

“Estrella Commons District PAD”

C-2 with Planned Area Development (PAD) Overlay

MF-24 with Planned Area Development (PAD) Overlay

Narrative & Justification Statement

Approximately 27.442 gross acres located
at the northeast corner of Estrella Parkway and Roosevelt Street

Goodyear, Arizona

Initial Submittal: June 8, 2021

Rezone Case No. _____



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Table of Contents

A. Introduction.....	1
B. Current & Surrounding Zoning; General Plan Conformance.....	1
C. Site & Development Proposal - Context of January 25, 2021 Work Session.....	2
D. Development Proposal.....	4
E. Development Standards.....	6
F. Design Guidelines.....	9
G. Infrastructure.....	12
H. General Plan Conformance.....	13
I. City's Guiding Considerations for Zoning Amendments.....	15
J. Conclusion.....	19

Exhibits

Exhibit 1 – Aerial Map

Exhibit 2 – Existing Zoning Map

Exhibit 3 – Land Use and Transportation Map

Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan

Exhibit 5 – Conceptual Building Elevations and Color Palettes for Multifamily Community

Exhibit 6 – Estrella Parkway Entry Rendering and Conceptual Building Elevation and
Color/Material Palette for Commercial Development

Exhibit 7 – Conceptual Building Elevations for Trash Enclosure/Compactor

Exhibit 8 – Conceptual Building Elevations for Garage/Maintenance Building

Exhibit 9 – Offsite Improvements

Exhibit 10 – Distance and Grade Differences from I-10 Freeway

Exhibit 11 – Line of Sight Study

Exhibit 12 – Site Details

A. Introduction

Evergreen and IDM request rezoning of approximately 27.442 acres (gross) located at the northeast corner of Estrella Parkway and Roosevelt Street in Goodyear, Arizona (“Site”) from Preliminary PAD (Estrella Commons) with “District” designation to Commercial (C-2) with a Planned Area Development (“PAD”) Overlay and Multifamily (MF-24) with a PAD Overlay. **See Exhibit 1 – Aerial Map.** The proposed rezoning will allow this vacant infill Site to be developed as a high-quality multifamily community with appropriate amenities for its residents and compatible commercial retail uses, including restaurants and fuel station, on the western approximately one-third (1/3) of the Site. Cardinal Capital Co. (owned by the Hughes family and currently managed by daughter of the late Coit Hughes, Dr. Barbara Kostick) has owned this site for decades and has now provided Evergreen with the ability to purchase and develop the Site if approvals can be obtained as requested in this rezoning application.

B. Current & Surrounding Zoning and General Plan Conformance

The vacant infill Site is currently zoned Preliminary PAD (Estrella Commons), which designates the Site as the “District” with uses and development standards complying with the City’s Central Business Zoning District.¹ The I-10 Freeway is directly north of the Site. The property north of the I-10 is zoned C-2 with an existing commercial development known as Goodyear Centerpointe, which was previously developed by Evergreen. The property east of the Site was a part of the Estrella Commons master plan and is zoned PAD, and includes the Fulton single-family housing development. Properties to the south of the Site, also a part of the Estrella Commons master plan, are currently zoned PAD and include multifamily and commercial developments. The property to the west of the property is zoned C-2 with an existing commercial development known as Estrella Marketplace. **See Exhibit 2 – Existing Zoning Map.**

The City of Goodyear’s General Plan Land Use and Transportation Map designates the Site as Business & Commerce with a Transit Oriented Development (“TOD”) Overlay. The development will complement and support existing and future retail, restaurant, entertainment, office, and service uses in the area. Further, the “Business & Commerce” land use category provides areas for the growth and development of Goodyear’s economic base, including high density residential that supports the area. The TOD Overlay identifies areas within walking distance to a major existing or future transit route. Higher density and intensity uses are encouraged in the TOD Overlay. The proposed retail and multifamily development will complement and support existing and future retail, restaurant, entertainment, office, medical, and service uses in the area, while being located south of and proximate to the I-10 Freeway. **See Exhibit 3 – Land Use and Transportation Map.**

¹ Pursuant to Stipulation 4 provided in Ordinance 15-1321.

C. Site & Development Proposal in the Context of the January 25, 2021 Work Session among the Mayor, City Councilmembers, Management, Planning Staff and Economic Development Staff (the “1/25/21 Work Session”)

During the 1/25/21 Work Session the City Council, Management and Staff discussed numerous topics including (but not limited to):

1. Whether (or not) to allow additional multifamily development in the City?

A strong consensus of the City Council confirmed/reconfirmed that “yes” additional multifamily development should be allowed because the City’s percentage of multifamily development is not excessive and additional multifamily development is needed to help provide housing and housing choices for Luke AFB personnel, the City’s emerging/expanding work force, millennials and others. As is discussed below, this development proposal (which is a mix of commercial and multifamily uses) is compliant with the Council’s consensus.

2. Whether (or not) to allow multifamily development on freeway frontage sites?

A consensus of the City Council stated a general/first-blush preference for commercial and/or office uses when such non-residential uses are readily available/viable on a particular freeway frontage site; however, a strong consensus of the Council was quick to call for site-by-site analyses (rather than generalities) based on numerous site-specific factors such as market need/demand, site size, width and depth, history, traffic, access, owner’s/developer’s desire, avoiding or delaying missed opportunities, and so on. A strong consensus of the Council also stated their openness to and general support for multifamily development (but not traditional single-family detached homes) on freeway frontage sites that are not readily viable for commercial and/or office development. As is discussed below, based on 15+ years of history and other factors, the particulars of this 27+ gross acres Site have not supported and will not support large-scale commercial and/or office development on this Site. Instead, the particulars of this Site support commercial development along the Estrella Parkway frontage and multifamily development as a transition between the proposed commercial uses and the substantially under construction single-family detached homes to the east.

3. Whether (or not) to allow multifamily development on some of the vacant 27 “commercial corners” that are throughout the City?

A strong consensus of the Council indicated “yes” within the same parameters (generally) as above #2. As is discussed below, irrespective of whether the Site

is considered a freeway frontage site or a commercial corner or both, either way, the particulars of this Site and the proposed commercial/multifamily development are compliant with the Council's consensus as was discussed during the 1/25/21 Work Session.

4. Some Council-desired multifamily design suggestions to assure diversity of housing and the "look" of multifamily housing to avoid "sameness" and "boredom". Those Council-desired suggestions included (but were not necessarily limited to) meaningful architectural articulation, multiple diverse (but compatible) color palettes within the same multifamily development, significant (and readily visible from outside of the complex) contrasting/trim colors – and an openness to bright colors and other ideas to avoid sameness and boredom and to achieve visual interest.

As is discussed below and portrayed on numerous of the attached Exhibits, this development is being planned to be compliant with the Council's design-related desires and suggestions.

5. During the 1/25/21 Work Session Staff asked the Council to confirm (or not) whether the Council concurred with exercising "patience" with when and how to develop vacant sites. Aside from numerous questions from the Council to define/explain/clarify what Staff meant by "patience", there was a strong consensus of the Council who indicated they were not supportive of exercising "patience". Moreover, a strong consensus of the Council encouraged Staff and others to be open to development opportunities, landowners' desires, market demands, new ideas, etc., to do whatever is possible to land viable, attractive developments within Goodyear and to avoid perpetrating vacant parcels.

This Site has been marketed for 15+ years and the well-experienced Master Developer (whose core-business is commercial development) knows it will not develop with large-scale commercial and/or office uses. Furthermore, later this year this Site is scheduled to revert from the very recent contract ability to purchase the Site from Cardinal Capital Co. (which is allowing the ability for the Site to be developed as provided in this rezoning application and which will facilitate prompt development, if this requested rezoning is approved) back to the same ground lease-only "option" that has been in place for many years and which this Site is undevelopable under. Therefore, approval of this needed and well-justified rezoning will achieve immediate development of this vacant Site in accordance with the Council's consensus to get vacant infill sites developed as soon as reasonably possible; whereas, denial of this rezoning will likely perpetrate this Site remaining vacant for well into the future.

D. Development Proposal

Evergreen's proposed horizontal mixed-use development consists of a high-quality 352-unit multifamily community designed to accommodate an active lifestyle with high-quality amenities complemented by commercial retail uses located on the western portion of the Site. **See Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan.** The proposed community includes approximately 142 1-bed Units, 198 2-bed Units, 12 3-bed Units. The varied units will provide options allowing for the needs of many types of residents from single professionals to families. The proposed residential use is consistent with the character of the surrounding area and special attention has been given to the landscaping and architectural design in order to create a high-quality attractive multifamily development.

The proposed commercial retail portion of the Site will provide additional amenities and services for the multifamily residents as well as those who live and work in the surrounding area. The proposed development incorporates several restaurants, including Chick-Fil-A, and Speedway convenience store and fueling station. The proposed retail portion of the Site will be pedestrian-friendly with thoughtful connections throughout the retail portion and to/from the multifamily community.

Evergreen, as the master developer, will construct the required offsite improvements for the Site as generally shown on **Exhibit 9 – Offsite Improvements**, along with the onsite shared driveways shown the **Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan** as “Phase A”. The multifamily community will be developed by IDM, and each parcel within the commercial retail portion of the Site will be constructed by the ultimate end user after obtaining approval from the City of Goodyear through its Site Plan Review process.

The approximate 10.3 acre commercial component of this mixed use infill development fronts onto Estrella Parkway at the southeast corner of Estrella and the I-10. Access to the commercial site will be from both Estrella Parkway and Roosevelt Street. All commercial structures will be oriented to Estrella Parkway. This development will help to complete the eastern half street improvements for Estrella Parkway (curb, gutter, sidewalk and piping the Roosevelt Irrigation District ditch).

The commercial component is planned with “Convenience Uses,” of which 4 pads are expected to be restaurants with drive-through lanes and 1 pad is expected to be an automotive service station (gas station) with convenience store. In lieu of multiple separate Use Permits, pursuant to Sections 4-2-2 (Convenience Uses) and 4-2-3 (Automotive Service Stations), we are incorporating the following Convenience Uses as Permitted Uses within the C-2 with PAD Overlay portion of the Site: a) restaurants (with or without drive-throughs and regardless of the percentage of floor area devoted for food preparation; restaurants may include outdoor dining), and an automotive service station (gas station) with convenience store. The below summarizes justification for such uses and describes how the evaluation criteria are met.

The location, size, area and orientation of the commercial structures, including gas pumps and canopies, are generally illustrated on the Site Plan. **See Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan.** The currently planned property lines (between the

commercial pads) and the planned curb cuts on Estrella Parkway and on Roosevelt Street are also illustrated on the Site Plan. See **Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan**.

The commercial site is located on the going-to-work side of Estrella Parkway and is in an area that is already well-serviced with larger retail stores and services such as Wal-Mart, groceries, sit down restaurants, etc. While there is no demand for large-retailers on this Site, there is confirmed (committed) demand for drive-through restaurants and a gas station. Providing additional convenience uses in this area will help to serve existing and future residents and businesses with convenient, readily accessible drive-through restaurants with outdoor dining and with convenient retail in conjunction with another fueling facility. No single family residential abuts the commercial portion of the Site.

The Site and design of the development implement Goodyear's Design Guidelines and include high-quality architectural elements, landscaping palettes, signage and colors that are compatible with and complement the surrounding area. See **Exhibit 5 – Conceptual Building Elevations and Color Palettes for Multifamily Community; See also Exhibit 6 – Estrella Parkway Entry Rendering and Conceptual Building Elevation and Color/Material Palette for Commercial Development**. Further, the multifamily development offers a variety of amenities for its residents, including a clubhouse with community room and fitness center, pool, and enhanced walkability within the residential development and to/from the commercial retail portion of the Site. Thoughtful landscaping will provide additional shade for pedestrians within the development. The multifamily development will provide and encourage outdoor living and community socialization with extensive lounge areas, shade pavilions, fire pits/fireplaces, spa, outdoor kitchens, community gardens, tot lots, and dog parks. This enhanced outdoor lifestyle will promote a sense of community among its residents.

The design elements of the multifamily community and commercial retail portion of the Site will create a cohesive and aesthetically pleasing mixed use development, while still retaining appropriate differentiations between the character of high-quality residential and commercial developments. The residential and commercial portions of the Site will include a shared and/or complementary building colors/materials and landscape palettes. The Site's landscaping will add visual interest with its variety as well as enhance the cohesive feel between the residential and commercial portions of the Site. Additionally, the proposed mixed use development will provide an appropriate and desired transition from the single-family housing development to the east to the heavily trafficked Estrella Parkway.² The multifamily community will offer an appropriate buffer and land use transition between the lower density housing development and commercial portion of the Site, in accordance with the General Plan and desired by the City Council.

² Discussed at the January 25, 2021 City Council Work Session.

E. Development Standards

The development standards for the Commercial (C-2) Zoning District shall apply to the Site's commercial uses, except as modified below:

Development Standard	C-2 Requirements	Proposed PAD
Landscape Setback between adjacent multifamily use	10'	0'
Wall separating C-2 from adjacent residential district	6' wall	No wall on the C-2 portion There shall be a 6' wall separating the residential use from the commercial use on the residential portion of the Site. There will also be a 5' sidewalk running north-south on the west (retail) side of the wall along with 5' of landscaping to provide safe and comfortable pedestrian connectivity.
Drive-Through Window locations	Shall not face onto a public street	May face onto a public street There shall be a minimum 3' masonry wall screening the drive-through lanes that front a public street, and green-screen (or other screening mechanism) to screen any drive-through window fronting a public street. Drive-through lanes shall be designed in accordance with Commercial Design Guidelines Chapter 4 part D(2)(b and c) with a minimum of 150 feet of queuing before the first stopping point (which may be aggregated in two drive aisles) and shall not queue back into any public street. If any drive-through lane

		queues back into a public street, it shall be considered a zoning violation whereby the City may elect to pursue on-site modifications and/or enforcement.
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Unless expressly modified in this document, all development within the Site shall comply with the requirements of the City of Goodyear Zoning Ordinance.

Deviation Justification

- The landscape setback on the east boundary of the commercial site is appropriate for the Site because there is a landscape setback on the west boundary of the multifamily Site of approximately 16 feet. The area on the west boundary of the multifamily site adjacent to the commercial retail site will be thoughtfully landscaped to provide an aesthetically pleasing separation, and will be appropriately viewed from the residential side of the community. The 16 feet of thoughtfully designed and attractive space on the multifamily west boundary will provide an adequate buffer between the commercial and residential areas of the mixed use development.
- The wall separating the commercial uses from the multifamily development will not be completely eliminated. Instead, the wall requirement will be transferred to the multifamily site and the wall will be constructed on the multifamily site, allowing the commercial portion of the Site to be fully utilized incorporating adequate space for parking and landscaping. The purpose and intent of the C-2 wall requirement will be fulfilled while allowing the commercial retail development to utilize its area more efficiently with appropriate buffers and transitions. There will also be a 5' sidewalk running north-south on the west (retail) side of the wall along with 5' of landscaping to provide safe and comfortable pedestrian connectivity.
- The drive-through windows will face Estrella Parkway on at least one of the buildings in order to satisfy the required drive-through queuing and City parking requirements. There is, however, 110 feet of right-of-way on the east half-street of Estrella Parkway (over-sized from the typical half-street requirement), and this additional right-of-way will be landscaped, along with the 30' of onsite landscaping, to provide appropriate screening of the drive-through window side of the building. A 3' masonry wall will be constructed to further screen any drive-through queue that fronts a public street.
- The gas station and drive-through restaurants will be thoughtfully designed to comply with the City's Design Guidelines and this PAD Overlay, and each pad development will be required to obtain Site Plan Review approval the City's standard process (approval of this zoning request does not constitute approval of the specific site plans for each pad). The Design Criteria for the service station (gas station) as outlined in Section 4-2-3 B are able to be met, as shown in the Conceptual Site Plan, and will be further demonstrated during the Site Plan Review process. The Conceptual Site Plan and Master Site Plan-Phasing Plan also illustrate how each of the uses will have access to the shared onsite driveways, which will be constructed by Evergreen. There are no single-family residences in close proximity to the drive-through restaurants or gas station and the transition between the commercial

portion of the Site and the multifamily community will incorporate screening and buffering as described herein. Aside from openings for pedestrian access, the two portions of the Site will be separated by a 6' wall, sidewalk and landscaping on both sides of the wall. The structures of the drive-through restaurants, gas station and convenience store will complement the other buildings on the Site, including the multifamily buildings. The gas station canopy will incorporate the light fixtures such that no glare should be visible. No vehicle repair is proposed with the gas station use. Any outside display of sale items shall be located adjacent to the buildings. All commercial buildings will be architecturally detailed and landscaped in accordance with the rest of the Site. These proposed uses have been included in the Traffic Impact Analysis submitted with this application. See **Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan**.

The development standards for the Multifamily (MF-24) Zoning District shall apply to the Site's multifamily uses, except as modified below:

Development Standard	MF-24 Requirements	Proposed PAD
Landscape Setback (Trash Enclosure)	30'	The trash enclosure shall be located proximate to the northwest corner of the multifamily portion of the Site and may encroach fully into the landscape setback along the northerly boundary of the Site, adjacent to the freeway.
Wall separating multifamily development from adjacent commercial district	None	The multifamily development shall install a 6' wall on its parcel separating its residential use from the commercial use of the Site. There will also be a 5' sidewalk running north-south on the west (retail) side of the wall along with 5' of landscaping to provide safe and comfortable pedestrian connectivity.
East Property Line Landscape Setback	None Specified in Code	15' of landscaping will be provided at the east multifamily property line, with the same number of trees, shrubs and groundcover as would normally be provided in a 20' setback.

		Carport lighting adjacent to single-family residential shall be shielded away from the single-family residential use.
Accessory Building Height	12'	22'

Unless expressly modified in this document, all development within the Site shall comply with the requirements of the City of Goodyear Zoning Ordinance.

Deviation Justification

- The trash enclosure is located in the northwest area of the multifamily residential portion of the Site. **See Exhibit 7 – Conceptual Building Elevations for Trash Enclosure/Compactor.** This is the best location for the trash enclosure – it is far from the entrance, will not impede the flow of traffic on the Site, will not disturb the single-family residents to the east, and is located next to the freeway and the 12' sound wall. It is not anticipated that the trash enclosure's location within the required landscape buffer will negatively affect the residents due to its proposed location and proximity to the sound wall. **See Exhibit 4 – Conceptual Site Plans.**
- As noted above, the wall separating the commercial uses from the multifamily development will be transferred to the multifamily site and the wall will be constructed on the multifamily site. There will also be a 5' sidewalk running north-south on the west (retail) side of the wall along with 5' of landscaping to provide safe and comfortable pedestrian connectivity.
- IDM will construct screen walls of 6' in height along the westerly and southerly portions of the multifamily site and a 12' wall along the northerly portion of the multifamily site. An existing 12' sound wall, transitioning to a 6' wall further south, was previously constructed by Fulton Homes along the easterly portion of the multifamily site at the shared single-family and multifamily property line. These walls, along with the proposed 15' landscape buffer will provide appropriate screening next to the adjacent uses. **See Exhibit 4 – Conceptual Site Plans.**
- The accessory building on the multifamily site is a garage/maintenance building for the multifamily community. **See Exhibit 8 – Conceptual Building Elevations for Garage/Maintenance Building.** The additional height will allow for a smaller footprint but will not negatively affect any surrounding properties. The garage/maintenance building is located on the northeast portion of the multifamily development. It is located a significant distance away from the single-family lots located east of the Site, and the area to the north of the Site is open space with the I-10 Freeway beyond. There is significant distance between the northern edge of the Site and the garage/maintenance building and the travel lanes of the I-10.

F. Design Guidelines

This development will include thoughtful architectural design with high-quality materials and visual interest through the use of varied architectural techniques. The whole Site will be thoughtfully designed in order to ensure a cohesive development that complements all uses as well

as the surrounding area. The unique but complementary design will appeal to residents and neighbors and add value and interest to the Goodyear community. A Comprehensive Sign Package, tying together the architecture of the freestanding monument signs and providing for shared monument signage, will be separately submitted to the City for this Site.

The following Design Guidelines are provided in order to ensure consistency within and between the multifamily and retail portions of the Site.

Multifamily Design Guidelines

The multifamily community will feature two and three-story structures with varying roof lines, styles, and orientations, providing spacious courtyards, landscape details, and aesthetically pleasing architectural details. The varied and interesting architectural components will deliver a unique, urban style design. Quality building materials, such as stucco siding, decorative metal railings, gates and accents, deep overhangs, and masonry are incorporated into the building elevations for greater durability and aesthetic interest. Ancillary structures, such as the clubhouse and pool-related structures, will also feature the same quality and durable materials stated above and complementary architectural techniques. The multifamily buildings will follow the design features and colors and materials provided in **Exhibit 5 – Conceptual Building Elevations and Color Palettes for Multifamily Community**.

Retail Design Guidelines

The retail portion of the Site will incorporate linear features in an urban contemporary design. Buildings will have EIFS as the primary finish, but can be accented with James Hardie and Nichiha panels that can be painted to complement the main building base colors, or can provide Resysta wood composite panels for visual accents. Additionally, the wainscots of the buildings can be grounded in a darker color EIFS or with brick veneers or CMU veneers for additional depth and texture. Steel awnings will accent the building designs and provide shade and shadow for interest over windows. Framed entry elements will provide a hierarchy of the design elements and provide a sense of arrival, and shall incorporate a “tower” type element similar to the image below. The commercial buildings will primarily incorporate the colors and materials provided in **Exhibit 6 – Estrella Parkway Entry Rendering and Conceptual Building Elevation and Color/Material Palette for Commercial Development**, however, corporate accent colors and architectural features are permitted.



Project Entry Feature and Street Fronting Screen Walls

The Site will incorporate a Project Entry Feature at the corner of Estrella Parkway and Roosevelt Street that mirrors the feature at the southeast corner of the intersection and announces the entry into Estrella Commons. The screen walls along both street frontages will be consistent and will match the design provided herein. **See Exhibit 12 – Site Details**

Landscape Guidelines

Estrella Parkway - The Main Entry median into the project will have Date Palms – diamond cut, matching with straight trunks with a height of 20' Trunk Feet. The theme tree at all entry drives will be Red Push Pistache Trees 36" box that will be used at the entries on both sides and aligning the drive on both sides along the full length of the drive. The theme shrubs will be Blue Bells and Compact Green Sage in groupings of 3 or more evenly spaced between the trees. The accents plants will be Yellow Hesperaloe and Muhlenbergia Grass placed in massings of 5 or more at the base of the trees. Flowering Ground Cover of Lantana and Yellow Mingnew will be massed at all entries, corners and intersections.

The Estrella Parkway Street Frontage will have Evergreen Elms and Live Oak Trees as the theme trees with the Red Push Pistache at the entries. The Evergreen Elms will be used as 60% of the required tree quantity. Yellow Bells, Blue Bells, Compact Green Sage and Valentine Bush shrubs will be used as 75% of the required shrubs.

Agave, Hesperaloe and Muhlenbergia grasses will be used as the accent plants along the street frontages and primarily at all entries and corners. Large Massings of 12 or more Bush Morning Glory, Lantana and Yellow Mingnew will be used along all sidewalks, entries, corners and between sidewalks and curbs.

Roosevelt Street - The short entry median into the project will have Date Palms – diamond cut, matching with straight trunks with a height of 20' Trunk Feet. The theme tree at all entry drives will be Red Push Pistache Trees 36" box that will be used at the entries on both sides and aligning the drive on both sides along the full length of the drive.

The theme shrubs will be Blue Bells and Compact Green Sage in groupings of 3 or more evenly spaced between the trees. The accents plants will be Yellow Hesperaloe and Muhlenbergia Grass placed in massings of 5 or more at the base of the trees. Flowering Ground Cover of Lantana and Yellow Mingnew will be massed at all entries, corners and intersections.

