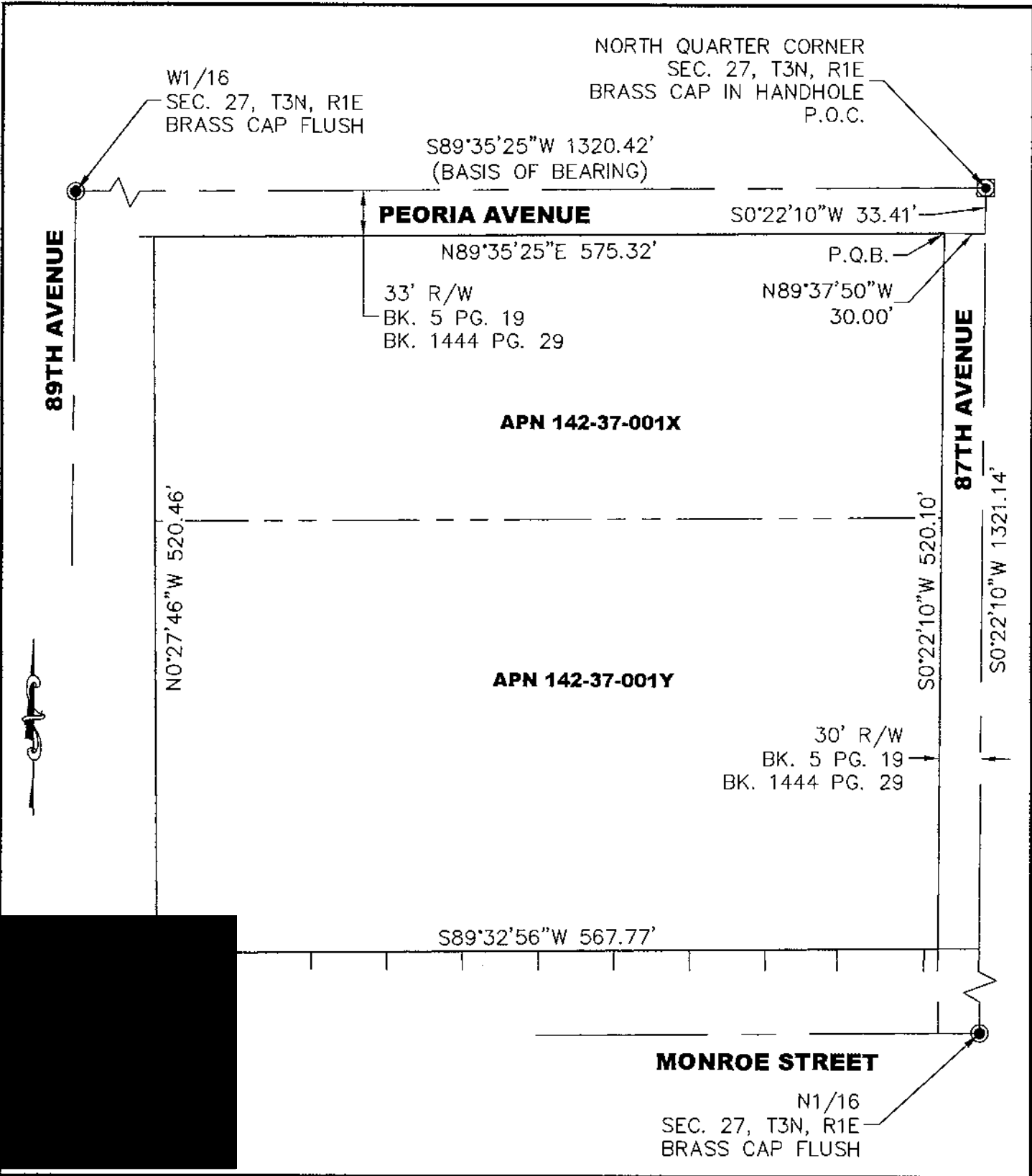
THENCE SOUTH 89 DEGREES 32 MINUTES 56 SECONDS WEST, A DISTANCE OF 567.77 FEET;

THENCE NORTH 0 DEGREES 27 MINUTES 46 SECONDS WEST, A DISTANCE OF 520.46 FEET TO THE SOUTHERLY RIGHT OF WAY OF PEORIA AVENUE;

THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS EAST, ON THE SOUTHERLY RIGHT OF WAY OF PEORIA AVENUE, A DISTANCE OF 575.32 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 297,348 SQUARE FEET OR 6.826 ACRES, MORE OR LESS.





SIG
A RICK ENGINEERING COMPANY

**SURVEY INNOVATION
GROUP, INC.**
Land Survey Services
22425 N 16TH STREET SUITE #1
PHOENIX, AZ 85024

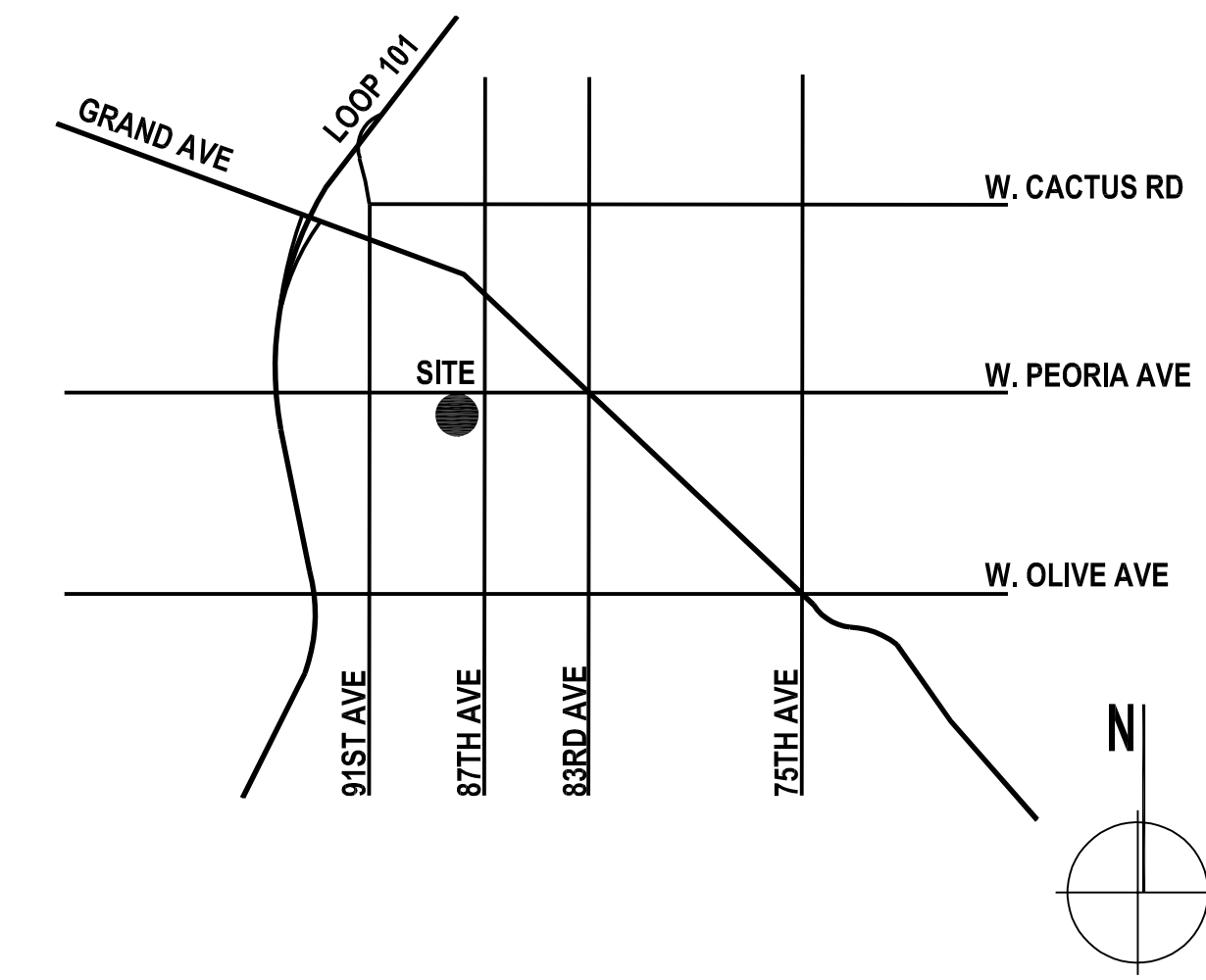
LEGAL DESCRIPTION
87TH AVE. & PEORIA AVE.
CITY, ARIZONA

DRAWING:	6190_LEGAL.DWG		
JOB#	P6190	SCALE:	1"=100'
		SHT:	1 OF 1
DRAFTER:	JPH	CHK:	JAS
		DATE:	3/28/22

EXHIBIT 4



VICINITY MAP



SITE DATA

PROPERTY ADDRESS: SW CORNER OF N. 87TH AVE & PEORIA AVE
 APN: PART OF 142-37-001X & PART OF 142-37-001Y
 TOTAL PAD SITE AREA: 6.28 NET ACRES (273,614 SF)
 7.64 GROSS ACRES (332,934 SF)
 DEV. UNIT 1 SITE AREA: 5.39 NET ACRES (234,861 SF)
 6.21 GROSS ACRES (270,324 SF)
 DEV. UNIT 2 SITE AREA: .89 NET ACRES (38,753 SF)
 1.44 GROSS ACRES (62,611 SF)
 ZONING: PAD
 CURRENT USE: VACANT LAND

NOTE: FOR COMPLETE SITE DEVELOPMENT DATA, SEE COVER SHEET PR-A-01

WORKSBUREAU
 2524 NORTH 24TH STREET
 PHOENIX, ARIZONA 85008 USA
 +1 602 324 6000

REVISIONS	NO	DATE	DESCRIPTION

8
 SHEET SCALE

STREAMLINER 87th & PEORIA
 87TH AVE & PEORIA AVE
 PHOENIX, ARIZONA, USA

CONTEXT PLAN

02 FEBRUARY 2023
 DRAWN BY: EB
 CHECKED BY: RG
 PROJECT #21148
 GPA+PAD AMENDMENT

PR-A-02

EXHIBIT 5

EXHIBIT 6



North Side Render

WORKSBUREAU
 2524 NORTH 24TH STREET
 PHOENIX, ARIZONA 85008 USA
 +1 602 264 6000

DANIELIAN
 ASSOCIATES
 ARCHITECTS • PLANNERS
 60 CORPORATE PARK | IRVINE | CA | 92606
 www.danielian.com | office 949.474.6000

REVISIONS	NO.	DATE	DESCRIPTION

8
 SHEET SCALE

2
STREAMLINER
 87TH AND PEORIA
 PHOENIX, ARIZONA
**BUILDING
 RENDERING**

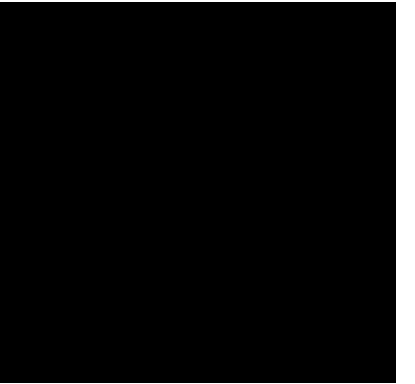
02 FEBRUARY 2023

DRAWN BY:
 CHECKED BY:

PROJECT # 21148
 GPA+PAD AMENDMENT

PR-A-12

EXHIBIT 7



REVISIONS	NO	DATE	DESCRIPTION

SHEET SCALE

0 1 2 3 4 5 6

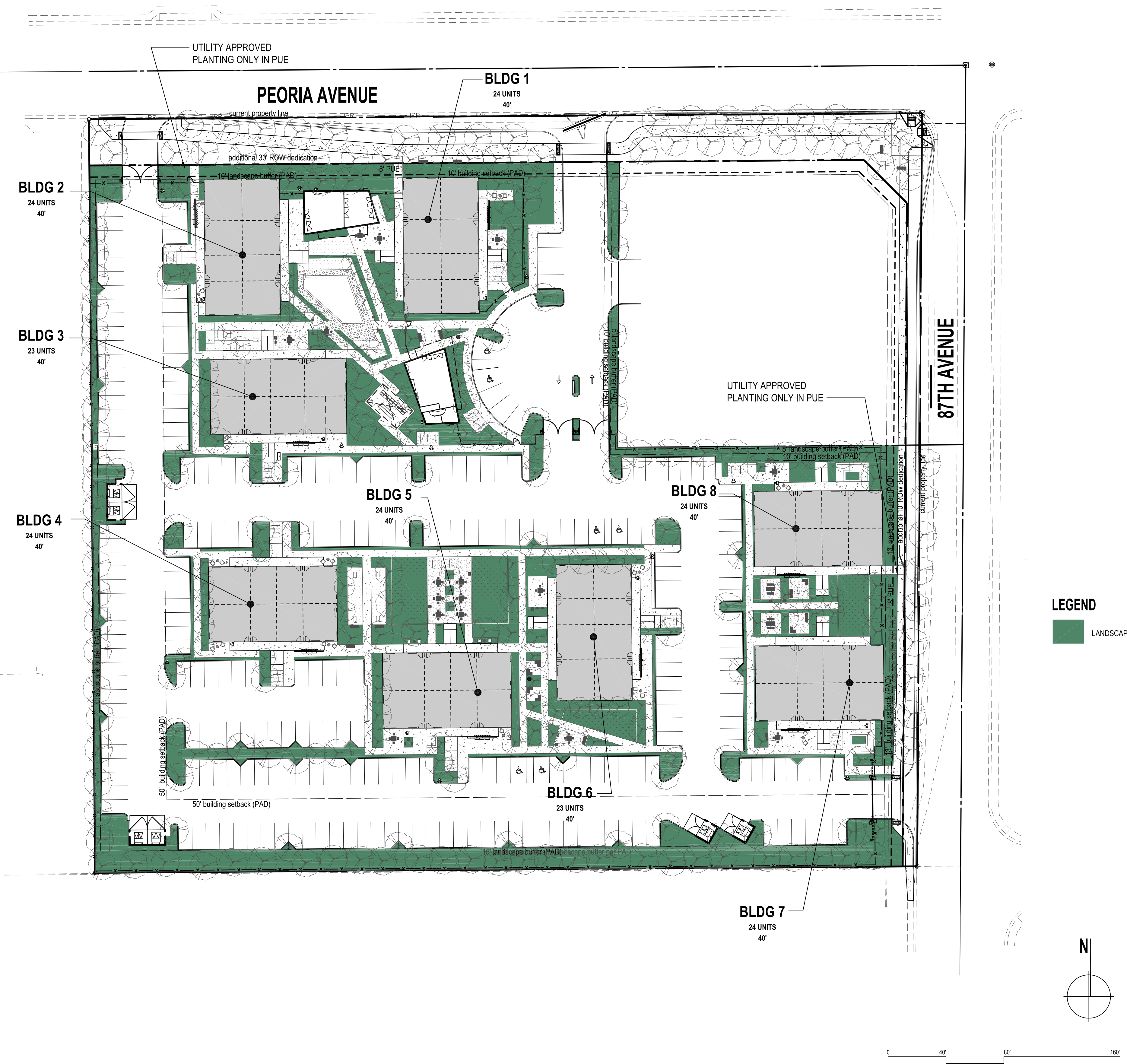
STREAMLINER 87th & PEORIA
 87TH AVE & PEORIA AVE
 PHOENIX, ARIZONA, USA

LANDSCAPE AREA EXHIBIT

02 FEBRUARY 2023
 DRAWN BY: EB
 CHECKED BY: RG

PROJECT #21148
 GPA+PAD AMENDMENT

PR-A-07



LANDSCAPE AREA REQUIREMENTS

LANDSCAPE AREA REQUIRED (PER PZO):

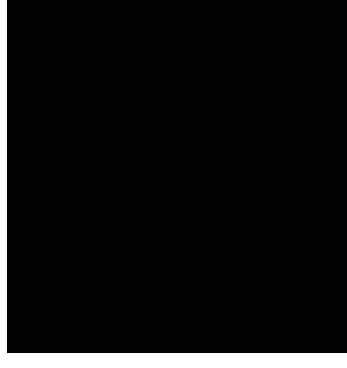
20% OF NET SITE AREA
 = 234,861 X .2
 = 46,972 SF REQ

TOTAL LANDSCAPE AREA PROVIDED:

