

Aviata



Initial Submittal: July 31, 2020

Resubmittal: January 29, 2021

Case No. 20-210-00004

Narrative

Rezone from PAD to MF-24

Approximately 20.24-acre portion of APN 500-05-023J
located at the northeast corner of Cotton Lane and
Canyon Trails Boulevard

Development Team

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I. Introduction

Aviata, LLC (“Applicant”), requests rezoning of approximately 20.24 net acres located on the northeast corner of Cotton Lane and Canyon Trails Boulevard in Goodyear, Arizona (“Property”), from Planned Area Development (“PAD”) to Multifamily 24 dwelling units per acre (“MF-24”) to accommodate a highly amenitized 418-unit gated multifamily community known as “Aviata” (“Project”). The Property consists of the southern portion of a vacant approximately 48-acre parcel, APN 500-05-023J (“Original Parcel”), that will be divided so that the Property and the remnant northern portion can develop under separate ownership. See Figure 1 below. Aviata will increase the housing options available for Goodyear residents at this prime infill location near the Loop 303 extension and will support nearby commercial development, including the adjacent Canyon Trails Towne Center within walking distance of the site. Aviata will also provide a natural transition between the existing single-family residences to the east and the freeway route and will be buffered from those residences by on-site open space with extensive tree cover and an existing 100-foot greenbelt known as the Cotton Lane Linear Park.

Figure 1 – Aerial of Property



The Applicant has developed and managed thousands of multifamily units around the Valley with an emphasis on attractive, upscale amenities, and quality architecture. They recently purchased the Property, which is an ideal location for their product with vibrant growth expected around the Loop 303 corridor and the village and transit district along Van Buren Street to the north. Residents will also benefit from significant onsite amenities and adjacent open space with connections to over 10 miles of multi-use paths and bicycles lanes. See Figure 2 below for a map of bikeways and multi-use paths in the area. This location with access to a major transportation corridor and nearby amenities will help attract new residents to this modern multifamily community.

Figure 2 – Maricopa Association of Governments Bikeways System Map



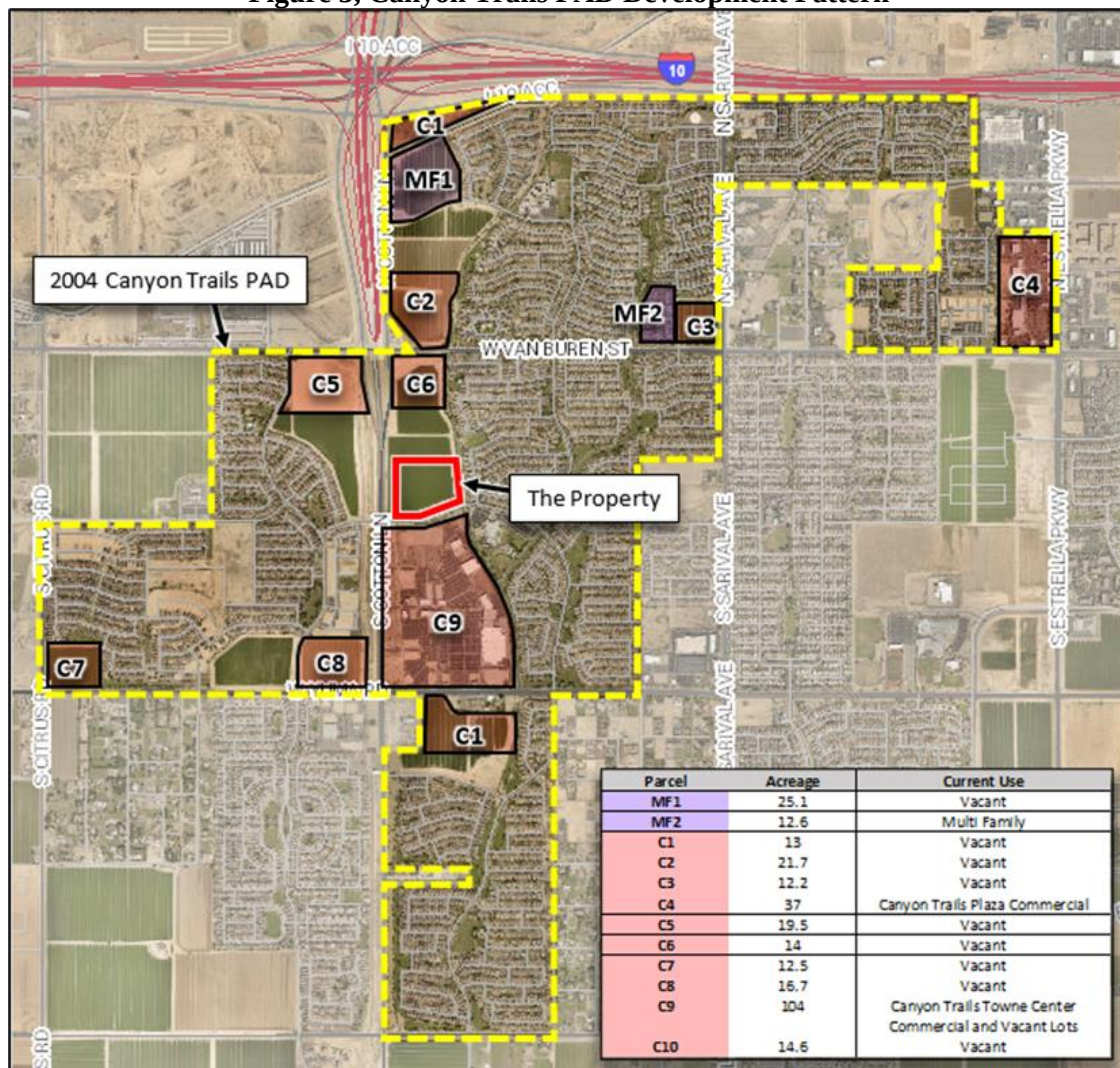
II. Existing Zoning and Surrounding Area

The Property is currently zoned PAD as part of the ~2,000-acre Canyon Trails PAD, which was originally approved in 1999 with an updated development plan approved in 2004. The PAD provides for

a mix of uses, including multifamily residential, as well as single-family, court home, townhome, and commercial. The Property is designated for Medium High-Density in the PAD with a maximum density of 8 dwelling units per acre. The multifamily land use within the PAD is limited to a maximum density of 18 dwelling units per acre. The rezoning request would remove the Property from the Canyon Trails PAD to utilize the City's recently adopted MF-24 district and allow for the proposed density of 20.65 dwelling units per acre.

Although the Canyon Trails PAD provided for a mix of uses, its development over the past ~20 years has been mostly limited to the single-family portions. See Figure 3 below. Eight of ten commercial sites proposed in the PAD remain vacant, with the only fully developed commercial center located along Estrella Parkway over two miles from the Property. Most of the PAD's commercial sites are situated along the Cotton Lane/Future 303 corridor, but only the Canyon Trails Towne Center currently has commercial uses. Its development began around 2008, but the center remains approximately 50 percent vacant today. In addition, only approximately one-third of the acreage planned for multifamily within the PAD has been developed. As the area's density has not been fully realized, the commercial services planned for this area's residents have not materialized.

Figure 3, Canyon Trails PAD Development Pattern



The Property is currently used for agricultural production. To the west, Cotton Lane is planned for the extension of Loop 303. To the north, the remaining portion of the Original Parcel is also part of the Canyon Trails PAD and is proposed to be developed as a senior living community. To the east of the Property is Cotton Lane Linear Park, a 100-foot wide linear park with green space and a multi-use trail. On the other side of the linear park is a single-family development that is also part of the Canyon Trails PAD and was constructed primarily between 2006 and 2010. While the freeway and linear park limit direct vehicular access to the Property, the proposed multifamily use and Aviata's orientation to the south provide an effective use and layout for this constrained site.

Across Canyon Trails Boulevard to the south is the partially developed Canyon Trails Towne Center, which is zoned PAD with a Target anchor as well as several restaurants and other neighborhood-serving retail. To the west, on the other side of the Loop 303 alignment, is un-platted vacant land zoned PAD as part of the Canyon Trails PAD. In addition, the Copper Trails Elementary School is located to the southeast of the Property across Canyon Trails Boulevard and adjacent to the retail center. The linear park adjacent to the Property connects to the Canyon Trails Center and the school site. A surrounding area map is provided in Figure 4 below.

