



City Council Regular Meeting
Municipal Court and Council Chambers
14455 W. Van Buren St., Suite B101
Goodyear, AZ 85338
Monday, January 24, 2022
6:00 PM

Mayor
Joe Pizzillo

Vice Mayor
Brannon Hampton

Councilmember
Sheri Lauritano

Councilmember
Wally Campbell

Councilmember
Bill Stipp

Councilmember
Laura Kaino

CITIZEN COMMENTS/APPEARANCES FROM THE FLOOR

Please complete a speaker card and submit it to the City Clerk prior to the meeting being convened, if possible. Each speaker is limited to three (3) minutes. Once the City Clerk has called your name, step up to the lectern and begin by clearly stating your name for the record and whether you are a Goodyear resident.

NON-AGENDA ITEMS

Members of the public may address the City Council regarding any non-agenda item within the jurisdiction of the City Council. The City Council will listen to comments and may take any of the following actions:

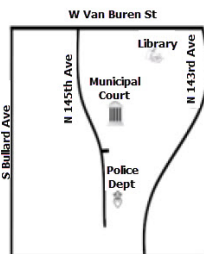
- Respond to criticism.
- Request that staff investigate and report on the matter.
- Request that the matter be scheduled on a future agenda.

AGENDA ITEMS

Members of the public may address the City Council regarding any item on the Consent, Public Hearing and/or Business portions of the agenda. Each speaker's name will be called in turn once the item has been reached and after City staff have completed their presentation.

PROCEDURES

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Goodyear City Council and to the general public that the Council of the city of Goodyear will hold a meeting open to the public. Public body members of the city of Goodyear will attend either in person or by telephone conference call and/or video communication. The Goodyear City Council may vote to go into Executive Session, pursuant to A.R.S. § 38-431.03(A)(3), which will not be open to the public, to discuss certain matters. Meetings are conducted in accordance with the City Council Meetings Council Rules of Procedure adopted by Resolution No.2018-1879



City Clerk's Office: 190 N. Litchfield Rd, Goodyear, AZ 85338 (623) 882-7830
www.goodyearaz.gov/cityclerk
City Council Meeting Live Broadcast: <https://www.facebook.com/goodyearazgov/videos>

CALL TO ORDER**PLEDGE OF ALLEGIANCE AND INVOCATION BY VICE MAYOR HAMPTON****ROLL CALL****CITIZEN COMMENTS/APPEARANCES FROM THE FLOOR****CONSENT****1. APPROVAL OF MINUTES****Recommendation**

Approve the draft minutes from the Regular Meeting held on January 10, 2022.
(Darcie McCracken, City Clerk)

2. AUTHORIZE THE MODIFICATION OF ASSESSMENT NUMBER 11 WITHIN THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT ("MRCCID")**Recommendation**

ADOPT RESOLUTION NO. 2022-2204 APPROVING THE MODIFICATION OF ASSESSMENT NUMBER 11 WITHIN THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT. (Jared Askelson, Deputy Finance Director)

3. CREATE A MID-YEAR CIP PROJECT TO REPLACE UNIT 788, A SOLID WASTE REAR LOADER, AND RELATED BUDGET TRANSFER**Recommendation**

Approve the creation of a new CIP project to replace Unit 788 and related budget transfer. (Heather Saunders, Acting Deputy Public Works Director)

4. PRELIMINARY PLAT FOR COTTON LANE COMMERCE PARK**Recommendation**

Approve the request for approval of the Preliminary Plat for Cotton Lane Commerce Park subdividing approximately 66.97 acres located at the southwest corner of W. Elwood Street and S. Cotton Lane, extending south to Broadway Road, (the "Property"), subject to stipulations. (Katie Wilken, Deputy Director of Planning)