52,048 SF
 52,048 / 234,861
 = 22% OF NET SITE AREA PROVIDED

LEGEND

LANDSCAPED AREA = 52,048 SF



REVISIONS	NO	DATE	DESCRIPTION

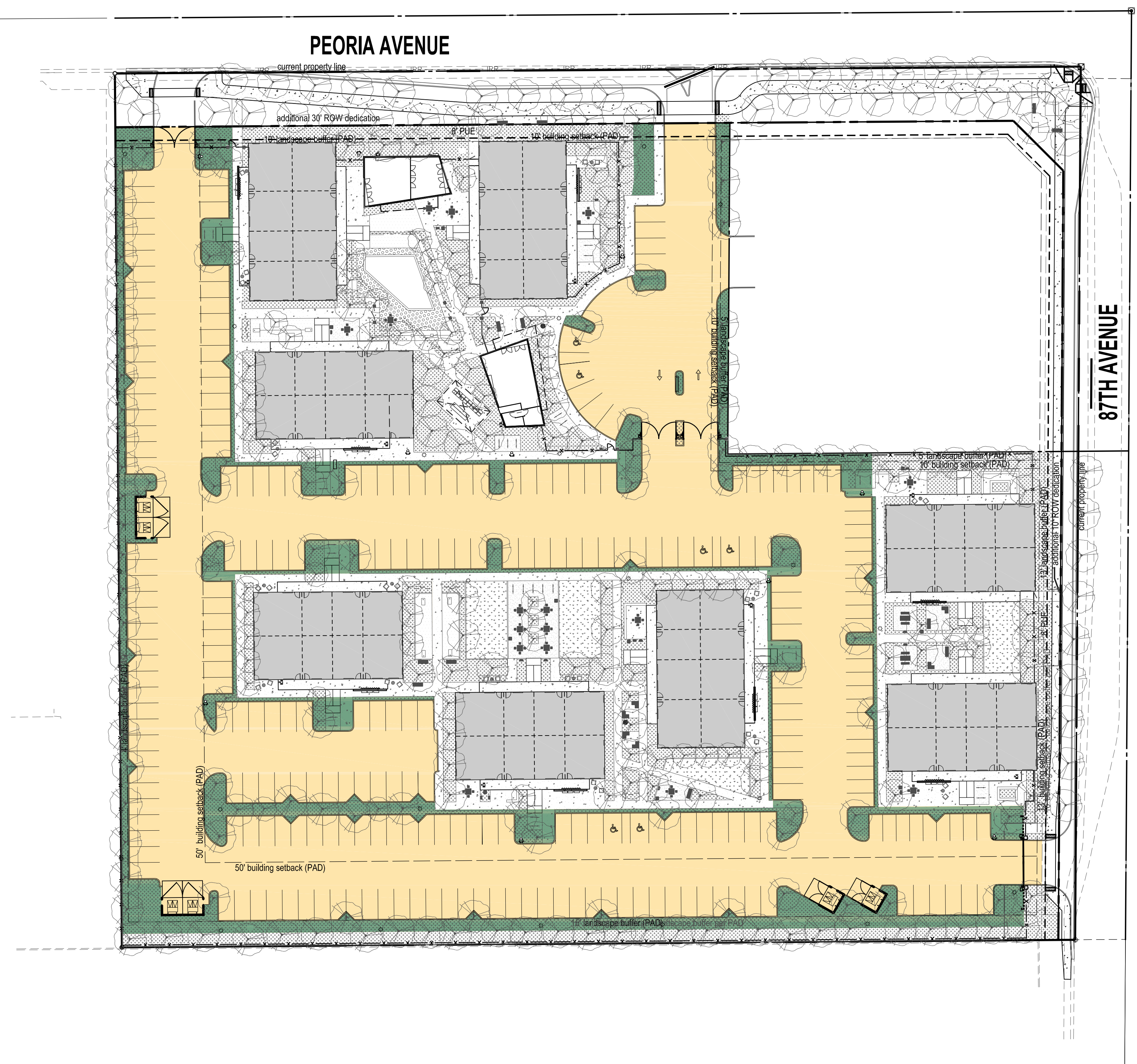
0 2 4 6
 SHEET SCALE

STREAMLINER 87th & PEORIA
 87TH AVE & PEORIA AVE
 PHOENIX, ARIZONA, USA

PARKING LOT LANDSCAPE AREA EXHIBIT

02 FEBRUARY 2023
 DRAWN BY: EB
 CHECKED BY: RG
 PROJECT #21148
 GPA+PAD AMENDMENT

PR-A-08

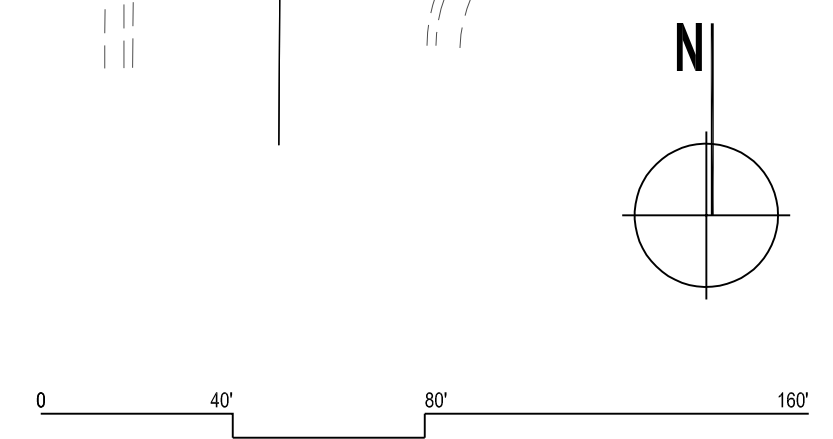


PARKING LOT LANDSCAPE LEGEND

- AREA COUNTED TOWARD PARKING LOT LANDSCAPE = 22,833 SF
- PAVED PARKING SURFACE = 101,443 SF

PARKING LOT LANDSCAPE AREA CALCULATIONS

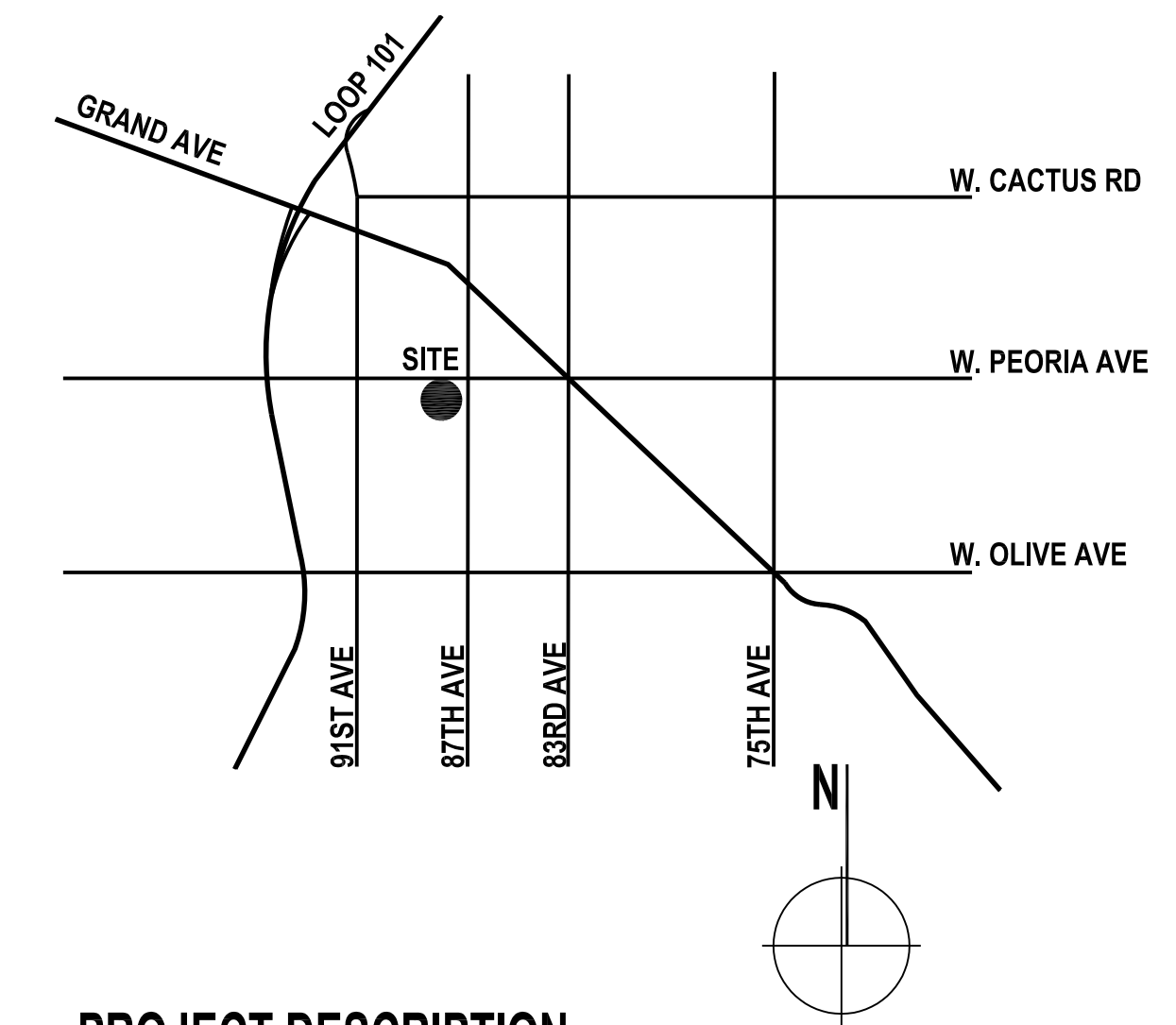
PARKING LOT AREA : 124,276 SF (101,443 SF+22,833 SF)
 PARKING LOT LANDSCAPE REQUIRED (PER PZO): 10% OF PARKING LOT AREA = (124,276 X .10 =) 12,428 SF
 PARKING LOT LANDSCAPE AREA PROVIDED : **22,833 SF**
 (22,833 / 124,276) = 18% OF PARKING LOT AREA



STREAMLINER 87TH & PEORIA

WORKSBUREAU
2524 NORTH 24TH STREET
PHOENIX, ARIZONA 85008 USA
+1 602 324 6000

VICINITY MAP



DEVELOPMENT STANDARDS	PROPOSED DEVELOPMENT (DEVELOPMENT SITE 1)	PAD STANDARDS
USE	RESIDENTIAL MULTI-FAMILY APARTMENTS	
BUILDING HEIGHT	3 STORIES, 36' TO TOP OF BUILDING PARAPET; 40' TO TOP OF MECHANICAL SCREENING	3 STORIES; 40' (PAD)
BUILDING SETBACKS		
FRONT (PEORIA AVE)	10'-0"	10'-0" (PAD)
EAST (87TH AVE)	+/- 13'-5" EAST,	13'-0" (PAD)
WEST	+/- 59'-2" WEST	50'-0" (PAD)
REAR (SOUTH)	+/- 78'-0" SOUTH	50'-0" (PAD) (15' SB ADJ TO RESIDENTIAL ZONES PER PZO)
INTERIOR PAD BOUNDARY	+/- 76'-7" WEST, +/-10'-0" SOUTH	10'-0" (PAD)
LOT COVERAGE	48,238 SF (20.5% OF NET)	35% OF NET SITE AREA MAX (PAD)
BLDG 1,2,3,6	5,742 SF X 4 BLDGS = 22,968 SF	
BLDG 4,5,7,8	5,413 SF X 4 BLDGS = 21,652 SF	
AMENITY BUILDINGS	3,618 sf	
(COMMON) USEABLE OPEN SPACE		150 SF PER BEDROOM X 237 BEDROOMS = 35,550 SF OF CUORA REQUIRED PER PCDG (15% OF NET SITE AREA)
RESIDENTIAL DENSITY	30.60 DU/AC (GROSS FOR DEV. SITE 1) 24.87 DU/AC (GROSS FOR PAD)	31 DU/ GROSS ACRES ALLOWED ON DEV. SITE 1 (PAD)
STUDIO	71 (37%)	
1-BEDROOM	72 (38%)	
2-BEDROOM	47 (25%)	
TOTAL PROVIDED	190	
VEHICLE PARKING QUANTITY		
TOTAL REQUIRED/ PROVIDED		
	268 UNRESERVED SPACES PROVIDED (1.41 RATIO)	1.4 PARKING RATIO = 266 SPACES REQUIRED (PAD)
COMPACT SPACES	40 SPACES 40/268 = 14.9%	UP TO 15% OF SPOTS CAN BE COMPACT PER PZO
VISITOR SPACES PROVIDED	9 SPACES	
ACCESSIBLE PARKING SPACES	6 SPACES	2% OF SPACES TO BE ACCESSIBLE PER ANSI (.02 X 268 GATED SPACES) = 6 SPACES REQ
LANDSCAPE SETBACKS		
FRONT (PEORIA AVE)	10'-0"	10'-0" (PAD)
WEST	4'-6"	4'-0" (PAD)
EAST (87TH AVE)	13'-0"	13'-0" (PAD)
REAR (SOUTH)	15'-0"	15'-0" (PAD)
INTERIOR PAD BOUNDARY	5'-0"	5'-0" (PAD)
SHADING	NON APPLICABLE	
PRIVATE AREA OPEN SPACE		100 SF PER GROUND FLOOR UNIT X 62 UNITS = 6,200 SF 60 SF PER UPPER LEVEL UNIT X 128 UNITS = 7,680 SF 13,880 SF REQ PER PCDG
PROJECT AMENITIES	4 PRIMARY AND 5 SECONDARY AMENITIES FROM PCDG LIST PROVIDED; 20 MINIMUM AMENITIES PROVIDED	2 PRIMARY AND 2 SECONDARY AMENITIES REQUIRED PER PCDG; IN ADDITION TO MINIMUM AMENITIES
PARKING LOT LANDSCAPE LANDSCAPE AREA	18% OF PARKING LOT AREA	10% OF PARKING LOT AREA PER PZO
PARKING STALL	52,048 SF (22% OF NET SITE AREA)	20% OF NET SITE AREA PER PZO
STANDARD: 9.5' X 20' (2' OVERHANG ALLOWED)		
COMPACT: 8' X 16'		PER PZO
24' WIDE FOR NON-AERIAL APPARATUS ACCESS		PER PZO/ IFC
LOADING AREA	(1) 10' X 30'	
GROSS BUILDING AREA	135,765 SF	
BLDG 1,2,3,6	17,226 SF X 4 BLDGS = 68,904 SF	
BLDG 4,5,7,8	16,239 SF X 4 BLDGS = 64,239 SF	
AMENITY BUILDINGS	2,622 SF	
REFUSE CALCULATIONS	6 DUMPSTERS PROVIDED	PEORIA ENGINEERING STANDARDS .5 CY / DU X 190 DU = 195 CY / 2X PER WEEK 47.5 CY / 8 CY DUMPSTERS = 6 DUMPSTERS REQUIRED

SITE INFORMATION

PROP ADDRESS:	SW CORNER OF N. 87TH & PEORIA AVE
APN:	PART OF 142-37-001X & PART OF 142-37-001Y
PAD SITE AREA:	6.28 NET ACRES (273,614 SF) 7.64 GROSS ACRES (332,934 SF)
DEV. SITE 1 SITE AREA:	5.39 NET ACRES (234,861 SF) 6.21 GROSS ACRES (270,324 SF)
FEMA:	ZONE 'X'
CURRENT USE:	VACANT
PHASING:	MULTI FAMILY RESIDENTIAL DEVELOPMENT WILL BE COMPLETED IN ONE PHASE. COMMERCIAL DEVELOPMENT WILL BE COMPLETED IN SEPARATE PHASE

CONSTRUCTION INFORMATION

CONSTRUCTION TYPE: V-B W/ AUTOMATIC SPRINKLER PER NFPA 13

REGULATING DOCUMENTS

- STREAMLINER PEORIA PAD
- PEORIA ZONING ORDINANCE (WHERE APPLICABLE)
- OLD TOWN SPECIFIC AREA PLAN
- PEORIA COMMUNITY DESIGN GUIDELINES (WHERE APPLICABLE)

PROJECT DESCRIPTION

GREENLIGHT COMMUNITIES PLANS TO BUILD A MULTI-FAMILY COMMUNITY ON A 5.39 NET ACRE PARCEL. THE SITE IS CURRENTLY VACANT. THE PROJECT CONTAINS (8) 3-STORY RESIDENTIAL BUILDINGS WITH ADDITIONAL ONE STORY AMENITY BUILDINGS CENTRALLY LOCATED ON THE SITE. A MIX OF UNITS ARE DISPERSED THROUGH THE PROJECT. EACH BUILDING WILL BE WOOD FRAME CONSTRUCTION WITH WALK UP STAIRS ACCESSING ALL FLOORS.

THERE WILL BE 3 TOTAL UNIT TYPES: 427 SF STUDIOS, 571 SF 1 BEDROOM, AND 702 SF 2 BEDROOM UNITS. ALL PARKING WILL BE AT GRADE SURFACE PARKING. THERE WILL BE A FENCE ALONG THE SITE PERIMETER. THE PRIMARY ENTRANCE WILL BE FROM PEORIA AVENUE. ADDITIONAL ENTRY AND EXITING IS ALSO PROVIDED AS SHOWN.

THE COMMUNITY AMENITIES WILL INCLUDE: LEASING OFFICE, FITNESS CENTER, SWIMMING POOL, CO WORK SPACE, COMMUNITY BBQ AREAS, SHADED SEATING AREAS, LAWN GAMES, PARCEL STORAGE, BIKE PARKING, AND LAUNDRY. THESE AREAS ARE DISPERSED ABOUT THE SITE WITHIN OUTDOOR COMMON AMENITY SPACES. EACH OUTDOOR COMMON AREA IS CONNECTED BY A SERIES OF PEDESTRIAN PATHWAYS AND ACCESSIBLE TO ALL RESIDENTS.