Figure 4 – Surrounding Area Map

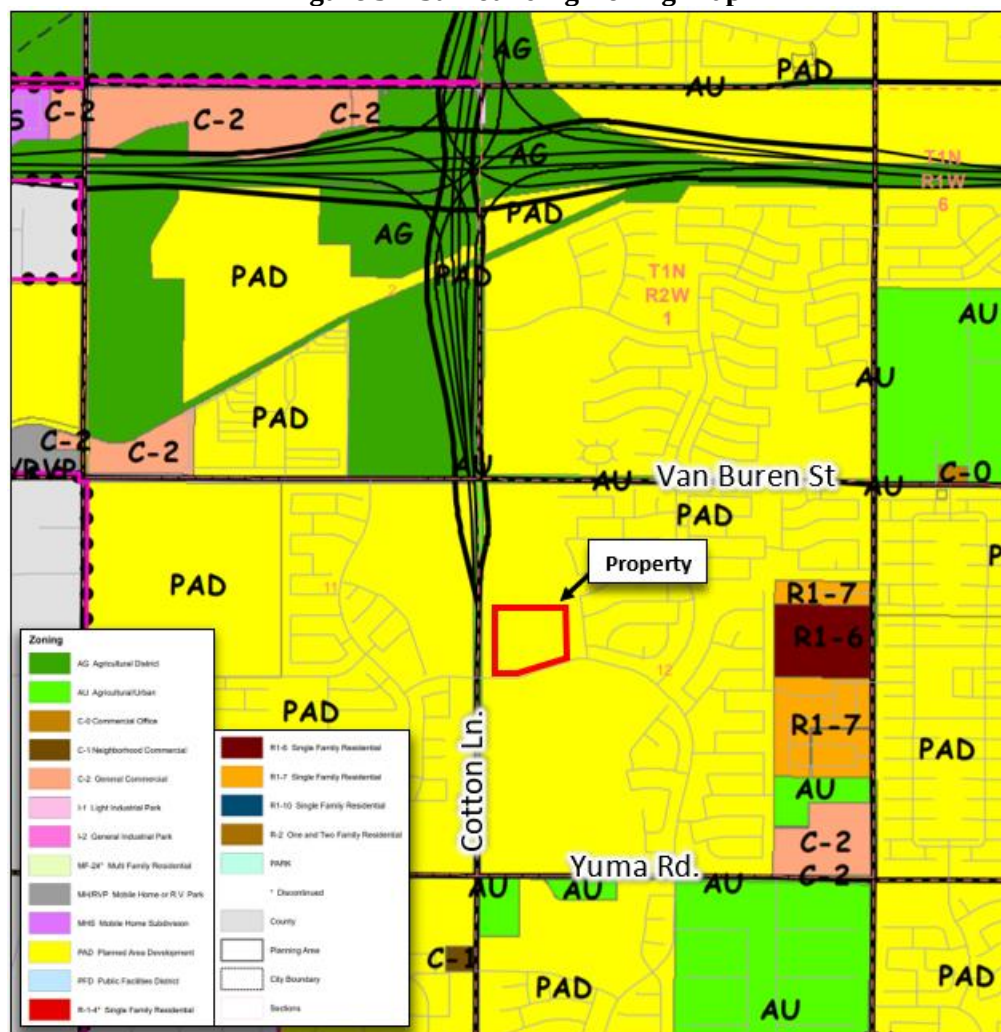


Zoning and land uses surrounding the Property are provided in Table 1 below, and a surrounding zoning map is included in Figure 5 below.

Table 1, Surrounding Zoning and Land Use

	Zoning / Land Use:
North	Canyon Trails PAD / vacant land with application pending for senior living community
East	Canyon Trails PAD / Cotton Lane Linear Park and single-family residential
South	Canyon Trails PAD / Canyon Trails Boulevard and Canyon Trails Towne Center
West	Canyon Trails PAD / Cotton Lane and Loop 303 route and un-platted PAD

Figure 5 – Surrounding Zoning Map



III. Development Proposal

As described above, Aviata is a modern 418-unit multifamily community located along a high-traffic corridor adjacent to a partially developed retail center in a mixed use area. With five unique residential building types, gated access, and abundant on-site amenities, Aviata will have the feel of an ownership community. It will provide a mix of one-, two-, and three-bedroom units primarily in three-story residential buildings as well as in several two-story carriage buildings. All units will include a patio or balcony ranging from ~60-120 square feet. Figure 6 below is a rendering of a typical three-story residential building elevation.

Figure 6, Typical Residential Building Elevation Rendering



Aviata will provide ~3.8 acres of on-site recreational open space featuring a centralized clubhouse, community exercise facility, resort style pool, and a 25,000 sf open active area at the center of the Project. Two dog parks and an additional family pool will also be included in the development. These desirable amenities will be connected by accessible internal pedestrian pathways and will provide ample opportunity for on-site recreation and outdoor activity. In addition, the existing Cotton Lane Linear Park to the east adds ~1.7 acres of open space with a multimodal trail to allow further recreation and leisure opportunities and will be accessible from the Project through a pedestrian gate. See Figure 7 below for a conceptual color plan and Exhibit 2 for a full conceptual site plan.

Figure 7, Conceptual Plan



Figure 8, Aerial Showing Separation from Residences to the East

The Project is designed to provide buffering from the single-family residential community to the east. Due to the overall gradient, Aviata's easternmost buildings will be situated approximately four to five feet below the grade of the adjacent residences and will be separated from them by an existing 100-foot wide linear park and a proposed 50-foot setback with open space and landscaping within the Property. See Figure 8 to the right. The landscaping along the Project's eastern boundary will include larger trees directly adjacent to the proposed buildings with special attention to balconies, and canopy trees and other landscaping will step down and lead naturally to the existing linear park. See Figure 9 below for a rendered perspective from the east. The Project layout also breaks up the massing of buildings to create visual diversity.



Figure 9, Rendered View from East



IV. Development Standards

The proposed rezoning would remove the Property from the Canyon Trails PAD and apply the City's current MF-24 district standards. Table 2 below demonstrates that Aviata will meet and exceed these development standards. The Project's 20.65 du/ac density is less than the 24 du/ac permitted in the MF-24 district. The Project also exceeds the setback requirements on the eastern boundary adjacent to the existing single-family. The rear setback (east) will be 50' where only 30' are required and the setback from single-family residential zoning will be 150' where only 100' is required for buildings up to 40'.

Table 2, Project Development Standards

	MF-24	Aviata Site Conceptual Plan
Maximum Density in Du/Ac	24	20.65
Minimum lot Width	100 ft.	1,043 ft.
Minimum lot depth	N/A	741 ft.
Maximum Height (ft.)	40	40
Accessory building (ft.)	12	12
Maximum Building coverage	50%	6%
Open Space (sq/ft per Du)	167,200sf (400sf/DU)	167,400sf
Minimum Setbacks		
Front (ft.)	30	30 (West)
Street Side (ft.)	30	30 (South)
Side except for Street Side (ft.)	20	20 (North)
Total Both Sides (ft.)	40	50
Rear (ft.)	30	50 (East)
Minimum setback from single-family residential zoning		
Building Height greater than 30 feet	50 + 5 feet for every foot over 30'	150'

V. Design Guidelines

Aviata consists of five unique residential building types plus a community clubhouse, a resort style pool, and a community exercise facility. The residential buildings will be positioned around the site to create clusters of open space that will connect to the 25,000 sf central open space and pool area between the community clubhouse and exercise buildings. The entire system of internal open space will be linked to the adjoining neighborhood trail system to the east that permits access to nearby retail and school facilities.

Aviata will be consistent with the City's Design Guidelines for multi-family residential development. Each building will have a pitched roof with a slate style of concrete roof tile. A variation of roof gables and hips beneath a horizontal ridge line will be placed over building masses that define exterior balconies and other elements. The pitched roof will extend over the exterior walls to provide a deep eave element. Exterior patios and balconies at each unit will be detailed with decorative wrought iron integrated with stucco wall elements. These balcony masses will have both horizontal and arched ceiling lines. Massings that vary in color and surface treatment will be used to conceal stairways. Exterior surface treatment will be primarily stucco with multiple color schemes. Accent materials at patio

walls and select vertical elements will include a scored concrete veneer. Windows will be detailed with a decorative mass extending from the sill.

