



**Setting the standard
for energy-efficient homes®**

Submitted January 2021

Development Team

Developer/Builder

Meritage Homes of Arizona, Inc.
Contact: Paul Haggerty
Land Acquisition Manager
8800 E. Raintree Drive Suite 300
Phoenix, Arizona 85260
paul.haggerty@meritagehomes.com



Applicant/Land Use Attorney

Earl & Curley
Taylor C. Earl, Partner
3101 N. Central Avenue, Suite 1000
Phoenix, Arizona 85012
tearl@earlcurley.com



Project Manager

Iplan Consulting
Greg Davis
greg@iplanconsulting.com

Planner

Hadley Design, LLC
Contact: Jason N. Hadley
4026 N. Miller Road Suite 100
Scottsdale, Arizona 85251
jhadley@hadley-design.com



Landscape Architect

EPS Group
Contact: Aliza Sabin, Senior Landscape Architect RLA LEED AP
1130 N. Alma School Road, Suite 120
Mesa, AZ 85201
aliza.sabin@epsgroupinc.com



Civil Engineer

Entellus, Inc.
Contact: Michael R. Gleason, PE
3033 N. 44th St, Ste 250
Phoenix, AZ 85018
mgleason@entellus.com



Table of Contents

TABLE OF CONTENTS.....	3
PROJECT OVERVIEW & HISTORY	4
THE PROPERTY AND SURROUNDING PROPERTY DESCRIPTIONS	5
EXISTING ZONING.....	6
REZONING REQUEST	6
<i>Required Design Elements</i>	8
PROPOSED DEVELOPMENT STANDARDS.....	16
GENERAL PLAN CONSISTENCY AND CONFORMANCE.....	17
ADDITIONAL COMMUNITY DISCUSSION	18
INFRASTRUCTURE / UTILITIES/PUBLIC FACILITIES	19
<i>Vehicular Access and Circulation</i>	19
<i>Preliminary Drainage Report Summary</i>	19
PRELIMINARY WATER REPORT SUMMARY	21
PRELIMINARY SANITARY SEWER REPORT SUMMARY	21
TRAFFIC IMPACT ANALYSIS SUMMARY	22
UTILITY PROVIDERS.....	24
SCHOOL IMPACT ANALYSIS.....	24
DEVELOPMENT SCHEDULE	25
CONCLUSION.....	25

PROJECT OVERVIEW & HISTORY

Meritage Homes of Arizona, Inc. ("Meritage Homes") seeks to develop 139 acres on the southeast corner of Citrus Road and Van Buren Street into a beautiful residential community of single-family homes known as Silva Trails. The proposed development will be a gated master-planned residential community with tree-lined entry streets and a premium central amenity area with swimming pool, clubhouse, basketball court, gas grill, cornhole courts and large turf areas.

The subject site enjoys close proximity to the City's many new and existing employment uses as well as major transportation corridors (i.e. I-10 a mile north and Loop 303 one half mile to the east), which will provide residents with the opportunity for a short commute to work, play, and other destinations. The proposed community will become a valued addition to the City of Goodyear.

Meritage Homes has designed and built over 110,000 homes in its 35-year history, and has a reputation for its distinctive style, quality construction, and positive customer experience. Meritage Homes is the industry leader in energy-efficient homebuilding and has received the U.S. Environmental Protection Agency's ENERGY STAR Partner of the Year for Sustained Excellence Award every year since 2013 for innovation and industry leadership in energy-efficient homebuilding. Meritage Homes has been a pioneer on this front. In fact, in 2011, Phoenix Business Journal identified Meritage Homes as a "Green Pioneer." In 2019, Meritage Homes' Phoenix division received the Avid Benchmark Award, which is awarded to those homebuilders with customer reviews in the top 25% of the industry. Similar awards were received in previous years as well.



The subject property consists of Maricopa County Assessor's Tax Parcel #s: 502-39-010D, 502-39-012C, 502-39-012D, 502-39-013, and 502-39-961 as well as 502-39-012E, 502-39-012F and 502-39-962A, (the "Property"). The Project site has historically been, and currently is, in agriculture production. The property is currently zoned Planned Area Development (PAD) as part of the Rose Garden PAD Ordinance Number 08-1144. The property is bound by W. Van Buren Street on the north, N. Citrus/S. Citrus Road on the west, W. Harrison Street on the south, and the Canyon Trails residential development to the east.

A pre-application package was submitted under PA19-202 and a pre-application meeting held on November 21, 2019 with the City of Goodyear Staff. Based on the current market conditions, the guidance from staff at the pre-application meeting, and growing need for housing that can accommodate the job growth in Goodyear, we are pursuing a rezone from Planned Area Development to Planned Area Development. Our PAD is based almost entirely on Single Family Residential R1-4 Reduced and only seeks to modify one development standard from that district—lot depth. This PAD will also set forth design elements that we expect to be incorporated as zoning stipulations, which will ensure these design elements are included into the final developed community.

THE PROPERTY AND SURROUNDING PROPERTY DESCRIPTIONS

The Property is currently being used as agricultural land and is actively being farmed. The Property is relatively flat, sloping northeast to southwest with an approximately 1% grade. The existing site improvements are limited to irrigation and drainage improvements. There are currently no structures or buildings on-site and on-site improvements are limited to irrigation and drainage improvements.

The surrounding properties and current land use pattern are described below. Attached is a Context Plan showing the 2019 aerial of the site, surrounding area and land uses.

To the north of the Project is Van Buren Street. The land uses north of Van Buren Street include vacant land at the NEC of Van Buren Street and Citrus Road, zoned C-2 and an existing mobile home development, zoned PAD.

East of the Project is the existing Canyon Trails residential community, zoned PAD.

Southeast of the Project, north of W. Harrison Street, is a drainage tract and retention basin as well as the Odyssey Preparatory Academy, both parcels are zoned PAD.

Southwest of the Project, on the NEC corner of W. Harrison Street and S. Citrus Road, is undeveloped land owned by the City of Goodyear and zoned PAD.

South of the Project is W. Harrison Street and the land across W. Harrison Street is existing and planned residential part of Canyon Trails, zoned PAD.

West of the Project is Citrus Road. The land uses include vacant land and residential, zoned RU-43 in unincorporated Maricopa County.