5. FINAL PLAT FOR AIRPARK LOGISTICS CENTER

Recommendation

1. ADOPT RESOLUTION NO. 2022-2206 AUTHORIZING THE ESTABLISHMENT OF A PUBLIC STREET FOR A SECTION OF BULLARD AVENUE; PROVIDING RECORDATION CONDITIONS AND AN EFFECTIVE DATE FOR THE ESTABLISHMENT OF THE PUBLIC STREET; PROVIDING AN EXPIRATION DATE AND AN EFFECTIVE DATE OF RESOLUTION 2022-2206.
2. Approve the inclusion of the existing city well site located along the east side of Bullard Avenue south of Yuma Road as a tract within the Final Plat for Airpark Logistics Center and approve the Final Plat for Airpark Logistics Center, subject to stipulations. (Stephen Scinto, Deputy Director of Development Engineering)

6. COVID-19 LEAVE FOR COVID POSITIVE CASES (EXTENSION)

Recommendation

Approve 7-month extension for paid leave for employees testing positive for COVID-19. (Lyman Locket, Human Resources Director)

PUBLIC HEARING

The following actions will take place for each public hearing item:

- A. Open the Public Hearing
- B. Staff Presentation
- C. Applicant Presentation (if applicable)
- D. Receive Public Comment
- E. Close the Public Hearing

7. REZONE APPROXIMATELY 29 ACRES FROM PLANNED AREA DEVELOPMENT (PAD) TO MF-24 WITH THE ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS MF-24 WITH PAD OVERLAY

Recommendation

1. ADOPT RESOLUTION NO. 2022-2199, DECLARING AS PUBLIC RECORDS THOSE CERTAIN DOCUMENTS FILED WITH THE CITY CLERK AND TITLED, "OFFICIAL SUPPLEMENTARY ZONING MAP NO. 21-08" AND "LEGAL DESCRIPTION," AND "ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS DEVELOPMENT REGULATIONS MF-24 WITH PAD OVERLAY (NOVEMBER 2021)."
2. ADOPT ORDINANCE NO. 2022-1522, CONDITIONALLY REZONING APPROXIMATELY 29 ACRES OF PROPERTY LOCATED AT THE SOUTHEAST CORNER OF COTTON LANE AND VAN BUREN STREET TO BE KNOWN AS ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS; AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGEMENT; PROVIDING FOR CORRECTIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR PENALTIES; AND DIRECTING THE CITY CLERK TO

BUSINESS

8. **BULLARD AVENUE WIDENING PROJECT AND ASSOCIATED BUDGET TRANSFERS**

Recommendation

Approve the creation of the Bullard Avenue Widening project and associated budget transfers. (Sumeet Mohan, P.E. Director of Engineering)

9. **APPROVAL TO SUBMIT AN APPLICATION FOR THE STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) GRANT**

Recommendation

ADOPT RESOLUTION NO. 2022-2205 AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR THE STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) PROGRAM FUNDS TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AUTHORIZING THE CITY MANAGER TO EXECUTE ALL DOCUMENTS RELATING TO SAID APPLICATION AND AUTHORIZING THE CITY MANAGER TO EXECUTE A GRANT AGREEMENT (IF GRANT FUNDS ARE AWARDED), AND AUTHORIZING THE CITY MANAGER TO APPROVE THE REQUIRED BUDGET TRANSFER (IF GRANT FUNDS ARE AWARDED). (Paul Luizzi, Fire Chief)

10. **USE PERMIT FOR A CONVENIENCE USE (BIKINI BEANS DRIVE-THROUGH COFFEE SHOP)**

Recommendation

Approve the request for a use permit for a convenience use (Bikini Beans drive-through coffee shop) on a 1.1-acre parcel in the Cobblestone Creek commercial center located at the northwest corner of Pebblecreek Parkway and McDowell Road within the Palm Valley Phase VIII PAD, subject to stipulations. (Steve Careccia, Interim Planning Manager)

INFORMATION ITEMS

Comments, commendations, report on current events and presentations by Mayor, Councilmembers, staff or members of the public. The Council may not propose, discuss, deliberate or take any legal action on the information presented, pursuant to A.R.S. § 38-431.02.

1. Reports from the Mayor and City Council

- a. This may include current events and activities as well as requests for information or future agenda items.

2. Report from the City Manager

- a. This may include updates from events, staff summary, update of legislative issues,

clarification on items being requested by City Council and Manager's update on Council Related Matters.