VI. Open Space and Amenities

Aviata will provide open space and amenities throughout the site to meet its 3.8-acre on-site recreational open space requirement and connect to ~1.7 acres of additional open space in the adjacent linear park to the east. In the center of the site a large open space area is located adjacent to the main pool, clubhouse, and exercise room. An additional “family pool” will also be provided on site. An open space corridor along the Property’s eastern boundary will feature two dog parks, and additional open space will be included between buildings throughout Aviata. Accessible pedestrian pathways will connect the open space and amenities to the residences and parking areas.

VII. Circulation and Parking

The Property is located in a high-traffic corridor along Cotton Lane, which connects to the regional freeway system. A Loop 303 extension is planned along the Cotton Lane alignment from its current terminus at Van Buren Street to the north past the Property to Yuma Road to the south. Access to the 303 will be provided along Van Buren Street, a major arterial located less than one-half mile north of the Property. Cotton Lane will become a frontage road adjacent to the Property. Vehicles will still be able to cross underneath the freeway and access the southbound frontage road, or turn right from westbound Canyon Trails Boulevard to access the northbound frontage road. The change to the intersection of Cotton Lane and Canyon Trails Boulevard will be constructed by ADOT. Canyon Trails Boulevard is already built out to its full 48’ width adjacent to the Property, and the Project will include a 5’ sidewalk and 10’ public utility easement along its frontage per City of Goodyear standard detail G-3124-1. A traffic impact analysis has been prepared by CivTech and is submitted under separate cover with this application.

The Property is constrained by the adjacent freeway extension and has limited access options. Aviata will be gated with all vehicular access from Canyon Trails Boulevard. An aerial with the conceptual site plan is provided in Figure 10 below for reference. The main entry will be approximately 565 feet east of Cotton Lane with a grand entry to a roundabout fronting the clubhouse and main office and gated entries with call boxes on either side to access the community. A secondary gated access for residents will be located farther east on Canyon Trails Boulevard and is anticipated to be exit only. A gated emergency only access will be located near the Project's western boundary. Garages, carports, and surface parking spaces will be located throughout the site.

Figure 10, Conceptual Site Plan with Aerial Context



Based on the anticipated unit mix represented in the Conceptual Site Plan in Exhibit 2, 843 parking spaces are required, and the Project will provide 849 spaces. The Project will also exceed its requirement of approximately 418 covered parking spaces by providing 432 covered spaces in garages and covered carports.

Aviata also provides access for bicycles onto a bicycle lane along Canyon Trails Boulevard and onto a multi-use path within Cotton Lane Linear Park. These paths connect to over 10 miles of trails throughout the area east of Loop 303 and south of I-10. Bicycle parking will be provided for each building within the Project.

VIII. Noise

The Property is partially within the Freeway Development Overlay District, which extends 500 feet from the planned Loop 303 freeway. Goodyear Zoning Ordinance, Article 9-1, requires a noise study to be prepared for projects within this overlay district and limits exterior noise limits to 64 dBA and interior noise limits to 45 dBA. A noise study dated December 2020 prepared by CivTech and submitted with this application demonstrates that the Project can meet these requirements. The Project has been designed to mitigate exterior noise by locating a row of two-story carriage units along the setback line on the western side of the Property and constructing 12' walls where necessary. An alternative approach

would require ADOT to construct a sound wall along the elevated freeway; however, it is not known at this time whether ADOT could accommodate such an approach. The interior noise requirements may be met through construction techniques and materials as described in the CivTech noise study. The carriage units along the west side of the Project will be designed so that windows will not be placed on the western side of the building facing the 101 freeway.

IX. Perimeter Walls/Fencing and Entry

Aviata will be a gated community with three gated entries off Canyon Trails Boulevard. The main entry will include a roundabout with parking in front of the clubhouse and leasing office with gated access and callboxes off either side. A secondary gated entry for residents is located farther east along the Property's Canyon Trails Boulevard frontage, and an emergency only access will be provided along the western side of that frontage.

The northern Property boundary will include a 6' wall with stucco on CMU. Walls along the eastern and southern boundaries will include wrought iron elements for increased views. Along the western boundary, a row of two-story carriage units will be set 30' back from the Property boundary with 12' wall connections where necessary for noise mitigation. Any perimeter wall along the western boundary would be separated from the carriage units by approximately 30'. Other perimeter walls will be 6' in height except where additional height is needed for freeway noise mitigation.

X. Landscaping

Landscaping will be provided using plant material from the Phoenix Active Management Area drought tolerant plant list. All plants selection will provide functionality through the uses of color, texture, and shade characteristics. Trees will be provided at the rate of 20 feet on center (or equivalent groupings) adjacent to all perimeter property lines. Trees will also be provided to shade all sidewalks for the required 50% shading. Shrubs and ground cover will also be provided to exceed the 50% living vegetation requirement. The selection will provide color and interest through texture and flower. Turf areas will be provided in limited areas to address active recreation and complement the xeriscape concept. Non-turf areas will receive a 2-inch top-dress of decomposed granite as dust proofing.

XI. Grading and Drainage

The Property is within Flood Zone "X" as delineated on the Federal Emergency Management Agency (FEMA) FIRM Map No. 04013C2135L, dated October 16, 2013. It is not within a known flood hazard area. The Property slopes north to south with a slight westerly bias with the ultimate outfall at the southwestern corner. The site currently includes retention facilities for the agricultural operations on the Property as well as the adjacent property to the north that is part of the Original Parcel, which will be separated from the Property through a minor land division process. The Project will include drainage facilities sufficient to retain all of the volume calculated for the Project in surface retention basins and underground storage tanks and will maintain the ultimate outfall at the southwest corner of the Property. A block wall will prevent runoff from the north, which will be retained on that parcel by its owner. A

Preliminary Drainage Memo provides additional information and is included with this application under separate cover.

XII. Community Facilities, Services, and Utilities

Below is a list of community service providers for Aviata:

Service	Provider
Schools	Avondale Elementary School District Agua Fria Union High School District
Library	City of Goodyear
Police	City of Goodyear
Fire	City of Goodyear

Below is a list of utility providers for Aviata:

Utility	Provider
Water	City of Goodyear
Wastewater	City of Goodyear
Solid Waste	Private
Electric	Arizona Public Service
Gas	Southwest Gas Corporation
Telephone/Cable	Cox Communications/CenturyLink

It appears that the City of Goodyear water system has adequate supply and storage to service the Project. According to the 2007 Integrated Water Master Plan (“IWMP”), the City has ten water system distribution storage reservoirs that provide 11 million gallons of storage. There is a 24” distribution main

in Van Buren Street (north) and in Yuma Road (south). There is an existing 12" public water main in Canyon Trails Boulevard that will provide a looped private system for the Project's onsite domestic water and fire line. This loop will connect to the existing 12" public main in Canyon Trails Boulevard and a proposed 16" main on the Property. The 16" public water line proposed on the site, when completed to the north, will close the loop between the mains in Yuma and Van Buren, which may provide the necessary flow and pressure to eliminate the need for any booster requirements for the site.

For wastewater, the Property is located in the Goodyear Water Reclamation Facility Area ("WFR"). The 2016 IWMP describes that the "WFR is located on 157th Avenue just north of the BID Canal. Wastewater is conveyed to this facility through two interceptors (24 inch and 36 inch) that enter the plant's influent pump station from the north. The current treatment capacity is 4.0 mgd AADF; but the city is in the process of expanding the facility to 6.0 mgd AADF. The 2014 flows to the Goodyear WRF are 3.3 mgd AADF." The Project's proposed on-site sewer system will consist of 6 inch and 8 inch sewer mains and manholes with 4 inch and 6 inch building services. This system will connect to an existing 15 inch sewer main.

Additional information on wet utilities is provided in the Preliminary Water Memo and Preliminary Wastewater Memo submitted under separate cover with this application.

XIII. Phasing

Aviata is proposed to be constructed in a single phase; however, buildings may be released in sections to accommodate a rollout approach.