EXISTING ZONING

The Project was last entitled November 10, 2018, when zoning Case No. 07-200-00024 was approved by the City of Goodyear City Council and Ordinance No. 08-1144. The project was known as Rose Garden under these previously approved documents.

REZONING REQUEST

This request seeks to zone from the Rose Garden PAD to a new Silva Trails PAD that is built on the R1-4 Reduced zoning district. The only proposed tweak to the R1-4 Reduced development standards would be to modify the minimum lot depth from 100' to 90'. Otherwise, our proposed PAD will match the R1-4 Reduced zoning district, including the required development points. Because our PAD so closely mirrors the R1-4 Reduced zoning district, the remainder of this document will reference R1-4 Reduced as our requested zoning district.

With the framework created by the City's zoning ordinance, we are creating a community with enhanced design and features. This framework was developed over time. It started with communities that obtained zoning approvals subject to a list of design enhancements. Earl & Curley, our land use counsel on this case, was involved with some of these early zoning approvals. These early communities incorporated a diversity of lot sizes, including lots in the general range of 45', 50', and 55' lot widths. Within these communities, enhancement were also provided to ensure the community was one of quality. The City followed this general model and ultimately amended the zoning ordinance to incorporate a framework that would allow developers to create these types of enhanced communities that provided homebuyers with smaller lot options.

In creating this framework, the City has recognized that diversity in housing is an important element for attracting a diversity of people. There is a place for a variety of different community types. In praising one, we are not necessarily condemning the other. Meritage itself has built different types of communities, which appeal to different buyers.

Here, Meritage believes there is a strong market for a community like it is designing. This community will attract buyers who want a beautiful community with enhanced features and a premium central amenity area. It will also attract buyers who want a beautiful home with a private outdoor living area that is generous but not overly large. The depth of our backyards will be at least 20', giving ample space for private recreation. But Silva Trails will also feature a high-end amenity area that can appeal to all age groups and engender a sense of community and place.

This rezoning request is also a response to the rapid growth of employment uses north of the Project along the Interstate 10 corridor, the PV 303 development to the north, and the 574 acres of employment along the Loop 303 and approved MC 85 alignments. The balanced development of a municipality is important. While broad land planning can happen on paper all at once, in practice it is often the case that one type of development spurs another type. In Goodyear, the development and rezoning of employment uses in the area has generated an interest in and need for housing to support that employment. The proposed community from Meritage Homes will fit that need and will do so with a community that will be a quality addition to Goodyear.

In addition, the change from the existing zoning is necessary because the southeast portion of the approved PAD was sold and subsequently developed to create the Odyssey Charter School and adjacent drainage, which changed the use and circulation of the original PAD "Final PAD Development Plan."

The Project is proposed for approximately 621 residential units (final number subject to final plat approval), with a variety of lot sizes including 45'x 120', 50'x120', and 55' x 90' lots. Later in this narrative, we will specify percentage ranges for each type of lot, which will be stipulated to during the zoning process, which will ensure a variety of lot sizes within the community. Moreover, within this diversity of lot sizes will be a range of different quality floorplans to accommodate a diverse market of buyers.

Required open space will meet or exceed the minimum 15% (of net area) as required in Section 3-2-3-B of the Zoning Ordinance. In addition, Section 3-2-3-B of the Zoning Ordinance requires that all single-family districts provide "a 5-acre neighborhood park within a ¼ mile walking distance of all dwelling units. Two parks totaling at least 5 acres may be provided in lieu of a single 5-acre park if additional amenities are provided above and beyond those listed in Section c, and the parks are connected via a system of on or off-street connections." The project includes such a park in the center of the project, which will be within a ¼ mile of each residence and will provide the (2) Amenity Elements required to achieve R1-4 Reduced Zoning as well as additional amenity elements enumerated below.

The project's master plan and Development Plan incorporate the design elements required in the City of Goodyear Zoning Ordinance throughout the Project.

The request for the R1-4 Reduced zoning district allows for a minimum 40' lot width and 5'/5' side setbacks (total 10') for all lot widths. However, Silva Trails does not

contain any lots with width narrower than 45'. We are seeking R1-4 Reduced (and not R1-4) only because of the reduction from 15' to 10' of total side yard setbacks.

To achieve the reduced development standards, this project is required to meet a number of design elements as indicated in the City of Goodyear Zoning Ordinance Article 3-2-3D. For R1-4 Reduced, this includes two amenity elements, four connectivity elements, and four streetscape elements. The elements being selected by Meritage will be described below. We understand staff may feel that for some of these elements, it would be best to stipulate to them in the zoning case. We are open to discussing this concept and to figuring out best wording with staff.

Required Design Elements

Table 3-2-3-E: Lot Size and Minimum Number of Required Design Elements for Reduced Lot					
Zoning Designation	Minimum Lot Width (ft)	Total Both Sides Setback	Amenity Elements	Connectivity Elements	Streetscape Elements
R1-4 REDUCED	40	10	2	4	4

Amenity Elements (2 required)

1. Additional Internal Park Amenities – Silva Trails will provide a swimming pool with shaded children's water play area, adjacent bathrooms, and water heating equipment to extend swim season into cooler months (See "Amenity Enlargement" exhibit below and attached, included as a conceptual representation only).
2. Additional Amenities – Silva Trails will provide an outdoor kitchen with at least one gas BBQ (and possibly two depending on usage statistics of sister community) and one sink in a built-in countertop. This area will be shaded under a trellis structure (See "Amenity Enlargement" exhibit below and attached as a conceptual representation only)

Connectivity Elements (4 required)

1. The location of this site qualifies as an infill development due to the amount of existing development on all sides of the community.
2. Trail System Connections – Community will feature a beautiful bridle trail on Citrus Road. The trail will consist of decomposed granite and will be 8' wide. Immediately west of the trail will be an 8' concrete sidewalk. Immediately west of the sidewalk will be a 9'-wide landscape strip that will feature a row of shade trees planted 25' on center.
3. Lot Diversity. We are proposing three different typical lots: 45'x 120', 50'x120' and 55' x 90' lots. Although the zoning ordinance only requires 30% of the lots to exceed the minimum lot width by 5', 100% of our lots meet that requirement. The attached Conceptual Lotting Plan exhibit shows the conceptual breakdown of our lot mix (the final layout of which is subject to final plat approval). Although some adjustment may be made to these numbers during the platting stage, we are willing to commit to the following stipulations regarding lot mix:
 - Community shall feature at least the follow three typical lot sizes: 45' x 120', 50' x 120' and 55'x 90' (minor increases in lot depth or width is permissible from these typical lot sizes (e.g. 45' x 121')).
 - The 55' x 90' lots shall constitute at least 35% of the total lot mix.
 - The 45' x 120' lots shall constitute at least 35% of the total lot mix.
 - The 50'x120' lots shall constitute at least 10% of the total lot mix.
 - The first row of lots on the eastern perimeter of the community shall be at least 50' wide.
 - All lots shall be at least 45' wide.
4. Additional Connectivity Element. Based on discussions with staff, this final element shall be a combination of different connectivity elements:

First, Silva Trails will feature mid-block trail systems to create smaller blocks and a variety of pedestrian experiences, to foster neighborhood interactions, and to create shorter routes to the central amenity area. Silva Trails will feature a minimum of five mid-block trails. These may include trails running north-south and trails running east-west.

Second, Silva Trails will provide the following enhancements to the bridle path on Citrus Avenue: (a) partial view fencing (2' of block and 4' of view) at designated sections along the bridle path to provide views into adjacent landscaped roadways and landscaped open spaces (for an example of how this may be accomplished, see attached conceptual wall plan), and (b) three pedestrian access points between the bridle path and the community (separate from those that are part of the vehicular entrance), along Citrus Road (for an example of how this may be accomplished, see attached Conceptual Connectivity Plan).

Third, Silva Trails will feature 8'-wide sidewalks on both sides of the main north-south entry roadways in the community that connect Van Buren Street and Harrison Street to the central and secondary open space areas, respectively. An 8' sidewalk will also be included on the north and south side of the east-west entry roadway connecting Citrus Road and the central amenity area. (For an example of this may be accomplished, see attached Conceptual Connectivity Plan.)

Streetscape Elements (4 required)

1. Detached Sidewalk. A minimum 5.5'-wide planting area will run adjacent to all roadways within Silva Trails. Planter strips will be planted, irrigated, and then maintained by the HOA with live plant materials.
2. Paving Material – As discussed with staff, Silva Trail will feature decorative pavers on all the driveways of all the 45' wide lots.

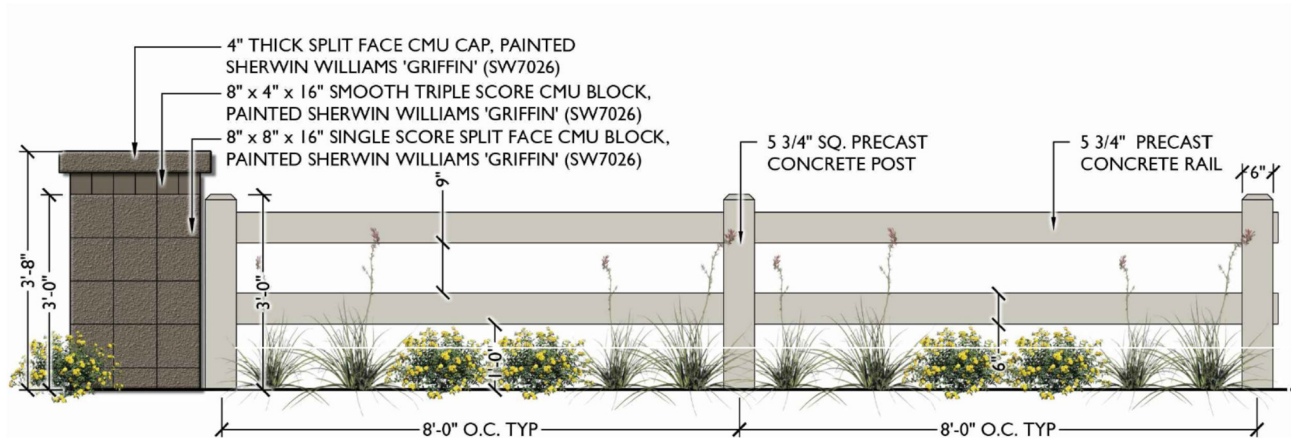
3. Additional Streetscape Elements – Pavers or colored concrete will be used at the crosswalks of each of the three major entrances (Jefferson Street and Citrus Road, South Collector and Harrison Street and North Collector Street and Van Buren Street). These crosswalks will be maintained by the HOA. Conceptual design below.



4. Additional Streetscape Elements – Silva Trails will incorporate the elements listed below. When combined together, we believe these enhancements should be counted as clearing the threshold of an additional streetscape point:

- Main entry roadways will be lined on both sides with shade trees in a 5.5'-wide landscape strip between the curb and sidewalk.