FUTURE MEETINGS

January 31, 2022 Work Session 5:00 p.m.
February 7, 2022 Work Session 5:00 p.m.
February 7, 2022 Regular Meeting 6:00 p.m.

ADJOURNMENT

THE CITY OF GOODYEAR ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48-hour advance notice, special assistance can be provided for sight and/or hearing-impaired persons at this meeting. Reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (623) 882-7830 or Arizona Relay (TDD) 7-1-1 to request an accommodation to participate in this public meeting.

LA CIUDAD DE GOODYEAR PROCURA HACER TODA JUNTA PUBLICA ACCESIBLE A PERSONAS CON DISCAPACIDADES. Con un aviso de 48 horas por adelantado se puede proveer asistencia especial a personas con discapacidades visuales o auditivas durante la junta. Se harán adaptaciones razonables con previa solicitud para personas con discapacidades o para residentes que no hablan inglés. Favor de llamar a la Secretaria Municipal al (623) 882-7830 o Retransmisión de Arizona (TDD) 7-1-1 para solicitar adaptaciones para participar en la junta pública.

POSTING VERIFICATION

This agenda was posted on January 19, 2022 at 2:35 p.m. by JP.

ITEM #: 1.
DATE: 01/24/2022
AI #:624



APPROVAL OF MINUTES

SUBJECT
APPROVAL OF MINUTES

Recommendation

Approve the draft minutes from the Regular Meeting held on January 10, 2022. (Darcie McCracken, City Clerk)

Attachments

January 10, 2022 Draft Regular Meeting Minutes

City Council Regular Meeting

Municipal Court and Council Chambers
14455 W. Van Buren St., Suite B101
Goodyear, AZ 85338



Monday, January 10, 2022

6:00 p.m.

Meeting Minutes

CALL TO ORDER

Mayor Pizzillo called the Regular Meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE AND INVOCATION BY MAYOR PIZZILLO

ROLL CALL

Present: **Mayor Joe Pizzillo; Vice Mayor Brannon Hampton; Councilmember Sheri Lauritano; Councilmember Wally Campbell; Councilmember Bill Stipp; Councilmember Laura Kaino**

Staff Present: City Manager Julie Karins; City Attorney Roric Massey; City Clerk Darcie McCracken

COMMUNICATIONS

1. **RECOGNIZE THE COMMUNITY EMERGENCY RESPONSE TEAM (CERT) OF 2021**

Emergency Manager Julie Symopoulos recognized the ten graduates from the 2021 Community Emergency Response Team (CERT). Ms. Symopoulos provided details of the CERT program noting that it educates citizens about disaster preparedness.

The graduates are: Sherri Arnold, Arienne Fulton, Mike Fulton, Bonnie Gonzalez, Bruce Gottschalk, John Lagenhausen, Karin Peters, Elena Ross, Dorothy "Dart" Smith and Corey Stohlquist.

CITIZEN COMMENTS/APPEARANCES FROM THE FLOOR

Lynn Henderson, Goodyear resident, expressed her concerns about the issues at the dead end of Estrella Parkway in Estrella Mountain Ranch. Ms. Henderson described the issues that have been occurring such as street racing, destruction of property, squealing tires, trespassing and loud noise. She also presented some solutions and asked about speaking with the City Engineer.

Mayor Pizzillo requested that the City Manager follow-up with the residents and the owner of the land to discuss mitigation measures.

CONSENT

MOTION BY Vice Mayor Brannon Hampton, SECONDED BY Councilmember Wally Campbell to APPROVE Consent Agenda Items 2 through 16. The motion carried by the following vote:

AYE: Mayor Joe Pizzillo, Vice Mayor Brannon Hampton, Councilmember Sheri Lauritano, Councilmember Wally Campbell, Councilmember Bill Stipp, Councilmember Laura Kaino

Passed - Unanimously

2. APPROVAL OF MINUTES

Recommendation

Approve the draft minutes from the Regular Meeting held on December 13, 2021 and the Special Meeting held on December 17, 2021. (Darcie McCracken, City Clerk)

3. APPROVE THE AMENDED 2022 COUNCIL MEETING CALENDAR

Recommendation

Approve the Amended 2022 Council Meeting Calendar. (Darcie McCracken, City Clerk)