The Roosevelt Street Frontage will have Evergreen Elms and Live Oak Trees as the theme trees with the Red Push Pistache at the entries. The Evergreen Elms will be used as 60% of the required tree quantity. Yellow Bells, Blue Bells, Compact Green Sage and Valentine Bush shrubs will be used as 75% of the required shrubs.

Agave, Hesperaloe and Muhlenbergia grasses will be used as the accent plants along the street frontage and primarily at all entries and corners. Large Massings of 12 or more Bush Morning Glory, Lantana and Yellow Mingnew will be used along all sidewalks, entries, corners and between sidewalks and curbs.

All Landscape Areas will be top dressed with a 2" Minimum Thickness of ¾" Screened Rock Pros "Mahogany".

Retail Integration

In order to provide continuity within the retail portion of the Site, each pad will incorporate the designs provided for the decorative concrete crosswalk, trash enclosure, site lighting, bike racks, trash receptacles and benches. City staff may accommodate modifications to these elements as appropriate for each pad site. **See Exhibit 12 – Site Details and Exhibit 6 – Estrella Parkway Entry Rendering and Conceptual Building Elevation and Color/Material Palette for Commercial Development.**

G. Infrastructure

Off-Site Improvements

Off-Site Improvements to be completed by Evergreen will include the expansion of the existing southbound to eastbound single-left turn lane at the signalized intersection of Estrella Parkway and Roosevelt Street to dual-left turn lanes, as outlined in the Traffic Impact Study. This will require the existing median north of the intersection in Estrella to be narrowed to accommodate this second lane, and associated mast arm and/or signal head modifications to accommodate the second left-turn lane. Additionally, as part of these improvements, the improvements at the immediate southeast corner of the intersection will be pulled back and a portion of Roosevelt Street, between the existing two drive entrances along the southerly portion of Roosevelt Street, will be widened to accommodate this second lane and create a right-turn only into the easterly Roosevelt Street drive entrance. These improvements were contemplated when the southeast corner of the intersection was developed by Aldi and existing agreements are in place for Evergreen to obtain the additional right-of-way required for these improvements along Roosevelt.

Deceleration lanes along Roosevelt will be provided as outlined in the Traffic Impact Study, and modifications to the existing Roosevelt improvements will be made to accommodate these improvements. The City currently has a funded Capital Improvement Project to complete the balance of the paving and striping along the Site's Estrella Parkway frontage for the 3rd northbound traffic lane from Roosevelt Street to the I-10 freeway. Evergreen will construct the deceleration lanes and the bus shelter pad at the southerly deceleration lane along Estrella, and will also pipe the existing Roosevelt Improvement District ditch and install the curb, gutter and sidewalk. **See Exhibit 9 – Offsite Improvements.**

Grading and Drainage

The Site is designed to comply with the City of Goodyear's grading and drainage design criteria and other required drainage guidelines. No adverse drainage impacts are expected to either downstream properties or drainage ways. The onsite flows will be conveyed to retention facilities on the Site via surface flow, catch basins and storm drain pipes.

Water and Sewer

The Site is within WPA-2 (Water Planning Area) of the City's Integrated Water Master Plan (IWMP) and in Pressure Zone 1. This Pressure Zone provides service to elevations of 950-1050 above mean sea level (MSL). This Site falls within those parameters. Site 21 is the source of Potable water storage which supplies both fire flow and potable water demands, and currently has a storage capacity 2MG (Million Gallons) and also accounts for 0.63 MG of fire flow which is a constant within the WPA. The storage capacity is proposed to be increased to 3MG by 2045. This Site is in substantial conformance with all parameters referenced in this master plan and no further infrastructure improvements are needed or identified in Figure 8-1 thereof, as it is existing with the exception of internal Site water loops which are required and will be modeled as a part of the Pre-Plat for the Site. Demands and fire flow requirements are included within the submitted Water Report that accompanies this submittal.

The Site's proposed Wastewater collection system is also in substantial conformance with the IWMP and in accordance with Figure 8-3 thereof. This Site is a tributary to the Bullard Wash sanitary sewer interceptor which is already constructed. This Site proposes to connect to one of the outfall lines to the southeast which ties into the Bullard Wash interceptor. Wastewater flows and capacity calculations are included within the submitted Sewer report that accompanies this submittal.

H. General Plan Conformance

Evergreen's development is supported by the City's General Plan goals, objectives, and policies as follows:

Physical Growth & Development

- Goal GD-1. A compatible mix of land uses and diverse destinations that foster a high quality of life with livable and safe neighborhoods with a strong economy that fosters a healthy and sustainable environment.
- Objective CC-5-1. Establish a land use hierarchy and community form that maintains a broad variety of land uses and responds to the community's vision and needs.
- Objective CC-5-1, Policy b. Provide for and encourage a wide variety of housing products to suit the needs of existing and future residents
- Objective CC-5-1, Policy c. Development within large master planned communities should:

- Allow for greater flexibility since the area is being master planned,
 - Include trails, open space, and internal and external connectivity,
 - Include an integrated lifestyle
- Objective CC-5-1, Policy f. High density residential should:
 - Have access to transit services,
 - Locate near commercial uses or integrate commercial uses such as coffee shops,
 - Provide a buffer between commercial and lower density residential
 - Respect the surrounding residential development,
 - Be compatible with existing surrounding development when infill development (e.g., limit height of buildings to reflect surrounding existing residential buildings)
- Goal GD-2. Effectively managed and well-distributed growth that meets or exceeds the quality of existing development and addresses the needs of existing and future residents and businesses.
- Objective GD-2-2, Policy b. Promote development within the City's designated growth areas first, as follows:
 - Areas within targeted job centers such as the Loop 303 Corridor, Interstate 10 Corridor, Phoenix-Goodyear Airport, the MC-85 Corridor, and the Bullard Corridor.
- Objective GD-2-3, Policy b. Encourage infill development within the Transit Oriented Development Overlay to increase density within this area to support an efficient transit system
- Goal GD-7. A community that provides for the health and safety of residents and visitors and protects them from the hazards of the natural and man-made environments.
- Objective GD-7-3. Ensure the built (i.e., man-made) environment fosters safety.
- Objective GD-7-4, Policy d. A strong sense of community fosters a safe environment where residents watch out for each other. Promote this type of environment by:
 - Encourage community pride and a sense of cohesiveness
- Objective GD-8-1, Policy a. Encourage the use of vegetation that provides shade and seasonal color and requires minimal irrigation.
- Objective GD-9-1. Promote the efficient use of energy.
- Objective GD-9-3, Policy a. Reduce the number of vehicle miles traveled by:
 - Bringing quality entertainment, shopping, and dining experiences to Goodyear so residents do not have to travel as far to get to them.
 - Ensuring that bicyclists and pedestrians can safely and efficiently move throughout the community.
 - Increasing connectivity of the community.

Community & Cultural Development

- Goal CC-1. Vibrant and complete neighborhoods recognized as being people and family-friendly, each with their individual character yet connected and integrated into a cohesive Goodyear.
- Objective CC-1-3. Foster the creation and maintenance of attractive, high-quality neighborhoods.
- Objective CC-1-3, Policy a. Encourage the use of regionally appropriate, attractive, and diverse architecture and landscape treatments.

- Objective CC-1-2. Ensure neighborhoods are internally and externally connected.
- Goal CC-2. A diverse stock of high-quality housing that meets the needs of all residents.
- Objective CC-2-1. Provide diverse and quality housing products.
- Objective CC-2-1, Policy a. Encourage a mix of quality and compatible housing types consistent with market trends and demand that adequately meets the needs of current and prospective residents and workers

Economic Development

- Goal ED-1. A resilient and diversified economy.
- Objective ED-4-2. Ensure that every business and home in Goodyear is connected to advanced telecommunications.

Standards

- Standard 4. Goodyear promotes a graduated density/intensity concept. Developments with similar densities should locate near each other, gradually increasing density towards village centers, the City Center, or transit corridors and lowering density near protected uses (such as a natural feature).
- Standard 27. High Density Residential. Residential uses with densities over 12 dwelling units per acre may be considered along arterial roads, interstate corridors, transit corridors, adjacent to employment or commercial areas, adjacent to regional or community parks or open space areas, or to provide transition between residential and non-residential uses.
- Standard 30. High density residential projects are most appropriate and encouraged to locate:
 - c. Within a mixed-use development, or
 - d. Adjacent to commercial centers.
- Standard 41. High density residential development is permitted in the Business & Commerce category when located adjacent to commercial areas.
- Standard 42. Mixed use developments may be considered in the same locations where multi-family residential may be considered.
- Standard 54. Development in the TOD Overlay should be pedestrian oriented.
- Standard 56. Mixed use developments may be considered anywhere within in the TOD Overlay and are highly encouraged.
- Standard 57. Commercial uses and high density residential are allowed within the TOD Overlay.
- Standard 58. Higher density and intensity uses are encouraged in the TOD Overlay.

I. City's Guiding Considerations for Zoning Amendments

- 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 Site as Business & Commerce with a Transit Oriented Development ("TOD") Overlay. The

Business & Commerce land use category provides areas for the growth and development of Goodyear's economic base, including community level retail and high density residential that support the area. The TOD Overlay denotes areas within walking distance to a major future or existing transit route. Higher density and intensity uses are encouraged in the TOD Overlay. Evergreen's development will complement and support existing businesses in the area and provide additional housing options for current and future residents of the City as well as provide retail amenities for those who live and work in the area or travel through the area to or along the I-10 Freeway.

Further, the proposed multifamily community meets current market demand of residents desiring to live within a short distance of a freeway and within a highly amenitized safe community in this part of the City of Goodyear. The nearby I-10 provides regional transportation routes. Estrella Parkway, a scenic arterial street, will provide adequate access and have adequate capacity to handle the additional traffic volume generated by Evergreen's development.

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

The underutilized, vacant infill Site is adequately sized (27.442 +/- acres) and relatively flat, which makes it suitable for a multifamily development with cohesively designed commercial retail. The adjacent scenic arterial street (Estrella Parkway) and the I-10 Freeway are appropriate transportation corridors to serve residents, customers and guests.

c. Compatibility of all potential uses allowed in the proposed zoning district with the 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.

The proposed rezoning from PAD to C-2 and MF-24 with PAD Overlays will limit the uses allowed on the Site to residential and commercial, which are compatible with and supportive of the land use patterns of adjacent properties and surrounding area. Evergreen's proposed development will not have negative environmental impacts, inappropriate traffic impacts, or other negative impacts to the surrounding area.

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

The proposed mixed-use zoning is C-2 and MF-24 with PAD Overlays, which is consistent with other land uses within the immediate area and is the best use for the Site. The proposed zoning will be compatible with the existing commercial centers to the west and north of the Site beyond the I-10 Freeway, commercial and multifamily developments to the south, and single-family development east of the Site, providing an appropriate land use pattern. The proposed rezoning and Evergreen's development are better suited for the Site than the uses allowed under the current zoning:

- Evergreen is an experienced commercial developer in the Valley having developed commercial sites in and near the Estrella Parkway Corridor for approximately 15-20 years.
- Evergreen has controlled this Site for approximately 15 years but efforts to develop it as a large commercial project have been unsuccessful because this Site is not well-suited for that use given the other commercial land in the near vicinity, being located in the “shadow” of the elevated I-10/Estrella Parkway & Pebble Creek Parkway interchange, not being on the going-home corner, traffic, site size, depth and width, etc.
- The commercial portion of the Site is located on the northeast corner of Estrella Parkway and the I-10 Freeway with access from both Estrella Parkway and Roosevelt Street. The Site is located on the going-to-work side of Estrella Parkway, therefore it is not an appropriate location for large retailers. Residents traveling to work will take the opportunity to fuel up their vehicles and purchase convenience needs for the day, such as breakfast, coffee, and snacks. The pedestrian connections between the multifamily portion of the Site will further encourage engagement and patronage from the multifamily residents. Those living on the multifamily portion of the Site will have ready access to food, basic necessities commonly available at convenience stores, and fuel throughout the day and night. There is a need for the proposed drive-through restaurants and gas station and the Site is an appropriate location for such uses.
- IDM is an experienced multifamily developer with many successful developments around the Valley, including Acero Estrella Commons I, just south of the Site.
- IDM is drawn to the project given its walkability to the proposed retail developments on the western 7 +/- acres of the Site, as well as the existing retail establishments and restaurants located along Estrella Parkway.
- The elevated I-10 Freeway reduces the Site’s visibility from the travel lanes. The finished floor elevations of the buildings at the northern portion of the multifamily Site are approximately 22’ to 24’ lower than the grade of the nearest Freeway travel lane. Lack of visibility and resulting privacy is more desirable for residential uses, whereas traditional commercial and office uses struggle without adequate visibility. Without freeway visibility, commercial and office uses will not benefit from the Site’s proximity to the I-10. **See Exhibit 10 – Distance and Grade Differences from I-10 Freeway.**
- Thoughtful design has placed the vast majority of the multifamily living structures far from the northern end of the Site, and therefore far from the travel lanes of the I-10 Freeway. Out of the 352 planned units, only 4 total units (in the northernmost 3 buildings) directly face the Freeway. Still, the endcap units of those northerly residential buildings are approximately 300 feet from the I-10 travel lanes and as noted above the site is 22’ to 24’ below the Freeway grades. Additionally, as outlined in the Noise Study, a 12’ wall will be constructed along the northerly property line of the multifamily parcel for noise mitigation. **See Exhibit 10 – Distance and Grade Differences from I-10 Freeway.**

- Along the entirety of the shared single-family/multifamily boundary, only 6 single-family homes back up to the multifamily development, with 2 additional single-family homes having the side of their homes adjacent to the multifamily development. For the balance of the shared property line there is either a road or a retention basin to the east of the proposed apartment buildings. **See Exhibit 11 – Line of Sight Study.**
- 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.**

There is market demand for high-quality multifamily communities proximate to freeways and other transportation options. The Site's location proximate to the I-10 Freeway provides excellent access to/from the Site and provides easy and convenient access to other areas of Goodyear, downtown Phoenix and other areas of the Valley. Demand for multifamily community living is strong in this area of the City. Moreover, many of the existing multifamily developments are near full capacity. The City's residents and workers are in need of diverse housing options. This multifamily project will provide additional options and support Goodyear's growing work force, ensuring workers do not find living in other nearby cities more attainable or desirable.

There is market demand for the types of commercial retail uses proposed for this Site. The proximity to the I-10 Freeway provides access to/from the Site. While the surrounding area provides drive-through restaurant and gas station options, none are located as conveniently as the Site for area residents driving to work and/or living on the east side of Estrella Parkway. While there are some still undeveloped properties in the area, most appear to be in the process of development or planning phases of development. Again, the available land is not as conveniently located as the Site. Being on the northeast corner of Estrella Parkway and Roosevelt Street places the Site along the morning route for commuters traveling to the I-10 Freeway. The Site will provide easy access to services, such as fuel and dining options, which are currently limited in the area and less accessible. Area commuters will have right turn access into the Site to access the commercial uses on the Site making it accessible and safe for area residents and commuters heading to the I-10 Freeway.

- 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.**

Our Team has prepared Preliminary Water, Sewer, and Drainage Reports and a Traffic Impact Study. All are enclosed with the Rezoning Application package. All of the submitted Reports support the conclusion that there is adequate public infrastructure and facilities to serve the proposed development.

The Site is located within the Avondale Elementary School District and Agua Fria Union High School Districts. The Site is within the boundaries of Centerra Mirage (K-8) and Desert Edge High School. The 352-unit multifamily community is anticipated to generate approximately 172.48 students.

School Type	No. of Res. Units	Student Ratio	No. of Students
Avondale Elementary School District	352-units	0.30 Students/Unit	105.6
Agua Friday Union High School	352-units	0.19 Students/Unit	66.88
Total			172.48

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

The Site is located near existing public services. Arterial roadway infrastructure is already in-place on Estrella Parkway. There is adequate existing water and sewer infrastructure to serve the development.

h. General public's concerns.

There are no known concerns from the general public.

i. Whether the amendment promotes orderly growth and development.

This zoning amendment request is consistent with the City's General Plan, compatible with the surrounding area, and promotes orderly growth and development of residential and commercial uses. Evergreen's development will be a positive addition to the City and the area.

j. Any other factors related to the impact of the amendment on the general health, safety and welfare of the citizens of the City and the general public.

Evergreen's development will have a positive impact on the general health, safety and welfare of the citizens of the City and the general public. The proposed multifamily community will deliver additional housing options, additional consumers for businesses in the area, and provide housing for residents employed in the area. The commercial retail portion of the development will provide additional amenities for area residents, guests, members of the work force, commuters to other areas of the Valley, and commercial consumers shopping or receiving services at the nearby larger commercial developments. The proposed multifamily and commercial Site implements development of underutilized vacant infill property with needed housing and commercial uses.

J. Conclusion

Evergreen's proposed development is an ideal use of this vacant infill property and is compatible with the surrounding area. The development conforms to the City's General Plan goals and policies and furthers the City's objectives for Physical Growth & Development, Community

& Cultural Development, and Economic Development. The proposed rezoning to C-2 and MF-24 with PAD Overlays will facilitate the development of an unused Site for a high-quality multifamily community and cohesive commercial retail uses that enhance the surrounding area and add to the housing diversity in this area of the City - all in accordance with the Council's discussion, consensus and general guidance during the 1/25/21 Work Session.

Exhibit 1 – Aerial Map



AERIAL MAP
SCALE: N.T.S.



Exhibit 2 – Existing Zoning Map

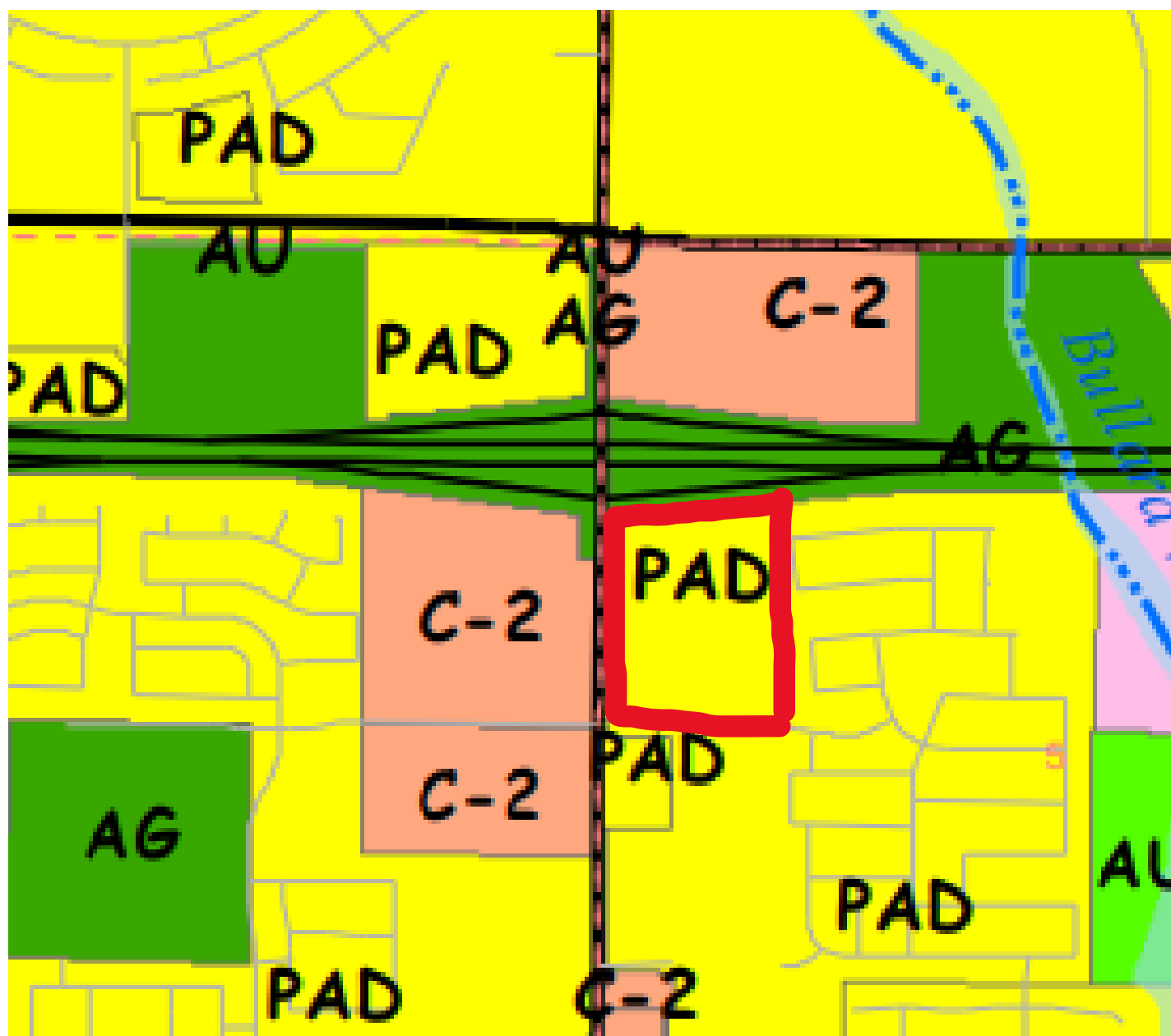
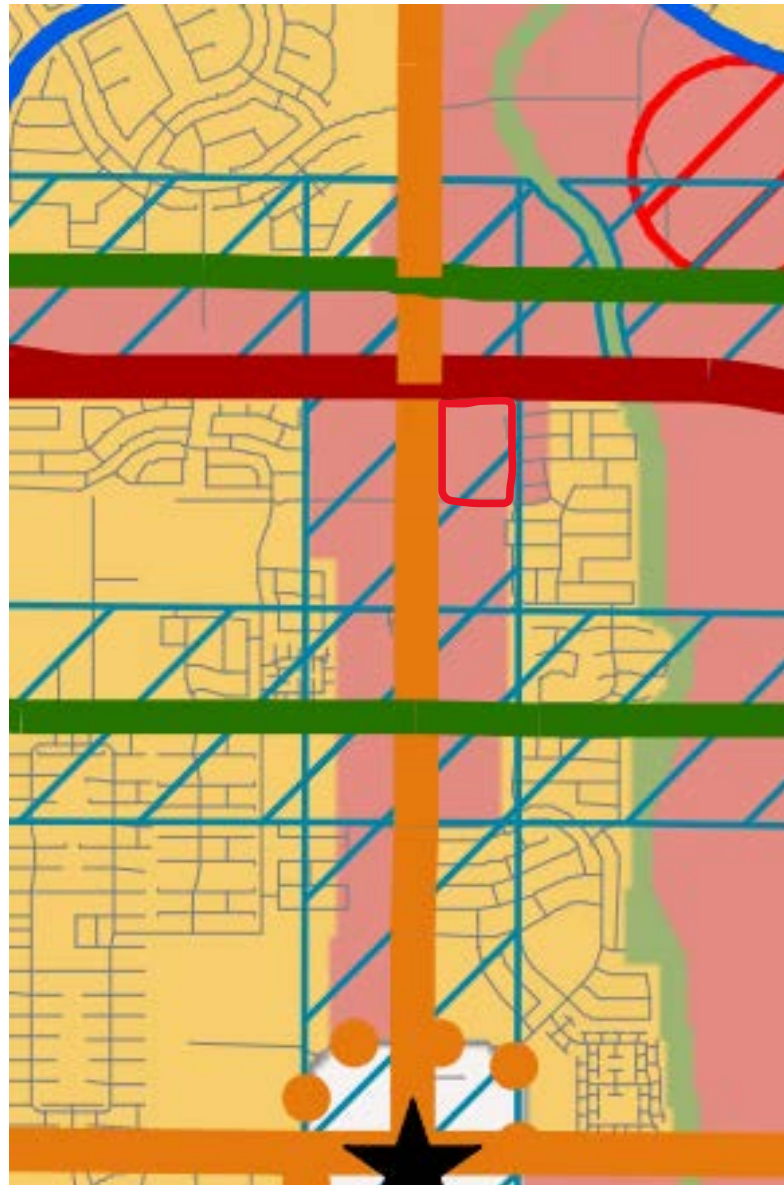