XIV. The Project Is in Conformance with the Rezoning Evaluation Criteria of Zoning Ordinance Section 1-3-1.D.3

Section 1-3-1.D.3 of the City of Goodyear's Zoning Ordinance sets forth evaluation criteria to be considered for amendments to the zoning map. As described below, Aviata is in conformance with these criteria and meets the goals and objectives provided in the City of Goodyear's planning documents.

a. Consistency with the goals, objectives, policies and future land use map of City's General Plan; consideration of current market factors, demographics, infrastructure, traffic, and environmental issues; and if conditions have changed significantly since the Plan was adopted

The City of Goodyear's General Plan Land Use and Transportation Map designates the Property as Business and Commerce, which focuses on commercial growth and development but also includes high-density residential that supports the area's commercial development as an appropriate use. See General Plan p. 124. The Property is also adjacent to the Van Buren Street and Cotton Lane Village Center Overlay (approx. 0.4 miles from the intersections) and the Van Buren Transit Oriented Development Overlay ("TOD Overlay"). See Figure 11 below. The Property's unique location between a high-traffic planned freeway corridor, commercial center, a school, significant green space trail systems, and single-family homes allows it to develop with the option of high-density residential as outlined by numerous General Plan objectives, goals, and standards.

Figure 11 – General Plan Land Use & Transportation Map



The Business and Commerce designation permits multi-family development dependent on various guidelines: when located adjacent to a community or regional park, open space area, single-family residential, or commercial area. See General Plan Standard 41. The General Plan further provides that high-density residential should not be located directly adjacent to single-family residential developments

unless a roadway, park or open space, or other lower intensity use, or similar feature provides a buffer between the uses. See General Plan Standard 29.

Aviata meets and exceeds these standards. The single-family homes to the east are separated from the Project by a 100-foot wide linear park as well as an additional 50-foot setback with open space and landscaping within the Project. See Figure 8 above. The Property is adjacent to the large Canyon Trails Towne Center commercial area to the south and would also provide a natural transition of uses between the single-family homes to the east and the high-intensity Loop 303 to the west. This design adheres to the General Plan's standards that residential uses with densities over 12 dwelling units per acre may be considered along arterial roads, interstate corridors, or transit corridors; adjacent to commercial areas, regional or community parks, or open space areas; or to provide transition between residential and non-residential uses. See General Plan Standard 27.

The General Plan further provides that high-density residential is most appropriate and encouraged to locate within a 10-minute (approximately ½ mile) walk of a regional or community park or other significant open space feature or major trail system. See General Plan Standard 30. Cotton Lane Linear Park will be accessible from the Project by a pedestrian gate and links to a vast network of over 10 miles of connected off-street trails and bike lanes far exceeding General Plan guidelines. Aviata will be compatible with surrounding existing and planned uses and provide access to necessary amenities such as Copper Trails Elementary School 150 feet to the southeast and grocery stores such as Target within walking distance at the Canyon Trails Towne Center to the south. See General Plan Standard 41, Objective CC-5-1.f.

The proposed high-density Project will implement the City's goals and objectives of providing a diverse stock of high-quality housing. See General Plan Goal CC-2. Aviata also adheres to the City's goal of allowing and encouraging taller buildings to support higher densities in locations planned for higher intensity future development such as the Van Buren/ Cotton Growth Center and targeted job centers such as the Loop 303 and I-10 corridors. See General Plan Objective CC-5-1.d. The Project will also further the General Plan's goals and objectives of well-distributed growth that address the needs of existing and future development by being located directly adjacent to the Van Buren/ Cotton Village Center Overlay, the Van Buren TOD Overlay, the Canyon Trails Towne Center, and the Loop 303 corridor. See General Plan Goals GD-2, GD-3; Objective GD-2-2.

b. Suitability of the subject property's physical and natural features for the uses permitted under the proposed zoning district

The Property is mostly flat agricultural land and is well-suited for multifamily residential development. Its grade is also approximately four to five feet below the adjacent residences to the east, resulting in a decreased perception of building height from that vantage point.

c. Compatibility of all potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of such things as land suitability, environmental impacts, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential impact on property values

Aviata appropriately locates this multifamily community in a high traffic area adjacent to the Loop 303 extension. As described above, noise from the freeway is proposed to be mitigated by locating two-story carriage units along the western side of the Property and constructing 12' walls where necessary between the carriage units and along the western portions of the northern and southern property boundaries. As provided in the CivTech noise study, an alternative scenario in which a sound wall is built along ADOT's elevated freeway is also a potential solution for noise mitigation.

Since approval of the Canyon Trails PAD over 20 years ago, the area has developed primarily as single-family residential and lacked the density needed to support the envisioned commercial options. Bringing new residents to this currently vacant site will support the half vacant ~100-acre Canyon Trails Towne Center as well as additional vacant commercial sites in the surrounding area which can be accessed via the robust multi-use path system and bicycle lanes or by automobile. Aviata is also designed to be compatible with the surrounding area, including a combined 150-foot open space and landscaped buffer separating it from the single-family homes to the east and a similar scale to the proposed project to the north.

d. Proposed zoning district's consistency with other land uses within the immediate area and whether uses allowed under proposed zoning district would be better suited to the subject property than the uses allowed under current zoning

Rezoning to the MF-24 district is necessary to accommodate Aviata's proposed density of 20.65 dwelling units per acre, which will support the proposed modern and amenitized development and help realize the mixed use vision for this area of Goodyear at the lower end of the density range permitted within the district. The multifamily use is also appropriate adjacent to the large retail center to the south and, with buildings proposed up to three stories, it also will serve as a buffer between the existing single-family areas and the elevated future Loop 303 extension.

e. Demand for the types of uses permitted in the proposed zoning district in relation to amount of land currently zoned and available to accommodate the demand

The Canyon Trails area was envisioned as supporting a mix of uses, including multifamily residential, but it has developed primarily with single-family subdivisions. The Property was designated for one of the higher density uses within the PAD over 20 years ago, and the completion of the Loop 303 and partially developed Canyon Trails Towne Center to the south further support high-density development on the Property. With a mix of unit types and attractive amenities, Aviata will help to meet the demand for multifamily and increase housing options in the area.

f. Demands for public services that will be generated by the uses permitted in the proposed zoning district and requirements for meeting such demands in terms of public infrastructure and facilities and other capital equipment, such as water supplies, water treatment, storage, and distribution facilities, wastewater treatment, recharge and distribution facilities, streets, bridges, schools and emergency services facilities and equipment

Aviata will develop a vacant infill site with existing infrastructure and services in the area. The Project will be accessed from an existing residential collector, Canyon Trails Boulevard. Cotton Lane is to west of the Property and planned for an extension of the Loop 303. The Project will connect to existing water and sewer infrastructure.

As a residential community, the Project will include school-age children. Multifamily developments, and in particular one-bedroom units, typically generate significantly fewer students than single-family residential projects. Table 3 below provides a standard student ratio calculation for the Avondale Elementary School District and Agua Fria Union High School District. The calculations required in this table, however, do not differentiate between single-family and multifamily development or by the number of bedrooms within a residential unit. More than one quarter of the Project's unit mix is anticipated to be one-bedroom and approximately half is anticipated to be two-bedrooms. As such, it is likely that this table appreciably overstates the Project's student generation.

Table 3, Standard Student Ratios

School Type	No. of Res. Units	Student Ratio	No. of Students
Avondale Elementary School District (K-8)	418	0.30 Students/Unit	125
Agua Fria Union High School District	418	0.19 Students/Unit	79
Total	418		204

g. Potential adverse fiscal impacts that will result from providing services to areas not in proximity to where existing public services are provided

Because of the significant existing and planned public services in the vicinity of the Property, only positive fiscal impacts are anticipated.

h. General public's concerns

In response to the coronavirus pandemic, the City has implemented an Interim Citizen Review Policy. Pursuant to that interim policy, neighborhood meetings are not required. Notwithstanding, the Applicant hosted a neighborhood meeting on December 9, 2020, via an online platform. Notice was provided by mail within a 500' radius of the Property. No members of the public attended the meeting and at this time, no concerns have been raised in any correspondence with the Applicant. The Applicant will continue to comply with the citizen outreach and notification requirements of Sections 1-3-8 and 1-3-9 of the Zoning Ordinance.

i. Whether the amendment promotes orderly growth and development

Aviata will promote orderly growth and development because it is consistent with plans for a mix of uses in the Canyon Trails area and the General Plan's encouragement of high-density residential development to support commercial growth. It is within an area of the Canyon Trails PAD that was planned for higher density and is situated along a high-traffic corridor adjacent to the Van Buren/ Cotton Village Center Overlay and the Van Buren TOD Overlay. Also, as discussed above, the modern multifamily community will provide a buffer between the single-family residences to the east and the Loop 303 extension.