4. ACCEPT THE ELECTION AND APPOINT LIAM TIERNEY TO THE FIRE PUBLIC SAFETY PERSONNEL RETIREMENT BOARD

Recommendation

Accept the election and appoint Liam Tierney to serve a full term as a Fire Member on the Fire Public Safety Personnel Retirement Board beginning January 29, 2022 and ending January 28, 2026. (Darcie McCracken, City Clerk)

5. INTERGOVERNMENTAL AGREEMENT BETWEEN MARICOPA COUNTY AND THE CITY OF GOODYEAR REGARDING MARICOPA COUNTY SHERIFF'S OFFICE DETENTION TRAINING ACADEMY

Recommendation

Approve the Intergovernmental Agreement between Maricopa County and the City of Goodyear for training of the Goodyear Police Department recruits at the MCSO Detention Officer Academy Training Center. (Santiago Rodriguez, Chief of Police)

6. AGREEMENT TO SHARE COSTS FOR THE FEASIBILITY STUDY OF BARTLETT DAM MODIFICATION ALTERNATIVES AMONG COST-SHARE PARTNERS AND SALT RIVER PROJECT AGRICULTURAL IMPROVEMENT AND POWER DISTRICT AND RELATED BUDGET TRANSFER

Recommendation

Authorize the City Manager or her designee to take any and all actions to execute the agreement with the amended language and that allows staff the authority to agree to minor non-pecuniary Agreement changes. (Gretchen Erwin, Water Resources and Sustainability Manager)

7. **GOODYEAR NORTH SUBDIVISION STREET LIGHTING**

Recommendation

Approve expenditure of funds up to \$1,300,923 for the purchase and installation of LED streetlights in Goodyear's North subdivision (CIP Project #42024). (Mario Saldamando, Senior Project Manager)

8. **AUTHORIZE THE ABANDONMENT OF PORTIONS OF LOWER BUCKEYE ROAD FOR FINAL PLAT OF AVION AT BALLPARK VILLAGE-PHASE 1A**

Recommendation

ADOPT RESOLUTION NO. 2022-2200 CONDITIONALLY VACATING A PORTION OF A STREET KNOWN AS LOWER BUCKEYE ROAD ALONG THE NORTHERN BOUNDARY OF THE PROPERTY WITHIN THE FINAL PLAT OF AVION AT BALLPARK VILLAGE PHASE 1A; EXTINGUISHING CITY'S EASEMENT INTEREST PORTION OF LOWER BUCKEYE ROAD BEING VACATED; AND PROVIDING: EFFECTIVE DATE FOR VACATING STREET AND EXTINGUISHMENT OF EASEMENT, DIRECTION, AND EFFECTIVE DATE OF RESOLUTION. (Linda Beals, Real Estate Coordinator)

9. **AUTHORIZE THE ABANDONMENT OF PORTIONS OF LOWER BUCKEYE ROAD FOR FINAL PLAT OF AVION AT BALLPARK VILLAGE-PHASE 1B**

Recommendation

ADOPT RESOLUTION NO. 2022-2201 CONDITIONALLY VACATING A PORTION OF A STREET KNOWN AS LOWER BUCKEYE ROAD ALONG THE NORTHERN BOUNDARY OF THE PROPERTY WITHIN THE FINAL PLAT OF AVION AT BALLPARK VILLAGE PHASE 1B; EXTINGUISHING CITY'S EASEMENT INTEREST PORTION OF LOWER BUCKEYE ROAD BEING VACATED; AND PROVIDING: EFFECTIVE DATE FOR VACATING STREET AND EXTINGUISHMENT OF EASEMENT, DIRECTION, AND EFFECTIVE DATE OF RESOLUTION . (Linda Beals, Real Estate Coordinator)

10. **ACCEPT THE DEDICATION OF WASTEWATER LINE EASEMENTS FOR THE AVION AT BALLPARK VILLAGE DEVELOPMENT**

Recommendation

Accept the dedication of the five (5) Wastewater Line and Facilities Access Easements. (Linda Beals, Real Estate Coordinator)