APPLICANT

LEGAL: BURCH & CRACCHIOLO, P.A.
1850 N. CENTRAL AVE., SUITE 1700
PHOENIX, AZ 85004
BRIAN GREATHOUSE
BGREATHOUSE@BCATTORNEYS.COM
602-234-9903

OWNER: GREENLIGHT COMMUNITIES
8135 E. INDIAN BEND, SUITE #101
SCOTTSDALE, AZ 85250
DAN RICHARDS / DAN@LIVEGREENLIGHT.COM
480-609-6779

ARCHITECT: WORKSBUREAU, INC.
ROB GASPARD
2524 N. 24TH ST.
PHOENIX, AZ 85008
CONTACT: ERIN BOGEN
EBOGEN@WORKSBUREAU.COM
602-324-6010

REVISIONS	NO	DATE	DESCRIPTION

SHEET SCALE

STREAMLINER 87th & PEORIA
87TH AVE & PEORIA AVE
PHOENIX, ARIZONA, USA

PROPOSED DEVELOPMENT

06 APRIL 2023
DRAWN BY: EB
CHECKED BY: RG

PROJECT #21148
PRELIMINARY SITE PLAN

PR-A-01



January 27, 2023

Bernard Pipan
Land Acquisition and Development Project Manager
Greenlight Communities, LLC
8135 E. Indian Bend Road, Suite 101
Scottsdale, AZ 85250

Re: SWC 87th Avenue and Peoria Avenue – Parking Study, Peoria, Arizona

Dear Mr. Pipan:

The purpose of this report is to provide a parking analysis for the multi-family residential complex, Streamliner 87th, proposed on the southwest corner of the intersection of 87th Avenue and Peoria Avenue in Peoria, Arizona. Kimley-Horn and Associates, Inc., was retained by Greenlight Communities, LLC to conduct a parking analysis for the proposed site. This study will address the following:

- Parking provided for the development;
- Required parking for the proposed site per City of Peoria Code;
- Observed parking demand at similar residential developments;
- ITE Parking Data 5th Edition; and
- Parking demand per Urban Land Institute (ULI), 3rd Edition.

The goal of this review is to determine if the parking provisions for the proposed residential development are consistent with the expected utilization of spaces and provides sufficient parking without having large numbers of un-used spaces. The project site plan is attached.

The project consists of a ±5.39-acre, multi-family apartment development. Streamliner 87th is a multi-family residential complex that includes eight three-story residential buildings providing a total of 190 dwelling units. The proposed multi-family residential complex consists of 71 studio units, 72 one-bedroom units, and 47 two-bedroom units.

Parking Supply

For purposes of this analysis, the site was assumed to be 100% built out. A total of 268 parking spaces (1.41 spaces per unit) are provided on-site for the proposed development.

Parking Code

The City of Peoria Municipal Code Chapter 21 Section 21-825, has a required parking rate based on the number of bedrooms in each unit. The relevant section of the City of Peoria code is attached for reference. The parking required for the development based upon the City of Peoria code is summarized in **Table 2**.

Table 2: Required Parking per current City of Peoria Municipal Code Chapter 21 Section 21-825

Description	Parking Rate	Site Information	Parking Required
Multifamily Dwellings	1.0 spaces per efficiency/studio unit	71 Dwelling Units	71 Spaces
	1.5 spaces per 1-bedroom unit	72 Dwelling Units	108 Spaces
	2.0 spaces per 2-bedroom units	47 Dwelling Units	94 Spaces
	1.0 space per 10 units (Guest Parking)	190 Dwelling Units	19 Spaces
Total			292 Spaces

City of Peoria code indicates that 292 parking spaces (1.54 spaces per unit) would be required for a multi-family development with 71 studio units, 72 one-bedroom units, and 47 two-bedroom units.

Observed Parking Demand

The City of Peoria requested parking observations be collected at existing residential developments with similar characteristics as the proposed development in order to document observed parking demand at existing sites that would more closely reflect the parking characteristics of the proposed project.

KHA collected two additional parking counts at similar properties on Saturday, September 10, 2022 from 8:00 PM – 1:00 AM and 4:00 AM – 9:00 AM and on Wednesday, September 14, 2022 from 6:00 PM to 1:00 AM. Observed parking demand was counted every half hour at all three sites during the observation periods. The peak parking demand that was observed was identified from the data and is included with the attached parking data collection summary.

The following two sites were observed:

- Residences at The Lotus, 10000 W Missouri Ave, Glendale AZ 85307
 - Data collected on 9/10/2021 and 9/14/2022
 - Total Units = 286 Units(115 Studio, 114 One-Bed, and 57 Two-Bed), Total Parking Spaces = 395 Spaces
 - Existing Parking Supply Rate = 1.38 spaces per unit
 - Occupancy 97.2%
 - Total Off-Street Parking = 395 spaces, 384 Unassigned Spaces, 11 Accessible Spaces
 - Observed Peak Parking Adjusted Demand = 342 occupied space, 1.20 spaces per unit
 - Peak Parking Demand occurred Saturday, 9/10/2022 at 4:00 AM and Wednesday, 9/14/2022 at 1:00 AM

- Residences at The Maxwell, 6151 S Power Rd, Mesa, AZ 85212
 - Data collected on 9/10/2021 and 9/14/2022
 - Total Units = 244 Units (102 Studio, 96 One-Bed, and 46 Two-Bed), Total Parking Spaces = 319 Spaces
 - Existing Parking Supply Rate = 1.31 spaces per unit
 - Occupancy 93%
 - Total Off-Street Parking = 319 spaces, 309 Unassigned Spaces, 10 Accessible Spaces
 - Observed Peak Parking Adjusted Demand = 269 occupied space, 1.10 spaces per unit
 - Peak Parking Demand occurred Saturday, 9/10/2022 at 4:00 AM and Wednesday, 9/14/2022 at 1:00 AM

The maximum observed peak parking demand at the two similar multi-family developments is 1.20 parking spaces per unit. Based on the average observed peak parking demand rate per unit, the proposed 268 parking spaces provided for the 190 dwelling units would be predicted to have a parking surplus of 40 parking spaces.

The existing parking supply rate of the two similar multi-family developments is less than the proposed parking rate.

Parking Generation Comparison

ITE Parking Generation (5th Edition)

Additional parking data collected for Multifamily Housing (Low-Rise) was reviewed to determine what the average parking demand per dwelling unit was in this type of land use. Institute of Transportation Engineers (ITE) Parking Generation Manual 5th Edition included 119 studies conducted on a weekday in a general urban/suburban (no nearby rail transit) setting with an average of 156 dwelling units and 6 studies conducted on a Saturday in a general urban/suburban (no nearby rail transit) setting with an average of 247 dwelling units for land use code (LUC) 220. The findings are summarized in **Table 3**. Excerpts of the ITE parking rates are attached.

Table 3: ITE Parking Information

Description	Weekday Parking Rate	Weekend Parking Rates
Multifamily Housing (Low-Rise)	1. Average Parking Demand Rate per DUs of 1.21 2. Range of Parking Demand Rates: 0.58-2.50 3. 33 rd /85 th Percentile: 1.03/1.52 4. 95% Confidence Interval 1.16-1.26 5. Standard Deviation of 0.27	1. Average Parking Demand Rate per DUs of 1.31 2. Range of Parking Demand Rates: 1.05-1.62 3. 33 rd /85 th Percentile: 1.18/1.61 4. 95% Confidence Interval: N/A 5. Standard Deviation of 0.23

Per ITE 5th Edition average parking rate based on dwelling units, the proposed development would require 230 parking spaces on a weekday and 249 parking spaces on a weekend which would result in a 21.2% and 14.7% reduction, respectfully, from the code required parking of 292 spaces.

Review of the ITE data indicates that the City code requirement of 1.54 spaces per dwelling unit is greater than the observed average parking demand of 1.31 spaces per dwelling units from similar developments. The proposed parking supply of 268 parking spaces provides a surplus of parking when comparing to the parking generation predicted by ITE.

ULI (3rd Edition)

The ULI 3rd Edition Shared Parking Model provides parking demand information for land uses that can be compared to the requirements in the City of Peoria code. The parking demand rates and calculations are summarized below.

ULI provides weekday and weekend total parking rates for studio efficiency and one and two bedroom residential units. In order to provide a conservative analysis, both weekday and weekend parking demand was reviewed. The weekend parking rates resulted in the highest peak demand parking rates with studio efficiency, one-bedroom residential units and two-bedroom residential units generating 1.00 spaces per unit, 1.05 spaces per unit, and 1.80 spaces per unit, respectively.

Parking Demand Summary

The maximum parking demand for the 190-unit site based on the ULI (3rd Edition) weekend parking rates are summarized in **Table 3**.

Table 3: Parking Demand

Parking Generation Source		Parking Demand Rate	Site Information	Parking Demand at Max Ratios
ULI Residential	Studio Efficiency	1.00 space per unit	71 Dwelling Units	71 Spaces
	1 Bedroom	1.05 spaces per unit	72 Dwelling Units	76 Spaces
	2 Bedroom	1.80 spaces per unit	47 Dwelling Units	85 Spaces
Total				232 Spaces

The parking demand calculations based on ULI parking demand rates, indicates that the peak parking demand at 12:00 AM on a weekend in January would be 232 spaces, as shown in the attached parking demand summary. The peak month daily parking demand by hour and month-by-month estimated parking demand charts for both weekday and weekend are attached. The 268-parking space supply would have 36 available spaces, an approximate 15.5 percent parking surplus, based on the ULI demand rate during the peak weekend parking demand.

Conclusion

The results of this parking study indicate that Streamliner 87th is expected to have a lower parking demand than the standard multi-family development identified in the City of Peoria Zoning Ordinance. The application of the standard city requirement would result in almost 15% more parking spaces being

provided than are predicted to be utilized based on observed peak parking demand at other similar developments. The 268 parking spaces identified in the plan more appropriately matches the observed parking characteristics of similar type projects. Based on observed parking demand data from similar sites, the peak parking demand was observed to be 1.20 spaces per unit, significantly less than the 1.54 spaces per unit per the City code requirement.

The parking provided in the site plan is consistent with the maximum calculated parking demand of 249 parking spaces using ITE weekend parking demand rates. The proposed parking supply of 268 spaces for the multi-family development, would be 19 spaces above the predicted peak demand of 249 spaces.

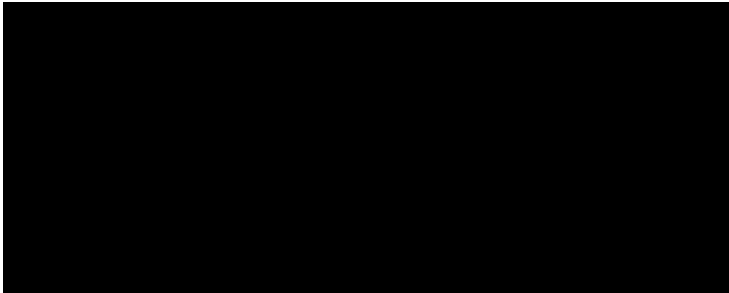
The parking provided in the site plan is higher than the calculated parking demand of 232 parking spaces using ULI parking demand rates. The proposed parking supply of 268 spaces for the multi-family development, would be 36 spaces above the predicted peak demand of 232 spaces.

The proposed 268-space parking supply for the site is a 8.2% reduction in the parking provided from the City of Peoria Municipal Code Chapter 21 Section 21-825. This reduction is consistent with observed parking utilization of sites within the greater Phoenix area, ITE, and ULI parking rates.

If you have any further questions, please feel free to contact me at (602) 944-5500.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

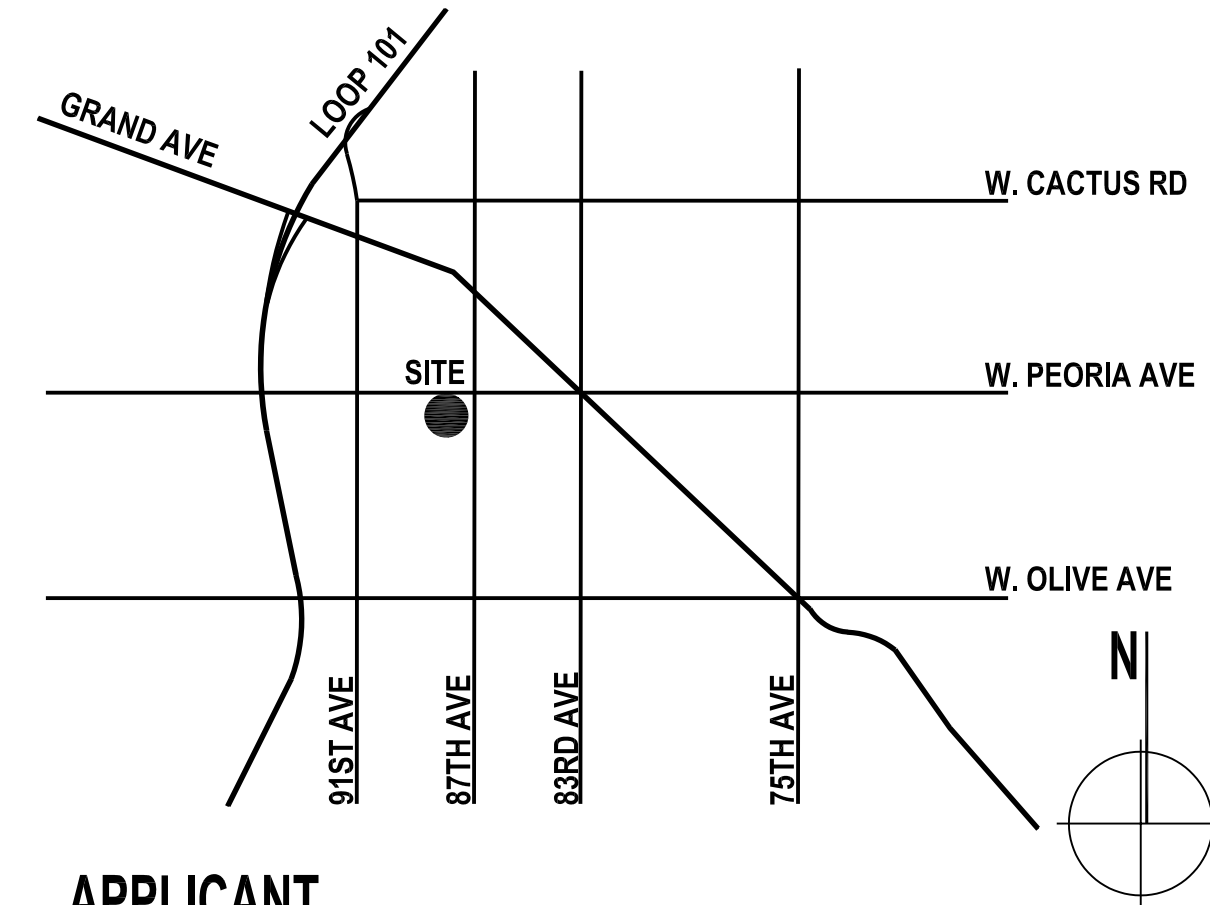


Charles R. Wright, P.E.