Exhibit 3 – Land Use and Transportation Map



Land Use and Transportation Map

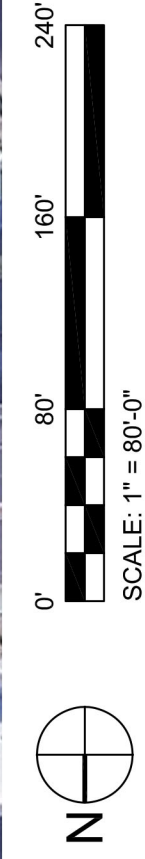
- Maricopa/Pinal County Line
- Municipal Planning Area Boundary
- City Limits
- Land Use Categories**
 - Open Space
 - Agriculture
 - Scenic Neighborhood
 - Neighborhood
 - Business & Commerce
 - Industrial
 - City Center
- Land Use Overlay Districts**
 - Village Center Overlay
 - Luke Compatible Land 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

Date: January 7, 2021

Exhibit 4 – Conceptual Site Plans and Master Site Plan-Phasing Plan



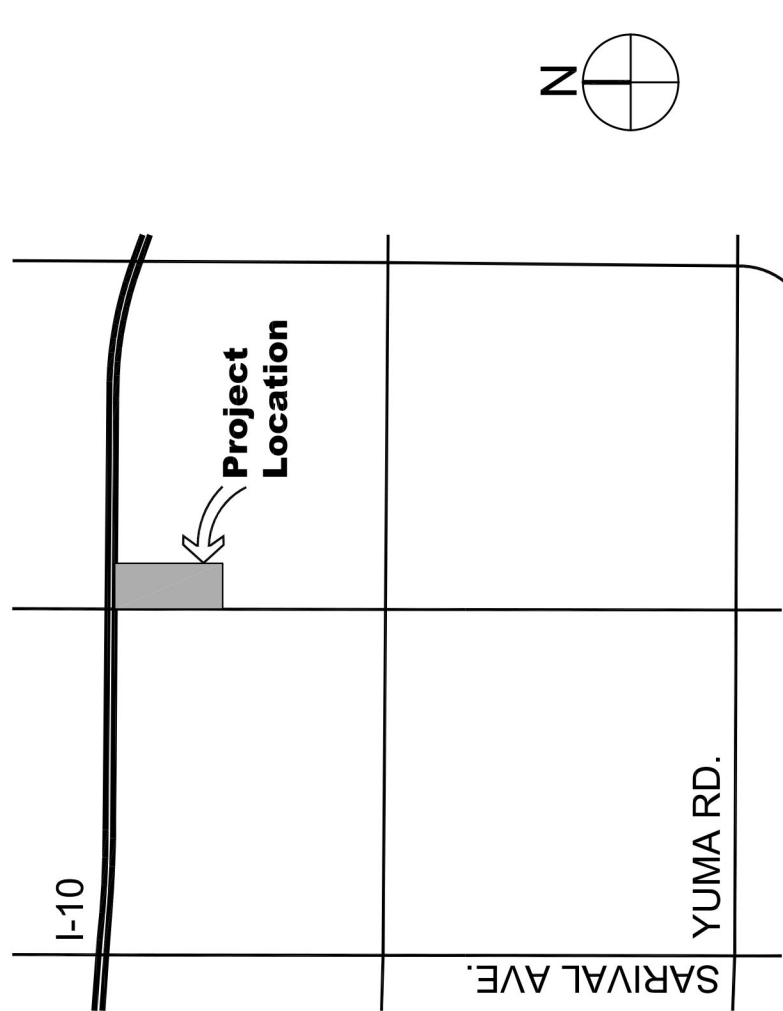
CONCEPTUAL SITE PLAN
SCALE: 1" = 80'-0"



SITE DATA

APN:	500-10-860
ZONING (EXISTING):	PAD
USE (EXISTING):	UNDEVELOPED
USE (PROPOSED):	LIMITED SERVICE RESTAURANT W/ DRIVE-THRU
SITE AREA (NET):	
P1	82,595 SF (1.89 AC)
P2	72,448 SF (1.66 AC)
P3	72,305 SF (1.65 AC)
P4	37,289 SF (0.85 AC)
P5	36,470 SF (0.83 AC)
MULTI-FAMILY	735,009 SF (16.87 AC)
TOTAL	1,036,296 SF (23.79 AC)
BUILDING DATA:	
P1	4,608 SF
P2	4,947 SF
P3	3,751 SF
P4	3,865 SF
P5	2,400 SF
TOTAL	19,571 SF
BUILDING LOT COVERAGE:	6.5%
PARKING (17500 RETAIL/C-STORE, 60% DINING-150, 40% KITCHEN-11150):	
P1	18 SPACES
P2	59 SPACES
P3	41 SPACES
P4	57 SPACES
P5	38 SPACES
TOTAL	209 SPACES
PARKING PROVIDED:	
P1	38 SPACES
P2	61 SPACES
P3	48 SPACES
P4	42 SPACES
P5	25 SPACES
TOTAL	214 SPACES
SUB-TOTAL PROVIDED:	
(STANDARD) 225 SPACES	(ACCESSIBLE) 11 SPACES
TOTAL PROVIDED:	238 SPACES
PARKING RATIO:	12.06%

VICINITY MAP:



PROJECT DATA

OWNER: IDM APARTMENTS PHOENIX
6720 N SCOTSDALE RD, SUITE 200
SCOTSDALE, AZ 85253
ARCHITECT: BMA ARCHITECTURE
2915 East Baseline Road, Suite 120
Gilbert, AZ 85234
ATTN: BRIAN M ANDERSEN, AIA

SEC ESTRELLA PKWY & LOOP 303
GOODYEAR, AZ

APN NUMBER:
SITE AREA (GROSS): 17.00 ACRES (740,520 S.F.)

CURRENT ZONING: PAD
PROPOSED ZONING: PAD (MF-24)
PROPOSED USE: MULTIFAMILY - APARTMENTS

DENSITY:
ALLOWED: 24 DU / ACRE
PROVIDED: 352 UNITS/17.00 ACRES = 20.7 DU/ACRE

MAX BUILDING HT
MAXIMUM 40'
ACCESSORY BUILDING MAXIMUM PROVIDED 20'

MAX BUILDING COVERAGE
MAXIMUM 50%
PROVIDED: 21.6% (159,953 SF / 740,520 SF)

PERIMETER BUILDING SETBACKS
FRONT (ROOSEVELT ST) 30'
STREET SIDE 30'
SIDE EXCEPT FOR STREET 20'
REAR 30'

SETBACK FROM SINGLE FAMILY RESIDENTIAL
REQUIRED PROVIDED
BUILDING HT 20 OR LESS 30'
50' + 5' FOR EVERY 1' OVER 30' 65' (33 BLD HT)

PRIVATE OPEN SPACE PER UNIT
MIN REQUIRED 40 SF (MIN 6' WIDTH)
MIN PROVIDED 87 SF (MIN 6' WIDTH)

GROSS UNIT MIX
UNIT TYPE # OF UNITS % OF UNITS

A1 - 1 BEDROOM 48 UNITS 14 %
A2 - 1 BEDROOM 90 UNITS 26 %
L1 - 1 BEDROOM 4 UNITS 1 %
B1 - 2 BEDROOM 90 UNITS 26 %
B2 - 2 BEDROOM 10 UNITS 3 %
C1 - 3 BEDROOM 12 UNITS 3 %

TOTAL 352 UNITS 100 %

GROSS PARKING
REQUIRED: # UNITS SPACES REQD

GUEST 352 x 1/10 = 35 P.S.
1 BEDROOM 142 x 1.5 = 213 P.S.
2 BEDROOM 198 x 2.0 = 396 P.S.
3 BEDROOM 12 x 2.0 = 24 P.S.

REQUIRED TOTAL: 668 P.S.

PROVIDED:
OPEN STALL = 309 P.S.
CARPORT STALL = 348 P.S.
GARAGE = 14 P.S.

PROVIDED TOTAL: (1:90 :1) 671 P.S.

LEGEND:
BUILDING NUMBER
BUILDING TYPE

BUILDING TYPE 1-3 STORY (12-A1, 12-C1)
BUILDING HEIGHT = 38'-0"

BUILDING TYPE 2-3 STORY (6-A1, 6-A2, 6-B1, 6-B2)
BUILDING HEIGHT = 40'-0"

BUILDING TYPE 3-3 STORY (6-A1, 12-A2, 12-B2, 12-B3)
BUILDING HEIGHT = 38'-0"

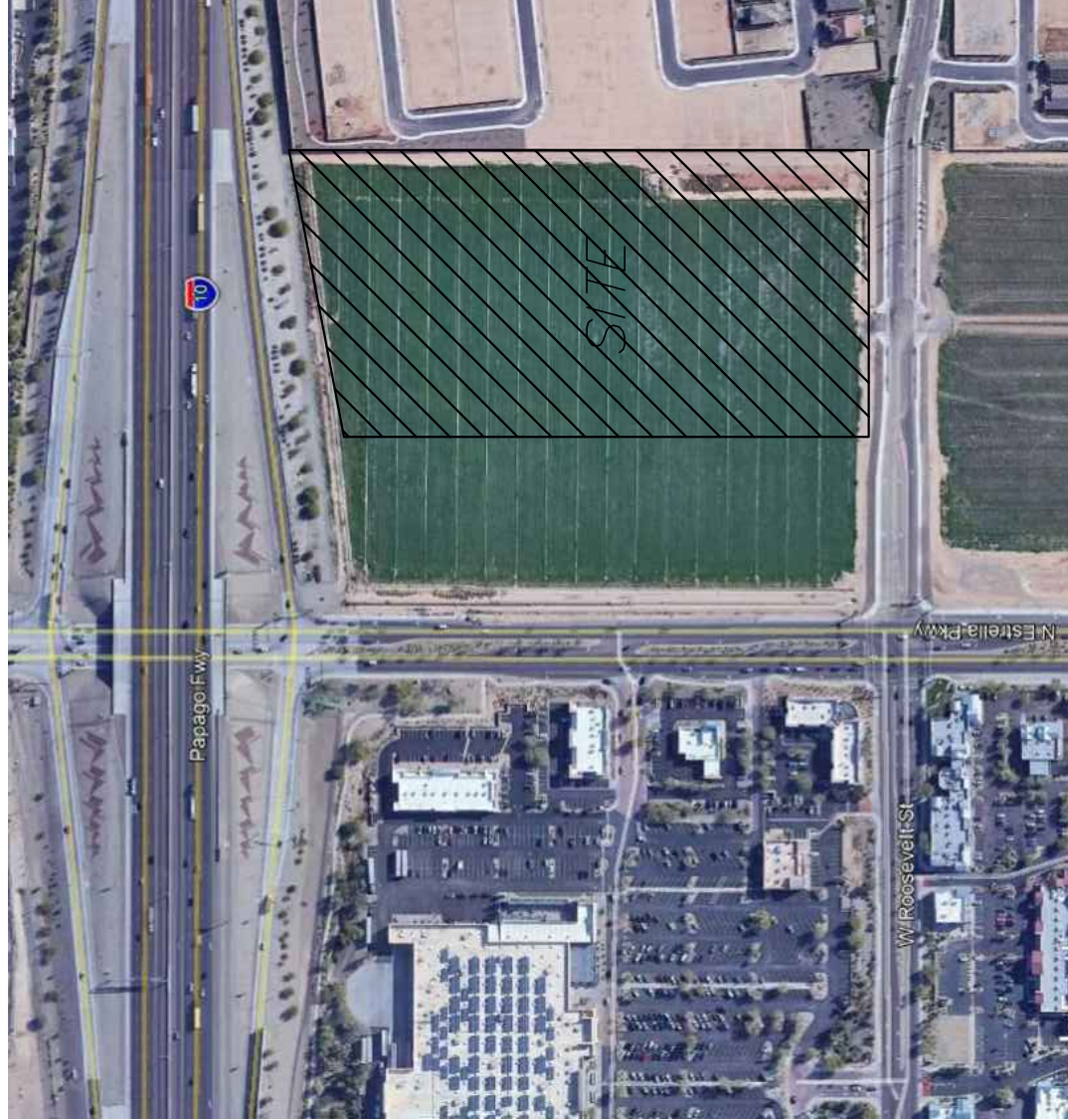
BUILDING TYPE 5-2 STORY (2-L1)
BUILDING HEIGHT = 28'-0"

BUILDING TYPE 6-3 STORY (12-B1, 12-B2)
BUILDING HEIGHT = 38'-0"

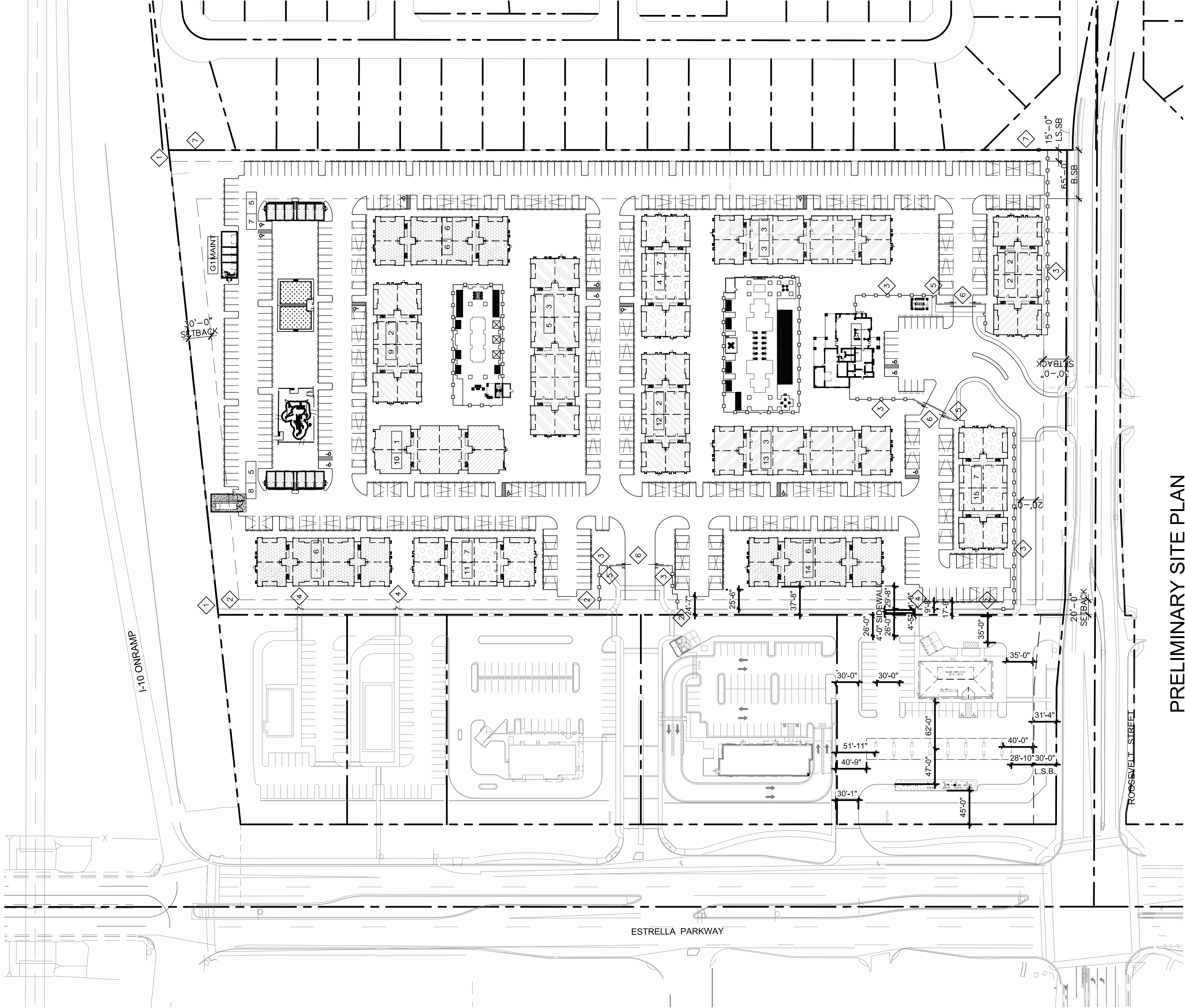
BUILDING TYPE 7-3 STORY (12-A2, 12-B2)
BUILDING HEIGHT = 38'-0"

SITE KEY NOTES

- NEW 12" SOUND WALL
- NEW 6" MASONRY WALL
- NEW 6" VIEW FENCE
- NEW 3" WIDE PEDESTRIAN GATE AND PIERS
- NEW 3" WIDE PEDESTRIAN GATE
- VEHICULAR ROLLING GATE
- EXISTING 6" MASONRY WALL



VICINITY MAP



PRELIMINARY SITE PLAN

SCALE: 1" = 80'-0"



PROPOSED NEW MULTIFAMILY APARTMENT PROJECT FOR:
IDM
ACERO ESTRELLA II
SEC ESTRELLA PKWY & LOOP 303
GOODYEAR, AZ

dwg name: PRELIMINARY SITE PLAN

dwg no: SD1.10

date: 4-26-2021

job no: 2020.08

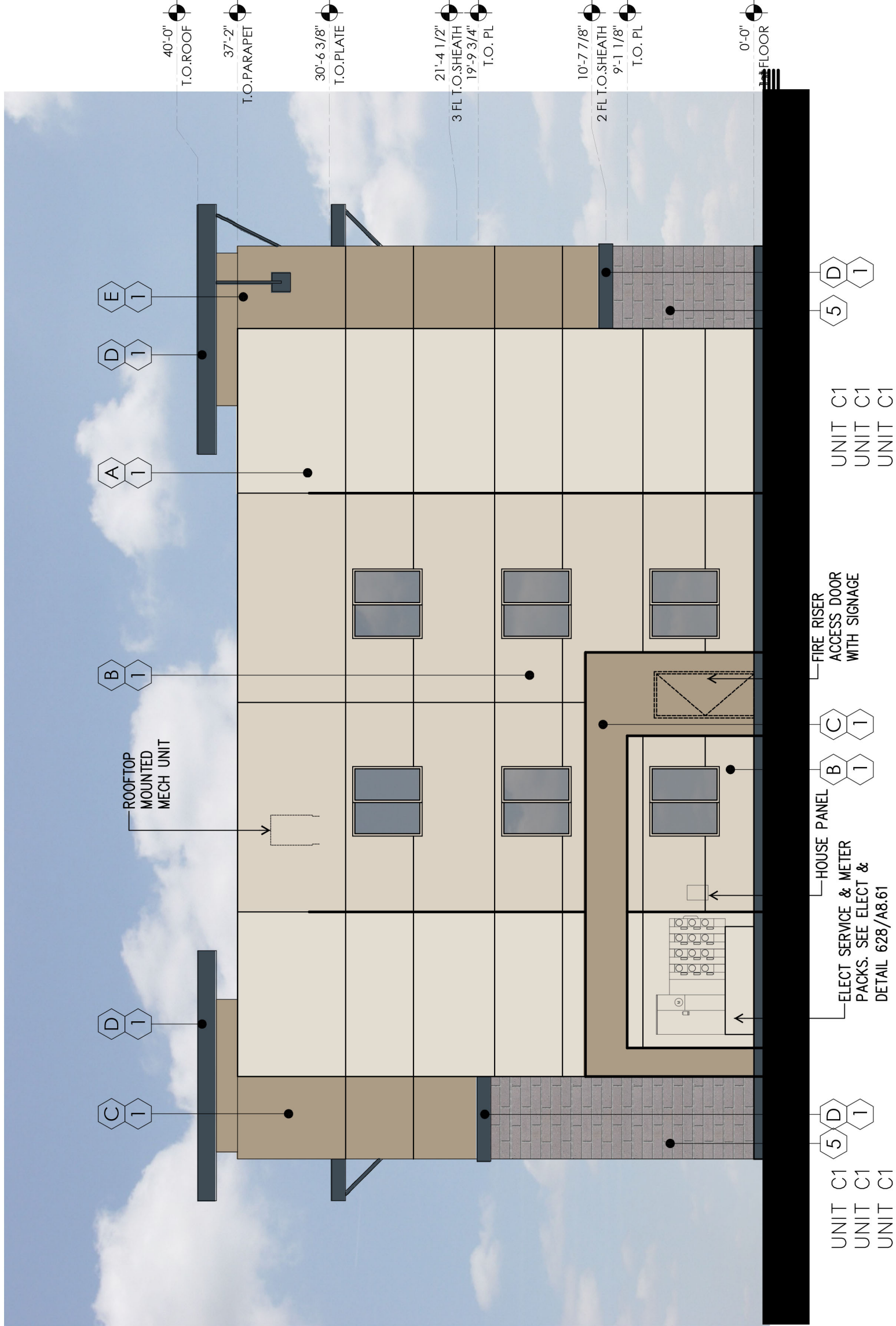
log no:

**Exhibit 5 – Conceptual Building Elevations and Color Palettes for
Multifamily Community**



FRONT/REAR ELEVATION

SCALE: 1/8" = 1'-0"

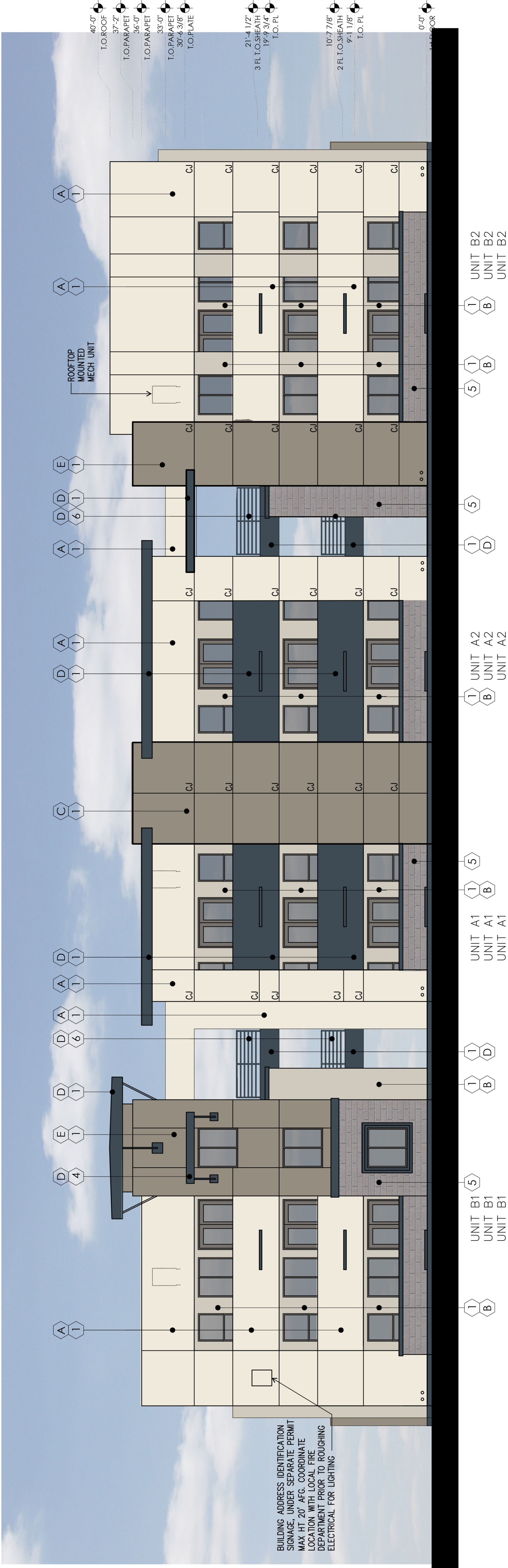


LEFT/RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR PAINT SCHEDULE			PALETTE-A
TAG	MANUFACTURER	COLOR	NOTES
A	SHERWIN WILLIAMS	SW-7637 - OYSTER WHITE	BIDG ACCENT
B	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BIDG COLOR
C	SHERWIN WILLIAMS	SW-7549 - STUDIO TAUPE	BIDG COLOR, CEILING LID
D	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