11. **ACCEPT THE DEDICATION OF TWO WATER METER AND WATER LINE EASEMENTS AND A PUBLIC UTILITY EASEMENT FOR THE HANCOCK AT CANYON TRAILS DEVELOPMENT**

Recommendation

Accept the dedication of two Water Meter and Water Line Easements; and a Public Utility and Sidewalk Easement associated with the Hancock Canyon Trails Development from DT BTR CTS LLC, a Delaware limited liability company. (Linda Beals, Real Estate Coordinator)

12. **RATIFICATION OF ACCEPTANCE OF A TEMPORARY DRAINAGE EASEMENT FOR THE AVION AT BALLPARK VILLAGE DEVELOPMENT**

Recommendation

Ratify the acceptance of the Temporary Drainage Easement Agreement. (Linda Beals, Real Estate Coordinator)

13. **REPLAT PEBBLECREEK PHASE II UNIT 51, TRACT H**

Recommendation

Approve the Replat Pebblecreek Phase II, Unit Fifty-One, Tract H subject to stipulations. (Katie Wilken, Planning Manager)

14. **REPLAT OF PEBBLECREEK PHASE II UNIT FIFTY-NINE LOTS 3-35 AND TRACT 'G'**

Recommendation

Approve the Replat of PebbleCreek Phase II Unit Fifty-Nine Lots 3-35 and Tract 'G' subject to stipulations. (Katie Wilken, Planning Manager)

15. **FINAL PLAT OF AVION AT BALLPARK VILLAGE PHASE 1A AND TEMPORARY TURNAROUND EASEMENT**

Recommendation

1. Approve form of Temporary Turnaround Easement, authorize City Attorney or designee to finalize the easement to reflect current ownership and lender consent after obtaining current title report for the easement area, and authorize and direct City Manager or designee to execute and have the executed easement recorded in the official records of Maricopa County.
2. Approve the Final Plat of Avion at Ballpark Village Phase 1A (the "Final Plat for Phase 1A"), subdividing approximately 56.02 acres into 207 Lots and 30 Tracts located at the southwest corner of Estrella Parkway and Lower Buckeye Road (being renamed Ballpark Village Boulevard) (the "Property") subject to the following stipulations: (Christian Williams, Planner)

16. **FINAL PLAT OF AVION AT BALLPARK VILLAGE PHASE 1B**

Recommendation

Approve the Final Plat of Avion at Ballpark Village Phase 1B "Final Plat for Phase 1B", subdividing approximately 26.15 acres into 120 Lots and 12 Tracts located west of the southwest corner of Estrella Parkway and Lower Buckeye Road (being renamed Ballpark Village Boulevard) (the "Property") subject to stipulations. (Christian M. Williams, Planner)

BUSINESS

17. **2022 STATE AND FEDERAL LEGISLATIVE AGENDA**

Government Relations Manager Ginna Carico presented the 2022 State and Federal Legislative Agenda. Ms. Carico reviewed the 2021 Session noting that 2021 had one of the highest bill counts in years and the third longest session in the State's history at 171 days. She spoke about the major themes from the last session that included COVID-19, income tax cuts and state shared revenue, schools and local governments, chamber policies, SB 1487 Expansion, and election integrity.

Ms. Carico highlighted Goodyear's noteworthy session wins such as entering into an Intergovernmental Agreement with the Arizona Department of Transportation to receive \$8 million from the State of Arizona to begin critical utility relocation, engineering design, real estate and construction administration to widen Camelback Road. She added that Mayor Georgia Lord and Director of Engineering Sumeet Mohan were instrumental in securing these funds by testifying in front of the Senate Appropriations Committee. Other wins for Goodyear included a compromise on Prop 400E Plan, HB 2400 Goodyear League Resolution and SB 1366 Remediated Water.

Ms. Carico reviewed the 2022 Legislative priorities and touched on protecting and enhancing the water supply and collaborating to build a robust transportation network. She also reviewed the 2022 Legislative issues such as Prop 400E enabling legislation, zoning, permitting, and affordable housing, short term rentals, and revenue surplus and impacts on the budget.

Council requested updates on short-term rentals as the item goes through the Legislature.