XV. Conclusion

The proposed rezoning will permit Aviata's 20.65 dwelling units per acre density and implement the MF-24 district standards to accommodate a modern gated multifamily community with high-quality architecture. It also provides ample centralized open space and amenities and serves as a buffer between the single-family residences to the east and the freeway corridor. While the site's location between the Loop 303 and an existing linear park limits options for vehicular access, Aviata proposes an effective use and layout for development of this Property. The Project will also add new residents to the area to support the Canyon Trails Towne Center and surrounding commercial development, which is consistent with planning along the Loop 303 south of I-10. Approval of this rezoning request will be a benefit for the City of Goodyear.

Exhibit #1
Vicinity Map

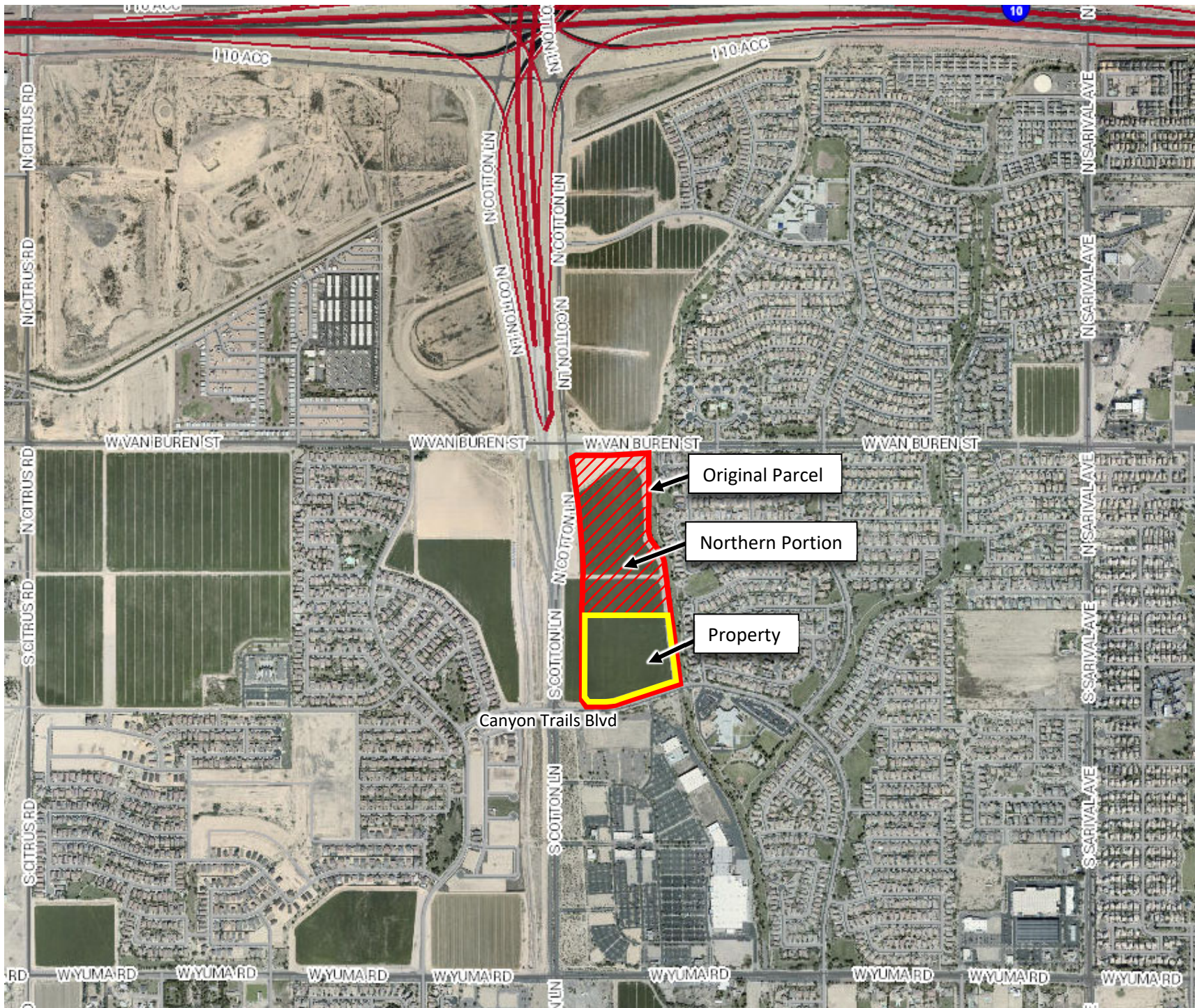


Exhibit #2
Conceptual Site Plan

SITE & BUILDING DATA

BUILDING TYPE	CONSTR. TYPE	OCCUP. GROUP	BLDG. HEIGHT	STORIES	QUANT.	BLDG. PAD AREA	GROSS AREA SF. PER BLDG.	GROSS AREA SF. (TOTAL)	APES (NFFA)	APT. UNITS			
										1/1	2/2	3/2	TOTAL
A (1/1 - 24 FLEX)	VA	R-2	31'-8"	3	4	8,071	23,112	93,448	13R	36			36
B1 (1/2 - 24 FLEX)	VA	R-2	40'-0"	3	4	10,930	32,670	130,680	13R		36		36
B2 (1/2 - 10 FLEX)	VA	R-2	40'-0"	3	6	8,508	25,524	153,144	13R		108		108
C (1/2 - 12 FLEX)	VA	R-2	40'-0"	3	8	6,252	18,756	108,804	13R		36		36
D (1/1 - 2 FLEX-CARR)	VB	R-2 / U	22'-0"	2	11	1,871	3,634	10,902	13	22			22
E CLUBHOUSE	VB	A-3	23'-0"	1	1	5,889	5,889	5,889	13				
F EXERCISE	VB	A-3 / B	22'-6"	1	1	6,581	6,581	6,581	13				
G GARAGE-ACCESS	VB	U	12'-6"	1	2	1,807	1,807	1,807	13				
G2 GARAGE / MAINT.	VB	U	12'-6"	1	1	2,024	2,024	2,024	13				
H POOL RESTROOMS	VB	U	12'-1"	1	1	641	641	641	13				
TOTALS					38	54,151		583,302		118	204	36	418

APN NUMBER: 500-05-023J	OPEN SPACE: REQUIRED: 418 UNITS X 400 SF. = 167,200 PROVIDED: 167,400 SF.
SITE AREA: 88,152 SF. (2024 ACRES) NET 908,294 SF. (20,8516 ACRES) GROSS	
SITE DENSITY: 418 / 2024 = 20.65 DU/ACRE	
EXISTING ZONING: PAD	
PROPOSED ZONING: MF-24	
PARKING: (ALL PARKING SPACES ARE 9' X 20' CLEAR OR 9'-0" X 18'-6" AT SIDEWALK OR LANDSCAPE CURB)	
REQUIRED: 15 SPACES X 118 (11 UNITS) = 1771 SPACES 2.0 SPACES X 304 (12 UNITS) = 608 SPACES 225 SPACES X 36 (12 UNITS) = 216 SPACES GUEST SPACES 1:10 (418/10) = 42 SPACES	REQUIRED COVERED PARKING: 418 UNITS = 418 COVERED SPACES NOTE: ALL CARPORTS ARE UNDER 2000 SF. IN AREA
TOTAL REQUIRED = 843 SPACES TOTAL PROVIDED = 843 SPACES	PROVIDED = 82 GARAGE + 350 CARPORTS = 432 TOTAL (2 GARAGES ARE COVERED ACCESSIBLE & 3 CARPORTS ARE COVERED ACCESSIBLE)
	NOTE: BIKE RACKS TO BE PROVIDED AT 1 PER 10 PARKING SPACES, TO EQUAL 85