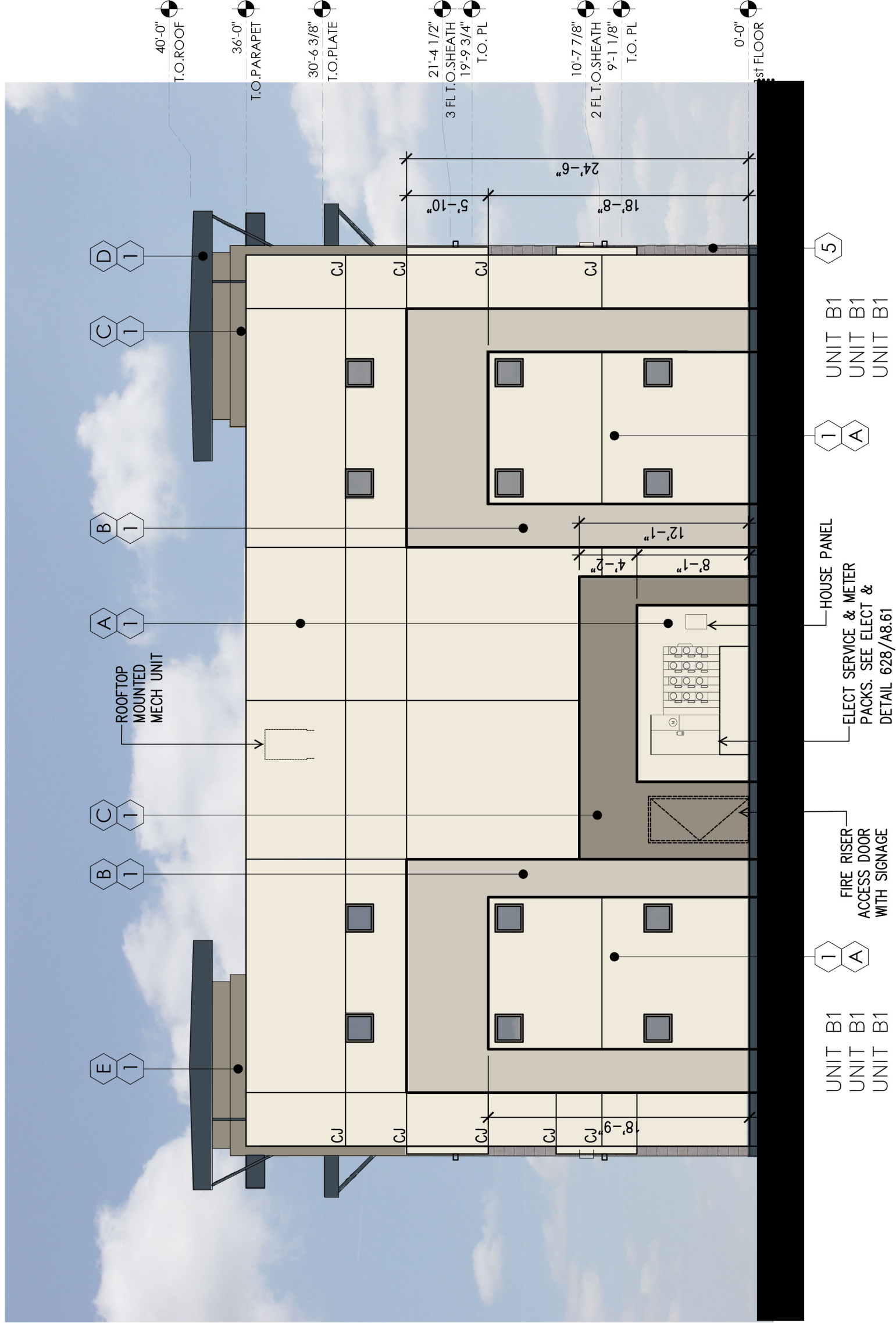
EXTERIOR MATERIAL SCHEDULE			NOTES
TAG	MATERIAL	PRODUCT NO. / COLOR / TEXTURE	NOTES
1	1 COAT STUCCO SYSTEM	LIGHT LACE	
2	NOT USED	-	
3	FOAM BAND		FOAM POP OUT
4	METAL AWNING		
5	BRICK VENEER	PACIFIC CLAY	"V" HORIZ TOOLING
6	METAL GUARD RAILING		



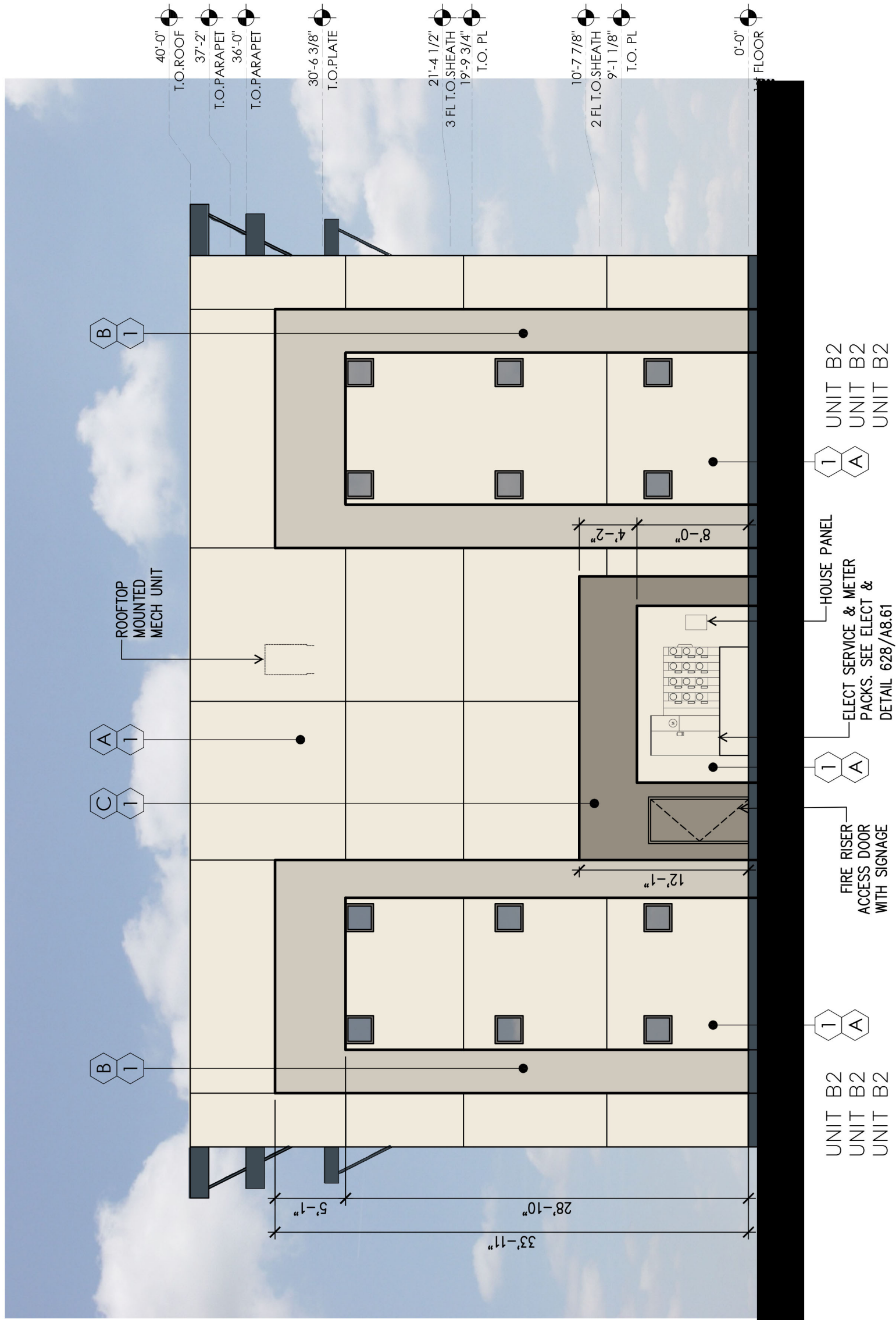
EXTERIOR PAINT SCHEDULE			PALETTE-B
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-6385 - DOVER WHITE	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-7050 - USERUL GRAY	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-9172 - STUDIO CLAY	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE			NOTES
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./COLOR/TEXTURE
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE
(2)	NOT USED		-
(3)	FOAM BAND		FOAM POP OUT
(4)	METAL AWNING		
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMON - COASTAL SERIES
(6)	METAL GUARD RAILING		"V" HORIZ TOOLING

FRONT/REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"



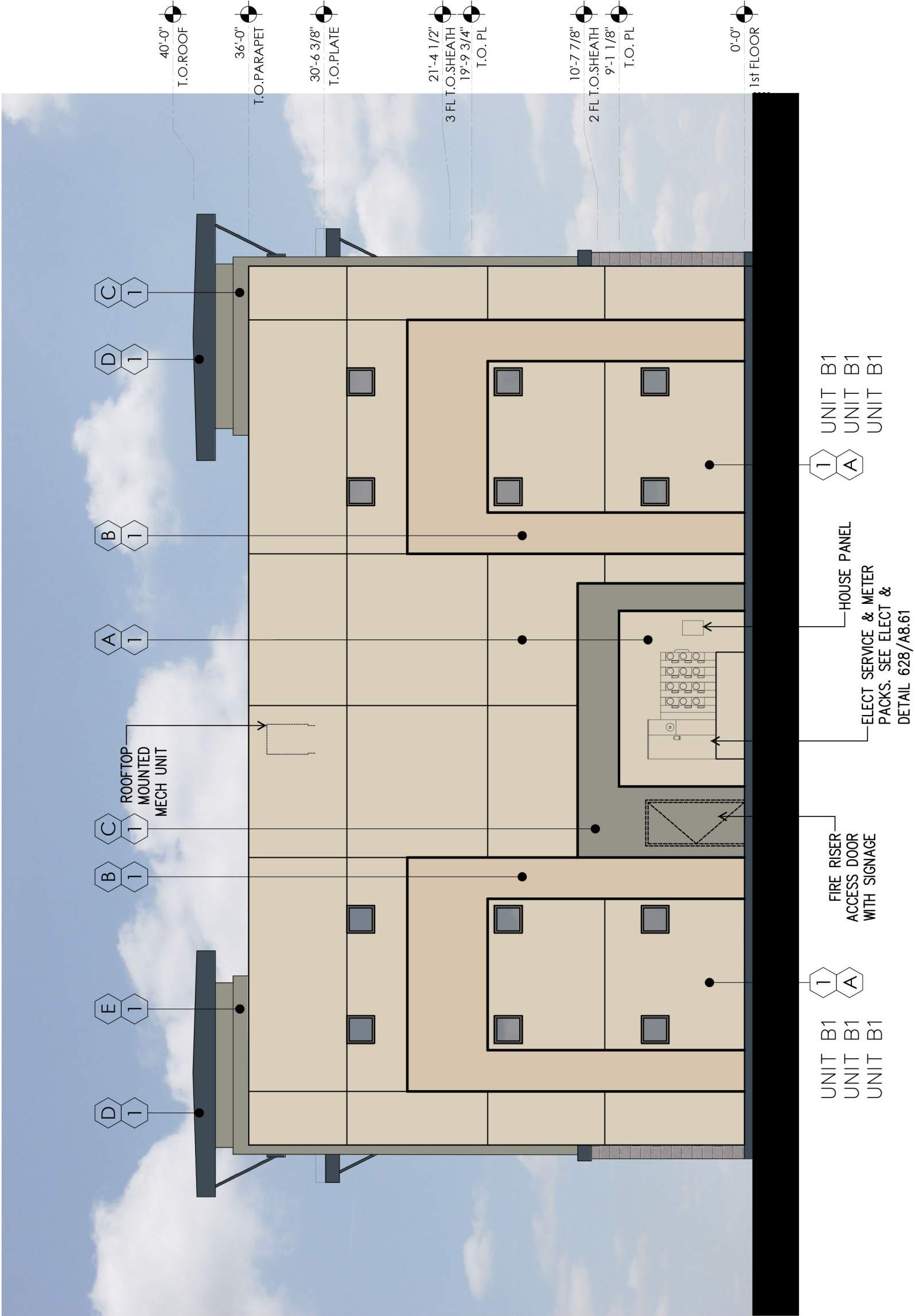
RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

BUILDING ADDRESS IDENTIFICATION SIGNAGE, UNDER SEPARATE PERMIT
MAX 11' 20" AFG. COORDINATE LOCATION WITH LOCAL FIRE DEPARTMENT
PRIOR TO ROUGHING ELECTRICAL FOR LIGHTING



FRONT/REAR ELEVATION

SCALE: 1/8" = 1'-0"

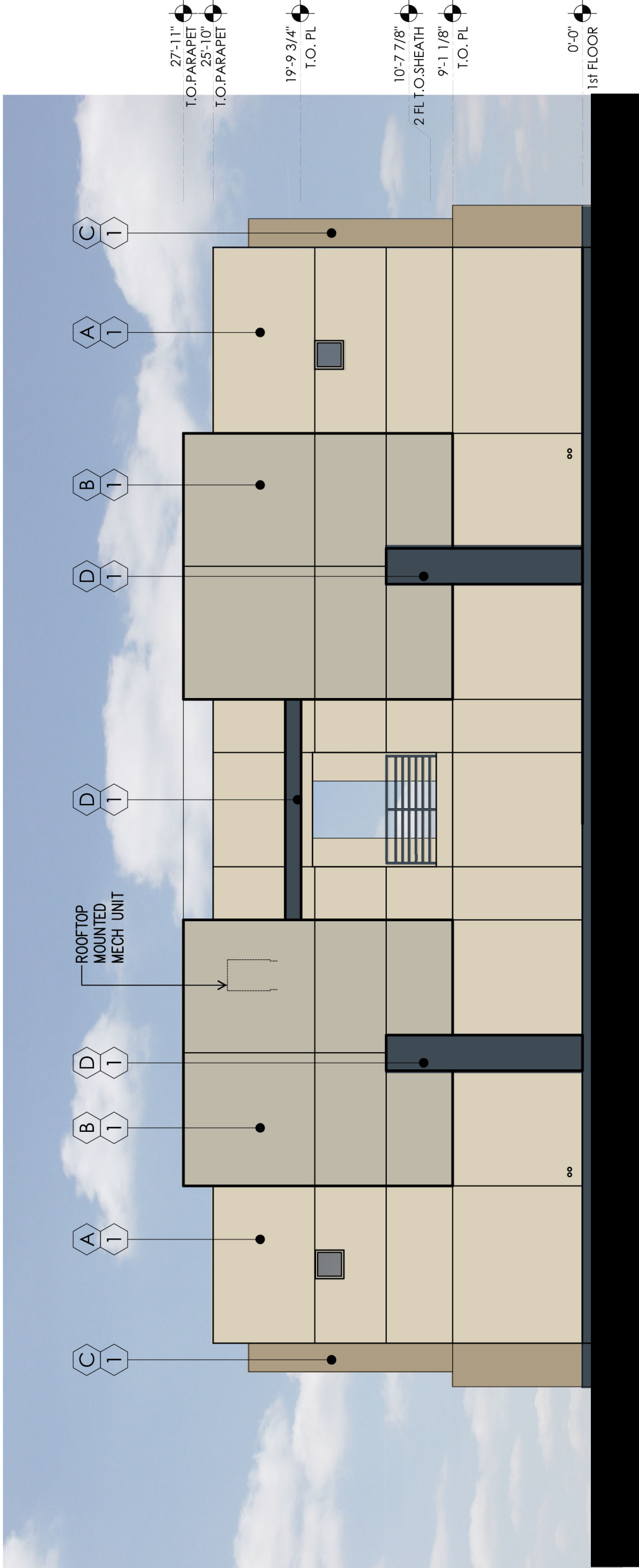


LEFT/RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR PAINT SCHEDULE			PALETTE-C
TAG	MANUFACTURER	COLOR	NOTES
A	SHERWIN WILLIAMS	SW-6148 - WOOL SKEIN	BLDG ACCENT
B	SHERWIN WILLIAMS	SW-6106 - KLIM BEIGE	BLDG COLOR
C	SHERWIN WILLIAMS	SW-9131 - CORNWALL SLATE	BLDG COLOR, CEILING LID
D	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE		
TAG	MATERIAL	PRODUCT NO./COLOR/TEXTURE
1	1 COAT STUCCO SYSTEM	LIGHT LACE
2	NOT USED	-
3	FOAM BAND	FOAM POP OUT
4	METAL AWNING	-
5	BRICK VENEER	PACIFIC CLAY
6	METAL GUARD RAILING	SAN SIMEON - COASTAL SERIES



REAR ELEVATION

SCALE: 1/8" = 1'-0"

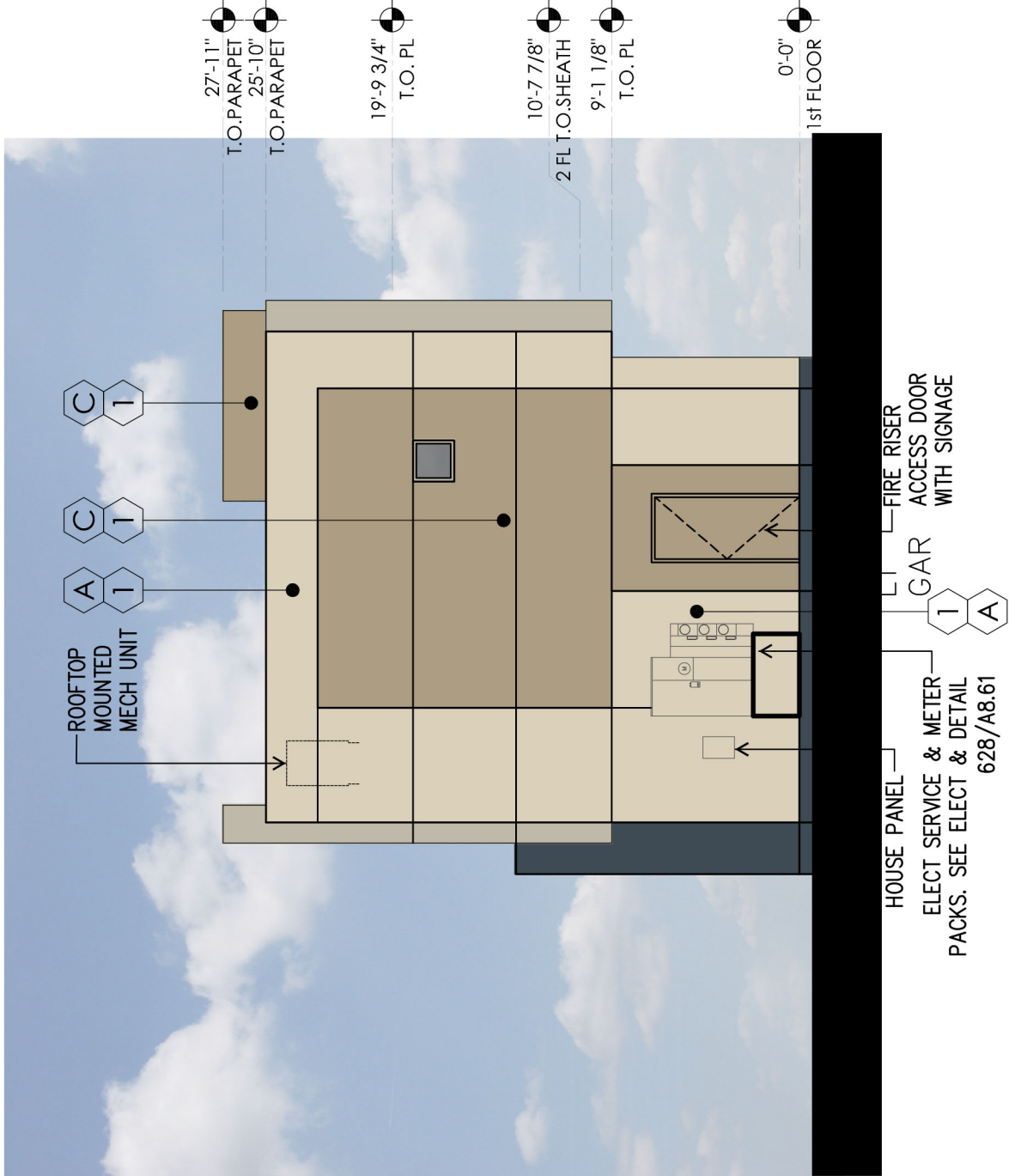


FRONT ELEVATION

SCALE: 1/8" = 1'-0"

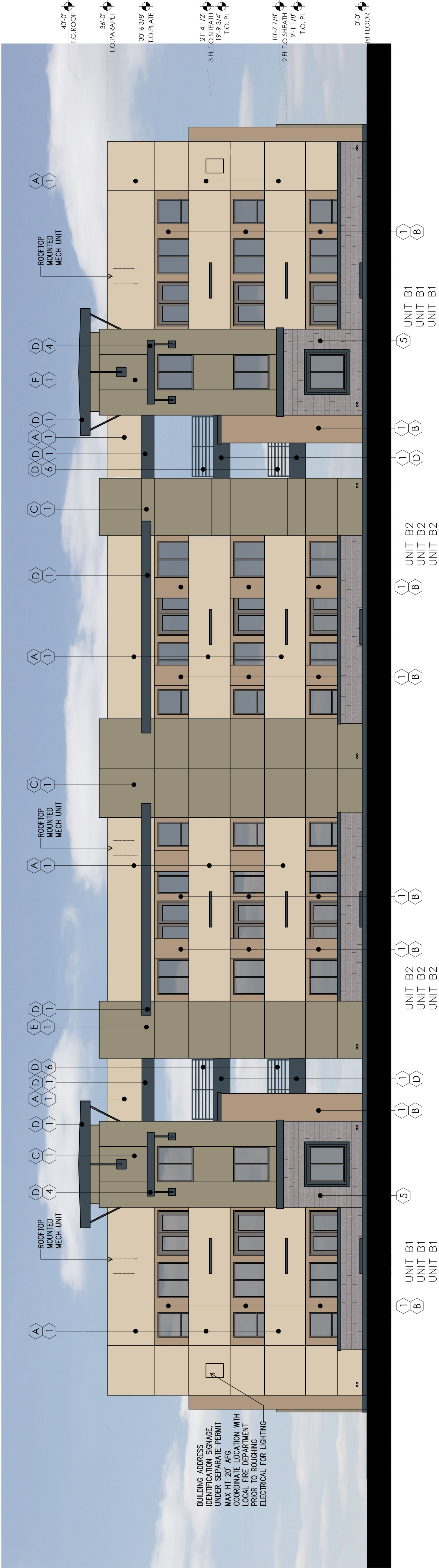
EXTERIOR PAINT SCHEDULE			PALETTE-D
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-6155 - RICE GRAIN	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-6170 - TECHNO GRAY	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-7544 - FENLAND	BLDG COLOR, CEILING ID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE		
TAG	MATERIAL	PRODUCT NO./ COLOR/TEXTURE
(1)	1 COAT STUCCO SYSTEM	LIGHT LACE
(2)	NOT USED	-
(3)	FOAM BAND	FOAM POP OUT
(4)	METAL AWNING	
(5)	BRICK VENEER	PACIFIC CLAY
(6)	METAL GUARD RAILING	SAN SIMEDON - COASTAL SERIES



RIGHT/LEFT ELEVATION

SCALE: 1/8" = 1'-0"



FRONT / REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT/RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