Council expressed the need to inform residents on what is happening at the state level and getting them engaged.

Council also expressed that since the city of Goodyear was split into four legislative districts, noting Pebblecreek was split in two districts, that it was up to the Council to keep the city together and make sure everyone's voices are heard.

City Manager Julie Karins clarified the last change from the Redistricting Commission placed Pebblecreek into one district.

MOTION BY Councilmember Laura Kaino, SECONDED BY Councilmember Bill Stipp to ADOPT RESOLUTION NO. 2022-2202 ADOPTING A 2022 STATE AND FEDERAL LEGISLATIVE AGENDA AND PROVIDING AUTHORIZATION TO THE CITY MANAGER OR HER DESIGNEE(S) TO TAKE ACTION. The motion carried by the following vote:

AYE: Mayor Joe Pizzillo, Vice Mayor Brannon Hampton, Councilmember Sheri Lauritano, Councilmember Wally Campbell, Councilmember Bill Stipp, Councilmember Laura Kaino

Passed - Unanimously

18. **MUTUAL AID AGREEMENT BETWEEN AMERICAN MEDICAL RESPONSE AND CITY OF GOODYEAR**

Goodyear Fire Chief Paul Luizzi explained that the Goodyear Fire Department has undertaken the Certificate of Necessity (CON) process to allow the City to provide its own ambulance transportation run by the fire department. The process allows for interested parties already holding a CON to contest the application. During the City's process, American Medical Response (AMR) contested the City of Goodyear's application. Fire Chief Luizzi relayed that prior to a hearing, the City and AMR came to an agreement.

Chief Luizzi reviewed the terms of the agreement noting that it was a two-year agreement with three one-year extensions that automatically renew. Upon Goodyear receiving the CON, AMR would be secondary to the city of Goodyear and Maricopa when responding to the Mobile community.

MOTION BY Councilmember Bill Stipp, SECONDED BY Councilmember Sheri Lauritano to ADOPT RESOLUTION NO. 2022-2203 APPROVING MUTUAL AID AGREEMENT BETWEEN AMERICAN MEDICAL RESPONSE OF MARICOPA (AMR) AND THE CITY OF GOODYEAR, AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE ANY AND ALL DOCUMENTS AND TAKE ANY AND ALL ACTIONS NECESSARY FOR THE ADMINISTRATION OF THE AGREEMENT AND PROVIDING FOR AN EFFECTIVE DATE. The motion carried by the following vote:

AYE: Mayor Joe Pizzillo, Vice Mayor Brannon Hampton, Councilmember Sheri Lauritano, Councilmember Wally Campbell, Councilmember Bill Stipp, Councilmember Laura Kaino

Passed - Unanimously

19. **ANNUAL COMPREHENSIVE FINANCIAL REPORT PRESENTATION 2020-2021**

Deputy Finance Director Jared Askelson presented the Annual Comprehensive Financial Report for Fiscal Year 2021 (FY21). Mr. Askelson discussed the City's net position noting that in FY21 the City's net position exceeded the \$1 billion threshold and the Governmental Funds fund balance also exceeded \$250 million.

Mr. Askelson spoke about the independent auditor's report relaying that the city was given an unmodified opinion meaning the city had a clean audit, no significant deficiencies or material weaknesses were reported as a part of the internal controls, and the city is in compliance with state statutes with respect to the financial statements. He added that the City's financial position continues to improve.

MOTION BY Councilmember Wally Campbell, SECONDED BY Vice Mayor Brannon Hampton to RECEIVE the 2020-2021 Annual Comprehensive Financial Report (ACFR). The motion carried by the following vote:

AYE: Mayor Joe Pizzillo, Vice Mayor Brannon Hampton, Councilmember Sheri Lauritano, Councilmember Wally Campbell, Councilmember Bill Stipp, Councilmember Laura Kaino

Passed - Unanimously

20. **PRESENTATION OF AUDIT RESULTS**

Audit Director Crimson Singleton, with Hinton Burdick, PLLC, presented the audit results for Fiscal Year 2021. Ms. Singleton explained the audit procedures adding that they are required to understand internal controls, test various transactions, review supporting documentation and report findings to management and those charged with governance.