Attachments: Site Plan, City Code, Parking Data Collection, ITE and ULI Documentation

K:\PHX_Traffic\291416007 - SWC 87th Ave & Peoria Ave\Reports\2023_01_27_SWC 87th Ave & Peoria Ave_Parking Report.docx

VICINITY MAP



APPLICANT

LEGAL: BURCH & CRACCHIOLO, P.A.
 1850 N. CENTRAL AVE., SUITE 1700
 PHOENIX, AZ 85004
 PRIMARY CONTACT: BRIAN GREATHOUSE
 BGREATHOUSE@BCATTORNEYS.COM
 602-234-9903

OWNER: GREENLIGHT COMMUNITIES
 8135 E. INDIAN BEND, SUITE #101
 SCOTTSDALE, AZ 85250
 DAN RICHARDS / DAN@LIVEGREENLIGHT.COM
 480-609-6779

ARCHITECT: WORKSBUREAU, INC.
 ROB GASPARD
 2524 N. 24TH ST.
 PHOENIX, AZ 85008
 CONTACT: ERIN BOGEN
 EBOGEN@WORKSBUREAU.COM
 602-324-6010

KEYNOTES

1. MAIN INGRESS AND EGRESS DRIVE (SHARED)
2. COMMERCIAL ACCESS DRIVE
3. VEHICULAR ARCHITECTURALLY ENHANCED INGRESS AND EGRESS GATES WITH FIRE DEPARTMENT KNOX BOX, OPTICON AND KEY SWITCH
4. PROPERTY LINE
5. 8' LANDSCAPE BUFFER OFF OF CURB + 8' SIDEWALK ALONG PEORIA AVENUE; ADDITIONAL 15'-30' LANDSCAPE BUFFER WITH ENHANCED PLANTING, SHADED PUBLIC SEATING AND ENHANCED PAVING ON OPPOSITE SIDE OF SIDEWALK
6. 6' LANDSCAPE BUFFER OFF OF CURB + 6' SIDEWALK ALONG 87TH AVENUE; ADDITIONAL 12'-18' LANDSCAPE BUFFER WITH ENHANCED PLANTING, SHADED PUBLIC SEATING AND ENHANCED PAVING ON OPPOSITE SIDE OF SIDEWALK
7. 8' PUE
8. 10' BUILDING SETBACK & LANDSCAPE BUFFER PER PAD
9. 4'-6'-10' LANDSCAPE BUFFER AT INTERIOR BOUNDARY ADJACENT TO NON RESIDENTIAL
10. 15' BUILDING SETBACK AND LANDSCAPE BUFFER ADJACENT TO SINGLE FAMILY RESIDENTIAL PER PAD
11. CMU TRASH ENCLOSURE WITH GATE
12. 6' ORNAMENTAL METAL VIEW FENCE W/ CMU PILASTERS AT 50' ALONG STREET FRONTAGES
13. EXISTING 6' CMU DOOLEY WALL FENCE.
14. PROPOSED DOOLEY WALL FENCE AT INTERIOR PROPERTY LINE
15. DELIVERY / LOADING AREA
16. SECURED RESIDENT ENTRY AND EXIT
17. FIRE / RESIDENT EGRESS ONLY
18. AERIAL FIRE APPARATUS ACCESS
19. FIRE APPARATUS ACCESS
20. NEW CURB CUT
21. GATE TURNAROUND PER PEORIA STANDARD DETAIL PE-100
22. NOT USED
23. HALF DIAMOND LANDSCAPE ISLANDS TO BE COMBINED WITH 2' OF DG LANDSCAPE BUFFER AT CURB TO PROVIDE ADEQUATE ROOM FOR SHADE TREE, TYP. AT ALL HALF DIAMONDS.

LEGEND

- REFUSE TRUCK RADII
- FIRE APPARATUS RADII (AASHTO WB-50 TEMPLATE)
- FIRE APPARATUS ACCESS PATH
- ACCESSIBLE PATHWAY
- PROPERTY LINE
- BUILDING SETBACK
- PUBLIC UTILITY EASEMENT
- FIRE RISER
- FDC/ REMOTE FDC
- PROPOSED FIRE HYDRANT
- POLE MOUNTED SITE LIGHTS
- TRANSFORMER
- SES AND METER LOCATION

REVISIONS	NO	DATE	DESCRIPTION

SHEET SCALE

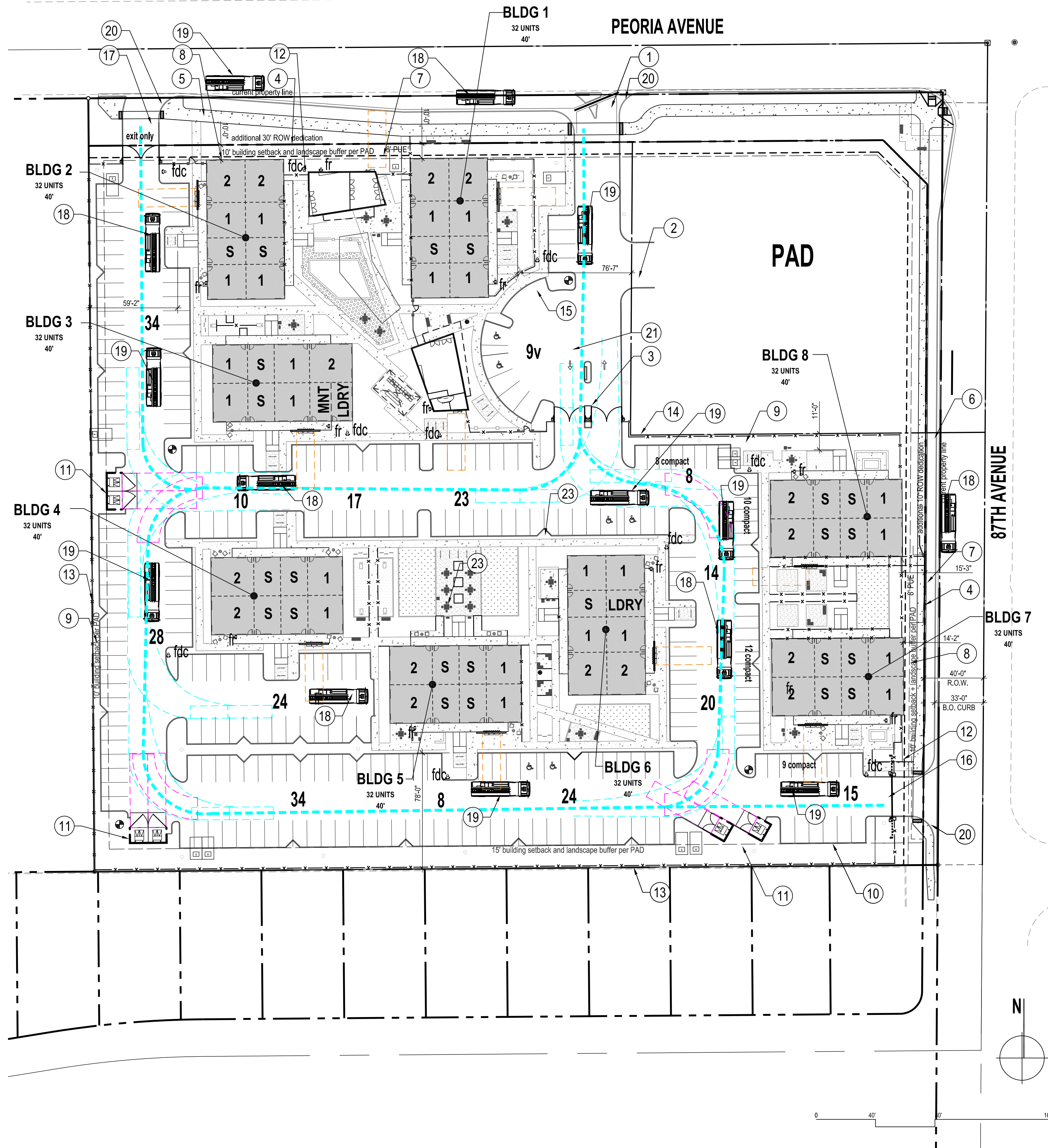
STREAMLINER 87th & PEORIA
 87TH AVE & PEORIA AVE
 PHOENIX, ARIZONA, USA

SITE PLAN

28 JANUARY 2023
 DRAWN BY: EB
 CHECKED BY: RG

PROJECT #21137
 GPA+PAD AMENDMENT

PR-A-03



- b. The height of parking canopies not within the required side or rear building setbacks shall be limited to fifteen feet (15') from grade.
- c. All parking canopies are subject to the Design Review Manual.
- d. Setbacks are measured from property line to nearest edge of canopy.
- e. All required landscaping, parking or otherwise, shall be provided.
- f. This portion of the Zoning Ordinance is not intended to supersede approved zoning stipulations or conditions of approval.

B. Off-Street Parking Requirements

The following minimum number of off-street, paved parking spaces shall be provided and maintained by ownership, easement and/or lease for and during the life of the respective uses hereinafter set forth: Any proposed uses not listed herein will be determined through the site plan approval process.

1. Residential Uses

Parking Spaces Required		
Dwelling Type	With On-Street Parking	Without On-Street Parking
Single-family	2.0 spaces / unit	3.0 spaces / unit
Mobile Homes	2.0 spaces / unit	3.0 spaces / unit
Two-family	2.0 spaces / unit	2.0 spaces / unit ^a
Three-family	2.0 spaces / unit	2.0 spaces / unit ^a
Multi-family ^b		
Efficiency / Studio	1.0 spaces / unit	1.0 spaces / unit
One Bedroom	1.5 spaces / unit	1.5 spaces / unit
Two or More Bedrooms	2.0 spaces / unit	2.0 spaces / unit

- ^a In addition to the required spaces, .25 guest spaces per unit shall be included.
- ^b In addition to the required spaces, one (1) guest space for each ten (10) units shall be included.
- ^c MF Standards ^{*32}

a. Additional Residential Parking Requirements ^{*37}

- 1) An improved residential driveway shall be provided between a public or private street or alley and a garage, carport or other parking space. The driveway shall consist of concrete, asphalt, sealed aggregate pavement, or masonry. Crushed rock or aggregate is an acceptable driveway surface as long as it is a minimum of three inches deep and contained by a permanent border.
- 2) The driveway within the front yard setback for single family, mobile homes, two family and three family residential occupancies, may be applied against the required off-street parking requirement provided the parking area occurs on an improved, dustproof parking surface as specified herein and meets the minimum dimensional requirement for standard parking stalls. ^{*28}
- 3) All standard front-entry garage and carport entrances shall be setback a minimum of twenty (20) feet from the street right-of-way line. In no case shall a standard front-entry garage or carport be located closer than eighteen (18) feet from the street right-of-way line, access easement or private roadway tract. ^{*28}
- 4) It shall be unlawful to park or store any vehicle within the front or side yard of a single family residence use unless such parking or storage is on an improved, dustproof-

parking surface such as concrete or asphalt, “chip seal”, or crushed rock or aggregate that is a minimum of three inches thick. All crushed rock or aggregate shall be contained by a permanent border. Parking within the front yard of a single residence use shall be on or contiguous to a driveway as specified herein. All parking and vehicle storage shall be parallel with the driveway’s prime orientation, excluding side entry garage layouts.

- 5) The maximum or total defined driveway width may be expanded to accommodate floor plans that offer a combination of both front and side loading garages.
- 6) The total cumulative parking and/or maximum width of the driveway within the front yard for lots that are eighty-five (85) feet wide or less shall be thirty (30) feet or fifty percent (50%) of the lot width, whichever is less.
- 7) For lots that exceed eighty-five (85) feet in width, the total cumulative parking and/or maximum width of the driveway within the front yard shall be forty (40) feet. In no case shall the front yard exceed a total of forty-five percent (45%) of driveway or parking area. Lots that exceed eighty-five (85) feet in width may incorporate a front yard circular drive provided the maximum total driveway width is forty (40) feet. The front yard should not exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).
- 8) The Planning Manager may approve additional paved areas, not to exceed fifty percent (50%), on irregularly shaped lots resulting from curvilinear streets, topography or other unique conditions so long as the intent and purposes of this Ordinance are preserved.
- 9) All areas not utilized as the driveway, or designated as parking or vehicle storage shall be landscaped. In no instance shall parking or vehicle storage occur in any front yard on landscaped area.



Project #: 22-1500-001

10000 W Missouri Ave, Glendale AZ	
% Occupancy	97.2%
Total Units	286
Max Demand	332
Max Adj Demand	342
Total Parking	395
Rate	1.1958

6151 S Power Rd, Mesa, AZ	
% Occupancy	93.0%
Total Units	244
Max Demand	250
Max Adj Demand	269
Total Parking	319
Rate	1.1025

10000 W Missouri Ave, Glendale AZ	
% Occupancy	97.2%
Total Units	286
Max Demand	311
Max Adj Demand	320
Total Parking	395
Rate	1.1189

6151 S Power Rd, Mesa, AZ	
% Occupancy	93.0%
Total Units	244
Max Demand	249
Max Adj Demand	268
Total Parking	319
Rate	1.0984

Saturday, September 10, 2022	10000 W Missouri Ave, Glendale AZ			6151 S Power Rd, Mesa, AZ		
	Regular	ADA	Total	Regular	ADA	Total
	Inventory	384	11	395	309	10
08:00:00 PM	269	5	274	185	3	188
08:30:00 PM	279	0	279	190	0	190
09:00:00 PM	276	0	276	194	0	194
09:30:00 PM	290	0	290	200	0	200
10:00:00 PM	291	0	291	201	0	201
10:30:00 PM	299	0	299	210	0	210
11:00:00 PM	310	0	310	220	0	220
11:30:00 PM	320	0	320	226	0	226
12:00:00 AM	324	0	324	237	0	237
12:30:00 AM	329	0	329	246	0	246
01:00:00 AM	329	0	329	248	0	248
04:00:00 AM	332	0	332	250	0	250
04:30:00 AM	331	0	331	249	0	249
05:00:00 AM	331	0	331	249	0	249
05:30:00 AM	332	0	332	245	0	245
06:00:00 AM	332	0	332	244	0	244
06:30:00 AM	328	0	328	246	0	246
07:00:00 AM	323	0	323	241	0	241
07:30:00 AM	317	0	317	240	0	240
08:00:00 AM	310	0	310	237	0	237
08:30:00 AM	305	0	305	234	0	234
09:00:00 AM	293	7	300	231	0	231

Wednesday, September 14, 2022	10000 W Missouri Ave, Glendale AZ			6151 S Power Rd, Mesa, AZ		
	Regular	ADA	Total	Regular	ADA	Total
	Inventory	384	11	395	309	10
06:00:00 PM	215	4	219	160	2	162
06:30:00 PM	217	0	217	164	0	164
07:00:00 PM	230	0	230	182	0	182
07:30:00 PM	231	0	231	190	0	190
08:00:00 PM	239	0	239	200	0	200
08:30:00 PM	254	0	254	207	0	207
09:00:00 PM	265	0	265	220	0	220
09:30:00 PM	273	0	273	223	0	223
10:00:00 PM	286	0	286	225	0	225
10:30:00 PM	294	0	294	235	0	235
11:00:00 PM	297	0	297	240	0	240
11:30:00 PM	299	0	299	242	0	242
12:00:00 AM	301	0	301	248	0	248
12:30:00 AM	302	0	302	249	0	249
01:00:00 AM	305	6	311	249	0	249

Max 311

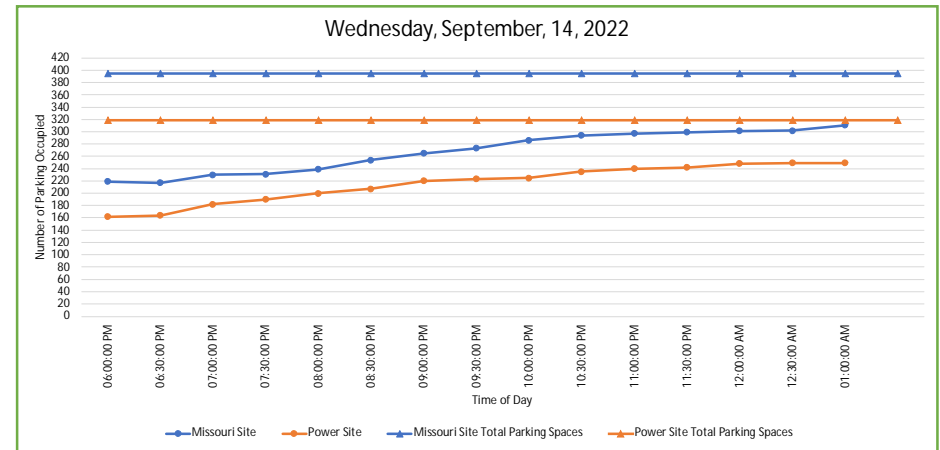
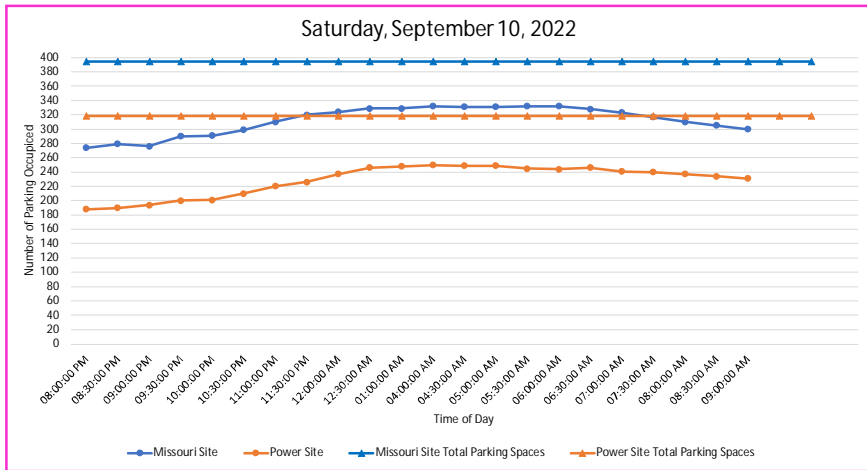
Max 249

Max 332

Max 250

City's Parking Rates	Rates	Number of Units	Calculated
Studio	1	115	115
1 BR	1.5	114	171
2 BR	2	57	114
guests	0.1	286	28.6
		286	429