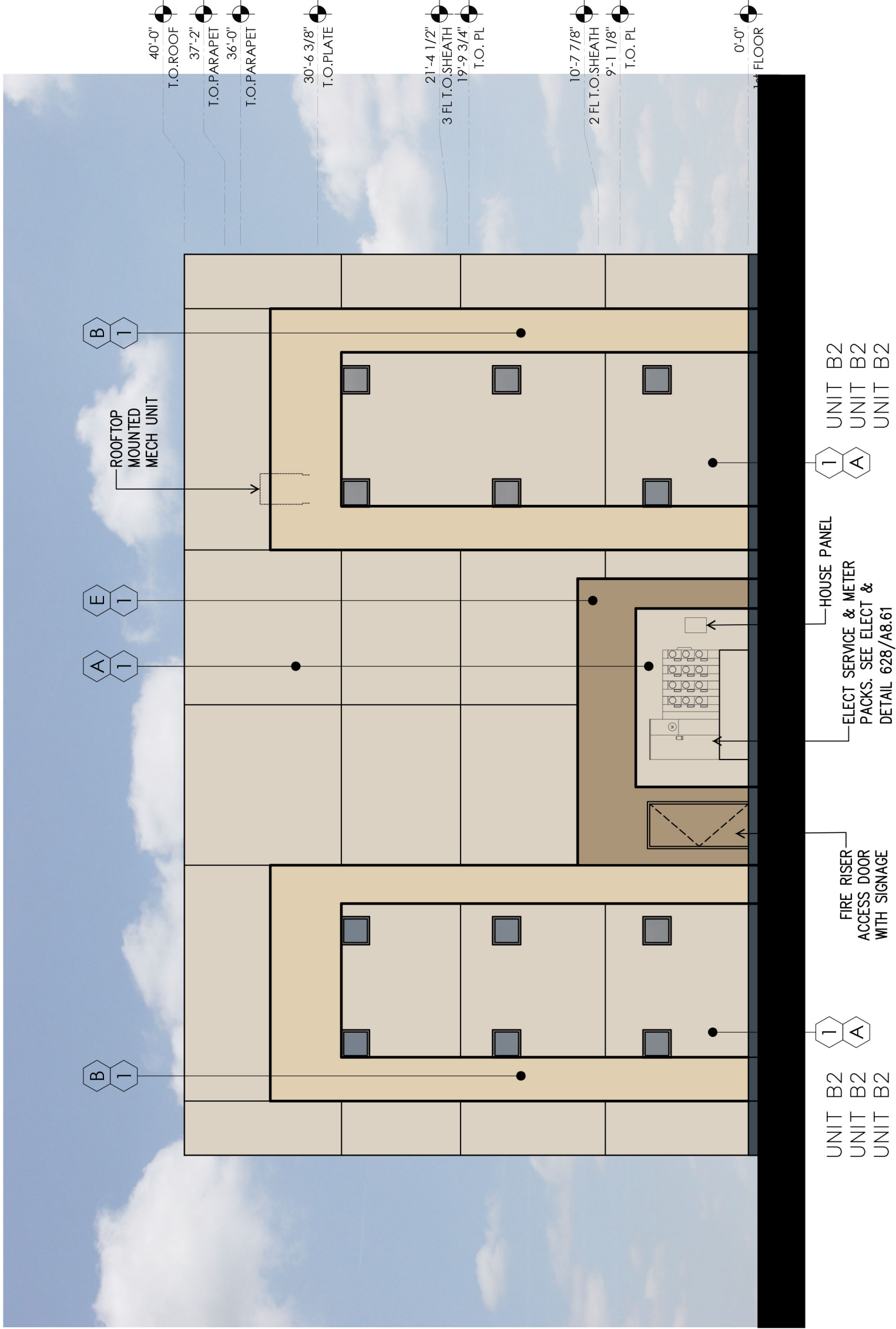
EXTERIOR PAINT SCHEDULE			PALETTE-E
TAG	MANUFACTURER	COLOR	NOTES
A	SHERWIN WILLIAMS	SW-6141 - SOFTER TAN	BLDG ACCENT
B	SHERWIN WILLIAMS	SW-9122 - SONG THRUISH	BLDG COLOR
C	SHERWIN WILLIAMS	SW-2845 - BUNGLEHOUSE GRAY	BLDG COLOR, CEILING I/D
D	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE			NOTES
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/TEXTURE
1	1 COAT STUCCO SYSTEM		LIGHT LACE
2	NOT USED		-
3	FOAM BAND		FOAM POP OUT
4	METAL AWNING		
5	BRICK VENEER	PACIFIC CLAY	SAN SIMON - COASTAL SERIES
6	METAL GUARD RAILING		"V" HORIZ TOOLING



FRONT/REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

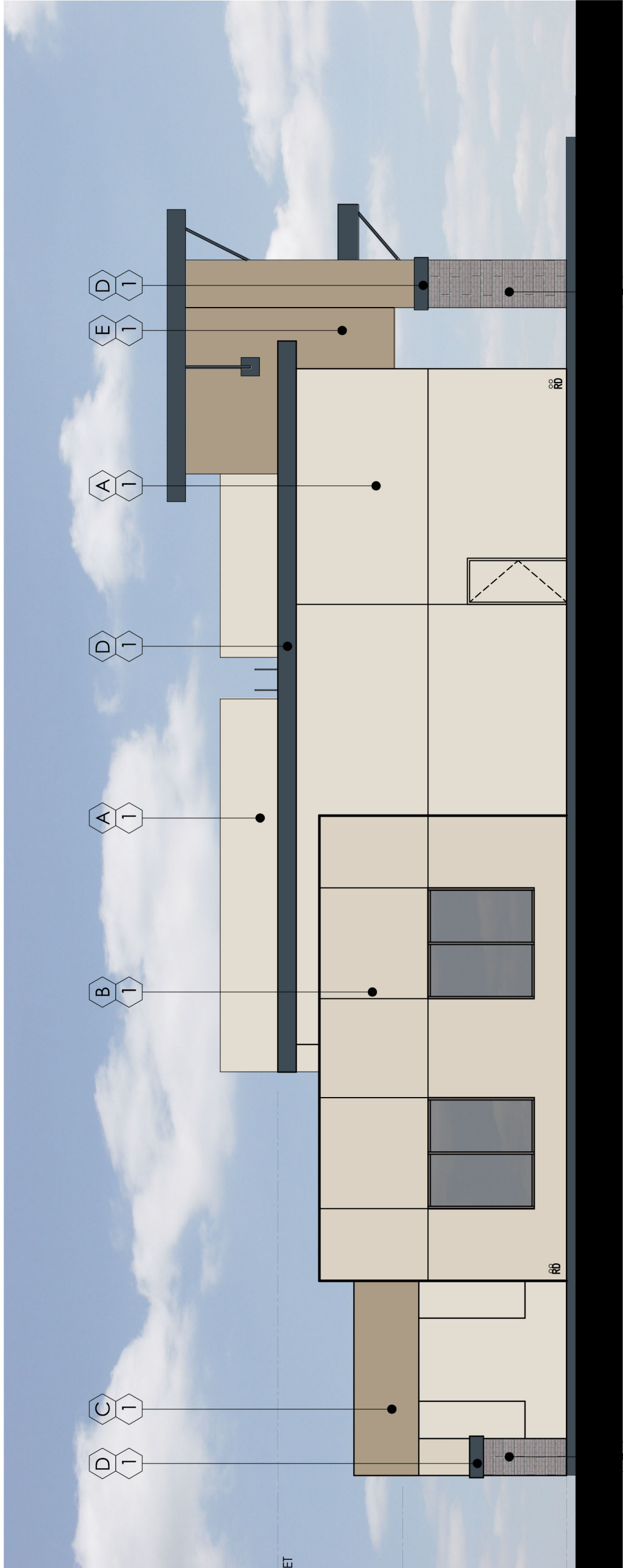
EXTERIOR PAINT SCHEDULE			PALETTE-F
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BLDG COLOR
(B)	SHERWIN WILLIAMS	SW-6134 - NETSUKE	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-9116 - SERENGETI GRASS	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE			
TAG	MATERIAL	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM	LIGHT LACE	
(2)	NOT USED	-	
(3)	FOAM BAND		FOAM POP OUT
(4)	METAL AWNING		
(5)	BRICK VENEER	PACIFIC CLAY	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING		



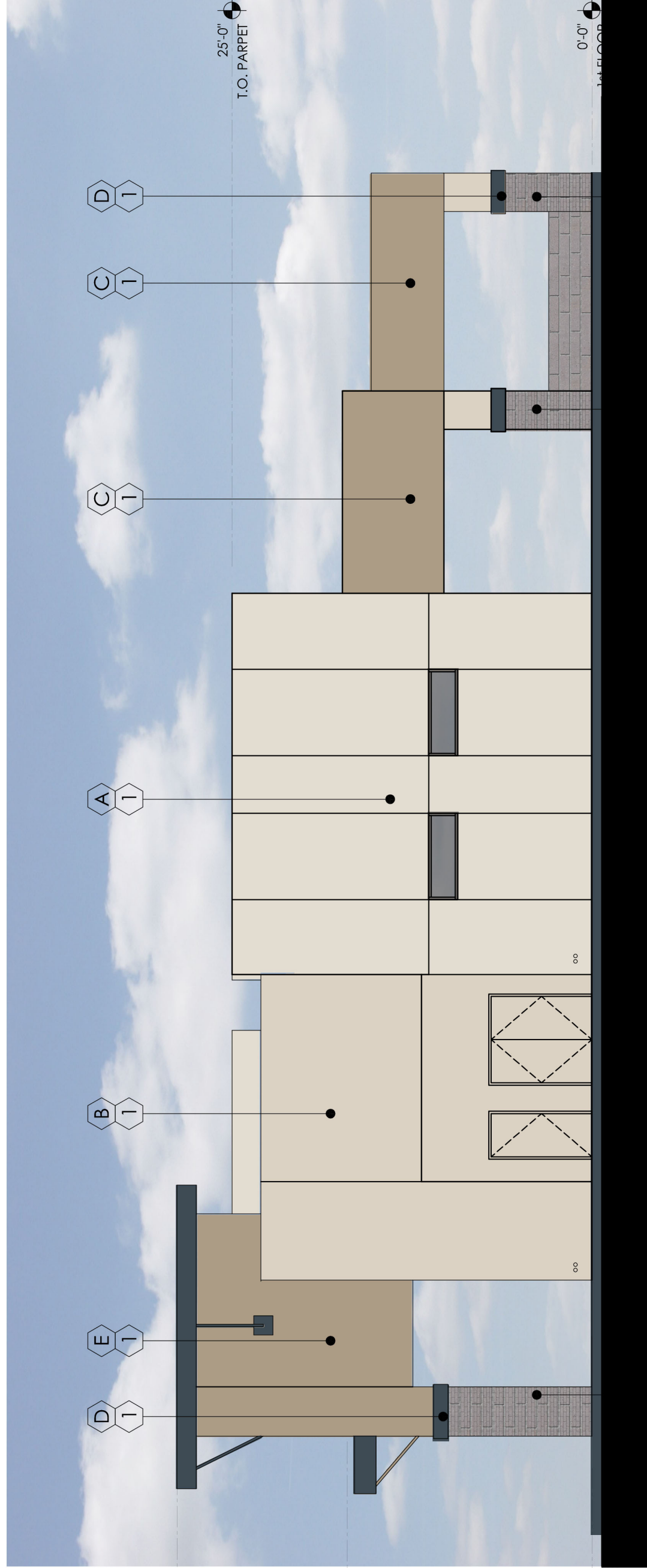
FRONT ELEVATION - CLUBHOUSE

SCALE: 1/8" = 1'-0"



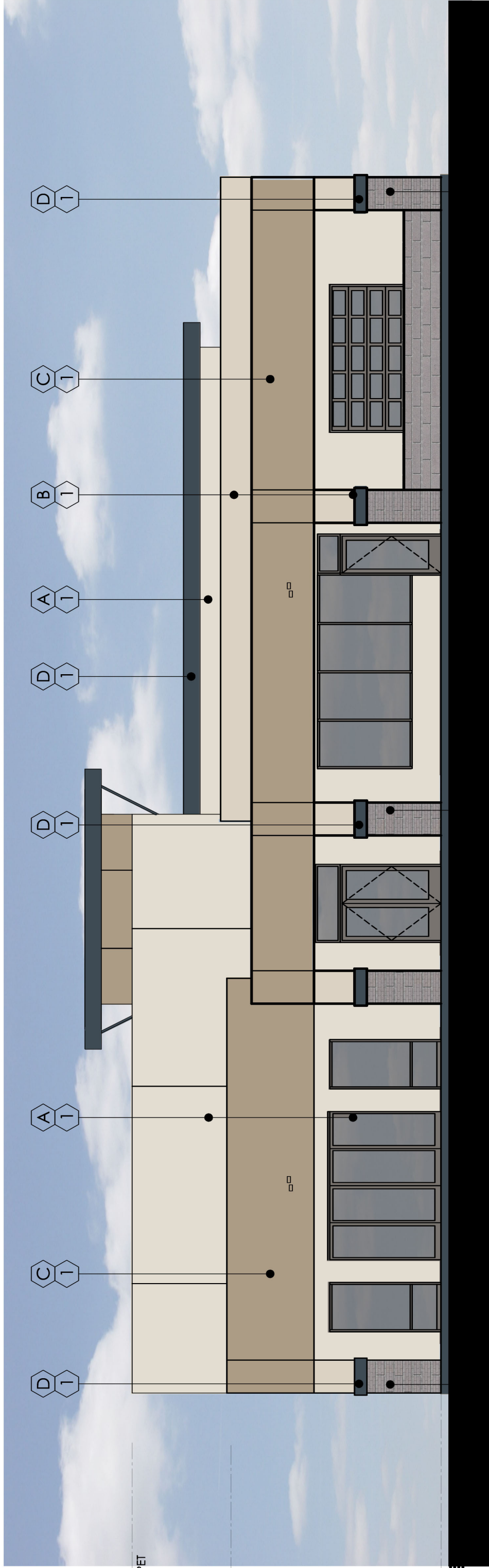
LEFT ELEVATION - CLUBHOUSE

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION - CLUBHOUSE

SCALE: 1/8" = 1'-0"

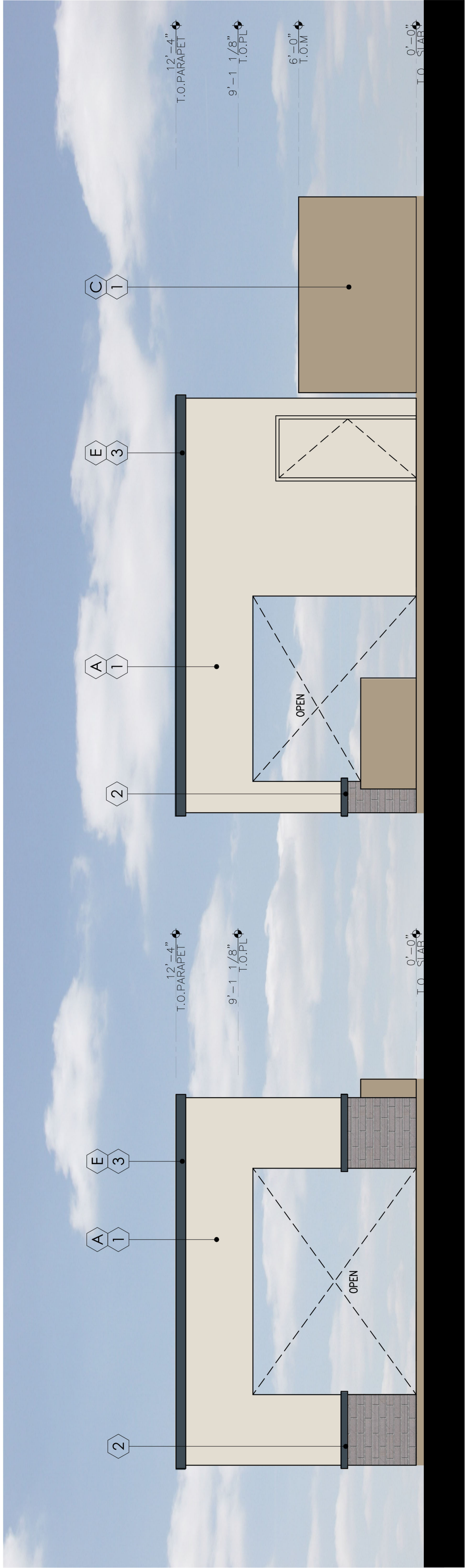


REAR ELEVATION - CLUBHOUSE

SCALE: 1/8" = 1'-0"

EXTERIOR PAINT SCHEDULE			PALETTE-A
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-7637 - OYSTER WHITE	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-7549 - STUDIO TAUPE	BLDG COLOR, CEILING, I.D.
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE		
TAG	MATERIAL	PRODUCT NO. / COLOR / TEXTURE
(1)	1 COAT STUCCO SYSTEM	LIGHT LACE
(2)	NOT USED	-
(3)	FOAM BAND	FOAM POP OUT
(4)	METAL AWNING	
(5)	BRICK VENEER	PACIFIC CLAY
(6)	METAL GUARD RAILING	SAN SIMEON - COASTAL SERIES

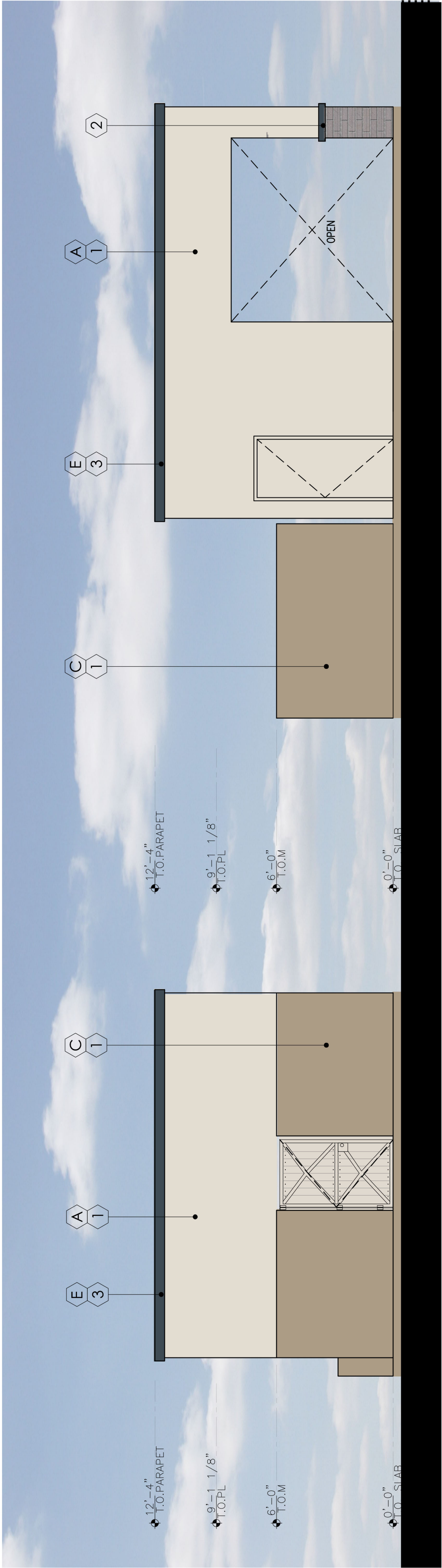


FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

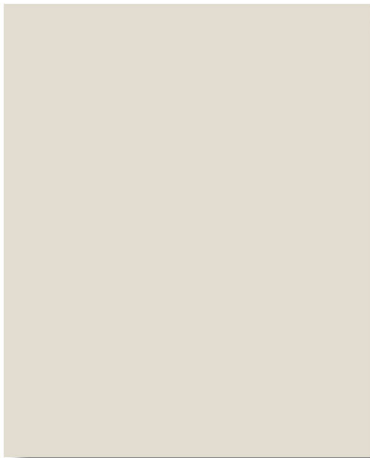
SCALE: 1/4" = 1'-0"

EXTERIOR PAINT SCHEDULE				PALETTE-A
TAG	MANUFACTURER	COLOR	NOTES	
A	SHERWIN WILLIAMS	SW-7637 - OYSTER WHITE	BLDG ACCENT	
B	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BLDG COLOR	
C	SHERWIN WILLIAMS	SW-7549 - STUDIO TAUPE	BLDG COLOR, CEILING LID	
D	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK	

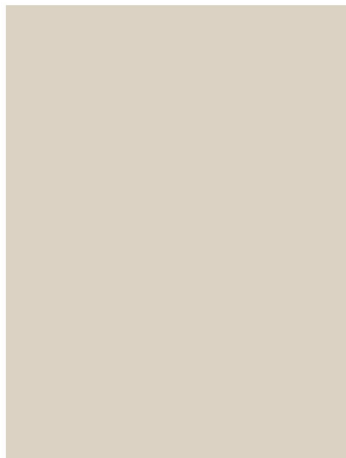
EXTERIOR MATERIAL SCHEDULE			
TAG	MATERIAL	PRODUCT NO./COLOR/TEXTURE	NOTES
1	1 COAT STUCCO SYSTEM	LIGHT LACE	
2	NOT USED	-	
3	FOAM BAND		FOAM POP OUT
4	METAL AWNING		
5	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES
6	METAL GUARD RAILING		"V" HORIZ TOOLING

EXTERIOR PAINT SCHEDULE			PALETTE-A
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-7637 - OYSTER WHITE	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-7549 - STUDIO TAUPE	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE				
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			



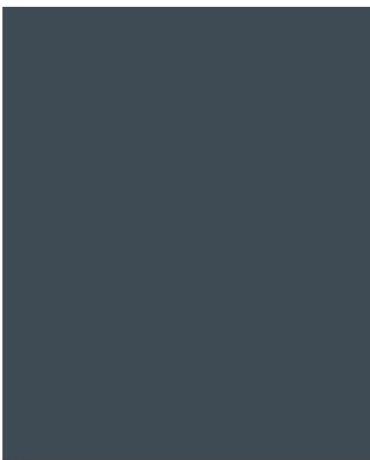
A



B



C



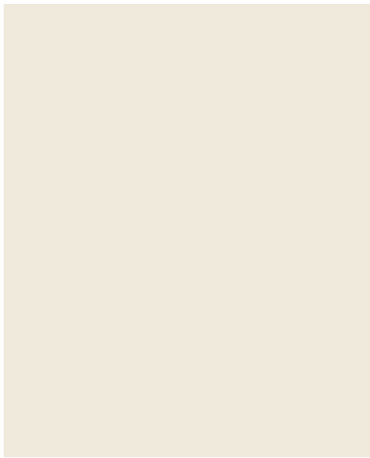
D



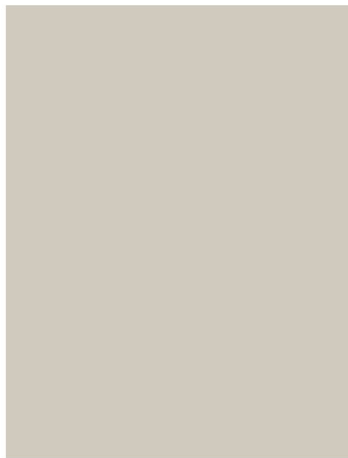
5

EXTERIOR PAINT SCHEDULE			PALETTE-B
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-6385 - DOVER WHITE	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-7050 - USEFUL GRAY	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-9172 - STUDIO CLAY	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

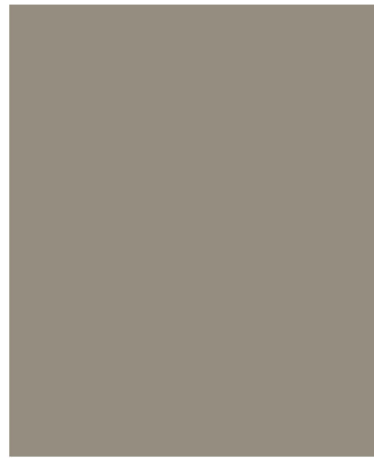
EXTERIOR MATERIAL SCHEDULE				
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			