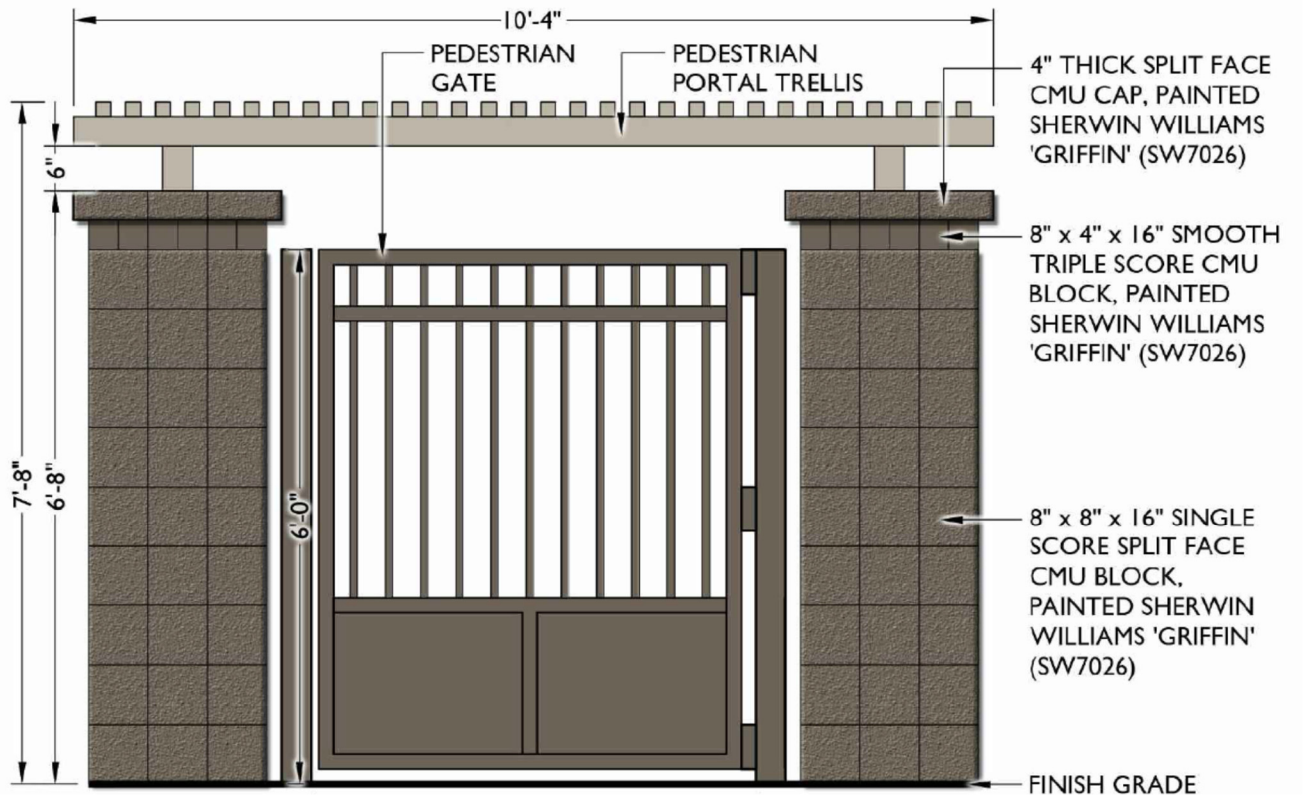
- Per West Goodyear Streetscape design, rail fencing design elements will be provided at the primary and secondary entrances into the community as well as the corner of Van Buren Street and Citrus Road, as conceptually shown below.



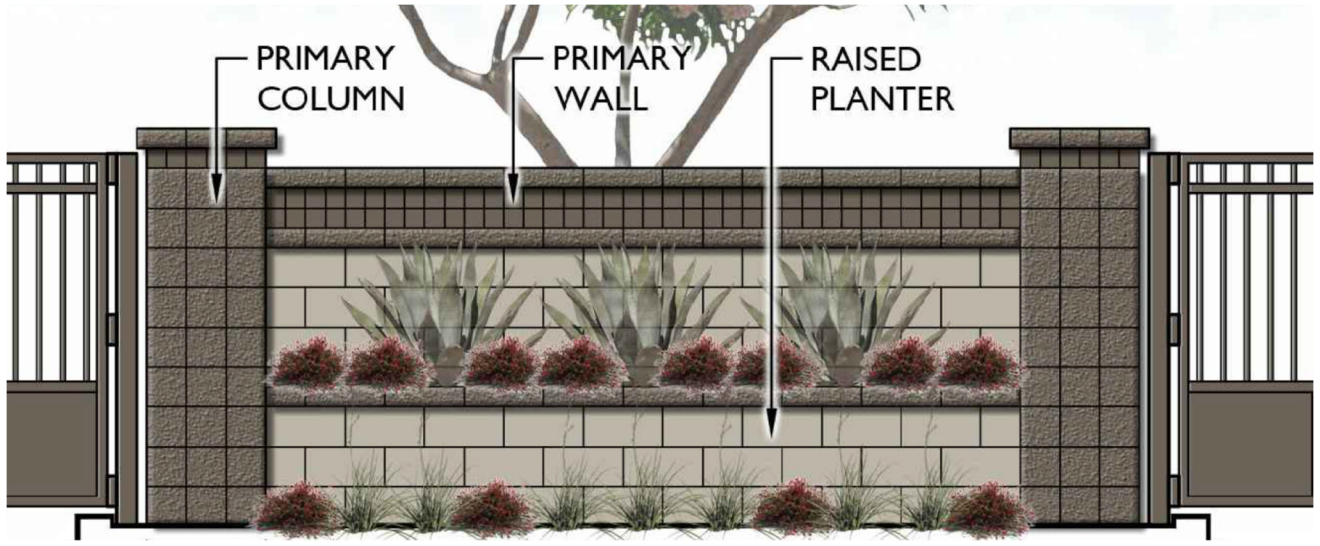
- Rail fencing will be added to the east side of the bridle trail.
- Rail fencing will be incorporated into the central amenity area (see note 12 on ("Amenity Enlargement" exhibit)).

(The locations of rail fencing are conceptually shown on the attached wall plan).

- Decorative trellises will be used above pedestrian entrances between community and Bridle Trail on Citrus Rd., as conceptually shown below.



- A raised planter bed design will be utilized at the main community entrance, as conceptually shown below.



PROPOSED DEVELOPMENT STANDARDS

(Bold and Underlined Standards Represent a deviation from the R1-4 Reduced Development Standards)

	R1-4 Reduced	Modified R1-4 Reduced
Minimum Lot Area	4,500 sf	4,500 sf
Minimum Lot Width	45 ft.	45 ft.
Minimum Lot Depth	100	<u>90 ft.</u>
Maximum Height	30 ft.	30 ft.
Maximum Building Coverage	60%	60%
Minimum Setbacks		
Front	10' ¹	10' ¹
Front Facing Garage	20'	20'
Side	5' ³	5' ³
Total Both Sides	10'	10'
Street Side ²	10'	10'
Rear Yard	20'	20'

Maximum Density of 5.0 DU/Ac. (621 Units)

- 1 Front setback shall be measured to patios, livable space, and side entry garage*
- 2 Where a minimum 10-foot-wide landscape tract is provided, the typical side setbacks, rather than street Side setback applies*

As discussed with staff, because we only have one minor deviation from the R1-4 Reduced standards, we do not believe an extra PAD narrative is necessary. Instead, a short justification of this deviation will be provided below.

Our proposed 55'x90' lot size does not meet the R1-4 Reduced lot dimension requirements. R1-4 requires a 100' of lot depth, and our proposed lots would be 10' shallower. However, the R1-4 Reduced district also allows a lot width of only 40', and these proposed lots exceed that by 15'. Thus, the proposed lots are 10' shallower on the depth but 15' wider on the width.