KEYED NOTES

- TYPICAL CAR PARKING SPACE, 9'-0" X 20'-0" / 9'-0" X 18'-6" AT SIDEWALK / CURB
- SIGN / ENTRY FEATURE UNDER SEPARATE PERMIT.
- PAVING, SEE CIVIL PLANS
- FACE OF 6" CURB
- TRASH ENCLOSURE, SEE 11/A12
- PEDESTRIAN CONNECTION TO PUBLIC RIGHT-OF-WAY
- ACCESSIBLE CAR PARKING SPACE, SEE DETAIL 13/A12
- ACCESSIBLE CROSSWALK (COLORED / STAMPED ASPHALT) WALK AND CURB RAMP, SEE 11/A12
- PROPERTY LINE
- 6'-0" HIGH UROUGHT IRON FENCING BETWEEN STUCCO ON CMU PILASTERS AT 25'-0" O.C. (EAST PROPERTY LINE)
- 3'-0" HIGH UROUGHT IRON FENCING ON TOP OF 3'-0" HIGH STUCCO ON CMU BASE WALL - ALL BETWEEN STUCCO ON CMU PILASTERS AT 25'-0" O.C. (SOUTH PROPERTY LINE)
- 12'-0" HIGH SOUND WALL BETWEEN CARRIAGE BUILDINGS (WEST PROPERTY LINE)
- INDICATES BUILDING TYPE & NUMBER, SEE BUILDING DATA
- AREA FOR ACTIVE OPEN SPACE, SEE CALCS. THIS SHEET AND LANDSCAPE DUGS.
- LANDSCAPE AREA, SEE LANDSCAPE DUGS.
- LANDSCAPED ISLAND W/ 6" CURB AT PERIMETER
- ILLUMINATED CONTROLLED ENTRY / EXIT GATES W/ BATTERY BACKUP, SEE 11/A12
- VISITOR CALL STATION, SEE 'ACCESS GATE REQUIREMENTS'
- CITY OF GOODYEAR FIRE DEPT. APPROVED PREEMPTIVE DEVICE
- ADDRESS DIRECTORY LOCATION - PER CITY OF GOODYEAR FIRE CODE DESIGN CRITERIA
- INDICATES FIRE LANE, 26' WIDE W/ 28' MIN. INTERIOR RADIUS AND 48' MIN. EXTERIOR RADIUS. SEE 11/A12 FOR FIRE LANE SIGNAGE
- 6'-0" MIN. SIDEWALKS AT PARKING STALLS
- 4' WIDE (MIN) SIDEWALK FINISHED CONCRETE, ACCESSIBLE ROUTE, TYP.
- SITE VISIBILITY TRIANGLE: FROM POINT SHOWN AT AUTOMOBILE EXIT/STOP A SITE LINE TO ONCOMING VEHICLES MUST BE MAINTAINED FOR THE DISTANCE SHOWN
- 1500 FT. TO WEST / 430 FT. TO EAST PER CITY OF GOODYEAR STD. DTL. G-3232
- NOT USED
- 6'-0" HIGH STUCCO ON CMU WALL (NORTH PROPERTY LINE)
- DASHED LINE REPRESENTS HOSE LENGTH FROM FIRE LANE WITH DISTANCES SHOWN, 150' MAX.
- HATCHING INDICATES TYPE A ACCESSIBLE UNIT PER IRC CHAPT. II
- FIRE HYDRANT, SEE CIVIL DRAWINGS
- F.D.C. - FIRE DEPARTMENT CONNECTION, SEE CIVIL DUGS.
- BBQ GRILL
- DOG PARK WITH 6'-0" HIGH UROUGHT IRON FENCE. WASTE STATION TO BE LOCATED AT EACH GATE.
- FIRE RISER LOCATION AT EACH BUILDING, SEE DETAIL 14/A62 AND CIVIL DUGS.
- CARPORT, 98' MIN. CLEARANCE AT ACCESSIBLE SPACES, SEE 8 / A12
- DOUBLE SLIDE GATE TO BE CLOSED AT ALL TIMES PROVIDED WITH KNOX PADLOCK FOR FIRE DEPT. ACCESS ONLY. GATE IS TENANT-EXIT ONLY, SEE 10/A12
- DECORATIVE PAVEMENT (EXPOSED AGGREGATE CONC.) AT VEHICLE MAIN ENTRY/EXIT AND CLUBHOUSE PARKING BETWEEN SLIDING GATES.
- VEHICLE GATES FOR FIRE DEPT. ACCESS ONLY TO ADJACENT PROPERTY. PROVIDE KNOX BOX.
- BICYCLE PARKING - 4 SPACES AT EACH BUILDING TYPE A-C, 2 SPACES AT BUILDING TYPE D
- RAMADA, SEE 11/A12
- NOT USED
- 3 FOOT WIDE PEDESTRIAN GATE, SELF CLOSING/SELF LATCHING WITH KEY CONTROLLED ACCESS
- FIRE LANE - NO PARKING SIGN PER 11/A12

NOTE: ALL SIDEWALK SURFACES SHOWN THRU OUT THIS SITE WILL PROVIDE AN ACCESSIBLE ROUTE OF TRAVEL. SEE CIVIL DUGS. FOR ALL SLOPES AND CROSS SLOPES.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN GOODYEAR, IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

THE WEST HALF OF THE WEST HALF OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE NORTH 1657.47 FEET THEREOF, AND ALSO

EXCEPT ANY PORTION OF THE WEST HALF OF THE WEST HALF OF THE NORTH HALF (W1/2W1/2N1/2) OF SECTION 12 LYING SOUTHERLY OF THE NORTHERLY RIGHT OF WAY LINE OF CANYON TRAIL BOULEVARD; AND ALSO

EXCEPT ANY PORTION AS CONVEYED IN WARRANTY DEED IN RECORDING NO. 2015-764953 AND IN CONDEMNATION IN RECORDING NO. 2016-49617, RECORDS OF MARICOPA COUNTY, ARIZONA; AND ALSO

EXCEPT ANY PORTION LYING WITHIN THE FOLLOWING SUBDIVISIONS: CANYON TRAILS UNIT 3, ACCORDING TO BOOK 687 OF MAPS, PAGE 29; COTTON LANE AND CANYON TRAILS BOULEVARD INFRASTRUCTURE, ACCORDING TO BOOK 750 OF MAPS, PAGE 35, AND THEREAFTER AFFIDAVIT OF CORRECTION RECORDED IN RECORDING NO. 2007-660359; AND CANYON TRAIL UNIT 3 PARCEL Q, ACCORDING TO BOOK 778 OF MAPS, PAGE 14; AND CANYON TRAILS TOWN CENTER, ACCORDING TO BOOK 938 OF MAPS, PAGE 22.

