

**CITY OF GOODYEAR  
COUNCIL ACTION REPORT**

**SUBJECT: Preliminary Plat of First Park  
PV303 (West III)**

**STAFF PRESENTER:** Steve Careccia,  
Planner III

**CASE NUMBER:** 18-500-00012

**APPLICANT:** Nicholas Fischer, Merit  
Partners

**PROPOSED ACTION:**

Approve the request for a Preliminary Plat of First Park PV303, subject to the following stipulations:

1. Compliance with the stipulations stated in Section 2 of Ordinance No. 2018-1391, the ordinance amending the land being developed as the PV303 Planned Area Development;
2. Prior to obtaining construction permits and final plat recordation, the proposed water easements for all required water lines for each phase shall be recorded and the recording number shall be added to each final plat, respectively;
3. Prior to obtaining construction permits and final plat recordation, the proposed sewer easements for all required sewer lines for each phase shall be recorded and the recording number shall be added to each final plat, respectively;
4. The property owner shall dedicate the following rights-of-way, in form and substance acceptable to the City Engineer and in accordance with an approved phasing plan, prior to or concurrent with recordation of any Final Plat:
  - a. West half of Cotton Lane right-of-way, 55 feet from centerline;
  - b. North half of Thomas Road right-of-way, 55 feet from centerline;
  - c. East half of Citrus Road right-of-way, 65 feet from centerline;
  - d. South half of Indian School Road right-of-way, 65 feet from centerline; and,
  - e. North and South halves of Osborn Road right-of-way, 40 feet from centerline.
5. The underground placement of all permanent utilities, excluding power lines 69 kV or larger, within the proposed development, and abutting the development's portion of perimeter arterial streets, shall be completed per phase prior to issuance of the first Certificate of Occupancy;
6. The property owner is responsible for the half-street improvements along Cotton Lane, Thomas Road, Citrus Road, Osborn Road, and Indian School Road. Improvements shall include, but are not limited to, curb, gutter, sidewalk, paving, half-street width of the median, landscaping, landscape irrigation, street lights, traffic signals (as necessary),

signing, and striping. Improvements shall be completed in accordance with an approved phasing plan prior to issuance of the first certificate of occupancy;

7. This development is responsible for 25% of the cost to install a traffic signal at the intersection of Indian School and Citrus Road. If warranted this project will be responsible to construct the signal at the time of development. If not warranted, or if the traffic signal is being constructed by others during the development of the property, or if the traffic signal was constructed by others, an in-lieu payment shall be collected for the development's proportionate share of the signal cost prior to issuance of the first building permit within the project. The in-lieu payment shall be based on the actual cost of the traffic signal if it has already been constructed or upon an engineer's estimate of the probable cost of such signal, which shall be approved by the City Engineer or his/her designee;
8. This development is responsible for 25% of the cost to install a traffic signal at the intersection of Citrus Road and Thomas Road. If warranted this project will be responsible to construct the signal at the time of development. If not warranted, or if the traffic signal is being constructed by others during the development of the property, or if the traffic signal was constructed by others, an in-lieu payment shall be collected for the development's proportionate share of the signal cost prior to issuance of the first building permit within the project. The in-lieu payment shall be based on the actual cost of the traffic signal if it has already been constructed or upon an engineer's estimate of the probable cost of such signal, which shall be approved by the City Engineer or his/her designee; and,
9. This development is responsible for 50% of the cost to install a traffic signal at the intersection of Indian School and Citrus Road. If warranted this project will be responsible to construct the signal at the time of development. If not warranted, or if the traffic signal is being constructed by others during the development of the property, or if the traffic signal was constructed by others, an in-lieu payment shall be collected for the development's proportionate share of the signal cost prior to issuance of the first building permit within the project. The in-lieu payment shall be based on the actual cost of the traffic signal if it has already been constructed or upon an engineer's estimate of the probable cost of such signal, which shall be approved by the City Engineer or his/her designee.

### **BACKGROUND AND PREVIOUS ACTIONS:**

The subject property is a part of the PV303 Planned Area Development (PAD). The PV303 was last amended on June 25, 2018, with City Council adoption of Ordinance No. 2018-1391.

Pursuant to the PV303 PAD, as amended, the subject property is designated as Phases West IIIA and West IIIB. The property is intended for Light Industrial uses.

The Planning and Zoning Commission considered this item at their regular meeting of December 5, 2018. The Commission unanimously voted (5-0) to forward a recommendation of approval to the City Council.

## **STAFF ANALYSIS:**

### **Surrounding Uses:**

Existing land uses and zoning surrounding the subject property include the following:

- North – Undeveloped property designated for industrial and commercial uses.
- South – Thomas Road alignment and property zoned Agricultural (AG) utilized for farming purposes and a State prison complex.
- East – Cotton Lane and undeveloped property within the PV303 PAD designated for industrial use.
- West – Citrus Road and farm land zoned Agricultural (AG).

### **Details of the Request:**

The request is for a preliminary plat subdividing 599.7 acres into five lots and one tract. The subdivision is intended to facilitate the development of light industrial uses on the property.

### **Luke AFB:**

The subject property is located within the vicinity of a military airport. Given the light industrial use of the property, it is anticipated that airport operations will not be adversely impacted by this subdivision. The developer will be required to provide notice of base operations to all future tenants/businesses.

### **Phoenix Goodyear Airport:**

Given the location and distance of the property from the airport, it is anticipated that airport operations will not be adversely impacted by this subdivision. The developer will be required to provide notice of airport operations to all future tenants/businesses.

### **Fire Department:**

Response times are provided below:

| Nearest<br>Goodyear<br>Fire Station | Shortest path |       | Longest path |       | 2nd Nearest<br>Goodyear<br>Fire Station | Shortest path |       | Longest path |       |
|-------------------------------------|---------------|-------|--------------|-------|-----------------------------------------|---------------|-------|--------------|-------|
|                                     | Mins          | Miles | Mins         | Miles |                                         | Mins          | Miles | Mins         | Miles |
| #185                                | 5.35          | 2.67  | 7.30         | 3.65  | #184/181                                | 9.75          | 4.87  | 11.46        | 5.73  |

### **Police Department:**

The subdivision is located within an existing police patrol beat and the current level of service within the beat can accommodate the development of the property.

### **Water/Wastewater:**

The city of Goodyear will not provide water or wastewater service to the property. (EPCOR is the water service provider. Liberty is the wastewater service provider.)

### **Streets/Access:**

The property is adjacent to Indian School Road, Cotton Lane, and Citrus Road (city of Goodyear rights-of-way). Future development will be responsible for improving adjacent roadways to their

ultimate condition and constructing other internal public roadways as needed to serve the development. The right-of-way for Thomas Road will be annexed into the city and half-street improvements constructed.

### **FISCAL ANALYSIS:**

Although a fiscal impact analysis has not been conducted on this specific project, all new development will have an ongoing fiscal impact on the city. The development is responsible for construction of all infrastructure necessary to serve the site and will generate one-time revenue for the city through payment of permits, construction sales tax and development impact fees. Longer term fiscal impacts include increased demands for municipal services, the costs of which may or may not be offset by increased property values/tax levies, city sales tax, state shared revenues and the increased demand for commercial and retail development.

### **RECOMMENDATION:**

The preliminary plat is consistent with the technical requirements of the city's subdivision regulations and engineering standards. The preliminary plat is consistent with the land use and development standards approved by the PV303 PAD for the parcel. The proposed subdivision provides for the orderly development of the property by identifying the required infrastructure needed to serve the development.

### **ATTACHMENTS:**

1. Aerial Photo
2. Preliminary Plat