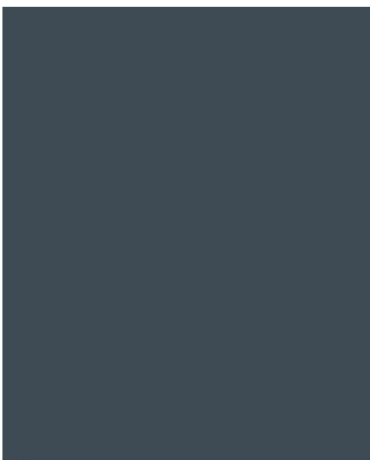
(A)



(B)



(C)



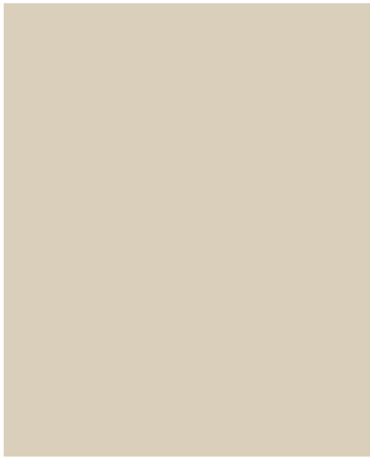
(D)



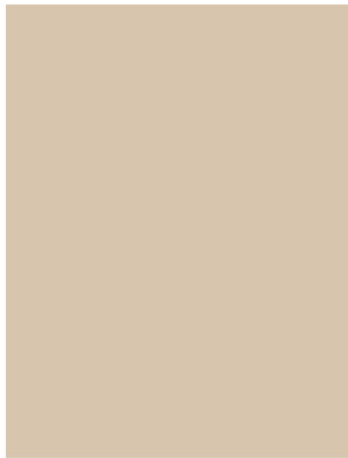
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EXTERIOR PAINT SCHEDULE			PALETTE-C
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-6148 - WOOL SKEIN	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-6106 - KILIM BEIGE	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-9131 - CORNWALL SLATE	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE				
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			



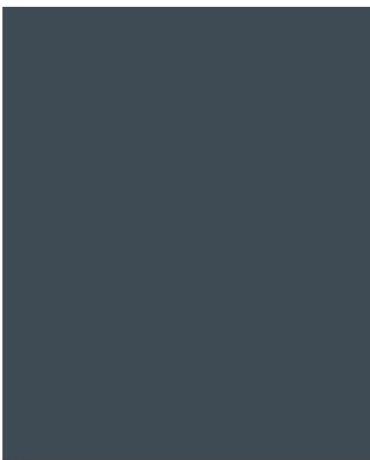
(A)



(B)



(C)



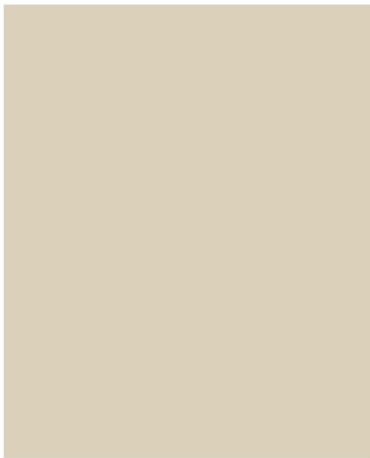
(D)



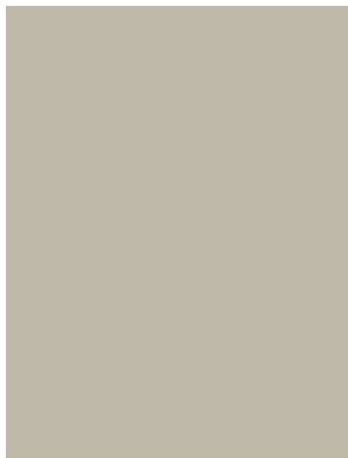
(5)

EXTERIOR PAINT SCHEDULE			PALETTE-D
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-6155 - RICE GRAIN	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-6170 - TECHNO GRAY	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-7544 - FENLAND	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE				
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			



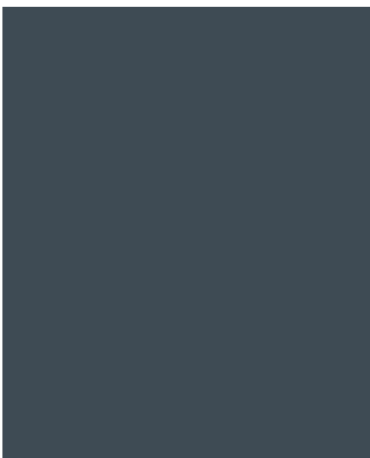
(A)



(B)



(C)



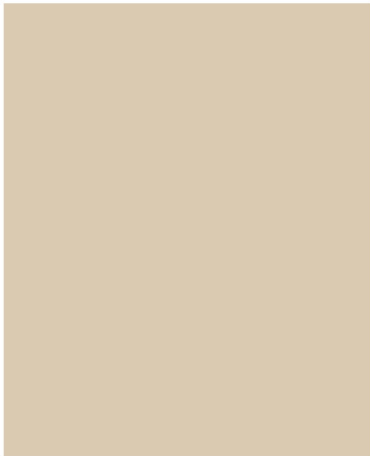
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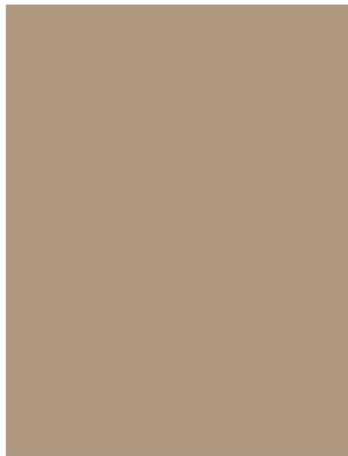
(5)

EXTERIOR PAINT SCHEDULE			PALETTE-E
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-6141 - SOFTER TAN	BLDG ACCENT
(B)	SHERWIN WILLIAMS	SW-9122 - SONG THRUSH	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-2845 - BUNGLEHOUSE GRAY	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE				
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			



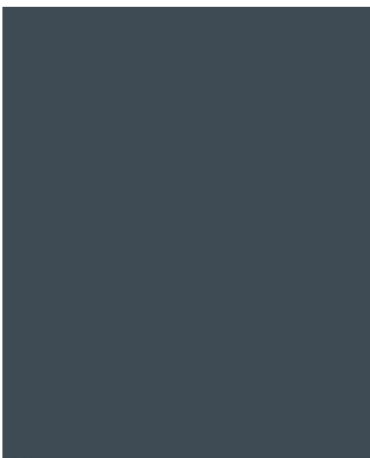
(A)



(B)



(C)



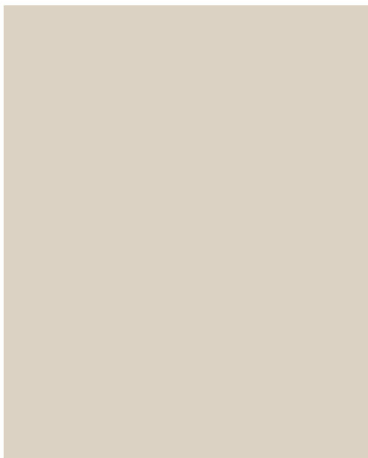
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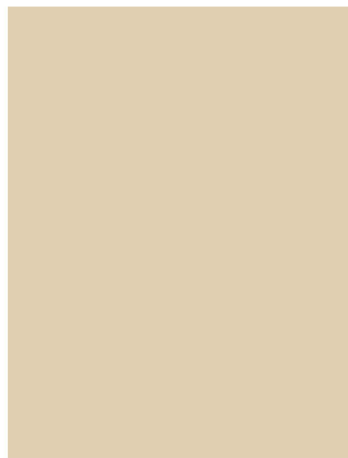
(5)

EXTERIOR PAINT SCHEDULE			PALETTE-F
TAG	MANUFACTURER	COLOR	NOTES
(A)	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BLDG COLOR
(B)	SHERWIN WILLIAMS	SW-6134 - NETSUKE	BLDG COLOR
(C)	SHERWIN WILLIAMS	SW-9116 - SERENGETI GRASS	BLDG COLOR, CEILING LID
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE				
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			



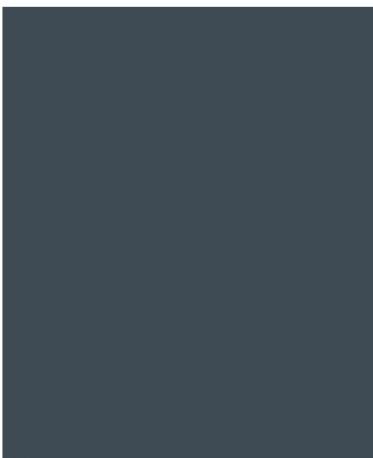
(A)



(B)



(C)



(D)



(5)

**Exhibit 6 – Estrella Parkway Entry Rendering and Conceptual Building
Elevation and Color/Material Palette for Commercial Development**

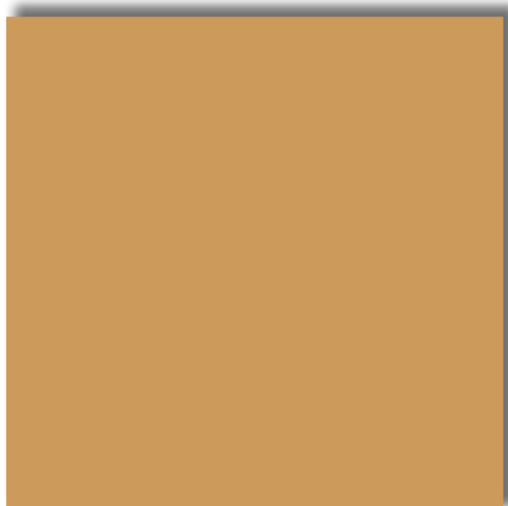




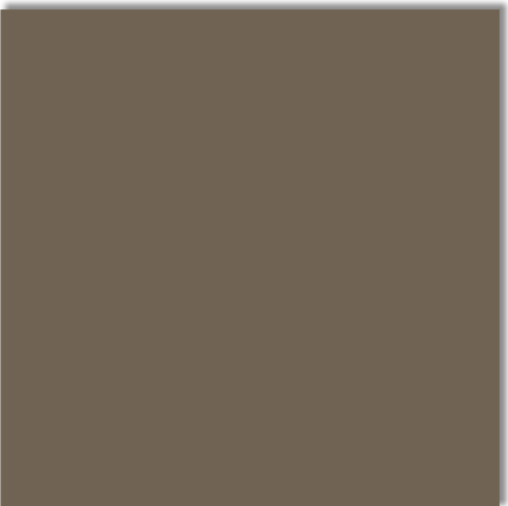
CONCEPTUAL BUILDING ELEVATION



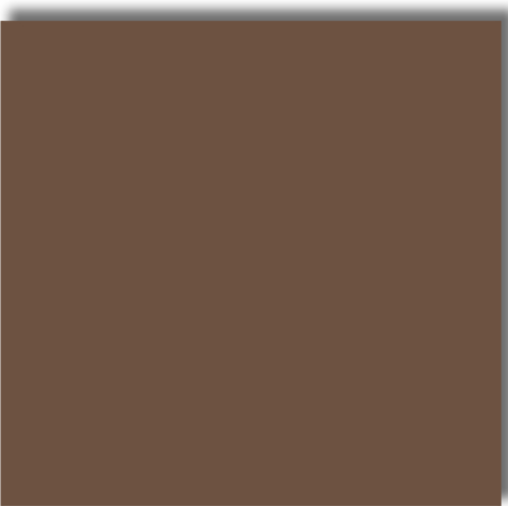
Paint Finish



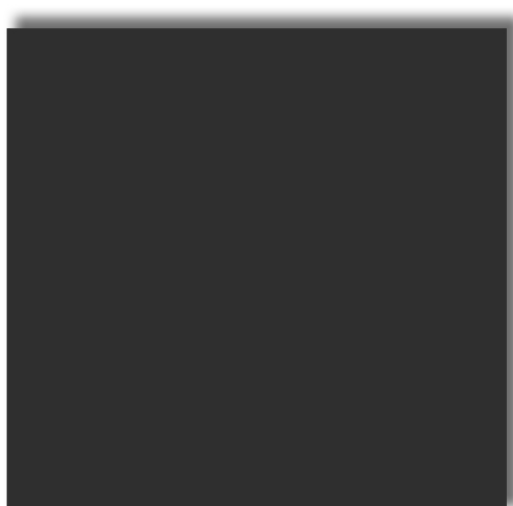
Sherwin Williams
SW 6389 "BUTTERNUT"



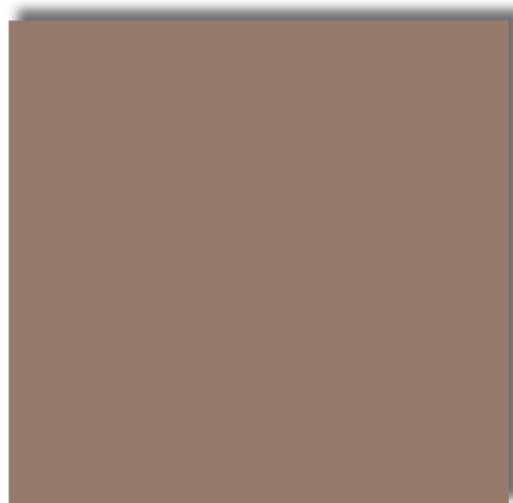
Sherwin Williams
SW 7040 "SMOKEHOUSE"



Sherwin Williams
SW 2807 "ROCKWOOD
MEDIUM BROWN"



Sherwin Williams
SW 6258 "TRICORN BLACK"



Sherwin Williams
SW 6067 "MOCHA"



Sherwin Williams
SW 7508 "SYCAMORE TAN"



Sherwin Williams
SW 7023 "REQUISITE GRAY"



Sherwin Williams
SW 7036 "ACCESSIBLE BEIGE"



Sherwin Williams
SW 7531 "CANVAS TAN"

Wood Composite Panel



Sherwin Williams
SW 7636 "ORIGAMI WHITE"



Sherwin Williams
SW 7005 "PURE WHITE"



Resysta "BURMA - C08"

Hardie Plank Siding

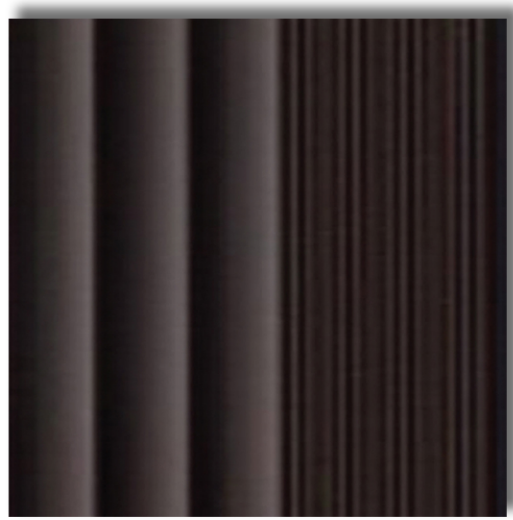


JAMES HARDIE - PAINTED



NICHIHA ILLUMINATION SERIES
- PAINTED

Storefront



Old Castle Aluminum Storefront
"DARK BRONZE"

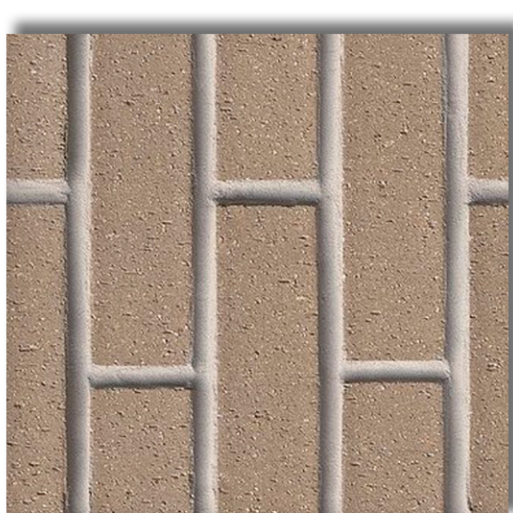


Old Castle Aluminum Storefront
"CLEAR ANODIZED"

Brick Veneer



GLEN-GERY "WHITEHALL"



MERIDIAN BRICK "CITADEL"

Concrete Masonry Units



Precision
"HOPI SANDSTONE"



Precision
"MOJAVE BROWN -
COCOA BROWN"



Mesastone
"MOJAVE BROWN"



Mesastone
"HOPI SANDSTONE"



Precision
"PLUM"



Mesastone
"PLUM"

Feature Wall



Trendstone
"DURANGO"



Sedona Blend Founders Finish

Exposed Aggregate Paving



Standing Seam Metal Roofing



ATAS "CLASSIC BRONZE"

Site Lighting



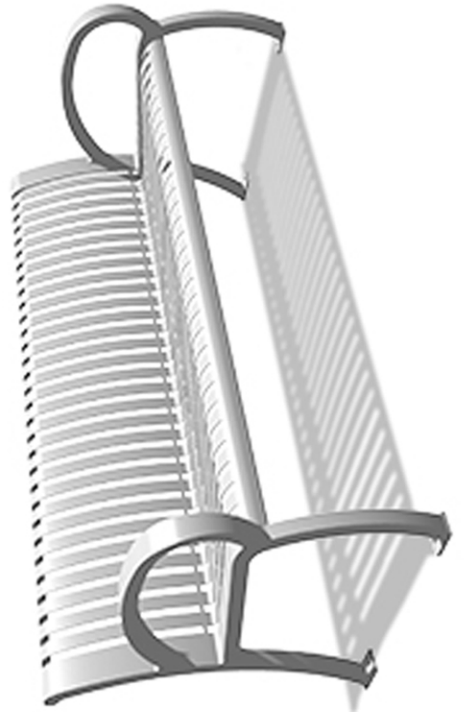
Large Viper By Beacon
"DARK BRONZE TEXTURED"

Bike Rack



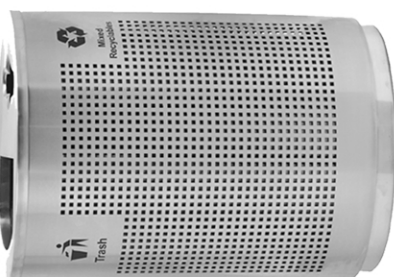
R-8224-SS by Reliance Foundry
"STAINLESS STEEL"

Bench



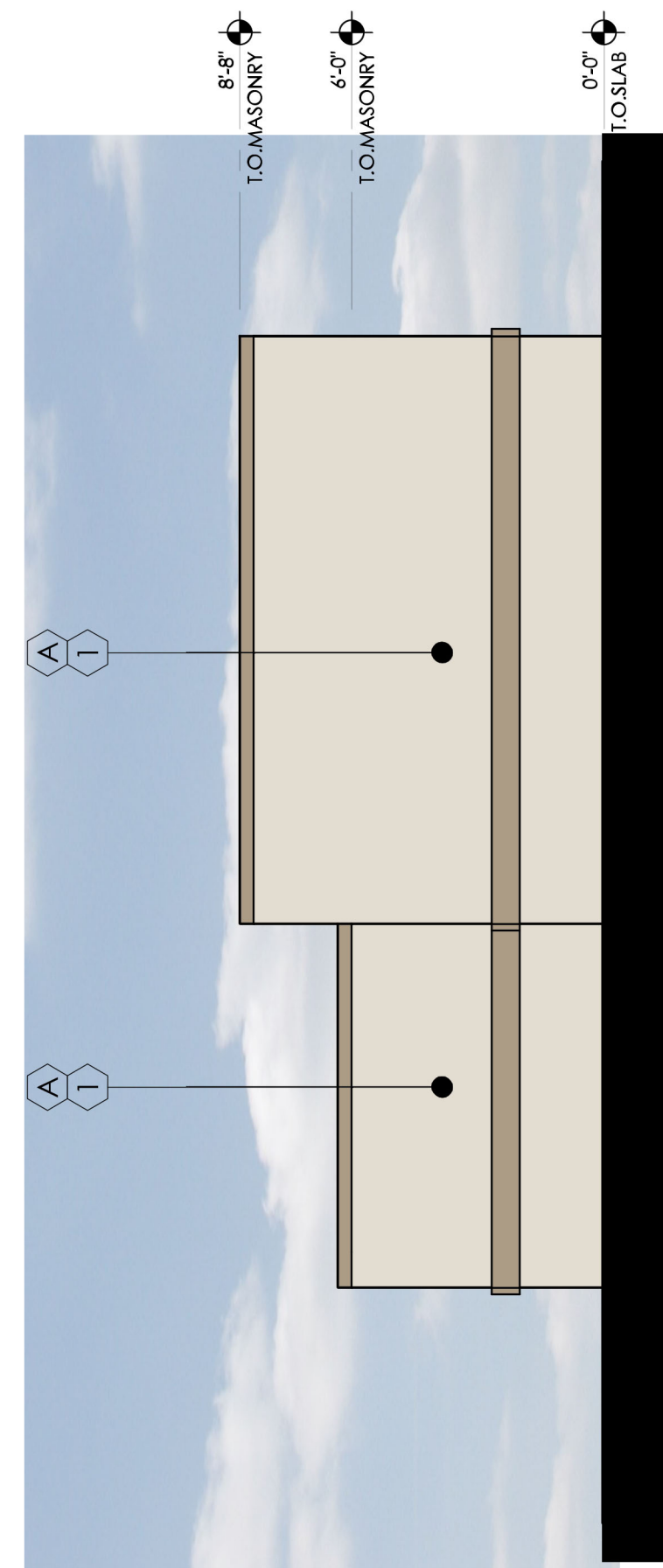
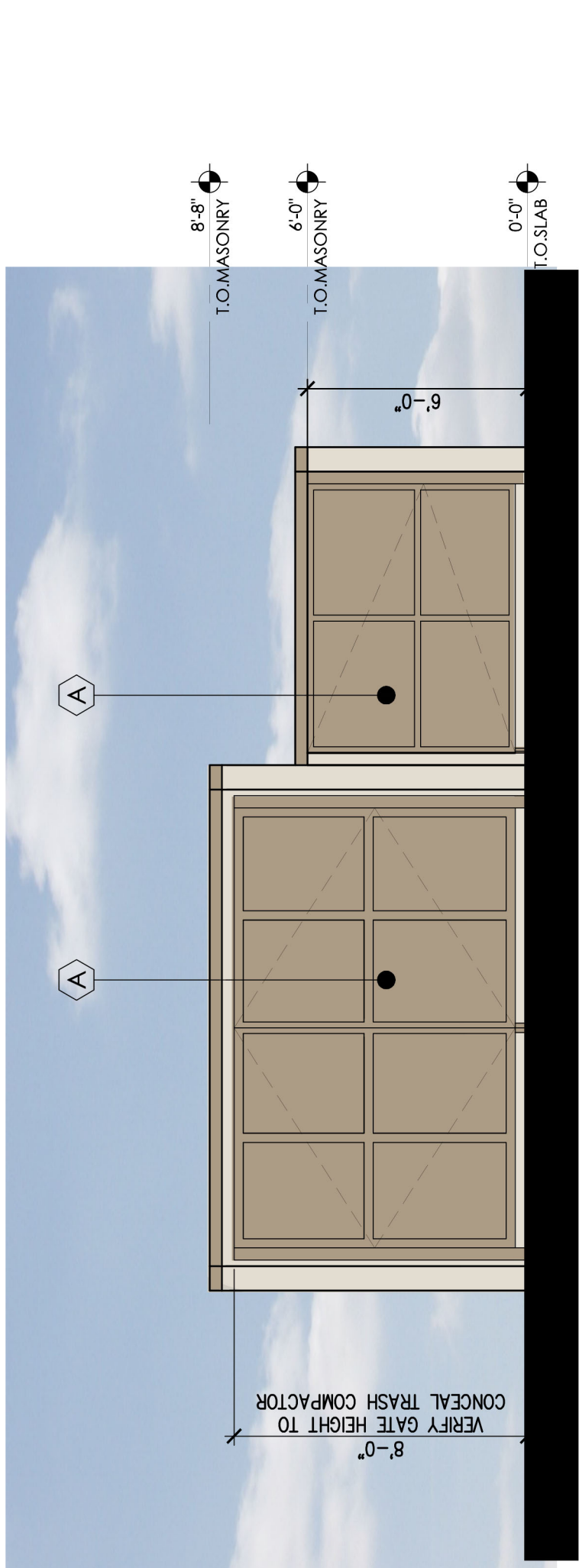
Wilmington Park Bench by Belson Outdoors
"ULTRA SILVER METALIC"