Ms. Singleton relayed that the independent auditors reported an unmodified or “clean opinion”, no material weaknesses and no significant deficiencies, no reportable findings on state compliance and no findings to report on each major program that expends over \$750,000 in federal funding such as federal grants. She added that overall the City does a great job.

MOTION BY Councilmember Bill Stipp, SECONDED BY Councilmember Laura Kaino to RECEIVE the Results of the Audit of the 2020-2021 Financial Statements. The motion carried by the following vote:

AYE: Mayor Joe Pizzillo, Vice Mayor Brannon Hampton, Councilmember Sheri Lauritano, Councilmember Wally Campbell, Councilmember Bill Stipp, Councilmember Laura Kaino

Passed - Unanimously

21. **RECOGNIZE THE COUNCIL VACANCY AND ESTABLISH THE PROCESS TO FILL SUCH VACANCY**

City Clerk Darcie McCracken presented information on the city council vacancy created on December 17, 2021. Ms. McCracken reviewed the requirements and qualifications needed for those who apply for the vacancy. She also noted that the vacancy needed to be completed within 60 days once the vacancy is recognized.

Ms. McCracken explained the previous process that was used to fill a council vacancy in 2018 and inquired if the council wanted to use the same process.

Council supported the recommendation to follow the process that was used in 2018 to fill the vacancy.

MOTION BY Councilmember Wally Campbell, SECONDED BY Councilmember Bill Stipp to RECOGNIZE the council vacancy. The motion carried by the following vote:

AYE: Mayor Joe Pizzillo, Vice Mayor Brannon Hampton, Councilmember Sheri Lauritano, Councilmember Wally Campbell, Councilmember Bill Stipp, Councilmember Laura Kaino

Passed - Unanimously

INFORMATION ITEMS

Council provided an update on Valley Metro stating that Valley Metro was in the process of recruiting for a CFO and CEO.

Council relayed that several residents had comments about streetlight timing, lighting of the buildings on the SR 303 and questions about a city compost program.

Council commented on a resident's request to prohibit engine braking on Camelback Road and if a work session would be needed to discuss the issue. City Manager Julie Karins replied that she would research the issue and provide an update to Council which could be a work session.

Ms. Karins stated that City offices will be closed on Monday, January 17 in observance of Martin Luther King Jr. Day. Ms. Karins also invited everyone to the celebration of life for Mayor Georgia Lord who passed away on December 12. The celebration will take place on Friday, January 21 from 10:30 a.m. to noon at the Goodyear Civic Square Park.

FUTURE MEETINGS

January 24, 2022	Work Session	5:00 p.m.
January 24, 2022	Regular Meeting	6:00 p.m.

ADJOURNMENT

There being no further business to discuss, Mayor Pizzillo adjourned the Regular Meeting at 7:10 p.m.

Darcie McCracken, City Clerk

Joe Pizzillo, Mayor

Date: _____

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the CITY COUNCIL REGULAR MEETING of the city of Goodyear, Arizona, held on January 10, 2022. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this ____ day of _____, 2022.

SEAL:

Darcie McCracken, City Clerk

ITEM #: 2.
DATE: 01/24/2022
AI #:604



CITY COUNCIL ACTION REPORT

SUBJECT: AUTHORIZE THE MODIFICATION OF ASSESSMENT NUMBER 11 WITHIN THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT ("MRCCID")

STAFF PRESENTER(S): Jared Askelson, Deputy Finance Director

SUMMARY

Approval of this resolution would divide a single assessment within the MRCCID into nine assessments, based on the replatting of the property comprising the assessed area. Modifying the assessment would allocate the unpaid assessment amount among the properties as follows:

Assessment No. 11-01-001 (Lot 1) - \$140,148.93
Assessment No. 11-01-002 (Lot 2) - \$568,977.09
Assessment No. 11-01-003 (Lot 3) - \$192,477.03
Assessment No. 11-01-004 (Lot 4) - \$107,249.29
Assessment No. 11-01-005 (Lot 5) - \$133,057.51
Assessment No. 11-01-006 (Lot 6) - \$73,369.97
Assessment No. 11-01-007 (Lot 7) - \$133,519.62
Assessment No. 11-01-008 (Lot 8) - \$1,203,955.47
Assessment No. 11-01-009 (Right of Way) - \$0.00