Number of Units	Calculated
102	102
96	144
46	92
244	24.4
244	362



Land Use: 220 Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with one or two levels (floors) of residence. Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (10 study sites) and a Saturday (11 study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00–4:00 a.m.	100	93	86	100
5:00 a.m.	97	100	100	94
6:00 a.m.	90	98	94	91
7:00 a.m.	77	96	81	85
8:00 a.m.	56	92	58	79
9:00 a.m.	45	80	56	76
10:00 a.m.	40	78	53	71
11:00 a.m.	37	71	58	74
12:00 p.m.	36	68	56	68
1:00 p.m.	36	66	53	68
2:00 p.m.	37	65	47	68
3:00 p.m.	43	68	56	56
4:00 p.m.	45	70	53	59
5:00 p.m.	55	73	61	53
6:00 p.m.	66	77	81	50
7:00 p.m.	73	81	67	56
8:00 p.m.	77	82	61	65
9:00 p.m.	86	86	64	74
10:00 p.m.	92	87	75	85
11:00 p.m.	97	92	86	91

Additional Data

In prior editions of *Parking Generation*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Dense Multi-Use Urban	Within ½ mile of rail transit	0.6 (12 sites)	0.4 (10 sites)
	Not within ½ mile of rail transit	0.9 (18 sites)	0.6 (18 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (10 sites)	0.9 (10 sites)
	Not within ½ mile of rail transit	1.7 (52 sites)	1.0 (52 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, District of Columbia, Maryland, Massachusetts, Oregon, Pennsylvania, Texas, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e. number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

72, 124, 152, 154, 209, 215, 216, 218, 219, 255, 257, 314, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 544, 545, 577, 578, 579, 580, 584, 585, 587

Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

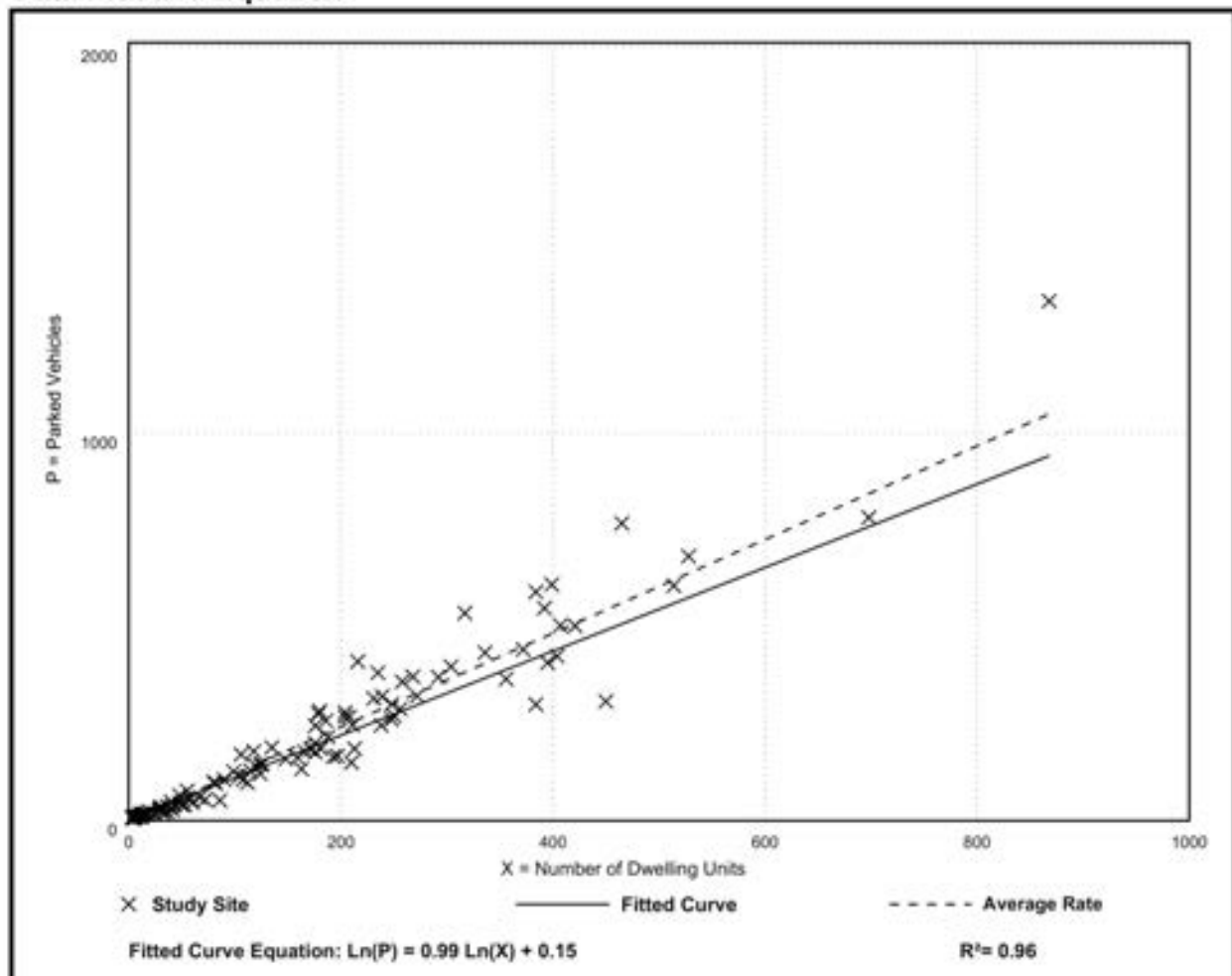
Number of Studies: 119

Avg. Num. of Dwelling Units: 156

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.58 - 2.50	1.03 / 1.52	1.16 - 1.26	0.27 (22%)

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

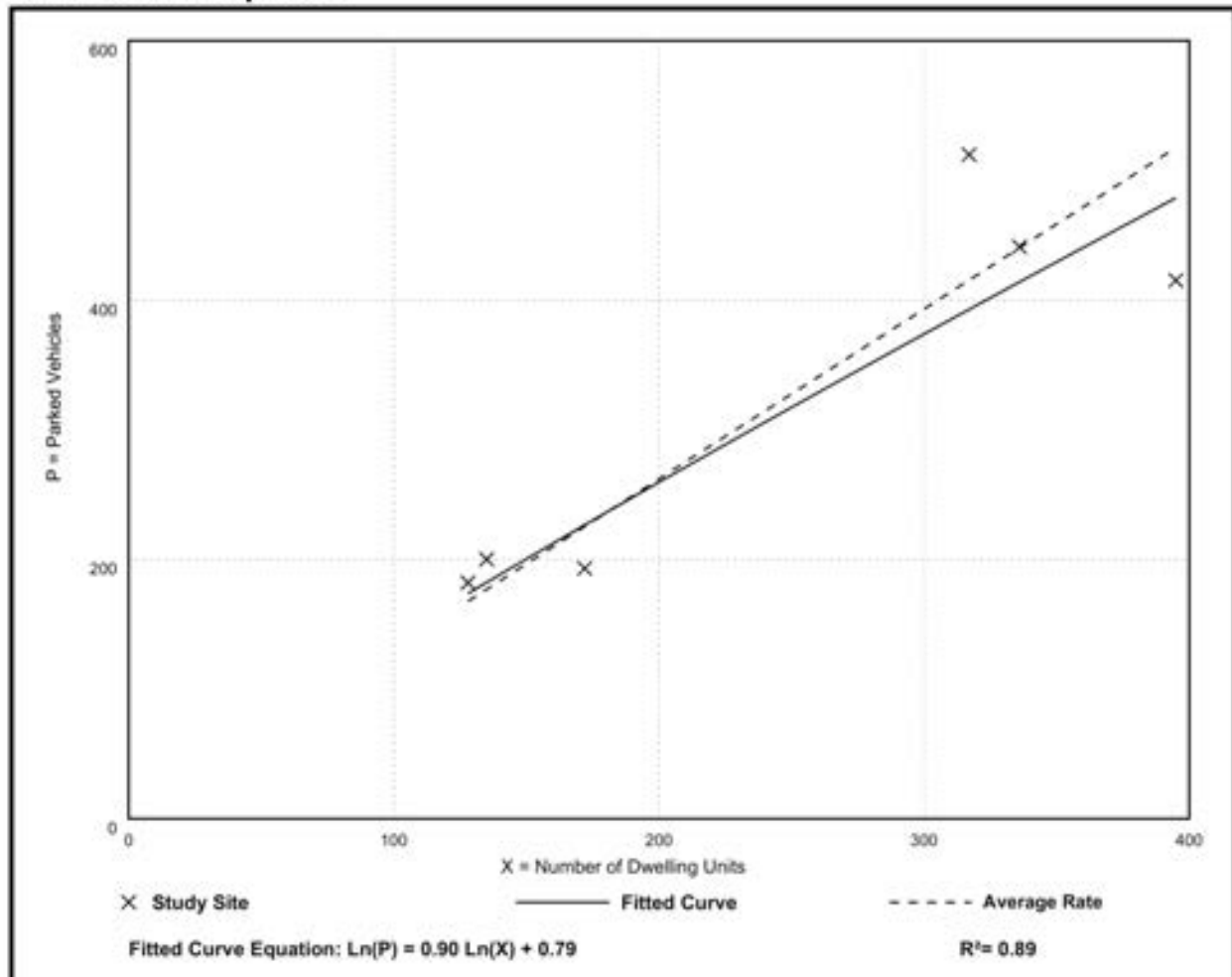
Number of Studies: 6

Avg. Num. of Dwelling Units: 247

Peak Period Parking Demand per Dwelling Unit

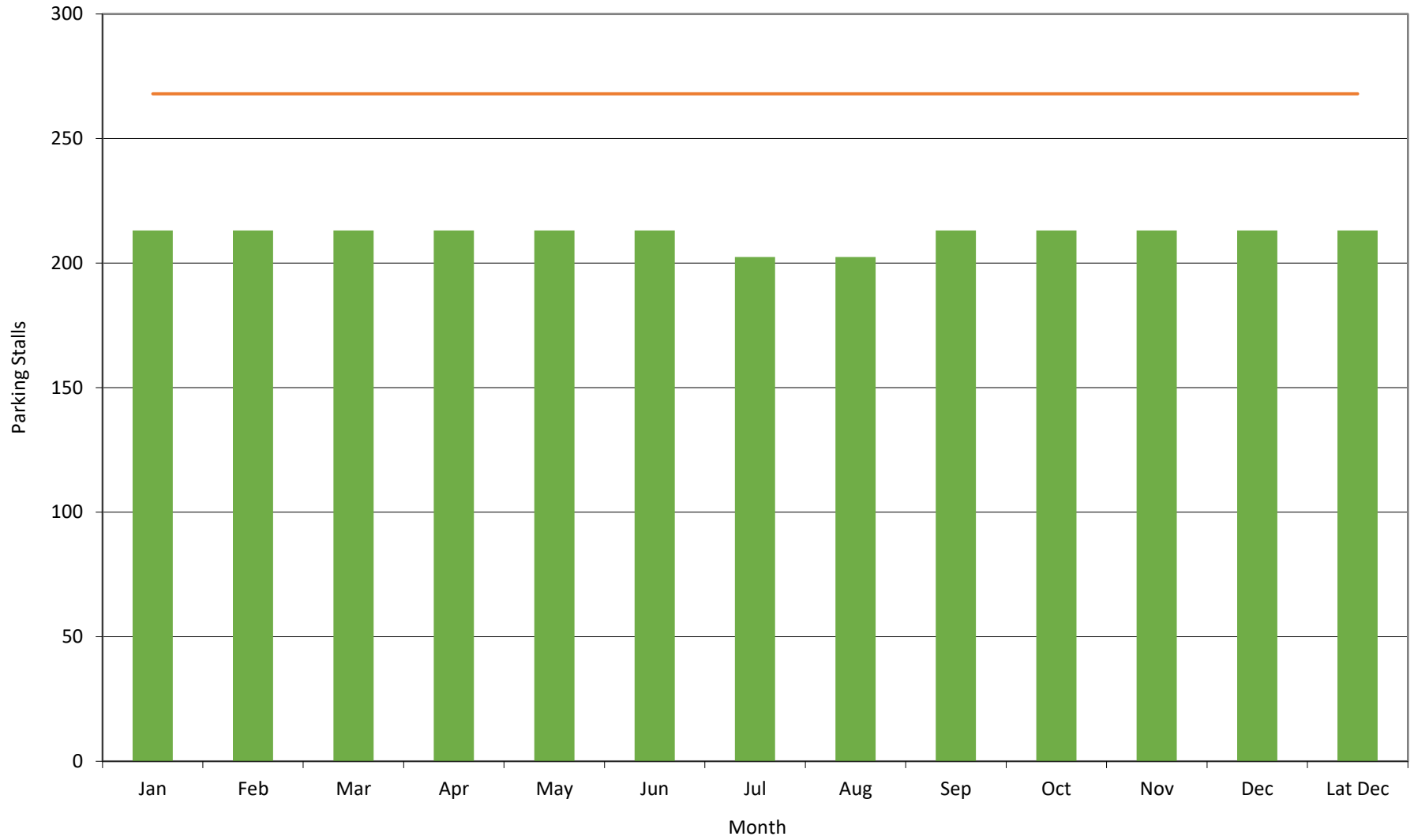
Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	1.05 - 1.62	1.18 / 1.61	***	0.23 (18%)