Trash Receptacle



Precision 40 Gallon Grand Recycle
by Commercial Zone
"STAINLESS STEEL"

**Exhibit 7 – Conceptual Building Elevations for Trash
Enclosure/Compactor**

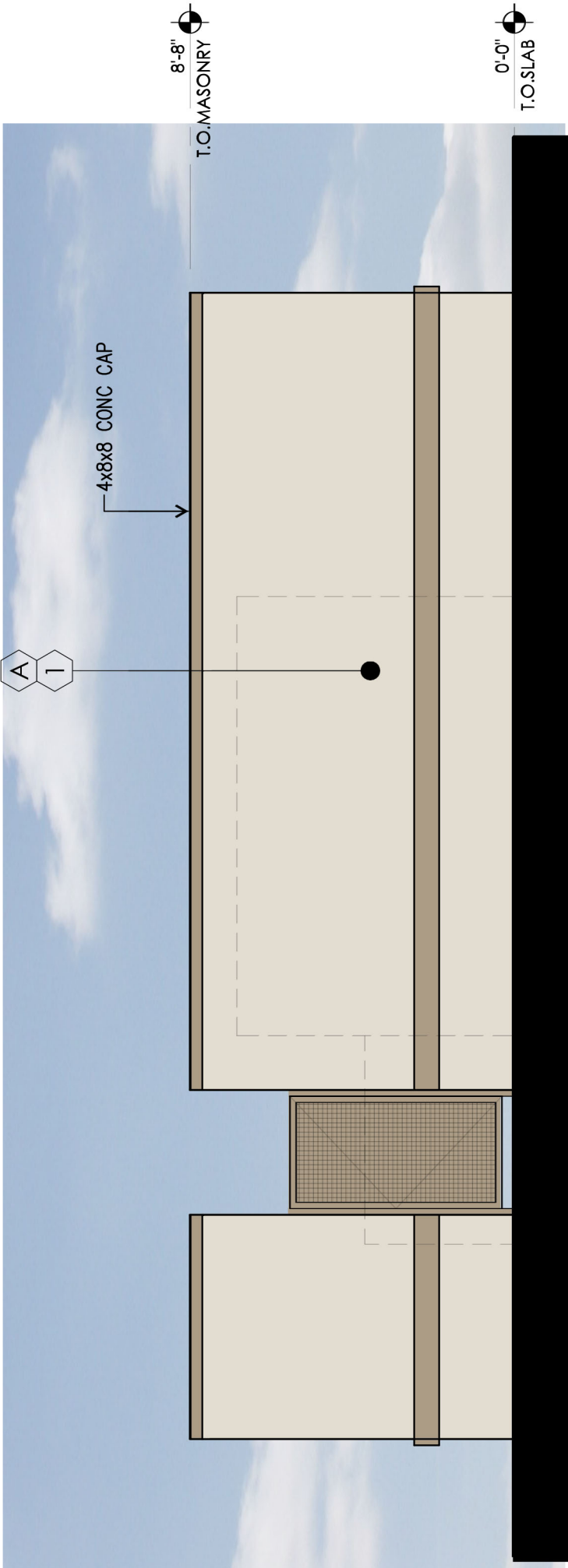


FRONT ELEVATION - COMPACTOR

SCALE: 1/4" = 1'-0"

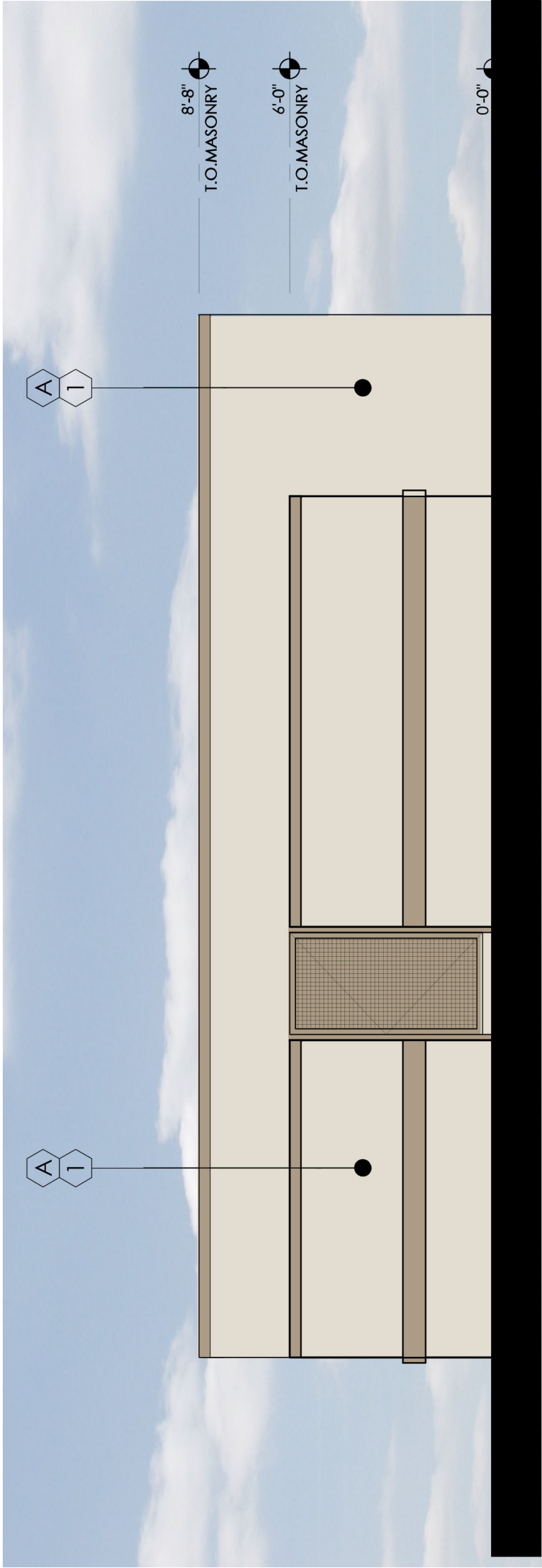
REAR ELEVATION - COMPACTOR

SCALE: 1/4" = 1'-0"



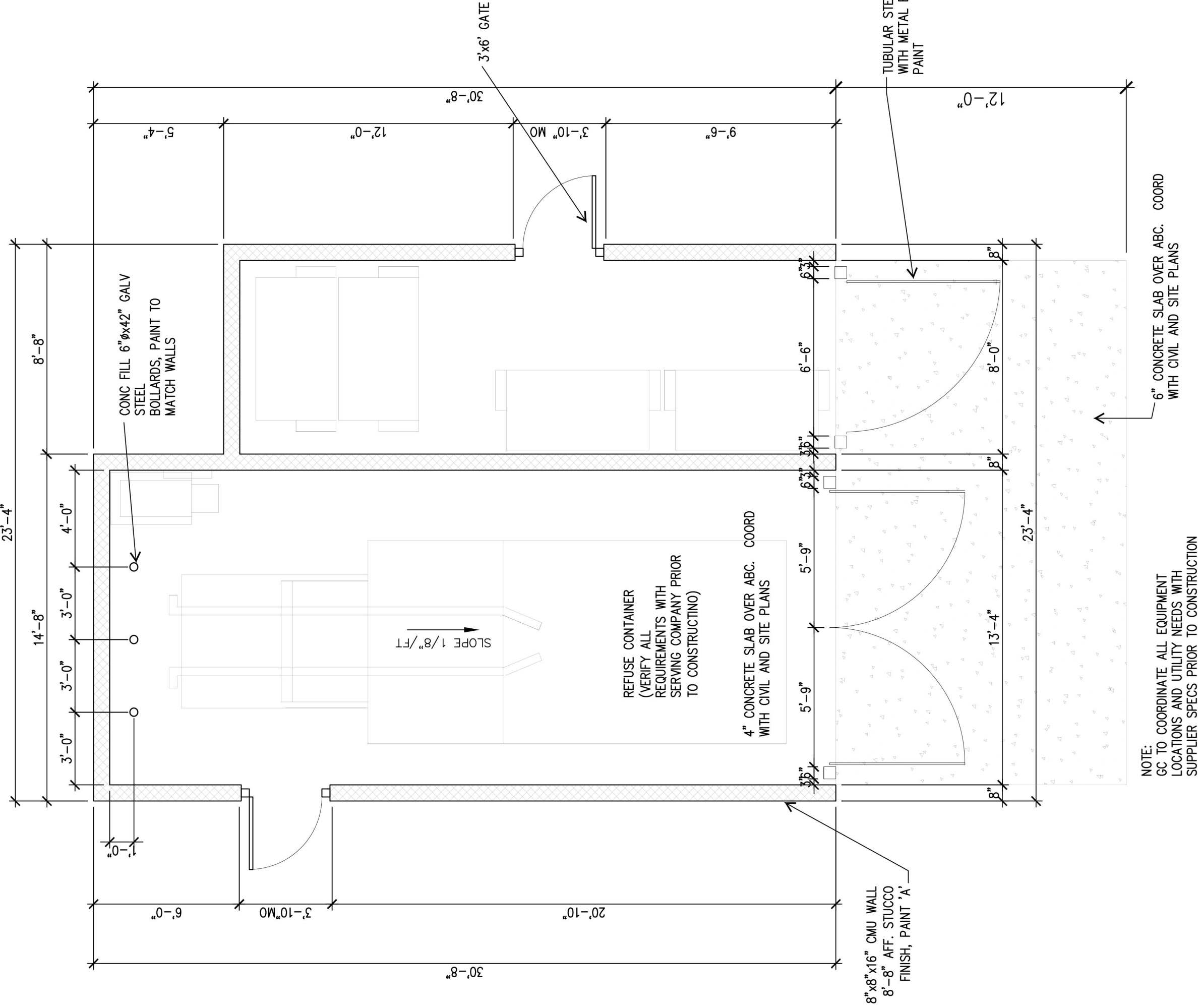
LEFT ELEVATION - COMPACTOR

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION - COMPACTOR

SCALE: 1/4" = 1'-0"



FLOOR PLAN - COMPACTOR

SCALE: 1/4" = 1'-0"

EXTERIOR PAINT SCHEDULE

EXTERIOR PAINT SCHEDULE		PALETTE-A
TAG	MANUFACTURER	NOTES
(A)	SHERWIN WILLIAMS	SW-7637 - OYSTER WHITE
(B)	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN
(C)	SHERWIN WILLIAMS	SW-7549 - STUDIO TAUPE
(D)	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT

EXTERIOR MATERIAL SCHEDULE

TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ TEXTURE	NOTES
(1)	1 COAT STUCCO SYSTEM		LIGHT LACE	
(2)	NOT USED		-	
(3)	FOAM BAND			FOAM POP OUT
(4)	METAL AWNING			
(5)	BRICK VENEER	PACIFIC CLAY	SAN SIMEON - COASTAL SERIES	"V" HORIZ TOOLING
(6)	METAL GUARD RAILING			

**Exhibit 8 – Conceptual Building Elevations for Garage/Maintenance
Building**



FRONT ELEVATION - GARAGE/MAINT

SCALE: 1/8" = 1'-0"

REAR ELEVATION - GARAGE/MAINT

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION - GARAGE/MAINT

SCALE: 1/8" = 1'-0"

LEFT ELEVATION - GARAGE/MAINT

SCALE: 1/8" = 1'-0"

EXTERIOR PAINT SCHEDULE			PALETTE-A
TAG	MANUFACTURER	COLOR	NOTES
A	SHERWIN WILLIAMS	SW-7637 - OYSTER WHITE	BLDG ACCENT
B	SHERWIN WILLIAMS	SW-7567 - NATURAL TAN	BLDG COLOR
C	SHERWIN WILLIAMS	SW-7549 - STUDIO TAUPE	BLDG COLOR, CEILING LID
D	SHERWIN WILLIAMS	SW-7615 - SEA SERPENT	ACCENT, METAL WORK

EXTERIOR MATERIAL SCHEDULE		
TAG	MATERIAL	MANUFACTURER
1	1 COAT STUCCO SYSTEM	
2	NOT USED	
3	FOAM BAND	
4	METAL AWNING	
5	BRICK VENEER	PACIFIC CLAY
6	METAL GUARD RAILING	

EXTERIOR MATERIAL SCHEDULE		
TAG	MATERIAL	PRODUCT NO. / COLOR / TEXTURE
1	1 COAT STUCCO SYSTEM	LIGHT LACE
2	NOT USED	-
3	FOAM BAND	
4	METAL AWNING	
5	BRICK VENEER	SAN SIMEON - COASTAL SERIES
6	METAL GUARD RAILING	

Exhibit 9 – Offsite Improvements

NO.	REVISION	DATE

ESTRELLA COMMONS-MIXED USE
SEC I-10 & ESTRELLA COMMONS PKWY
OFFSITE IMPROVEMENTS

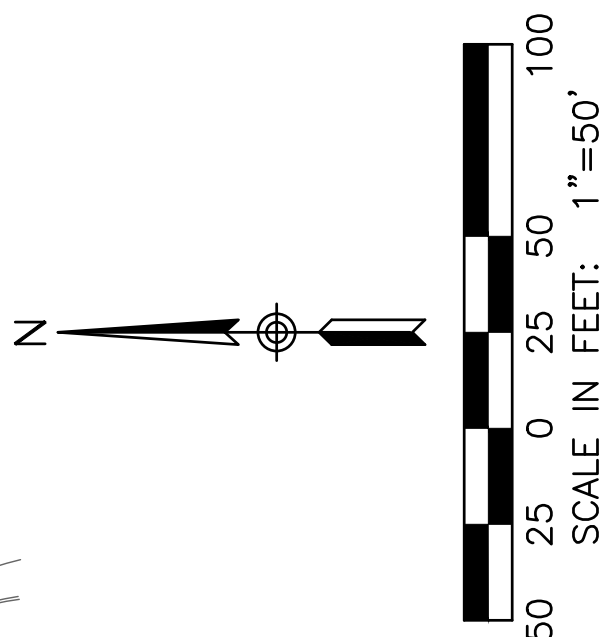
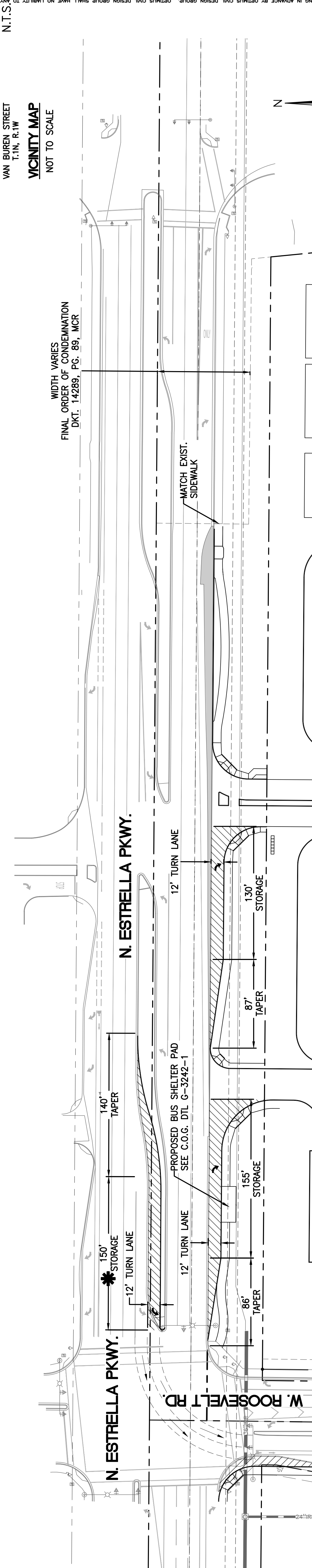
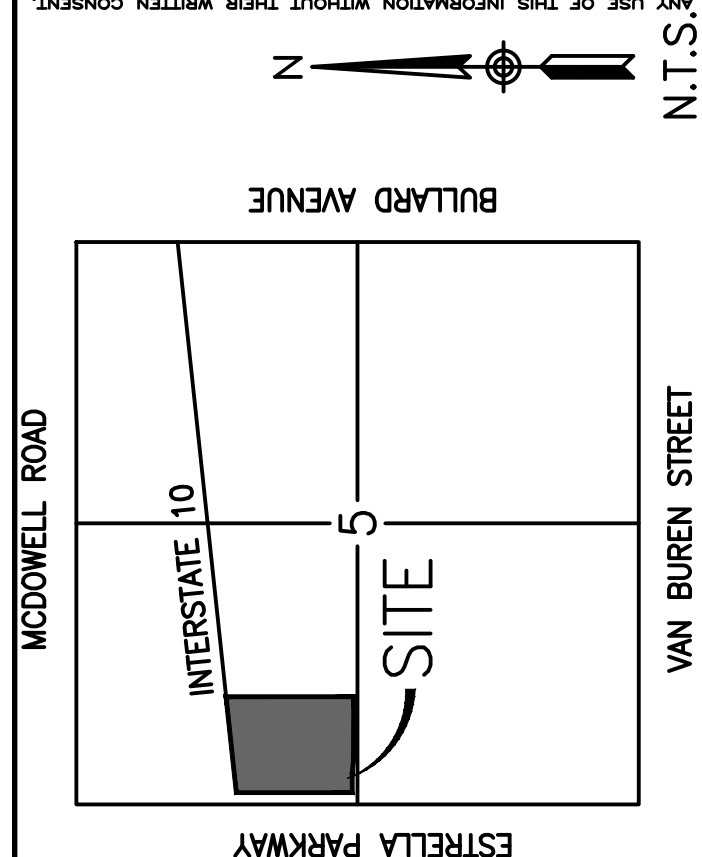


DESIGNED:	JDB
DRAWN:	JK,DB
CHECKED:	JDB
DATE:	04/29/2021
JOB NO.:	201352

DRAWING NO

EX-1

1 OF 1



KEY NOTES

- | | |
|---|---|
| 1 | EXIST. TRAFFIC SIGNAL POLE TO REMAIN |
| 2 | EXIST. TRAFFIC SIGNAL POLE ('A' TYPE) TO BE RELOCATED |
| 3 | EXIST. RWOD STRUCTURE TO REMAIN |
| 4 | 10' PUE BK. 1413, PG. 15, MCR |
| 5 | 11' R/W BK. 1413, PG. 15, MCR |
| 6 | 40' R/W BK. 1413, PG. 7, MCR |
| 7 | 32.5' R/W BK. 1413, PG. 7, MCR |
| 8 | 7.5' PUE BK. 1413, PG. 7, MCR |
| 9 | 2.5' PUE BK. 1413, PG. 15, MCR |

LEGEND

- PROPOSED OFFSITE IMPROVEMENTS
- 3rd LANE COMPLETION BY CITY OF GOODYEAR
- 150' STORAGE PROVIDED FOR EACH OF THE
2 (TWO) EASTBOUND LEFT TURN LANES, AS
PER THE TIA REPORT.

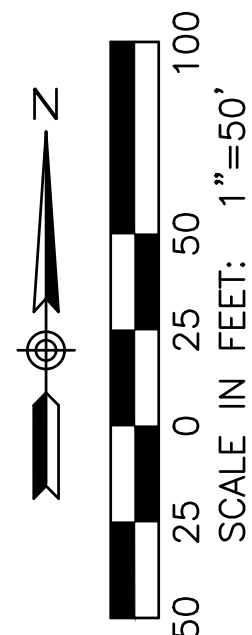
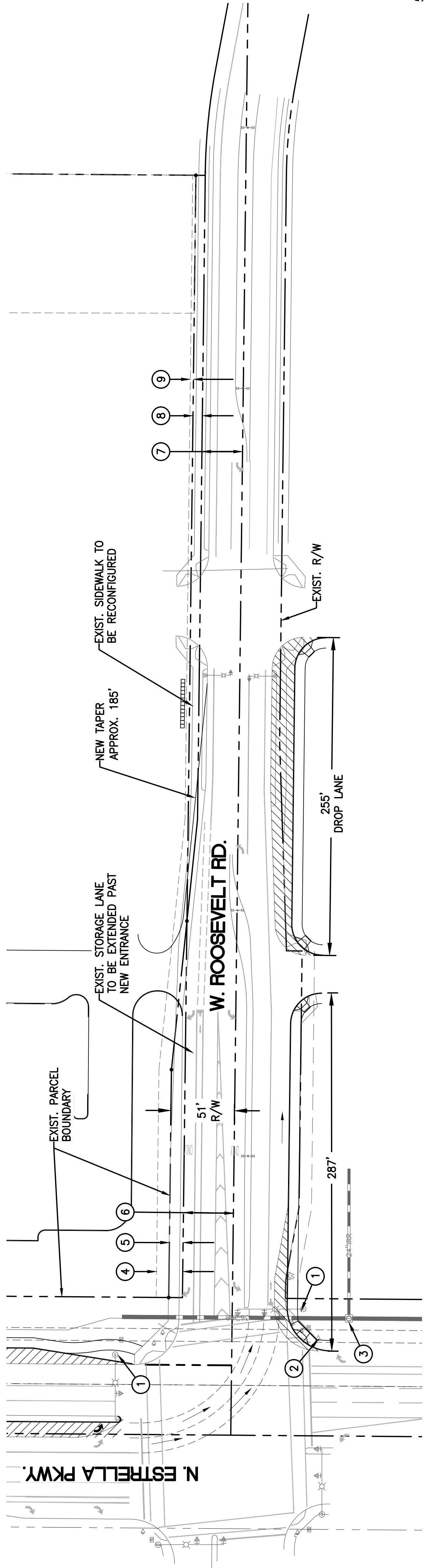
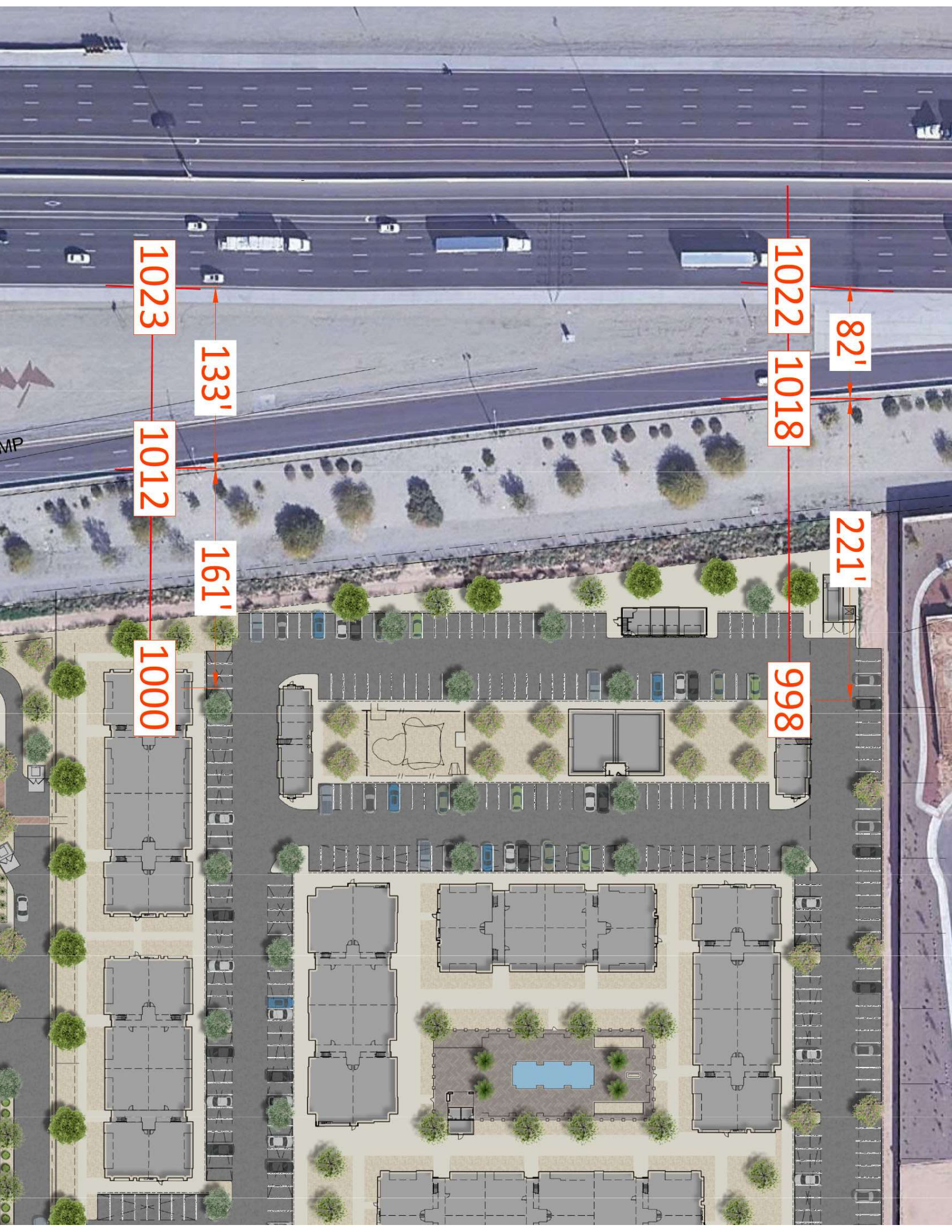