This means that overall the proposed 55'x90' lots are *larger* in terms of square footage than the R1-4 Reduced district requires. The R1-4 Reduced minimum lot size

requirement of 40'x100' results in a lot size of 4,000 square feet. Our proposed 55'x90' lots are 4,950 square feet. That is a substantial increase. In fact, as currently designed, our average lot size within the 55'x90' lots is 5,369 square feet and the average lot depth is 97'.

Thus, we do not view this proposed deviation as an actual reduction in the required standards for the district. Instead we view it as a modification that results in an *improvement* over the baseline requirements for the district.

GENERAL PLAN CONSISTENCY AND CONFORMANCE

The proposed land plan is consistent with the current General Plan land use designation in terms of land use location and density.

With the adoption of the City of Goodyear's General Plan "Goodyear 2025" the Project Site was given a land use designation of "Neighborhood" as defined below;

Neighborhoods: "Provides areas for the growth and development of neighborhoods. Neighborhoods include a wide range of densities and housing products, public and community facilities such as schools and places of worship, and commercial uses at appropriate intensities and locations."

A key element in this definition is the allowance for a wide range of densities and housing products. We believe allowing flexibility in this regard enables the City to be responsive to planning needs in the City. It also allows for homebuilders to be creative in the type of communities they develop. Our community will meet the City's intent to provide a diversity of housing options by providing homes on a variety of lot sizes, within a community of enhanced design and amenities. This is a combination that many homebuyers are looking for, and we're going to be able to provide it in an excellent location within a portion of the city that enjoys close access to employment and transportation.

As part of the City of Goodyear's General Plan "Goodyear 2025" Chapter 8 – Land Use and Transportation Plan, clearly defined "Development Standards" are set forth. The Develop Standards that apply to the project will be met and the plan intent is in Conformance with the City of Goodyear's General Plan "Goodyear 2025".

The attached Conceptual Land Plan was designed to conform with the current 2025 General Plan designation of "Neighborhood" over the entirety of the Property.

ADDITIONAL COMMUNITY DISCUSSION

Meritage Homes is proposing to create a community that it believes will be well received by homebuyers and will become a valued community in Goodyear. As residents enter onto the main entry drive from Van Buren Street, they will be led down a tree-lined road to the central amenity area. Meritage Homes intends to provide a large variety of different floorplans and elevation styles, to create a diverse street scene. Within their homes, families will enjoy quality craftsmanship, energy efficient construction, and sufficient space to create the type of private, outdoor living spaces that homebuyers are looking for.

The City has succeeded over the past several years in attracted both a breadth and a depth of employment in the area surrounding this site. To support this employment, and to ensure that large employers continue to select Goodyear, housing density is needed in the area. As the proposed density, this community will be a large contributor to ensuring adequate density in the area.

The subject site is well situated among important transportation corridors: .5 miles west of the Future Loop 303 Freeway and 1 mile south of Interstate 10 freeway. It is also close to employment uses: 1 mile south of the employment core north of Interstate 10 Freeway and 3 miles north of the major employment/commercial core at the future intersection of the Loop 303 and SR30. Additionally, although not yet developed, the project site is one-quarter mile west of the Village Center land use designation.

The design of Silva Trails is built around a large central amenity area that is filled with high quality community amenities. The degree of amenities will create a space that truly brings people together and creates energy and a sense of community. Such a sense of community is increasingly more important as technology and home entertainment have caused us to turn inward and become more isolated. We are attaching to our application a concept plan for this space, showing the type of enhanced amenities and design Meritage Homes will bring here. This community area will truly be first rate and will give the community an enhanced sense of place that the residents will be proud of.

The proposed community is in line with the City's General Plan principles. The City of Goodyear's 2025 General Plan Land Use Map classifies the property as "Neighborhood." The "Neighborhood" land use is intended to provide for the growth and development of residential neighborhoods providing diversity of densities and housing products up to five (5) dwelling units per acre.

The project is centrally located in West Goodyear with adjacent properties reflecting similar zoning designations. This includes Canyon Trails to the east and to the south.

The jurisdiction to the west boundary of the Project is unincorporated Maricopa County and are zoned RU-43 with single family homes. The arterial width of N. Citrus Road and significant open space tract running the length of Citrus provides a significant buffer zone between these new homes and existing County residences to the west.

The property has no significant natural or built constraints and provides an opportunity to create an exceptional residential community. The project is strategically located being adjacent to two arterials and has nearby access to Interstate-10 freeway one mile to the north and the future Loop 303 one half mile to the east. The land is generally flat, sloping from northwest to southeast and will provide storm water management through on-site retention basins.

INFRASTRUCTURE / UTILITIES/PUBLIC FACILITIES

Vehicular Access and Circulation

The proposed development has two phases of planned residential located south of Van Buren Street and north of Harrison Road and between Citrus Road and the Canyon Trails development in Goodyear, Arizona. The development will consist of two (2) phases with a build out of up to 621 single-family detached homes (with final lot count being subject to final plat approval). There are three (3) proposed access points into the site, with one (1) located on Van Buren Street, one (1) on Citrus Road and one (1) on Harrison Street.

Van Buren Street and Citrus Road are classified as minor arterial streets with a typical right-of-way width of 110-feet. Harrison Street located at the south end of the project is classified as a minor collector with a typical right-of-way width of 60-feet.

Preliminary Drainage Report Summary

The project site currently consists of agricultural land with a flood irrigation system. Flood conveyance ditches currently drain from the north end of the project site by Van Buren Street to the south end by Harrison Street. Generally, stormwater runoff follows the existing flow direction of the irrigation system where excess flow drains

toward the southeast. However, a portion of the project site drains to the southwest as a result of a ridge line that runs south near the western property boundary.

The western side of the site is bordered by a concrete irrigation canal that captures flows draining towards the west before it can outfall onto Citrus Road. The eastern side of the site borders a residential community known as Canyon Trails and an existing irrigation canal that conveys flow to the southeast into an existing retention basin. The southern edge of the site features an irrigation berm that prevents runoff from flowing onto Harrison Street. Stormwater runoff that encounters this berm is directed to the concrete irrigation canal to the west or toward the retention basin in the southeast corner of the property depending on which side of the ridge the runoff is located on. The existing retention basin located at the southeast corner of the project site will be part of the proposed residential development. This basin will be improved and maintained by the development's HOA. No storm water will be stored in offsite facilities.