Data Plot and Equation



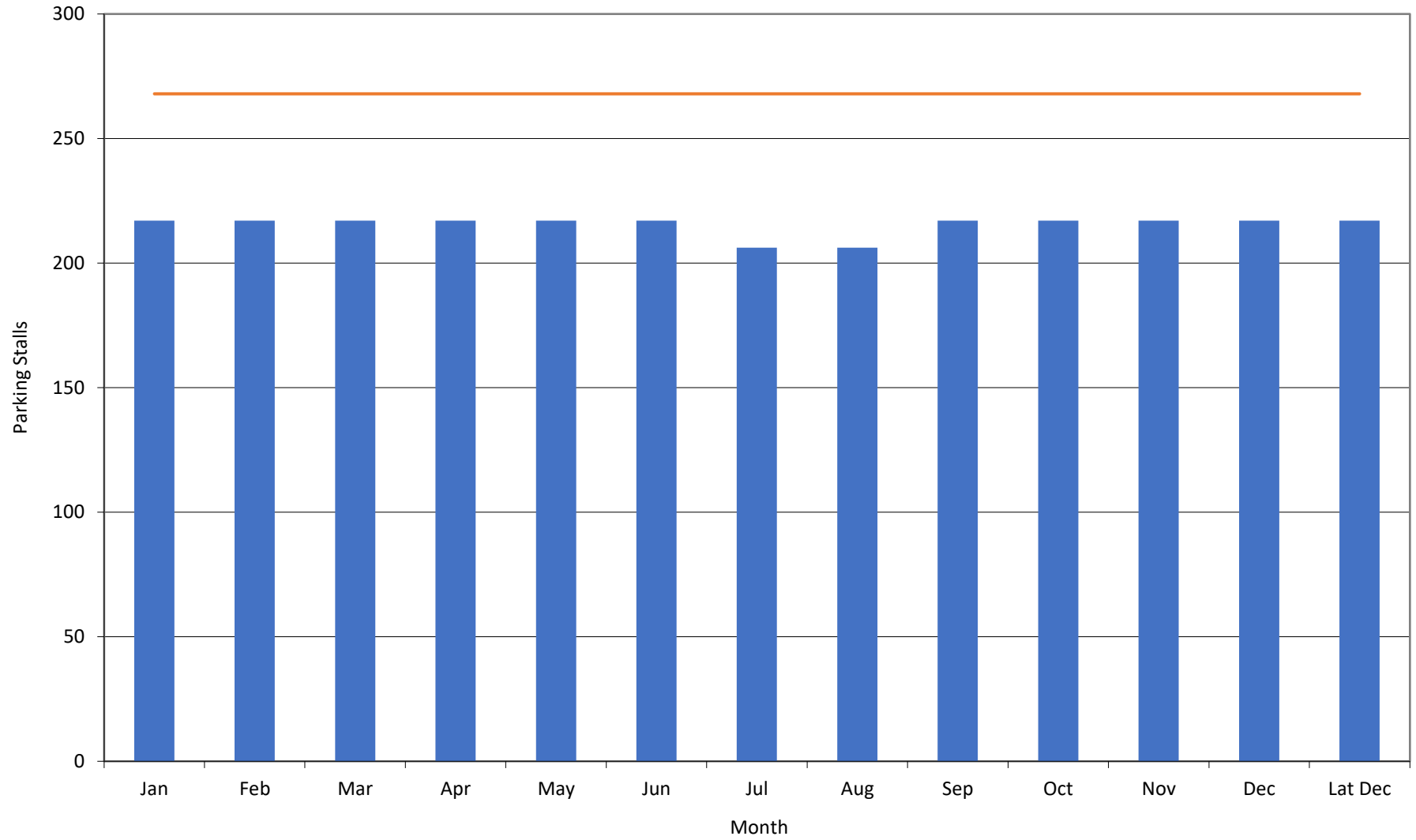
Streamliner 87th

Weekday Month-by-Month Estimated Parking Demand



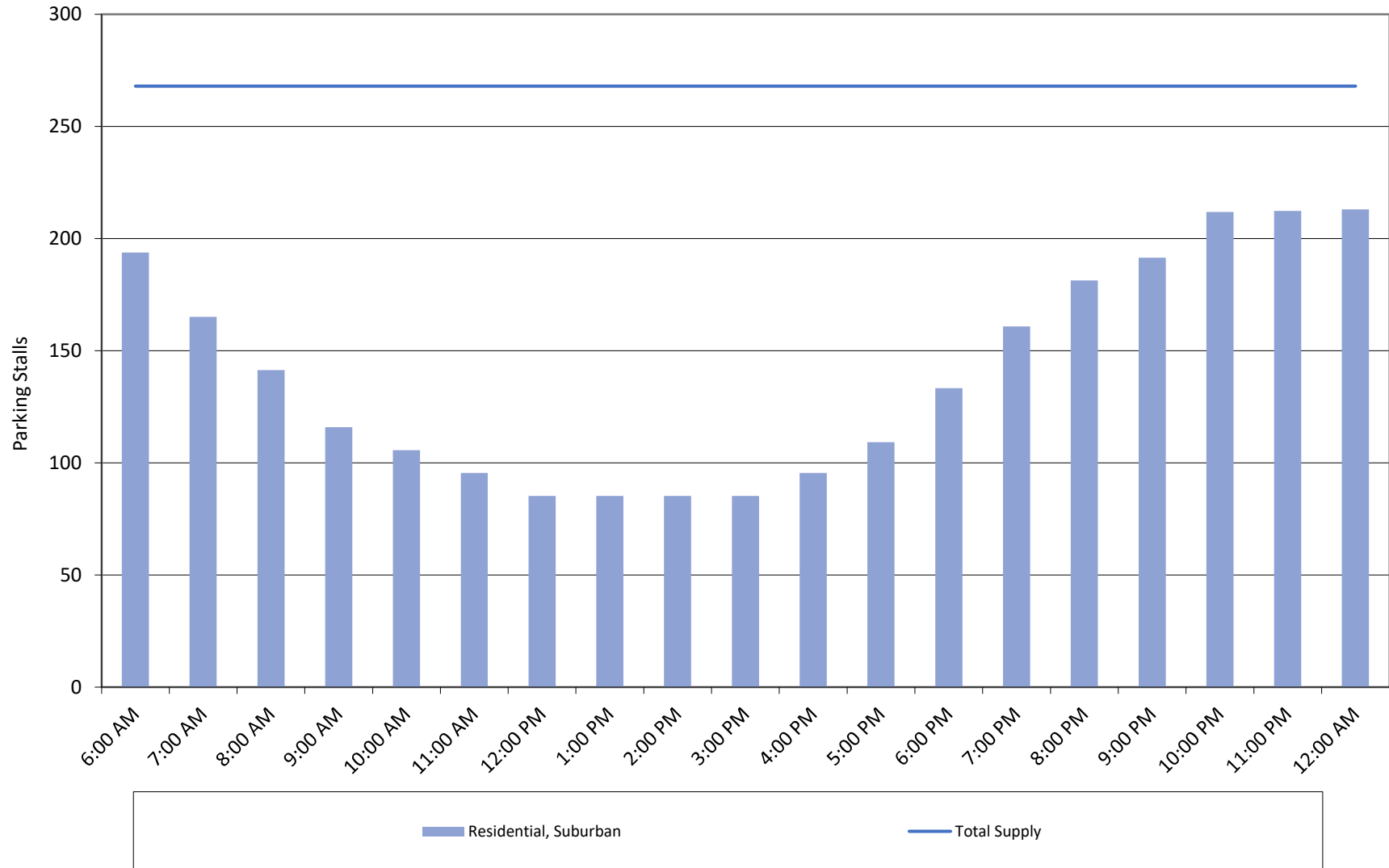
Streamliner 87th

Weekend Month-by-Month Estimated Parking Demand



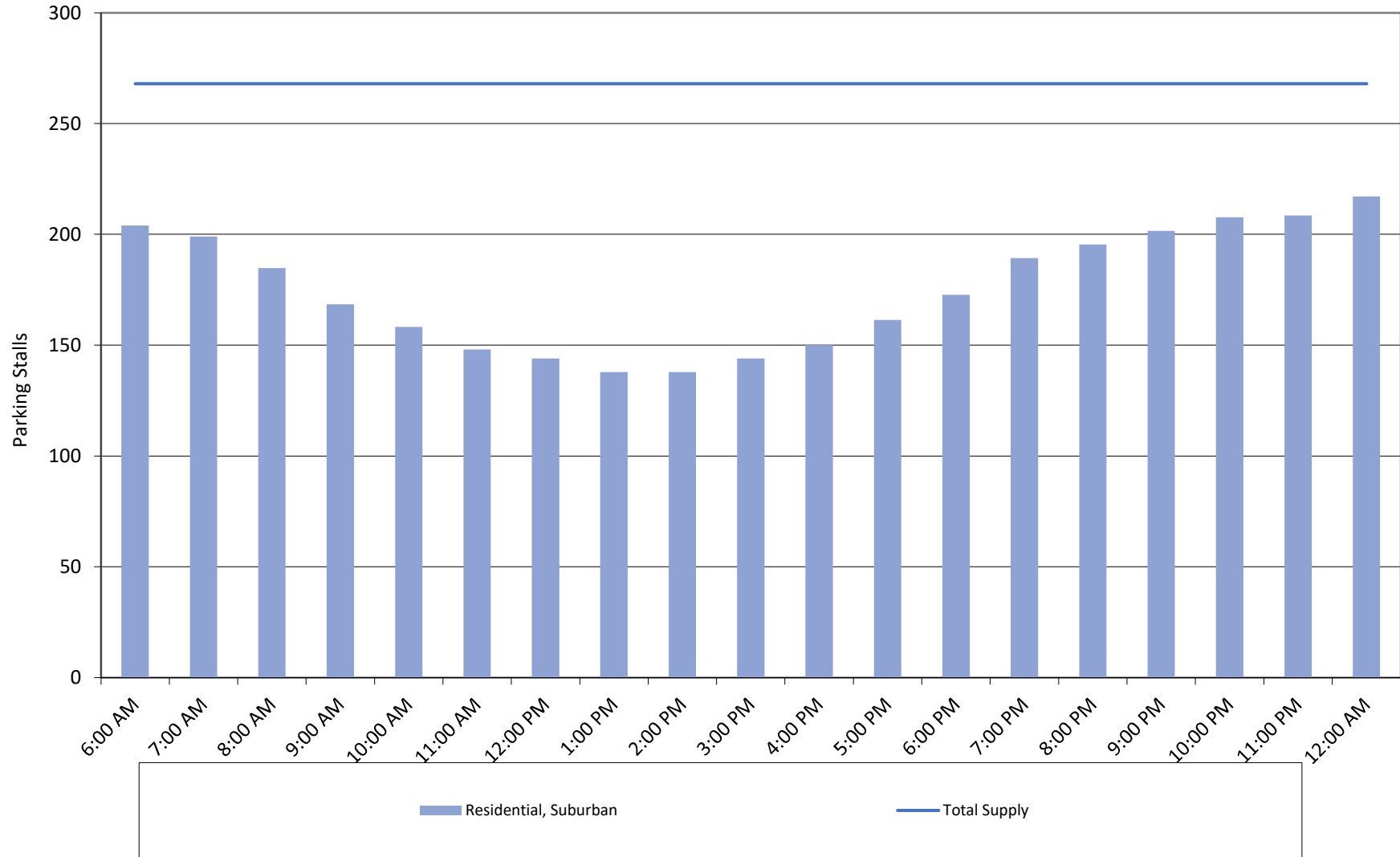
Streamliner 87th

Peak Month Daily Parking Demand by Hour (Weekday)



Streamliner 87th

Peak Month Daily Parking Demand by Hour (Weekend)



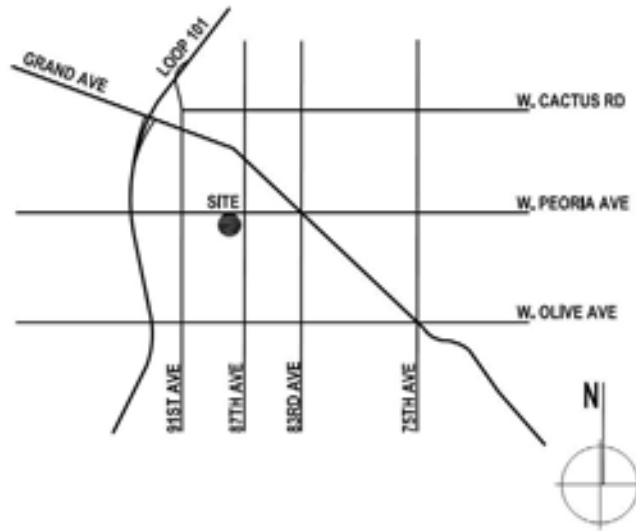
FINAL CITIZEN PARTICIPATION REPORT

FOR

STREAMLINER PEORIA

Southwest Corner of 87th Avenue & Peoria Avenue

VICINITY MAP



Case Nos. GPA22-02 / Z05-24.A.1

Updated: March 24, 2023

Final Citizen Participation Report for STREAMLINER PEORIA

Overview

The purpose of the Citizen Participation Report is to provide information about how the Applicant reached out to citizens, property owners, neighbors, homeowner associations, public agencies and interested persons regarding applications filed on behalf of Greenlight Communities for a Minor General Plan Amendment (“GPA”) and a Major Planned Area Development (“PAD”) on approximately 6.28 net acres (7.64 gross) located at the southwest corner of 87th Avenue and Peoria Avenue (the “Site”). Greenlight is proposing to develop this vacant, underutilized infill Site with an approximately 5.39 acre multifamily community known as Streamliner Peoria (“Streamliner”). A portion of the northeast corner of the Site will be reserved for commercial uses.

The Site is designated as Master Planned Area on the City’s General Plan Land Use Map and falls under the Old Town Specific Area Plan which categorizes it more specifically as Office Mixed Use. The Site is zoned PAD. A proposed Minor General Plan Amendment application has been filed to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) together with a Rezone - Major Planned Area Development (“PAD”) amendment to replace the Acacia Village Planned Area Development (“PAD”) with the new Streamliner Peoria Planned Area Development (“PAD”) modifying the site plan, parking requirements, property development standards and land uses.

Streamliner will be a gated community consisting of approximately 190 units with appropriate amenities, open space and quality architectural design. The proposed development will provide a mix of studio, one-bedroom and two-bedroom units ranging in size from 427 SF to 702 SF. Streamliner’s contemporary architectural design takes inspiration from the classic midcentury passenger trains, known as “Streamliners.”

Public Notification Techniques

The methods utilized for reaching out to citizens who may be interested in the proposed development included: (1) mailings; (2) a neighborhood meeting; (3) telephone calls or emails; (4) public meeting notices; and (6) sign postings.

Notifications

On February 22, 2023, letters were mailed out to the property owners within 600’ of the Site and to the interested parties and homeowner associations. The notification letter included an aerial of the Site, proposed Conceptual Site Plan, and Conceptual Elevations. The notification letter with exhibits, 600’ ownership list, interested parties and homeowner associations are attached at **Exhibit 1**. The 600’ map and list were obtained from the Maricopa County Assessor’s website. The interested parties and homeowner associations’

list was obtained from the City of Peoria's Planning and Community Development Department.

On February 27, 2023, the Applicant arranged to have the Site posted with two double sided signs containing information on the Neighborhood Meeting scheduled for March 9, 2023 at 6:00 p.m. that was held at the Peoria Community Center located at 8335 W. Jefferson Street, Peoria, Arizona. The Affidavit of Site Posting and sign photos with the locations of the signs are attached at **Exhibit 2**.

On March 9, 2023, a neighborhood in-person meeting was conducted at the Peoria Community Center located at 8335 W. Jefferson Street, Peoria, Arizona. A summary of the March 9, 2023 neighborhood meeting and the meeting sign-in list are attached at **Exhibit 3**. Only one neighbor attended. The issues, questions, and comments raised by that neighbor are memorialized in the attached Neighborhood Meeting Summary.

On March 22, 2023, the Applicant arranged to update the two double sided signs with the dates for the Planning & Zoning Commission hearing scheduled for April 20, 2023 at 6:30 p.m. and the City Council Hearing scheduled for May 16, 2023 at 6:00 p.m., both of which are being held at Peoria City Council Chambers located at 8401 W. Monroe Street. The Affidavit of Site Posting and sign photos with the locations of the signs are attached at **Exhibit 4**.

Notification letters and legal advertisements for the upcoming public hearings will be arranged by the City of Peoria's Planning and Community Development Department.

Summary of Concerns, Issues and Problems

Out of the approximately 114 property owners who received notice of the proposed multifamily development and the March 9, 2023 Neighborhood Meeting, only three emails from neighbors (one of which lives approximately 1.5 miles south of the Site) were received by City Staff. These three neighbors expressed general concerns about the proposed for rent multifamily development, the potential increase in traffic that may be generated from Streamliner Peoria, and the potential student impact on the school district. Although these three neighbors received notification of the Neighborhood Meeting, none of them attended. Only one neighbor, who had general questions but was not opposed to the development, attended the meeting. Staff will be including the three neighbors on the notifications that are mailed out to the property owners within 600' of the Site giving notice of the dates of the upcoming April 20, 2023 Planning & Zoning Commission hearing and the May 16, 2023 City Council hearing.

Additionally, Greenlight is in the process of entering into a Developer's Assistance Agreement with the Peoria Unified School District whereby Greenlight has agreed to pay an agreed upon per unit amount to the District that will help fund general maintenance and operations expenses for those students who will be residing at Streamliner Peoria.

EXHIBIT 1

BURCH & CRACCHIOLO, P.A.

1850 N. Central Ave., Ste 1700

Phoenix, Arizona 85004

(602) 234-9903

bgreathouse@bcattorneys.com

TO: Property Owners, Area Neighbors, Homeowner Associations and Interested Parties
FROM: Brian Greathouse
DATE: February 22, 2023
RE: Streamliner Peoria – Greenlight Communities
Case Nos. GPA22-02 / Z05-24.A.1
March 9, 2023 Neighborhood Meeting

Dear Property Owner, Area Neighbor, Homeowner’s Association, or Interested Party:

On behalf of Greenlight Communities (“Greenlight”), you are cordially invited to a neighborhood meeting regarding a proposed Minor General Plan Amendment (“GPA”) to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) and a Rezone - Major Planned Area Development (“PAD”) amendment to replace the Acacia Village Planned Area Development (“PAD”) with the new Streamliner Peoria Planned Area Development (“PAD”) modifying the site plan, parking requirements, property development standards and land uses on approximately 7.6 gross acres located at the southwest corner of 87th Avenue and Peoria Avenue (the “Site”). An Aerial Map of the Site is attached.

Greenlight is developing this vacant, underutilized infill Site with an approximately 6.21 gross acre 3-story multifamily community known as Streamliner Peoria (“Streamliner”). The proposed Streamliner community will provide approximately 190 units with a mix of studio, one-bedroom and two-bedroom units ranging in size from 427 SF to 702 SF. A Conceptual Site Plan and Conceptual Elevations for the proposed multi-family development are attached. A portion of the northeast corner of the Site will be reserved for commercial uses.

The neighborhood meeting will be held at the time and place listed below.

Thursday, March 9, 2023 at 6:00 p.m.
Peoria Community Center
Calderwood Room A
8335 W. Jefferson Street
Peoria, AZ 85345

Discussions at the meeting will include an overview of the Minor General Plan Amendment, the new Streamliner Peoria Planned Area Development, the City’s processes, and answers to questions you may have.

We would be happy to answer your questions or hear concerns you may have regarding this proposal. You may contact Madison Leake at Burch & Cracchiolo ([602-234-8791/mleake@bcattorneys.com](tel:602-234-8791)) or me ([602-234-9903/bgreathouse@bcattorneys.com](tel:602-234-9903)).

You can also contact Dan Symer, AICP, Senior City Planner at the City of Peoria ([623-773-5164/dan.symer@peoriaaz.gov](tel:623-773-5164)) if you have any questions or comments for staff. Thank you.