PROJECT DATA

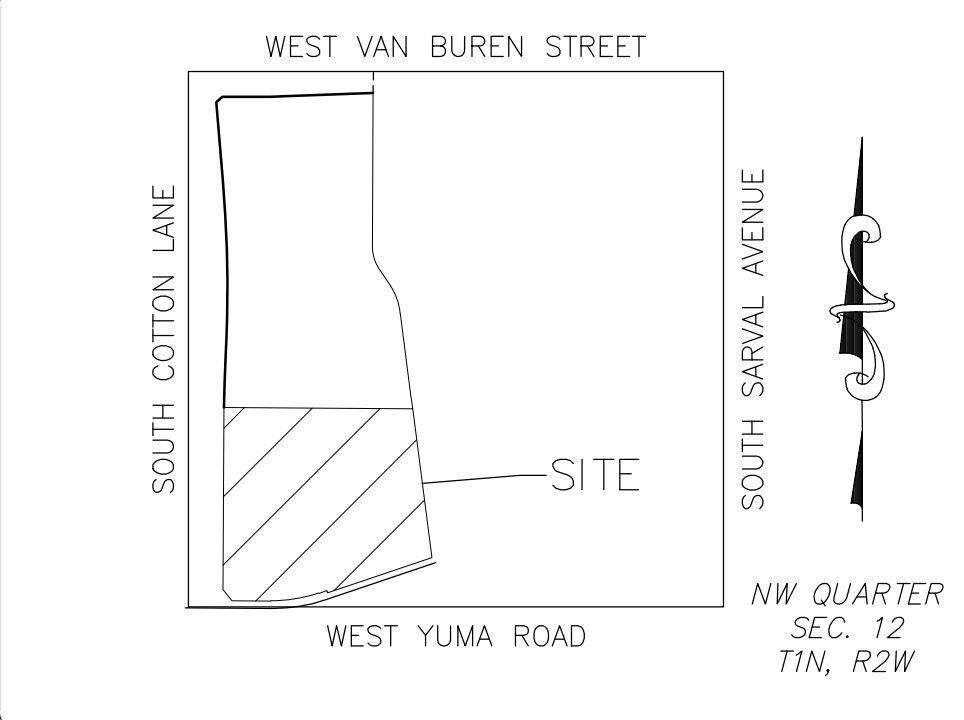
PROJECT SCOPE:	A 418 UNIT APARTMENT COMPLEX WITH COMMON USE BUILDINGS AND POOL AREAS
SITE LOCATION:	NE CORNER OF LOOP 303 & CANYON TRAILS BLVD. GOODYEAR, ARIZONA
SITE AREA:	2024 ACRES NET / 20,8516 ACRES GROSS
PROPOSED ZONING:	MF-24, MULTI-FAMILY
USE/OCCUPANCY CLASS:	R-2 MULTI-FAMILY RESIDENTIAL
CONSTRUCTION TYPE:	V-A RESIDENTIAL, VB COMMON USE BLDGS.
OWNER:	BRETT HEERS LERYICK, LLC 2200 E. CAMELBACK, SUITE 235 PHOENIX, AZ 85016
ARCHITECT:	ERIC MILLER ARCHITECT 3620 WYOMING NE, SUITE 213 ALBUQUERQUE, NM 87111 (505) 764-8550
CIVIL ENGINEER:	KSE DESIGN GROUP, PLLC 2525 W. GREENWAY RD., SUITE 306 PHOENIX, AZ 85023 (602) 341-1001
LANDSCAPE ARCH:	T.J. MCQUEEN & ASSOCIATES, INC. 8433 E. CHOLLA ST., SUITE 101 SCOTTSDALE, AZ 85260 (602) 265-0310

SITE PLAN LEGEND

(SEE CIVIL FOR UTILITY INFORMATION)

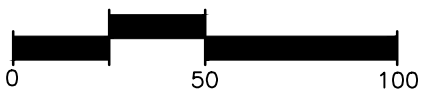
- PROPERTY CORNER / PROPERTY LINE
- EXTENT OF EASEMENT INSIDE OF PROPERTY LINE
- ACCESSIBLE PARKING AISLE OR DRIVE CROSSING
- FIRE HOSE PULL PATH
- PROPOSED FIRE RISER AT BUILDING
- COLOR / STAMPED ASPHALT WITH BRICK PATTERN
- BUILDING NUMBER / BUILDING TYPE / UNIT TYPE

SITE LOCATION



SITE PLAN

SCALE 1" = 50'



AVIATA APARTMENTS
N.E. CORNER OF 303 LOOP AND CANYON TRAILS BLVD.

ARIZONA

GOODYEAR

DRAWN BY: LDM
DATE: 1-25-21
REVISIONS:

ARCHITECTURAL

A1.1

SITE PLAN

ERIC MILLER ARCHITECT
(505) 764-8550
3620 WYOMING BLVD. NE, SUITE 213
ALBUQUERQUE, NM 87111

Exhibit #3

Aerial Showing Separation
from Residences to the East



Exhibit #4

Rendered View from East



Exhibit #5

Typical Building Perspective



Exhibit #6
Surrounding Zoning Map

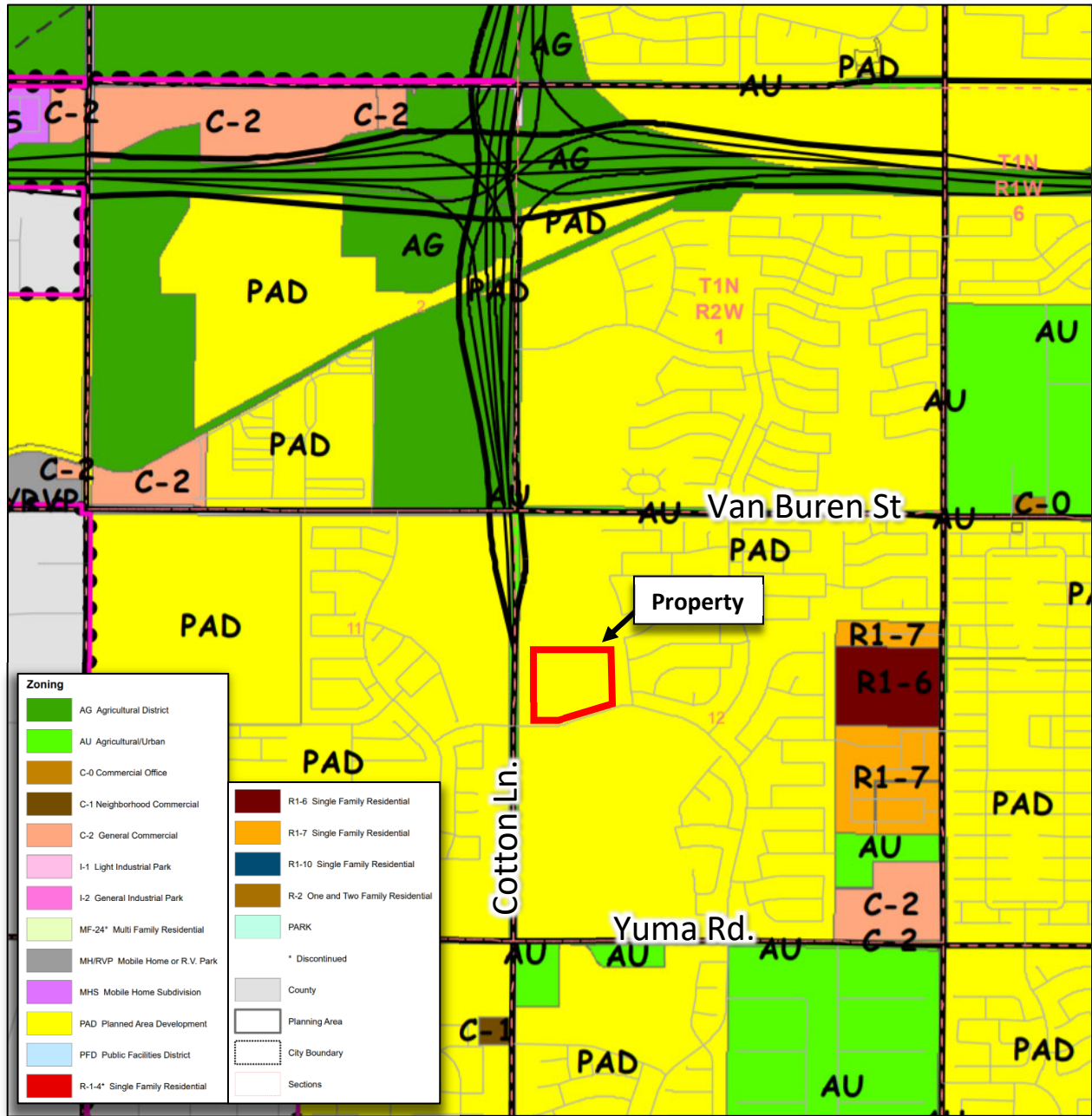
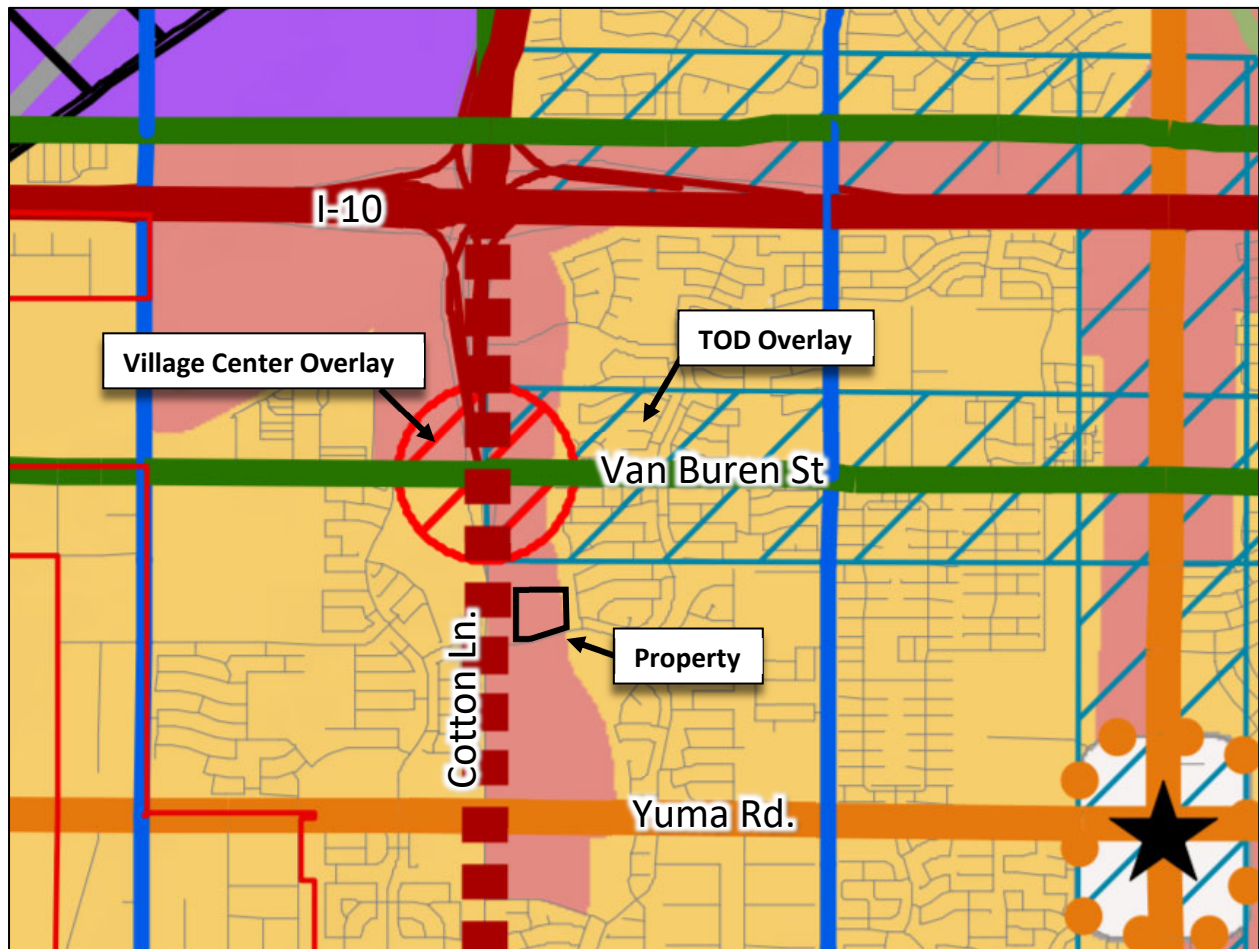