According to Flood Insurance Rate Map (FIRM) Panel 04013C2130L and 04013C2135L, dated October 16, 2013, the project site is currently located within Zone X.

The proposed drainage plan for the SEC Citrus and Van Buren complies with the criteria and recommendation outlined in the EDS&PM and the Flood Control District of Maricopa County Manuals for Hydrology and Hydraulics. Generally, the site can be graded following the natural terrain. Each lot will be designed, through lot grading details, to individually drain to the street. Pad elevations and street grades will be established from the proposed grading to allow the streets to convey stormwater runoff. Drainage sub-basins which drain to points where flows become concentrated and discharged into retention basins. The development will be designed to retain the stormwater runoff from the 100-yr 6-hour storm event.

Residential streets have the capacity to convey runoff from the lots to points where flows typically are concentrated and conveyed to the outfall. Flow from the 10-year storm will be conveyed within the street below the top of curbs and the 100-year flow will be contained within the roadway right-of-way.

Please refer to the Preliminary Drainage Report included in the rezone submittal package for more information.

PRELIMINARY WATER REPORT SUMMARY

The existing water system surrounding the SEC Citrus and Van Buren project site consist of a 16-inch waterline in Van Buren Street near the northeast corner, an existing 24-inch waterline in Citrus Road near the southwest corner of the project site, and an existing 12-inch waterline in Harrison Street.

The proposed water system will consist of 8-inch waterlines within the local streets and a proposed 12-inch waterline within the half street improvements for Van Buren Street and Citrus Road will be required. The proposed 12-inch waterline in Van Buren Street will connect to the existing 16-inch waterline at the northeast corner of the project site. The proposed 12-inch waterline in Citrus Road will connect to the existing 24-inch waterline located near the southwest corner of the project site. A looped waterline system will be created by connecting the proposed 8-inch waterlines to the 12-inch waterlines in Van Buren (proposed) and Harrison Street (existing).

The proposed waterline sizes and locations is consistent with the West Goodyear Central Planning Area Master Water Study and Cost Recovery Ordinance. The City of Goodyear is the water service provider.

Please refer to the Preliminary Water Report included in the rezone submittal package for more information.

PRELIMINARY SANITARY SEWER REPORT SUMMARY

The SEC Citrus and Van Buren wastewater collection system will be designed to carry the peak flow in 8-inch pipes with a small segment of 10-inch sewer near the southern outfall. The minimum design slope utilized in the design will conform with Table 6.3-1, of the Engineering Design Standards and Policies Manual (EDSPM). However, more conservative slopes will be used in the design wherever possible. Pipes will be sized by calculating the d/D ratio and comparing that to the max allowable d/D ratio determined by the City of Goodyear. When pipes achieve the maximum allowable ratio, they're upsized to conform with the criteria outlined in the EDS & PM.

The project site is in the 157th Wastewater Treatment Plant sub basin drainage area. The majority of the flows generated from the site will drain to the south and outfall into an existing 12-inch sewer main in Harrison Street while a small portion of the project site drains to the north into an existing 12-inch sewer in Van Buren Street. The sewer flows in Harrison Street and Van Buren Street are conveyed east to an existing 18-inch sewer line in 173rd Avenue that discharges into an existing 24-inch sewer line in Yuma Road, and ultimately out falling to the 157th Wastewater Treatment Plant. The City of Goodyear is the sewer service provider.

The 2007 Integrated Water Master Plan shows a proposed 12-inch sewer line in Citrus Road from Van Buren to Yuma Road. However, the West Goodyear Central Planning Area Master Wastewater Study shows a proposed 15-inch sewer in Citrus Road from Van Buren Street to Yuma Road. For the proposed SEC Citrus and Van Buren project site, the sewer does not outfall to Citrus Road. The majority of the project site falls to the southeast, so the Harrison Street sewer outfall collects the sewer flows generated from the majority of the project site. It should be noted that the City of Goodyear hired Carollo Engineering to complete an updated Integrated Water Master Plan to better reflect current planning efforts in the City of Goodyear. This update was completed in 2016. Within this study, sewer in Citrus Road is not proposed from Van Buren to Yuma Road. Carollo Engineering updated their water model to include the proposed SEC Citrus and Van Buren development. This model is included in the preliminary sewer report.

Please refer to the Preliminary Sewer Report included in the rezone submittal package for more information.

TRAFFIC IMPACT ANALYSIS SUMMARY

The proposed SEC Citrus & Van Buren development has two phases of single-family residential development and is located on the southeast corner of Citrus Road and Van Buren Street in Goodyear, Arizona. The development will consist of two (2) phases with a buildout of 621 single-family detached homes (final lot count subject to final plat approval). There are three (3) proposed access points to the development, one (1) along Van Buren Street, one (1) along Citrus Road, and one (1) along Harrison Road.

Lōkahi, LLC (Lōkahi) was retained by Entellus to complete a Traffic Impact Analysis for the proposed SEC Citrus & Van Buren development. The objective of this Traffic Impact Analysis is to analyze the traffic related impacts of the proposed development to the adjacent roadway network.

Existing Conditions

The results of the existing conditions analysis summarized in Figure 4 and Appendix C (included in TIA submitted separately) indicate that all intersection approaches operate at an acceptable LOS of C or better during the AM and PM peak hours.

Future Roadway Improvements (Capital Improvement Projects)

Upon review of the City of Goodyear Transportation Capital Improvement Projects, there are CIP improvements proposed by the City adjacent to or within the study area. FY 2015-24 CIP projects lists roadway widening of Citrus Road from McDowell to

Van Buren. This project, however, ends at Van Buren, and no further widening is planned south of Van Buren Street, along the project's frontage.

Additionally, a traffic signal installation is listed in FY 2015-24 CIP at the intersection of Citrus Road and Van Buren Street.

Lastly, FY 2015-24 CIP project list includes street widening project along Van Buren Street between Citrus Road and Cotton Lane.

Opening Year 2023 and Year 2028 (Five Years Horizon)

The capacity and the level of service for the study area intersections for the opening year 2023 and horizon year 2028 are summarized in Figure 11 and Figure 15 (included in TIA submitted separately). All movements operate at a LOS C or better during the AM and PM peak hours.

Queue Storage

Per MCDOT right and left turn lane warrants, an eastbound right turn lane is warranted in the opening year 2023 at Driveway B on Van Buren. Additionally, a westbound left turn lane at Driveway B on Van Buren is warranted in the year 2023.