Exhibit 10 – Distance and Grade Differences from I-10 Freeway



1023

133'

1012

161'

1000

1022

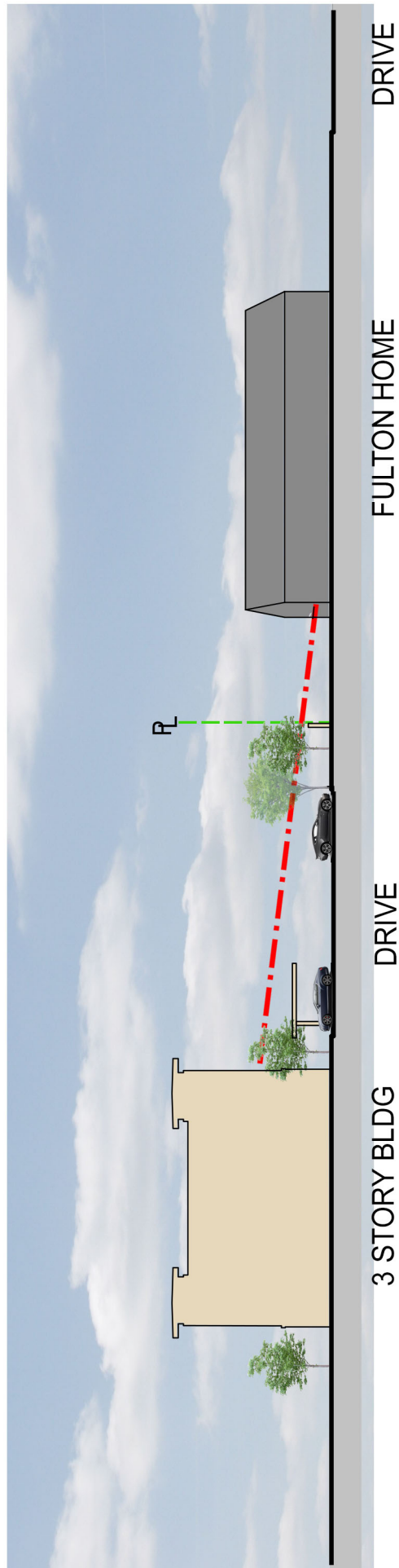
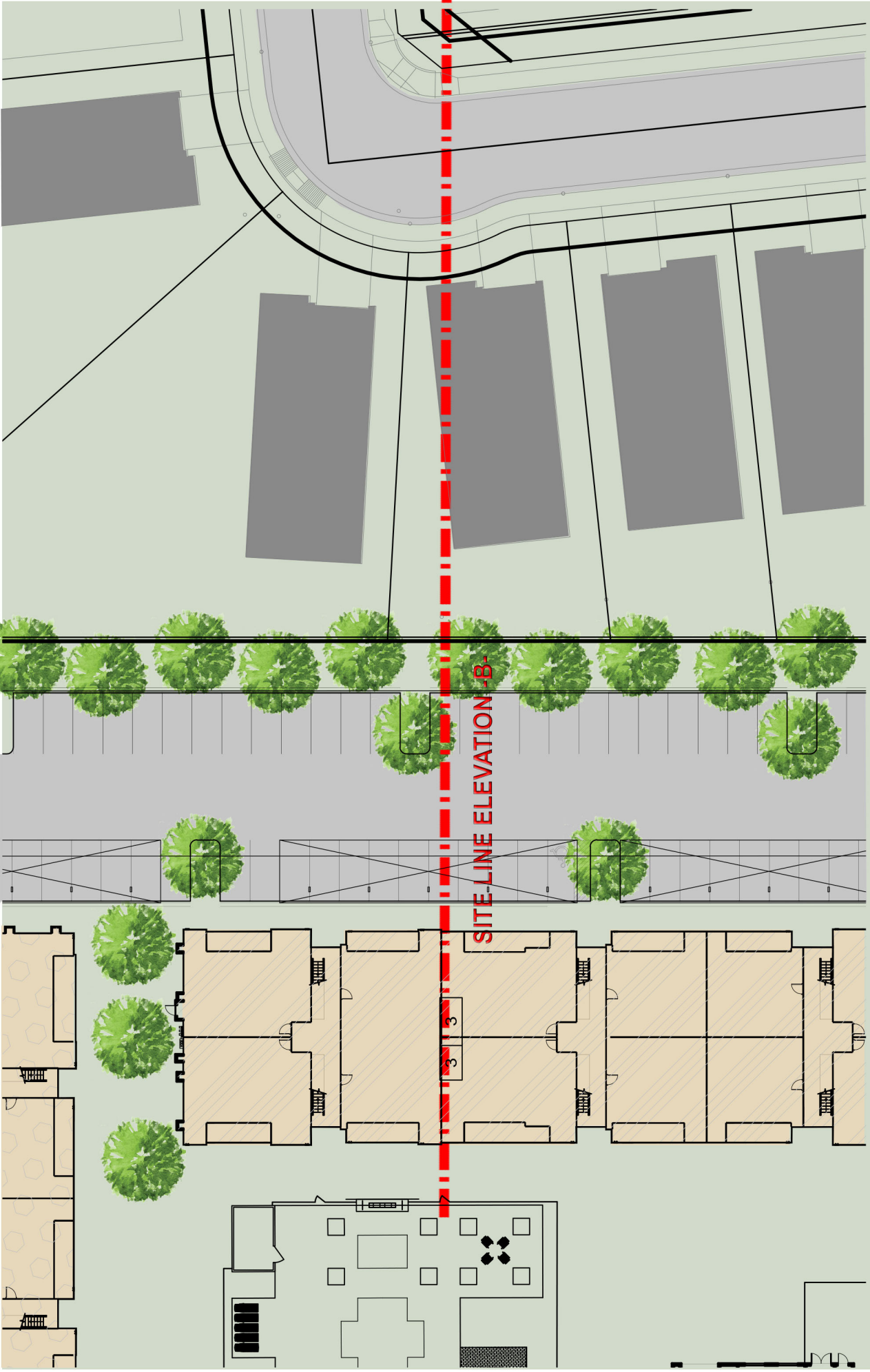
82'

1018

221'

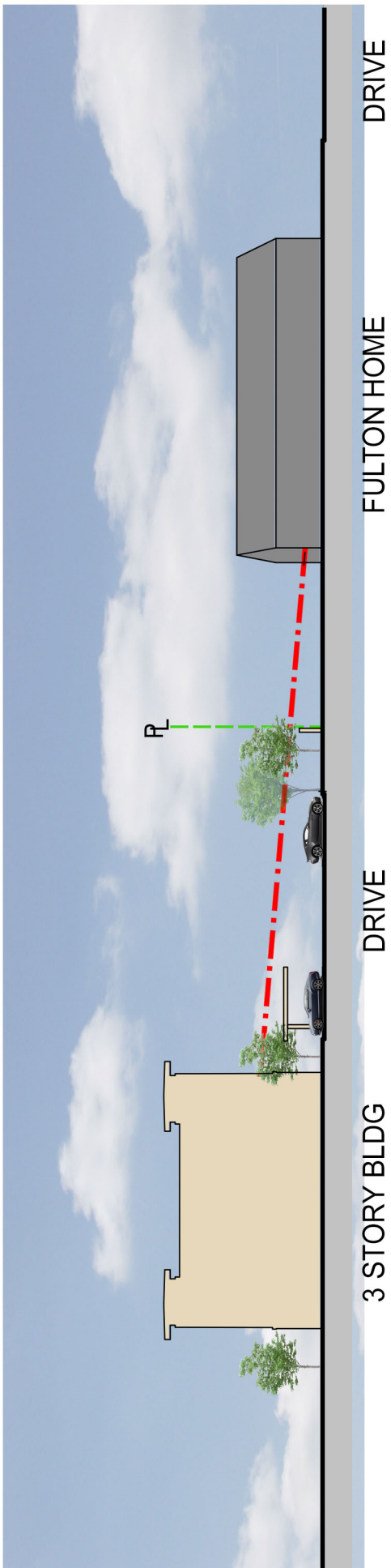
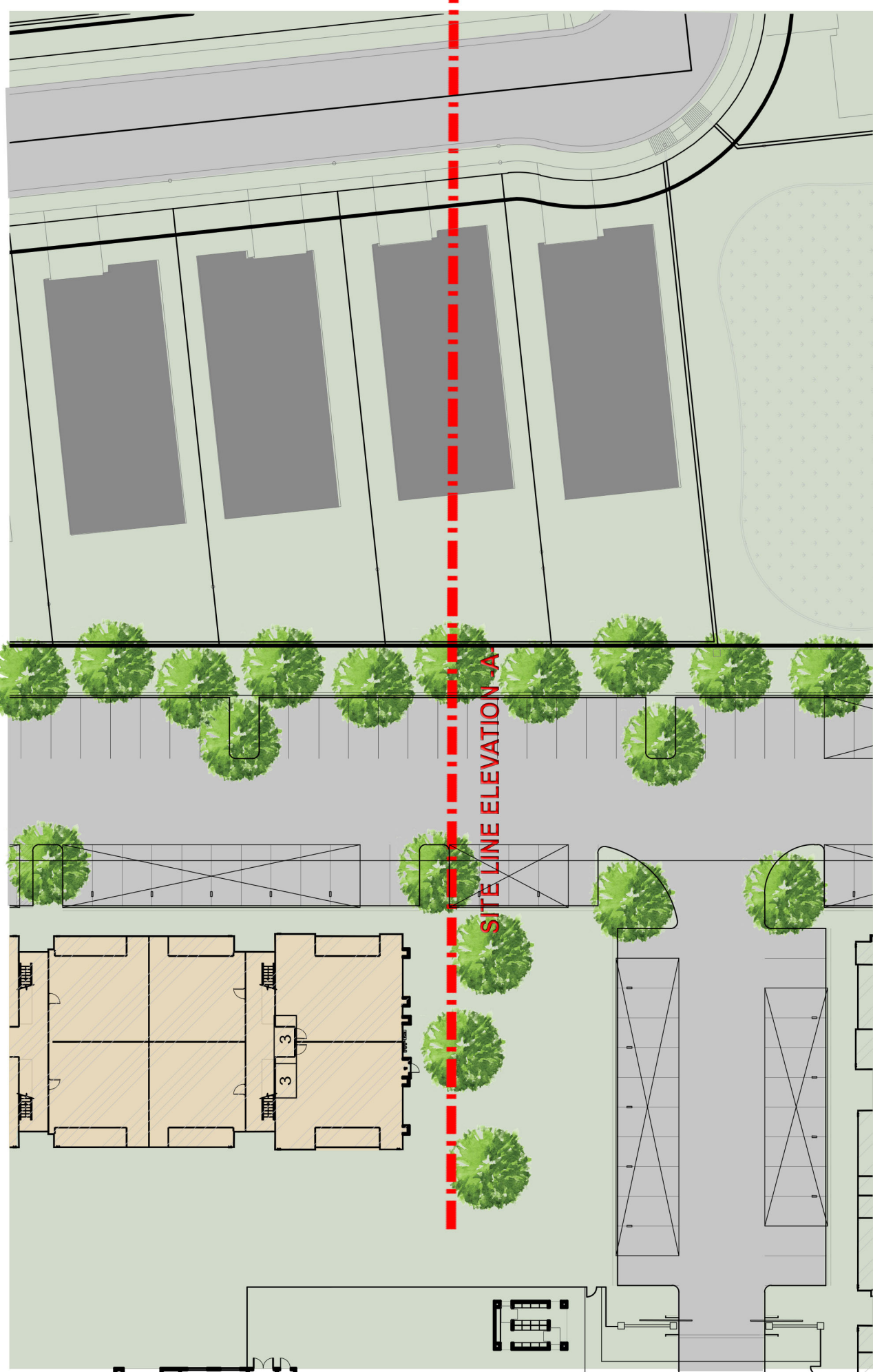
998

Exhibit 11 – Line of Sight Study



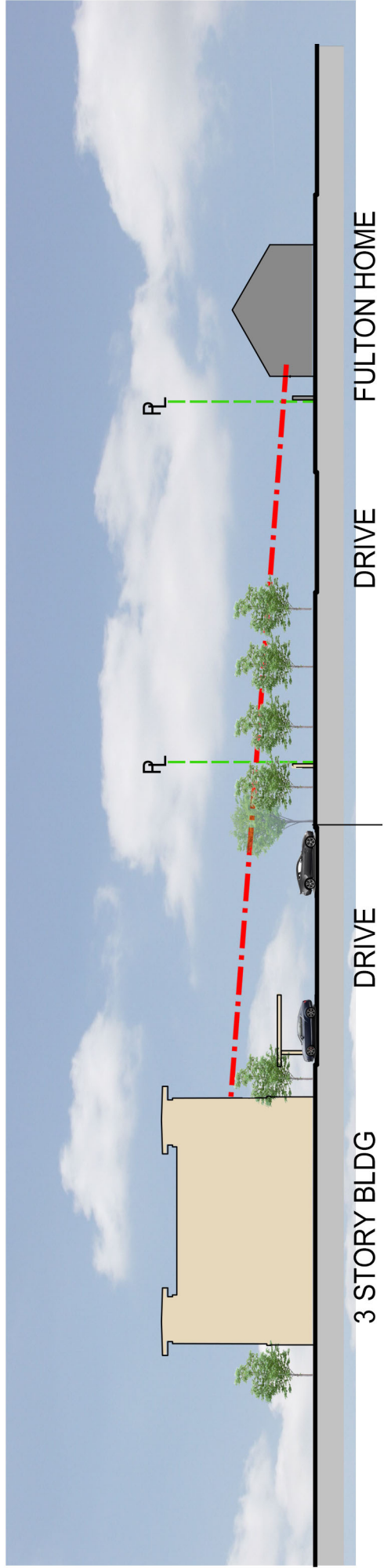
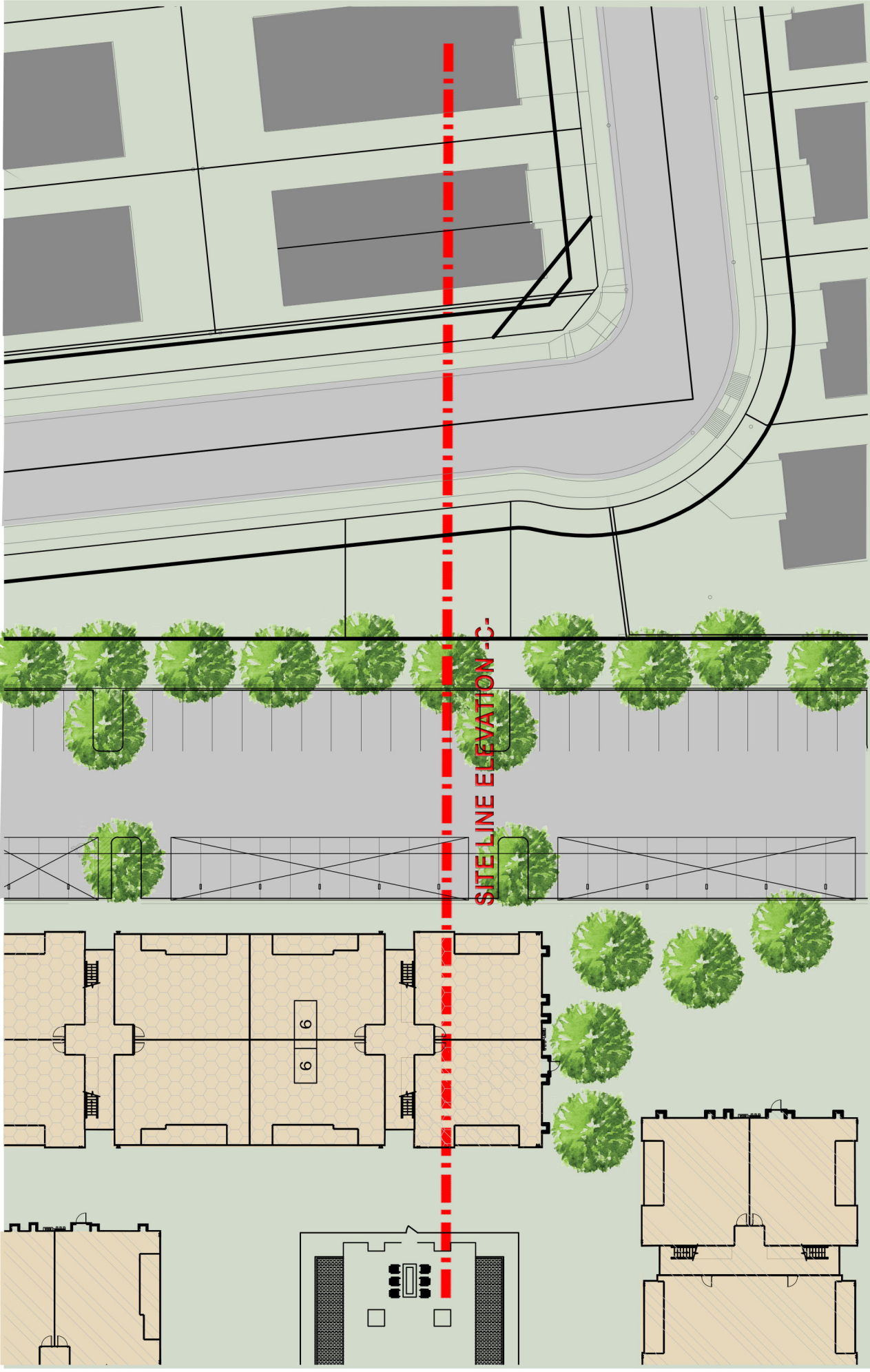
LINE OF SIGHT STUDY - SECTION B

SCALE: 1" = 40'-0"



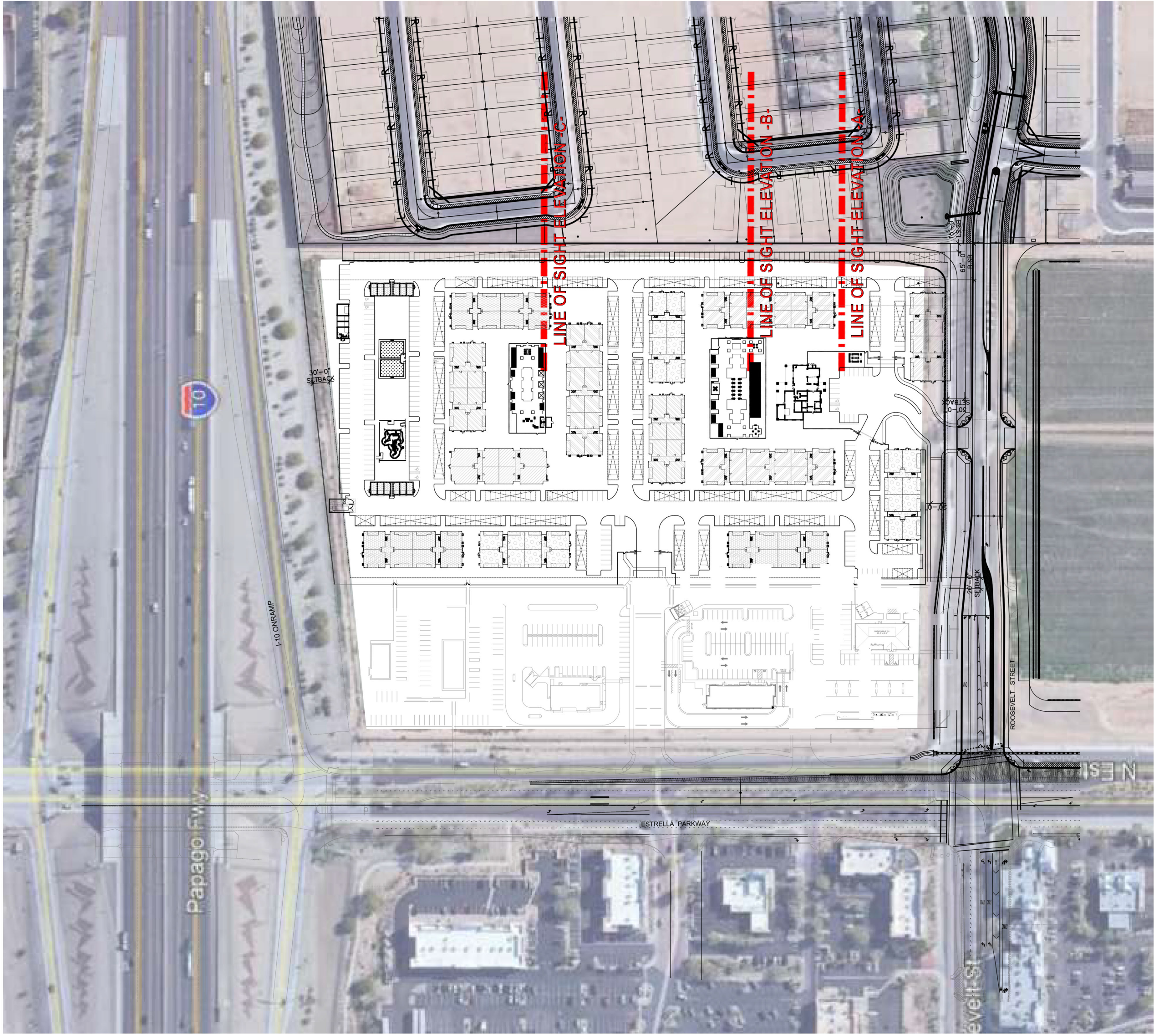
LINE OF SIGHT STUDY - SECTION A

SCALE: 1" = 40'-0"



LINE OF SIGHT STUDY - SECTION C

SCALE: 1" = 40'-0"



VICINITY MAP



PROPOSED NEW MULTIFAMILY APARTMENT PROJECT FOR:

IDM
ACERO ESTRELLA II
SEC ESTRELLA PKWY & LOOP 303
GOODYEAR, AZ

dwg name: LINE OF SIGHT STUDY

dwg no: SD1.11

date: 4-29-2021

job no: 2020.08

log no:

Exhibit 12 – Site Details