Exhibit #7

General Plan Land Use and
Transportation Map



Land Use and Transportation Map

- Maricopa/Pinal County Line
- Municipal Planning Area Boundary
- City Limits

Land Use Categories

- Open Space
- Agriculture
- Scenic Neighborhood
- Neighborhood
- Business & Commerce
- Industrial
- City Center

Land Use Overlay Districts

- Village Center Overlay
- Luke Compatible Land Use Overlay
- Transit Oriented Development Overlay
- Wildlife Linkage Overlay
- Aggregate Mining Overlay

- Phoenix/Goodyear Airport

- Airport 65 DNL (Day-night Noise Level) Line

- Luke AFB Accident Potential Zone (APZ)

- Sonoran Desert National Monument

- Wilderness Area

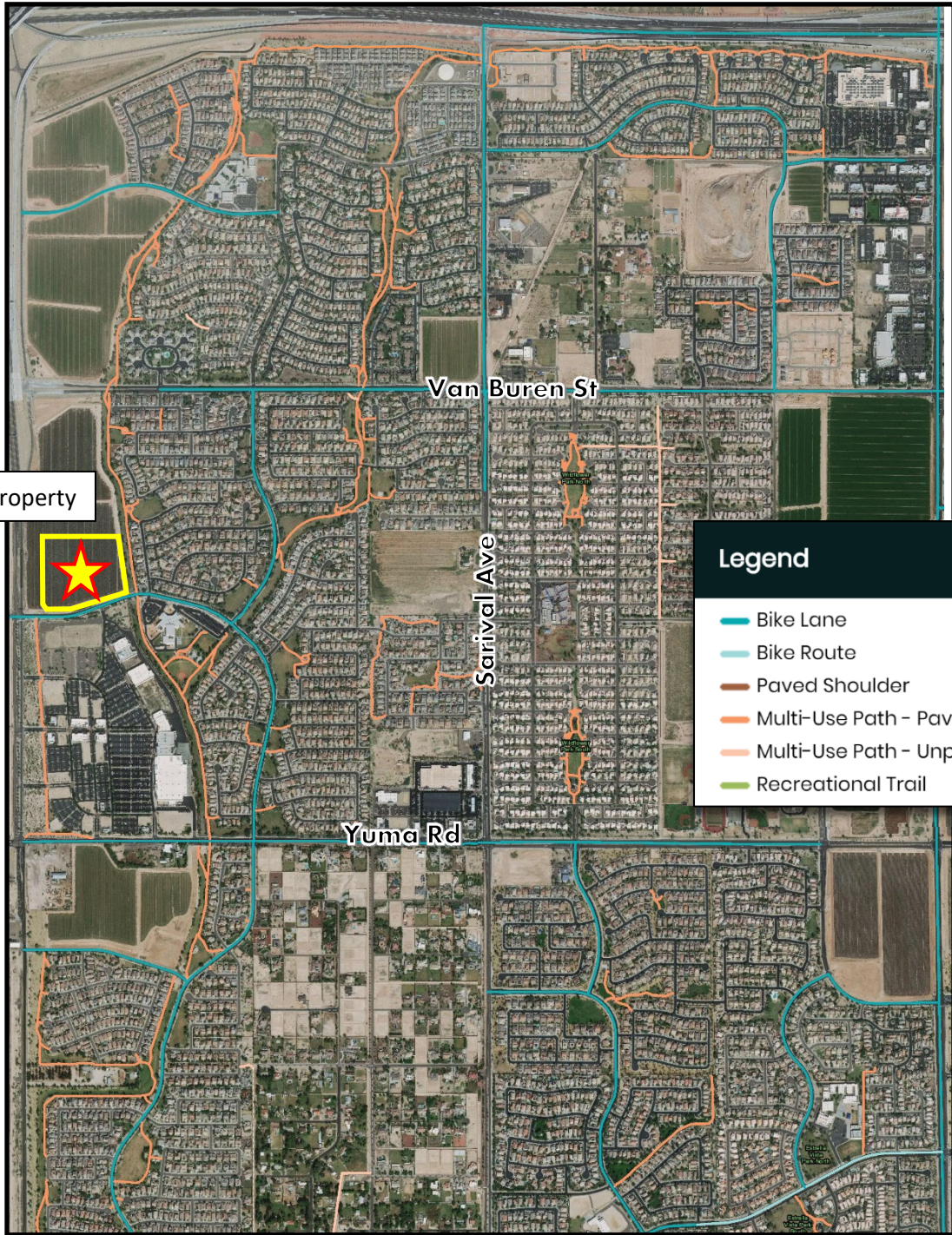
Roadway Classifications

- Arterial
- Scenic Arterial
- Scenic Arterial - Proposed
- City Center Arterial
- Major Arterial
- Major Arterial - Proposed
- Major Arterial - Road of Regional Significance
- Parkway
- Parkway - Proposed
- Freeway
- Freeway/Parkway - Proposed
- Other Streets
- Rail Road

Exhibit #8

Maricopa Association of Governments

Bikeways Systems Map



The Property

Legend

- Bike Lane
- Bike Route
- Paved Shoulder
- Multi-Use Path - Paved
- Multi-Use Path - Unpaved
- Recreational Trail

Exhibit #9
500' Radius Map