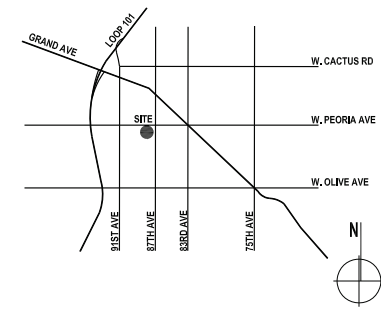
Sincerely,


Brian Greathouse

/lc
Attachments



VICINITY MAP



SITE DATA

PROPERTY ADDRESS: SW CORNER OF N. 87TH AVE & PEORIA AVE
 APN: PART OF 142-37-001X & PART OF 142-37-001Y
 TOTAL PAD SITE AREA: 6.28 NET ACRES (273,614 SF)
 7.64 GROSS ACRES (332,934 SF)
 DEV. UNIT 1 SITE AREA: 5.39 NET ACRES (234,861 SF)
 6.21 GROSS ACRES (270,324 SF)
 DEV. UNIT 2 SITE AREA: .89 NET ACRES (38,753 SF)
 1.44 GROSS ACRES (62,611 SF)
 ZONING: PAD
 CURRENT USE: VACANT LAND

NOTE: FOR COMPLETE SITE DEVELOPMENT DATA,
 SEE COVER SHEET PR-A-01

WORKSBUREAU
 2504 NORTH 24TH STREET
 PHOENIX, ARIZONA 85016 USA
 +1 602 324 4000

REVISION	NO.	DATE	DESCRIPTION

SHEET SCALE 1" = 60'

STREAMLINER 87th & PEORIA
 87TH AVE & PEORIA AVE
 PHOENIX, ARIZONA, USA

CONTEXT PLAN

AERIAL

02 FEBRUARY 2023
 DRAWN BY: EB
 CHECKED BY: RG
 PROJECT 821148
 GPA+PAD AMENDMENT

PR-A-02

600' Ownership List
Peoria Streamliner
SWC 87th Ave & Peoria Ave

[REDACTED]
2017-1 IH BORROWER LP
[REDACTED]

[REDACTED]
8802 JEFFERSON LLC
[REDACTED]

1 [REDACTED]
ALVAREZ MICHAEL
[REDACTED]

[REDACTED]
ARVM 5 LLC
[REDACTED]

[REDACTED]
BAIAMONTE MICHAEL
[REDACTED]

[REDACTED]
BARAJAS JOSE/ANA
[REDACTED]

[REDACTED]
BERRIOS DINO
[REDACTED]

[REDACTED]
CABRERA ARTHUR D/SHERRY A
[REDACTED]

[REDACTED]
CARRASCO FELIPE LOPEZ
[REDACTED]

[REDACTED]
2018-2 IH BORROWER LP
[REDACTED]

[REDACTED]
AGUILAR ROBERT V/AMANDA A
[REDACTED]

[REDACTED]
AMERICAN CHARTER SCHOOLS
FOUNDATION
[REDACTED]

[REDACTED]
AZ INVESTMENTS LLC
[REDACTED]

[REDACTED]
BAKER MICHAEL/MERCY
[REDACTED]

[REDACTED]
BELTRAN IVAN CRUZ/CRUZ JONATHAN
[REDACTED]

[REDACTED]
BROWN DONNY R/TAMMIE S
[REDACTED]

[REDACTED]
CALZADA DIANE
[REDACTED]

[REDACTED]
CARRILLO MARTIN R
[REDACTED]

[REDACTED]
8712 MADISON LLC
[REDACTED]

[REDACTED]
ALLEN ROBERT D/CARLEY J
[REDACTED]

[REDACTED]
ARCEO MANUEL R/GABRIELA A
[REDACTED]

[REDACTED]
BAF 1 LLC
[REDACTED]

[REDACTED]
BALLARIS PATRICK
[REDACTED]

[REDACTED]
BENNETT JOSEPH R
[REDACTED]

[REDACTED]
BURTON GAIL/DAVIS ALANDA
[REDACTED]

[REDACTED]
CAMPOS JULIA MARLENE
[REDACTED]

[REDACTED]
CARRILLO MARY ALICE/CARLOS C
[REDACTED]

[REDACTED]
CARRILLO MIGUEL A

[REDACTED]

[REDACTED]
CASTRO MARTHA LOPEZ

[REDACTED]

[REDACTED]
COOPER VIVIAN/ROSAS SONIA/GALINDO
HENRIETTA

[REDACTED]

[REDACTED]
CUTHBERSTON JAYSON/MILLER SHALIE

[REDACTED]

[REDACTED]
DINAN LUKE

[REDACTED]

[REDACTED]
DYER DARIN W/DAHNA L

[REDACTED]

[REDACTED]
FERMAN JOSE L/MARIA

[REDACTED]

[REDACTED]
GARCIA ARIANA

[REDACTED]

[REDACTED]
GOODWIN THERESA/PONIKEN ELAINE

[REDACTED]

[REDACTED]
HEDLUND RONALD D TR

[REDACTED]

[REDACTED]
CARROLL MICHAEL W/MARIBEL L

[REDACTED]

[REDACTED]
CERDA MARIA ELENA GUZMAN

[REDACTED]

[REDACTED]
COX VERNA C

[REDACTED]

[REDACTED]
DAVIES RANDY W

[REDACTED]

[REDACTED]
DOBRA ANCA M

[REDACTED]

[REDACTED]
ESCOBEDO HAROLD/MARIA

[REDACTED]

[REDACTED]
FERRELL THEODORE A/JERRI L MACK

[REDACTED]

[REDACTED]
GLENCO EQUITY INVESTORS LLC

[REDACTED]

[REDACTED]
GRAND AVENUE STORAGE LLC

[REDACTED]

[REDACTED]
HEERSINK RANDY/LISA

[REDACTED]

[REDACTED]
CASTRO JOSUE RAMOS/GONZALEZ LO
RUHAMA ARROYOS

[REDACTED]

[REDACTED]
CHARETTE ALEXANDRA

[REDACTED]

[REDACTED]
CRS PEORIA HOUSING CORPORATION

[REDACTED]

[REDACTED]
DE SKINNER ROSA ROMERO

[REDACTED]

[REDACTED]
DVORNICKY GREGORY ANTHONY

[REDACTED]

[REDACTED]
FELIX SONIA/REYNA ANTHONY JAMES

[REDACTED]

[REDACTED]
GAGE STACY L

[REDACTED]

[REDACTED]
GOMEZ ADRIANA VEGA

[REDACTED]

[REDACTED]
HARNUM ROBERT G/BLANCA N

[REDACTED]

[REDACTED]
HENSLEY CHRISTOPHER

[REDACTED]

[REDACTED]
JFDC LIVING TRUST
[REDACTED]

[REDACTED]
KRD INVESTMENTS LLC
[REDACTED]

[REDACTED]
LEE SALEENA A
[REDACTED]

[REDACTED]
MARIA M GONZALEZ LIVING TRUST
[REDACTED]

[REDACTED]
MARTIN ABIJAH
[REDACTED]

[REDACTED]
MCDONALD JOANNE
[REDACTED]

[REDACTED]
MEJIA BRIANNA/JORGE/NORMA A
[REDACTED]

[REDACTED]
MORALES SYLVIA V
[REDACTED]

[REDACTED]
NATIONWIDE ASSETS LLC
[REDACTED]

[REDACTED]
NUNEZ MARIA PEREIRA/PEREZ RAMON
NUNEZ
[REDACTED]

[REDACTED]
JOYNER ROBERT H/LISA A
[REDACTED]

[REDACTED]
LANDEROS RAMON A
[REDACTED]

[REDACTED]
LODGEK ROSE MARIE A
[REDACTED]

[REDACTED]
MARIA SAU KUEN YEUNG REV LIV TR
[REDACTED]

[REDACTED]
MARTINEZ BALENTE S JR
[REDACTED]

[REDACTED]
MCGAUGHEY KENNETH
[REDACTED]

[REDACTED]
MILLER MICHAEL/MTB INVEST LLC
[REDACTED]

[REDACTED]
MORENO-ALBA GABRIEL
[REDACTED]

[REDACTED]
NGAN ANDY K/SIU CHEE/ANDREA
[REDACTED]

[REDACTED]
OCHOA MANUEL/GONZALEZ MAYRA
[REDACTED]

[REDACTED]
JUDGE KELLY CHRISTINE
[REDACTED]

[REDACTED]
LECHUGA ADAN L/HILDA
[REDACTED]

[REDACTED]
MARIA ELENA MENDOZA DE LERMA TR
[REDACTED]

[REDACTED]
MARQUEZ ANDRES
[REDACTED]

[REDACTED]
MARTINEZ DANIEL/GARCIA ARLETTE
GONZALEZ
[REDACTED]

[REDACTED]
MCNEIL GLENNA-KAY RENEE
[REDACTED]

[REDACTED]
MOLINA MARISOL AMY
[REDACTED]

[REDACTED]
MUNTEAN TRUST
[REDACTED]

[REDACTED]
NGAN ANDY K/SIU CHEE/ANDREA
[REDACTED]

[REDACTED]
ODEA CYNDIE COLLEEN/ROCHA DANIEL
[REDACTED]

[REDACTED]
PAMELA GATES TRUST
[REDACTED]

[REDACTED]
PARRA CRUZ E QUIROZ
[REDACTED]

[REDACTED]
PASILLAS FRANCISCO C/ALBINA SOLIS
[REDACTED]

[REDACTED]
PEORIA AVENUE INVESTORS LLC
[REDACTED]

142-37-928;002&005C
PEORIA CITY OF
8401 W MONROE ST
PEORIA, AZ 85345

[REDACTED]
PEREZ JUANITA VICTORIA/SANDOVAL
MANUEL MARIO
[REDACTED]

[REDACTED]
PUENTE MIGUEL/MARIA/VILLAFAN LUIS
[REDACTED]

[REDACTED]
QUAILL MICHAEL D
[REDACTED]

[REDACTED]
RAMIREZ GERARDO/MARLENA SOPHIA
[REDACTED]

[REDACTED]
RAMOS TRANQUILINO/LETICIA LUCIO DE
[REDACTED]

[REDACTED]
RAMOS VIVIAN
[REDACTED]

[REDACTED]
RH PARTNERS OWNERCO LLC
[REDACTED]

[REDACTED]
RICAFA PROPERTIES LLC
[REDACTED]

[REDACTED]
RIVAS AURORA
[REDACTED]

[REDACTED]
RODICH MILE/BILJANA
[REDACTED]

[REDACTED]
ROJAS EVA MARIE
[REDACTED]

[REDACTED]
ROSA LINDA SENIOR APARTMENTS LIHTC LP
[REDACTED]

[REDACTED]
RSTK PHOENIX OWNER 1 L P
[REDACTED]

[REDACTED]
RUBAL ARMANDO/JESUSA B/VEGA OBRIAN
KEVIN
[REDACTED]

[REDACTED]
SALAS JIMMY/MARIA M
[REDACTED]

[REDACTED]
SALCEDO GUSTAVO
[REDACTED]

[REDACTED]
SALDANA OLIVERIO JR/NUNEZ AURELIO
SANCHEZ
[REDACTED]

[REDACTED]
SALINAS JOSE
[REDACTED]

[REDACTED]
SALINAS JOSE JR
[REDACTED]

[REDACTED]
SANCHEZ CONSUELO
[REDACTED]

[REDACTED]
SERENITY PLAZA L L C
[REDACTED]

[REDACTED]
SFR II BORROWER 2021-3 LLC
[REDACTED]

[REDACTED]
SHELDON NOLAN/MELISSA
[REDACTED]

[REDACTED]
SOLOMON DIANA J
[REDACTED]

[REDACTED]
ST CHARLES BORROMEIO ROMAN CATHOLIC
PARISH PEO
[REDACTED]

[REDACTED]
STEBER PAMELA
[REDACTED]

[REDACTED]
STILES JERRY R/CHRISTINE M
[REDACTED]

[REDACTED]
SWH 2017-1 BORROWER LP
[REDACTED]

[REDACTED]
TAH 2017-1 BORROWER LLC
[REDACTED]

[REDACTED]
UNDERWOOD MELVIN CHARLES
[REDACTED]

[REDACTED]
VILLA MARIE ISABEL/THOMAS CHARLES
[REDACTED]

[REDACTED]
WILLIAMS EMMA L
[REDACTED]

[REDACTED]
WMK LEE ENTERPRISES INC
[REDACTED]

[REDACTED]
WOOD JAMES R/CAROLINE P
[REDACTED]

[REDACTED]
WRIGHT LATESHA
[REDACTED]

[REDACTED]
YAMASA CO LTD
[REDACTED]

[REDACTED]
ZUNIGA ALFREDO/TERESA
[REDACTED]

[REDACTED]
PEREZ MARIA MAGDALENA PENA
[REDACTED]

[REDACTED]
POND BRYAN S/ANDERSON BARBIE
[REDACTED]

HOAs List
Greenlight Communities
87th Ave & Peoria Ave

Bridlewood HOA

[REDACTED]

Casa Del Sol Resorts West Mobile
Home Park

[REDACTED]

Castle Rock Condominium HOA

[REDACTED]

Central Park Homeowners Association

[REDACTED]

El San Juan Mobile Home Community

[REDACTED]

Fairmont View (Fairmont Units 1 & 2)

[REDACTED]

Grand Manor

[REDACTED]

Granite Run HOA

[REDACTED]

Peoria Polynesian Village Mobile Home
Park

[REDACTED]

Roundtree Ranch

[REDACTED]

Ryland at Silvercreek

[REDACTED]

Shangri-La Estates HOA

[REDACTED]

Springer Ranch HOA

[REDACTED]

Stoneview (Mesquite Vistas)

[REDACTED]

Sun Air Estates Unit 1

[REDACTED]

Sun Air Estates Unit 2

[REDACTED]

Sun Air Estates Units 3-6

[REDACTED]

Townley Park

[REDACTED]

Varney Village

[REDACTED]

Villa Vista Estates Mobile Home Park

[REDACTED]

Westgreen Townhomes Condominium

[REDACTED]

Westgreen Townhouse Association

[REDACTED]

Della Ernest
9875 N 85th Ave
PEORIA, AZ 85345

Arizona Pinecrest HOA (Madison
Estates)

[REDACTED]

**Interested Parties
Streamliner Peoria
SWC 87th Ave & Peoria Ave**

[REDACTED]
YUNIK, BETTY
[REDACTED]

[REDACTED]
OSUNA, EVA M
[REDACTED]

SEND BY EMAIL ONLY:

[REDACTED]

**IF RETURNED, EMAIL
TO:**

[REDACTED]

EXHIBIT 2



PLANNING AND ZONING
AFFIDAVIT OF NOTIFICATION

Date 02/27/23 Case Number: GPA22-02 & Z05-24.A.1

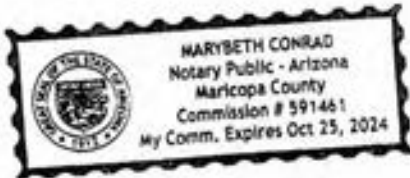
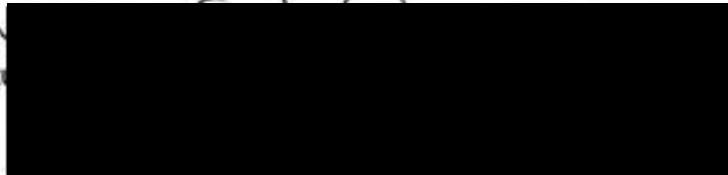
Location of Property

SWC 87th Ave & Peoria Ave

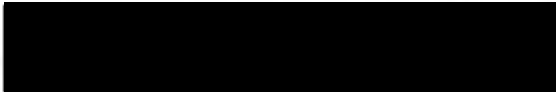
Sign Company Name Dynamite Signs, Inc.

I, Meghan Liggett certify that the site has been posted on 02/27/23 as indicated by the project manager for the case listed above.

Applicant/Representative Signature



The foregoing instrument was acknowledged before me on 02/27/23



Notary Public

10-25-24
My Commission Expires

Return completed notarized affidavit AND photographic evidence of site posting to the Community Development **at least 15 days prior** to the hearing body date.

9875 N. 85th Ave., Development and Community Services Building
Peoria, AZ 85345
623-773-7200

City of Peoria Public Notice

Request (1): A Minor General Plan Amendment to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/acre) on 6.21 gross acres of a 7.6 gross acre site. The remainder of the site is to remain Office Mixed Use.

Request (2): Rezone - A Major Planned Area Development (PAD) amendment to replace the Acacia Village Planned Area Development (PAD) with the new Streamliner Peoria Planned Area Development (PAD) modifying the site plan, parking requirements, property development standards and land uses.

Project Location: Southwest corner of 87th Avenue and Peoria Avenue

Project Size: 7.6 gross acres

Proposed Use: A 190-unit 3-story multi-family residential community on approximately 6.21 gross acres, and Intermediate Commercial District (C-2) uses are proposed to be allowed on 1.4 gross acres.

Applicant Contact:

Brian Greathouse
Burch & Cracchiolo, P.A.
(602) 234-9930 / bgreathouse@bcattorneys.com

City Contact:

Dan Symer, AICP
Principal Planner
(623) 773-5164
dan.symer@peoriaaz.gov

VELOCITY MAP



Neighborhood Meeting:

When: March 9, 2023 at 6:00 p.m.

Where: Peoria Community Center, 8335 W. Jefferson St.

Planning and Zoning Commission Hearing:

When: TBD at 6:30 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

City Council Hearing:

When: TBD at 6:00 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

Case No(s): GPA22-02 & Z05-24.A.1



Feb 27, 2023 10:37AM
10462-10528 N 87th Ave
Maricopa County

City of Peoria Public Notice

Request (1): A Minor General Plan Amendment to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) on 6.21 gross acres of a 7.6 gross acre site. The remainder of the site is to remain Office Mixed Use.

Request (2): Rezone - A Major Planned Area Development (PAD) amendment to replace the Acacia Village Planned Area Development (PAD) with the new Streamliner Peoria Planned Area Development (PAD) modifying the site plan, parking requirements, property development standards and land uses.