In 2028, a southbound left turn lane is warranted at Driveway A on Citrus Road and an eastbound left turn lane is warranted at Driveway C on Harrison Street. Minimum storage lengths of 100 feet are recommended.

Sight Distance

It is recommended that sight triangles be designed at all site access driveways to provide the required sight distance. AASHTO guidelines for determining the sight distance should be followed.

Signal Warrant Analysis

Signal warrant analysis were performed at three study intersections such as Citrus Road and Van Buren Street, Citrus Road and Jefferson Street/Driveway A, and Van Buren Street and Driveway B. None of the three analyzed intersections met the signal warrants in the year 2028. Therefore, an installation of traffic signals at these three intersections is not warranted.

Please refer to the Traffic Impact Analysis included in the rezone submittal package for more information.

UTILITY PROVIDERS

Electrical Service:

The subject property is within the service area of APS.

Natural Gas Service:

The subject property is within the service area of Southwest Gas Corporation.

Telephone Service: The subject property is within the service area of Century Link and Cox Communications.

Cable Service: The subject property is within the service area of Century Link and Cox Communications.

Fire Protection: The subject property is within the service area of The City of Goodyear Fire Department.

Police: The City of Goodyear Police Department will provide law enforcement and protection services for The Project.

SCHOOL IMPACT ANALYSIS

The Project was originally entitled as part of the Rose Garden PAD and as part of that entitlement no school site was identified for this site. As part of this entitlement the Project is not increasing student demand from the previous entitlement and as such no school sites are proposed in the project. Below are the estimated student generation calculations.

STUDENT GENERATION CALCULATIONS			
Column A	Column B	Column C	Column D
School Type	No. of Res. Units	Student Ratio	No. of Students
AVONDALE ELEMENTARY SCHOOL DISTRICT NO. 44	695	0.3	209
AGUA FRIA UNION HIGH SCHOOL DISTRICT NO. 216	695	0.19	132
Total	695		341

The Project students will be served by the Avondale Elementary School District, No. 44 Copper Trails Elementary School located at 16875 W. Canyon Trails Blvd. (approximately 1.5 mile from the site via pedestrian path way or via street system) and Agua Fria Union High School District No. 216 Desert Edge High School 15778 W. Yuma Road, approximately 3 miles east from the project.

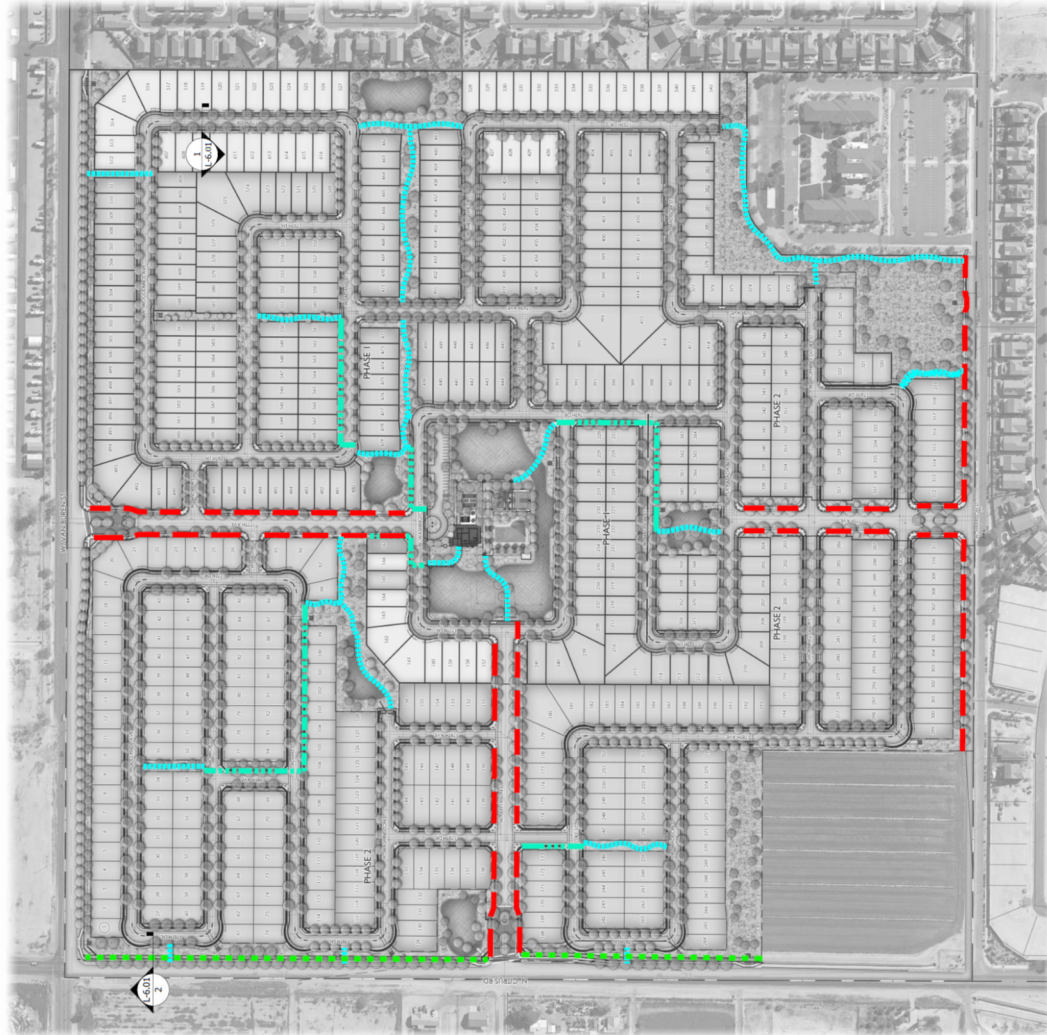
DEVELOPMENT SCHEDULE

The Project Master Plan will be developed in two phases as market conditions dictate. It is anticipated that the phasing pattern will generally progress from W. Van Buren Street on the north boundary of the site and from W. Harrison Street in the south simultaneously. One or more phases, and or a portion of a phase, may be developed simultaneously and phases are not required to be developed in sequential order. All phasing is conceptual and will have the ability to be amended administratively. Spine infrastructure systems not adjacent to development phases may need to be built to provide appropriate service levels, continuity or capacity. The main amenity area will be included within Phase 1.

The parcel configuration allows for efficient phasing of the development, allowing each subdivision to be developed independent of each other. Each phase of The Project will offer a variety of product types and common area open space amenities. In addition to the primary infrastructure, construction of the initial phase will include a model home complex and portion of the central amenity area. The ultimate phasing plan and timing of development will be established with the City Engineer.

CONCLUSION

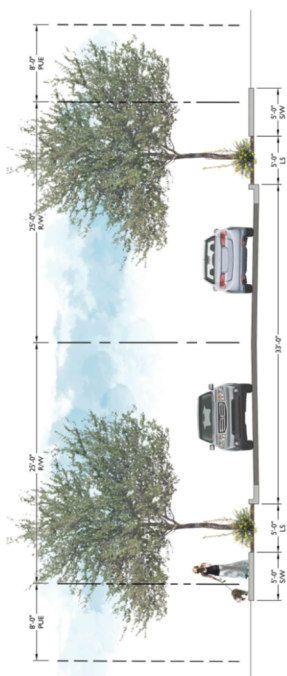
Meritage Homes is proposing to create an exceptional residential community with enhanced design features that will provide a variety of housing sizes and recreational opportunities to serve the growing employment and commercial services in Goodyear. Silva Trails will complement the area while upholding the planning principles and supporting the economic goals and objectives of the City of Goodyear. This undeveloped infill site will be transformed into an attractive, high-quality residential community that residents will be proud to live in. It will provide attractive streetscapes, beautiful homes, new architectural designs, and a centralized open space that brings the community together around premium amenities and large amounts of turf open space.



CONNECTIVITY LEGEND

SYMBOL	ITEM
	CONCRETE SIDEWALKS
	SIDEWALK CONNECTION
	BRIDLE TRAIL
	8' WALKPATH

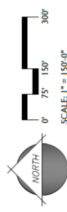
NOTE:
FOR 8' WALKS ON BOTH SIDES OF
COLLECTOR, ONE SIDE MAY BE
CONCRETE AND THE OTHER MAY BE
DECORATED GRANITE TRAIL (OR
ALTERNATE CITY APPROVED SURFACE)

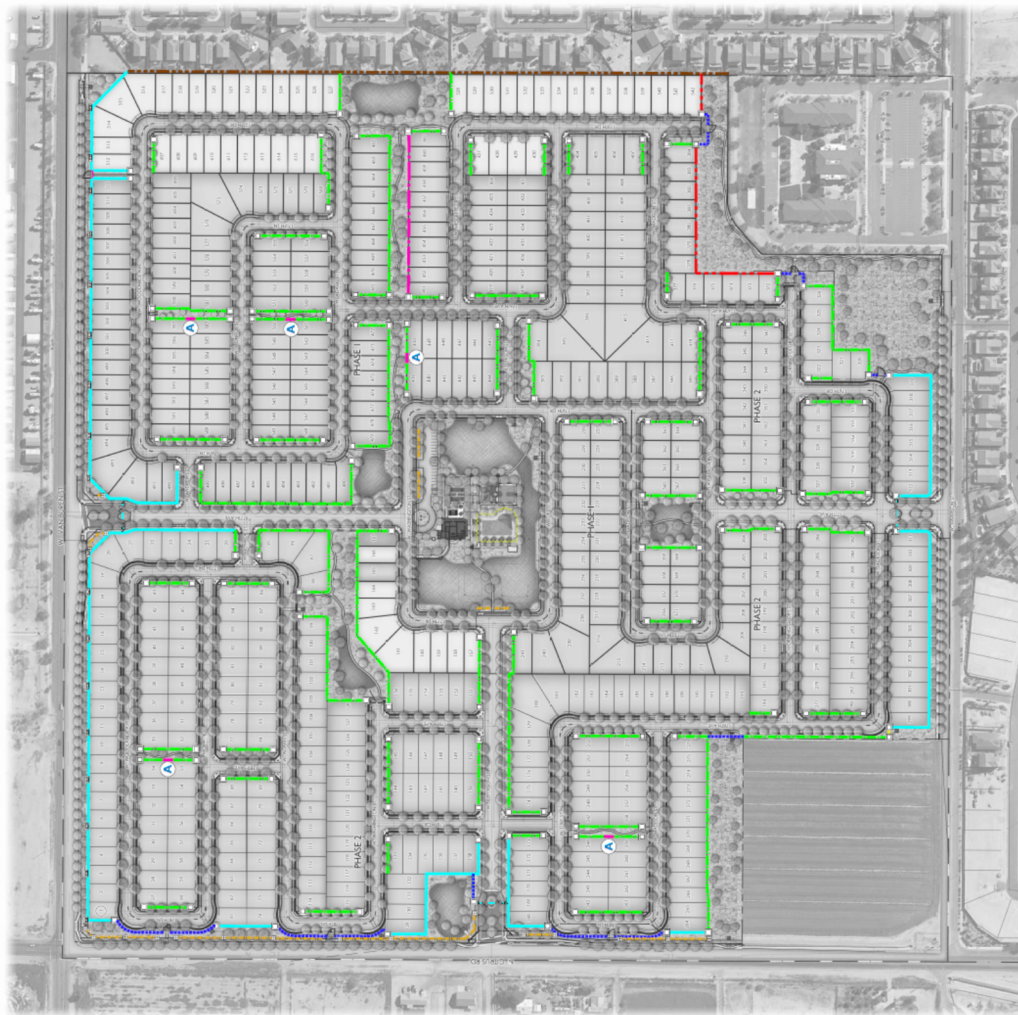


1 LOCAL STREET SECTION
Scale: 3/16" = 1'-0"



2 TYPICAL BRIDLE TRAIL SECTION LOOKING NORTH
Scale: 3/16" = 1'-0"





WALL LEGEND	ITEM
PRIMARY WALL	1
SECONDARY WALL	2
BARRIER WALL	3
FULL VIEW FENCE	4
PARTIAL VIEW FENCE	5
PARTIAL VIEW WALL	6
RAIL FENCE	7
EXISTING WALL	8
SECONDARY COLUMN	9
RAIL FENCE COLUMN	10
PAUX COLUMN	11
PEDESTRIAN GATE	12
PARTIAL VIEW WALL TO START AT BIL OF EACH LOT	13