Project Location: Southwest corner of 87th Avenue and Peoria Avenue

Project Size: 7.6 gross acres

Proposed Use: A 190-unit 3-story multi-family residential community on approximately 6.21 gross acres, and Intermediate Commercial District (C-2) uses are proposed to be allowed on 1.4 gross acres.

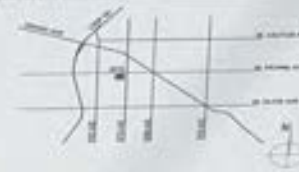
Applicant Contact:

Brian Greathouse
Burch & Cracchiolo, P.A.
(602) 234-9930 / bgreathouse@bcattorneys.com

City Contact:

Dan Symer, AICP
Principal Planner
(623) 773-5164
dan.symer@peoriaaz.gov

VICINITY MAP



Neighborhood Meeting:

When: March 9, 2023 at 6:00 p.m.

Where: Peoria Community Center, 8335 W. Jefferson St.

Planning and Zoning Commission Hearing:

When: TBD at 6:30 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St.

City Council Hearing:

When: TBD at 6:00 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St.

Case No(s): GPA22-02 & Z05-24.A.1



Feb 27, 2023 10:36AM
10462-10528 N 87th Ave
Maricopa County

EXHIBIT 3

Greenlight 87th Ave & Peoria Ave, 3/9/23 NH MTG

Attendees

Dan Richards – Greenlight
Rob Lyles – Greenlight
Erin Bogen – Worksbureau
Alex Weber – Kimley Horne
Brian Greathouse – Burch & Cracchiolo
Madison Leake – Burch & Cracchiolo
Dan Symer – City of Peoria

Neighbors

1 Neighbor

Introduction and Overview

- Greenlight is an experienced developer who has been in business almost 30 years
- Site is approximately 6.28 acres, Greenlight is proposing about 5.39 acres of residential and .89 acres reserved for future commercial
- Surrounding uses: apartments to north, church and RV parking to east, single family homes to south, shopping center to west
- Additional residents from this development will bring more residents to support more commercial uses
- Existing zoning is for 3 story townhomes with commercial and retail uses in a similar site as this proposal
- Anticipated rent is approximately \$1,000-\$1,400
- This development is geared towards attainable rent prices
- Existing zoning allows 2 and 3 story buildings
- This proposal adds additional setbacks and increased open space
- Increasing units from 108 (existing zoning) to 190 units, but about same overall building square footage
- Mix of studio, 1-bedroom, and 2-bedroom units
- Community will be gated
- Additional open space creates areas for residents to socialize
- Amenities include a pool for residents
- Benefits to area: essential worker housing, customers for restaurants and shopping, shorter trips for workers, providing housing choices, providing housing in Old Town area
- Putting housing closer to where people work is more ideal for residents and employers
- Process: first application in April 2022, second submittal in February 2023, hearing dates are to be determined

Question and Answer

Q. Will there be changes to the road?

A. We are working with City traffic and will make any necessary improvements.

Q. What is the unit type breakdown?

A. 71 studios, 72 1-bedrooms, 47 2-bedrooms

Q. Will this proposal negatively impact home values?

A. Vacant lots tend to bring values down, investment in the community tends to bring prices up

Q. Where is the primary access point?

A. Primary access is on Peoria Ave

Q. Can residents have pets?

A. Yes, up to a certain size

Q. Will there be a wall/fence around the community?

A. Yes

Q. When would construction begin?

A. Possibly the end of this year

Q. Concern about traffic near single-family homes

A. Most destinations aren't to the south, we have worked with the City to configure access points as to not negatively impact neighbors

Q. Will this development bring crime?

A. Our opinion is that a vacant lot brings more crime than a quality development. Also, this development is access controlled, professionally managed, and residents go through background checks. Additionally, this development will likely house many law enforcement workers, providing a positive police presence.

Thursday, March 9, 2023 at 6:00pm - Neighborhood Meeting

Case No. GPA22-02 / Z05-24.A.1 – Greenlight Communities / Streamliner Peoria (SWC 87th Ave & Peoria Ave)

SIGN-IN SHEET (PLEASE PRINT)

NAME (Please Print)	ADDRESS (please include Zip Code)	PHONE NO.
CHRIS Stiles	[REDACTED]	[REDACTED]
Daisy [unclear]	CoP [unclear]	

EXHIBIT 4



PLANNING AND ZONING AFFIDAVIT OF NOTIFICATION

Date 03/22/23 Case Number : GPA22-02 & Z05-24.A.1

Location of Property

SWC 87th Ave & Peoria Ave

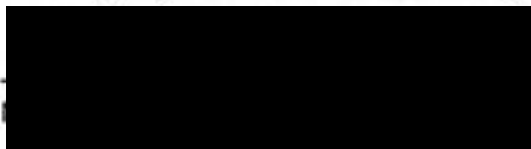
Sign Company Name Dynamite Signs, Inc.

I, Meghan Liggett certify that the site has been posted on 03/22/23 as indicated by the project manager for the case listed above.

Applicant/Representative Signat _____



The foregoing instrument was acknowledged before me on 03/22/23



10-25-24
My Commission Expires

Return completed notarized affidavit AND photographic evidence of site posting to the Community Development **at least 15 days prior** to the hearing body date.

9875 N. 85th Ave., Development and Community Services Building
Peoria, AZ 85345
623-773-7200

City of Peoria Public Notice

Request (1): A Minor General Plan Amendment to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) on 6.21 gross acres of a 7.6 gross acre site. The remainder of the site is to remain Office Mixed Use.

Request (2): Rezone - A Major Planned Area Development (PAD) amendment to replace the Acacia Village Planned Area Development (PAD) with the new Streamliner Peoria Planned Area Development (PAD) modifying the site plan, parking requirements, property development standards and land uses.

Project Location: Southwest corner of 87th Avenue and Peoria Avenue

Project Size: 7.6 gross acres

Proposed Use: A 190-unit 3-story multi-family residential community on approximately 6.21 gross acres, and Intermediate Commercial District (C-2) uses are proposed to be allowed on 1.4 gross acres.

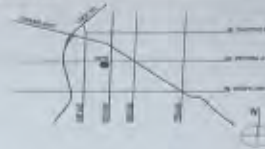
Applicant Contact:

Brian Greathouse
Burch & Cracchiolo, P.A.
(602) 234-9930 / bgreathouse@bcattorneys.com

City Contact:

Dan Symer, AICP
Principal Planner
(623) 773-5164
dan.symer@peoriaaz.gov

VICINITY MAP



Neighborhood Meeting:

When: March 9, 2023 at 6:00 p.m.

Where: Peoria Community Center, 8335 W. Jefferson St.

Planning and Zoning Commission Hearing:

When: April 20, 2023 at 6:30 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

City Council Hearing:

When: May 16, 2023 at 6:00 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

Case No(s): GPA22-02 & Z05-24.A.1



Mar 22, 2023 at 9:26:53 AM
8747-8751 W Peoria Ave
Peoria AZ 85345
United States

City of Peoria Public Notice

Request (1): A Minor General Plan Amendment to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) on 6.21 gross acres of a 7.6 gross acre site. The remainder of the site is to remain Office Mixed Use.

Request (2): Rezone - A Major Planned Area Development (PAD) amendment to replace the Acacia Village Planned Area Development (PAD) with the new Streamliner Peoria Planned Area Development (PAD) modifying the site plan, parking requirements, property development standards and land uses.

Project Location: Southwest corner of 87th Avenue and Peoria Avenue

Project Size: 7.6 gross acres

Proposed Use: A 190-unit 3-story multi-family residential community on approximately 6.21 gross acres, and Intermediate Commercial District (C-2) uses are proposed to be allowed on 1.4 gross acres.

Applicant Contact:

Brian Greathouse
Burch & Cracchiolo, P.A.
(602) 234-9930 / bgreathouse@bcattorneys.com

City Contact:

Dan Symer, AICP
Principal Planner
(623) 773-5164
dan.symer@peoriaaz.gov

VICINITY MAP



Neighborhood Meeting:

When: March 9, 2023 at 6:00 p.m.

Where: Peoria Community Center, 8335 W. Jefferson St.

Planning and Zoning Commission Hearing:

When: April 20, 2023 at 6:30 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

City Council Hearing:

When: May 16, 2023 at 6:00 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

Case No(s): GPA22-02 & Z05-24 A.1



Mar 22, 2023 at 9:27:07 AM
8747-8751 W Peoria Ave
Peoria AZ 85345
United States

City of Peoria Public Notice

Request (1): A Minor General Plan Amendment to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) on 6.21 gross acres of a 7.6 gross acre site. The remainder of the site is to remain Office Mixed Use.

Request (2): Rezone - A Major Planned Area Development (PAD) amendment to replace the Acacia Village Planned Area Development (PAD) with the new Streamliner Peoria Planned Area Development (PAD) modifying the site plan, parking requirements, property development standards and land uses.

Project Location: Southwest corner of 87th Avenue and Peoria Avenue

Project Size: 7.6 gross acres

Proposed Use: A 190-unit 3-story multi-family residential community on approximately 6.21 gross acres, and Intermediate Commercial District (C-2) uses are proposed to be allowed on 1.4 gross acres.

Applicant Contact:

Brian Greathouse
Burch & Cracchiolo, P.A.
(602) 234-9930 / bgreathouse@bcattorneys.com

City Contact:

Dan Symer, AICP
Principal Planner
(623) 773-5164
dan.symer@peoriaaz.gov

VICINITY MAP



Neighborhood Meeting:

When: March 9, 2023 at 6:00 p.m.

Where: Peoria Community Center, 8335 W. Jefferson St.

Planning and Zoning Commission Hearing:

When: April 20, 2023 at 6:30 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

City Council Hearing:

When: May 16, 2023 at 6:00 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

Case No(s): GPA22-02 & Z05-24.A.1



Mar 22, 2023 at 9:34:15 AM
10462-10528 N 87th Ave
Peoria AZ 85345
United States

City of Peoria Public Notice

Request (1): A Minor General Plan Amendment to amend the Old Town Specific Plan from Office Mixed Use to Old Town High Density Residential (25-40 du/ac) on 6.21 gross acres of a 7.6 gross acre site. The remainder of the site is to remain Office Mixed Use.

Request (2): Rezone - A Major Planned Area Development (PAD) amendment to replace the Acacia Village Planned Area Development (PAD) with the new Streamliner Peoria Planned Area Development (PAD) modifying the site plan, parking requirements, property development standards and land uses.

Project Location: Southwest corner of 87th Avenue and Peoria Avenue

Project Size: 7.6 gross acres

Proposed Use: A 190-unit 3-story multi-family residential community on approximately 6.21 gross acres, and Intermediate Commercial District (C-2) uses are proposed to be allowed on 1.4 gross acres.

Applicant Contact:

Brian Greathouse
Burch & Cracchiolo, P.A.
(602) 234-9930 / bgreathouse@bcattorneys.com

City Contact:

Dan Symer, AICP
Principal Planner
(623) 773-5164
dan.symer@peoriaaz.gov

VICINITY MAP



Neighborhood Meeting:

When: March 9, 2023 at 6:00 p.m.

Where: Peoria Community Center, 8335 W. Jefferson St.

Planning and Zoning Commission Hearing:

When: April 20, 2023 at 6:30 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

City Council Hearing:

When: May 16, 2023 at 6:00 p.m.

Where: Peoria City Council Chambers, 8401 W. Monroe St

Case No(s): GPA22-02 & Z05-24 A.1



Mar 22, 2023 at 9:34:26 AM
10462-10528 N 87th Ave
Peoria AZ 85345
United States

Streamliner Peoria

Southwest corner of Peoria Ave & 87th Avenue

Cases: *GPA22-02 and Z05-24.A1*



From: [REDACTED]
To: [Dan Symer](#)
Date: Wednesday, June 29, 2022 10:26:40 AM

This email arrived from an external source. Please exercise caution when opening attachments or clicking on links.

I love on 87th and Peoria Ave. I think this is not a good idea cause it will bring more problems. We already have so many now with crime. If this goes up will make the rent go higher. I can understand that a store goes up it's fine like WinCo but, apts no.

Thank you

From: [REDACTED]
To: [Dan Symer](#)
Cc: [Denette Dunn](#)
Subject: Residential plan at 87th and Peoria
Date: Wednesday, June 29, 2022 10:18:09 AM

This email arrived from an external source. Please exercise caution when opening attachments or clicking on links.

Good morning Dan,

I am writing to you today regarding the notice that went out to certain residents that live near the proposed plan at 87th and Peoria Avenues.

I would like to know why I did not get a notice of the project? I live at 87th and Malapai which is very close to the project site.

First of all, I do not agree on the proposed residential plan. Years ago when Vicki Hunt was the councilmember for that area she had a proposal from someone that wanted to have retail and residential in that area. I would like to see that plan be considered as we need retail in the area. I'm opposed to more residential development especially if it will not be affordable rents. If the proposed plan will call for anything like the old Smitty's proposal where units were going to be \$1500 per month, then I am opposed to it.

Peoria Avenue is the gateway into the city and eventually, hopefully, gateway to downtown Peoria; it should have lots of retail to support all business that will come. Downtown Peoria needs to be a destination full of history and cultural components. I understand there will be a storage place on 89th and Peoria and I just can't imagine, we couldn't come up with something else than that.

We have got to start to look at south Peoria through a brighter lens, full of potential that will breathe life into our original town site.

I would like to be advised/notified of any citizen meetings and P&Z meetings. Please put me on a list for future notices.

Thank you in advance for your attention to this matter.

Eva Osuna

[REDACTED]

[REDACTED]

From: [Irene Charlez](#)
To: [Dan Symer](#)
Subject: Fw: More Apartments, 87th & Peoria
Date: Wednesday, June 29, 2022 4:46:53 PM

Hi Dan,
Please add Ms. Yunick to the list for communication regarding case Z05-24A.1 Streamliner.

Betty Yunick



Thank you,
Irene Charlez
Council Assistant

From: Honey Inaz [REDACTED]
Sent: Wednesday, June 29, 2022 14:41
To: Irene Charlez <Irene.Charlez@peoriaaz.gov>
Subject: Re: More Apartments, 87th & Peoria



I looked forward to receiving this information. I will be passing the meeting dates along to other residents who are concerned about this.

Betty

On Wed, Jun 29, 2022 at 2:27 PM Irene Charlez <Irene.Charlez@peoriaaz.gov> wrote:

Hello Ms. Yunick,
Thank you for taking the time to contact Councilmember Dunn's Office. The applicant (Burch & Cracchiolo, P.A.) must set a public meeting date, this will give residents the opportunity to ask questions and voice support/opposition before the case goes to the Planning and Zoning Commission. If you provide your mailing address, we will make sure you get a notification once the public meeting is set.

Sincerely,
Irene Charlez

From: Honey Inaz [REDACTED]
Sent: Tuesday, June 28, 2022 20:01
To: Denette Dunn <Denette.Dunn@peoriaaz.gov>
Subject: More Apartments, 87th & Peoria

Dinette - I just read about this on Next Door. More? Why not homes people can own? All the rentals now on 83rd and Olive are a huge difference from a neighborhood of single family homes. I also read there are going to be as many as an additional 1,500 Rentals on Grand Ave next to the medical complex? Rentals? Really? What are the City planners thinking?

I find it hard to believe the Peoria infrastructure can handle this huge growth. Please explain where all the children from dense housing will fit into schools that were built for a community of single family homes? It's not a far stretch to think we'll be in trouble with school over crowding before anyone gets around to building additional schools.

I'm sure the City will be in need of additional Police Officers in a very short period of time. I expect the stores in the area are looking forward to the added revenue. I, for one, am not looking forward to the traffic, possible change in crime and just plain loss of sense of community that often comes when the renters out number the home owners who have a financial vested interest in the community. Renters tend to have no vested interest in the community. Quite often they are short term residence who are not happy with the rent they have to pay each month. Have issues with their immediate neighbors and landlords and have no interest in the future growth of the community.

To say we're disappointed in all this is an understatement. We bought out here knowing the community would grow around us. It has. Some of that growth was not actually what we thought we'd get. But, this over crowding is unacceptable. It shows a complete lack on concern for the continued quality of life we expected in Peoria.

Thanks for listening,



--

James Dean said it best:

"Dream as if you'll live forever. Live as if you'll die today."

--

James Dean said it best:

"Dream as if you'll live forever. Live as if you'll die today."



January 23, 2023

Mr. Dan Symer
City of Peoria
9875 North 85th Ave.
Peoria, AZ 85382

RE: Acacia Village

Dear Mr. Symer,

This letter is intended to keep the City of Peoria informed of the communication between Peoria Unified School District (the “District”) and the Greenlight Communities representatives regarding the proposed Acacia Village rezoning and development.

The District and the Greenlight Communities representatives have had discussion regarding this project. Currently, the district does have capacity to accommodate the students from this development at both Alta Loma Elementary and Peoria High School.

The district will continue to work with Greenlight to create an agreement that supports the students in the Peoria District. We look forward to a new partnership in serving the future residents of the City. Please feel free to contact me if you have any questions or need additional information.

Respectfully,



Michael Maas
Director of Research, Planning and Assessment
Peoria Unified School District