(Original Assessment - \$2,552,754.91)

Recommendation

ADOPT RESOLUTION NO. 2022-2204 APPROVING THE MODIFICATION OF ASSESSMENT NUMBER 11 WITHIN THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT. (Jared Askelson, Deputy Finance Director)

FISCAL IMPACT

All costs related to the assessment modification process including the application fee, District Engineer, and legal costs are paid in advance by the applicants. Approval of the requested modifications will have no direct fiscal impact upon the City or the MRCCID. In accordance with the current agreement with Globe Land Investors, LLC, Lots 3 and 4 will have their assessments paid prior to the City taking ownership. No assessment will be placed on the right of way to be owned by the City. Approval of this petition for modification will cause the creation of new assessment parcels with the total assessment amount unchanged.

BACKGROUND AND PREVIOUS ACTIONS

The MRCCID was created in 2006 by Resolution 06-1098 to assist with the funding of public infrastructure related to the MRCCID and the development of a regional mall and retail center. Improvement Bonds were issued in 2007 in the principal amount of \$47,165,000, with principal and interest to be repaid through assessments apportioned to parcels within the MRCCID. The Improvement Bonds were refinanced at a lower interest rate in 2018 with Refunding Bonds.

The original assessment parcels have previously been modified by City Council in 2010, 2018, and 2020 following petitions from the parcel landowners. These assessments are generally modified as development plans are solidified and new parcels are created with Maricopa County. As part of the assessment process the District Engineer reviews and certifies that the modification's effect on the ratio of fair market value between the original and amended parcels complies with the original intent of the assessment model.

STAFF ANALYSIS

Globe Land Investors, LLC, GSQ Goodyear Office, LLC and GSQ Goodyear Parking Garage, LLC, as owners of the property, have petitioned for a modification of a certain assessment of their property within the MRCCID. The application for modification contains one existing parcel that would be split into nine distinct parcels and be allocated a fair share of the existing assessment based upon the original intent of the assessment model. The ninth parcel, representing right of way, will receive no assessment.

If City Council approves the petition for modification, new assessment numbers and amounts will be assigned as proposed. The modification of assessments has been reviewed and it is determined that the modification is in compliance with State law, City policies and the best interest of the City.

Attachments

Resolution

Petition for Modification of Assessments

Draft Modified Assessment

Draft Amended Notice Of Recording of Assessment

Map of Assessment Modification

RESOLUTION 2022-2204

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, APPROVING THE MODIFICATION OF ASSESSMENT NUMBER 11 WITHIN THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT.

WHEREAS, pursuant to ARIZ. REV. STAT. § 48-594(B) and a request of the property owners affected, the Superintendent of Streets of the City of Goodyear, Arizona (the "City"), has prepared a list of assessments on certain property within the McDowell Road Commercial Corridor Improvement District (the "District"), which assessments are to be modified, including (a) the assessment number, legal description and amount assessed on each affected parcel before the modification, (b) the assessment number, legal description and name and address of the owner as shown on the most recent tax roll, and (c) the amount to be assessed on each parcel after modification, all of which are set forth in the Petition for Modification of Assessments presented herewith; and

WHEREAS, the Superintendent of Streets has caused to be prepared and presented to the Mayor and City Council an amendment to the assessments reflecting the requested modification and an amended Assessment Diagram; and

WHEREAS, the property owners impacted by the requested assessment modification waived their rights to notice and a hearing as described in ARIZ. REV. STAT. § 48-594(B); and

WHEREAS, no objections to the reallocation of the assessment have been received during the time provided by law; and

WHEREAS, the property owners impacted by the requested assessment modification have prepaid the costs of such modification; and

WHEREAS, the Mayor and City Council have considered the matter and have the advice of the Superintendent of Streets with respect to the improvements constructed and the assessments levied for the District.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

SECTION 1. Pursuant to ARIZ. REV. STAT. § 48-594(B) and the completed application and substantially complete petition submitted by the property owners, and good cause appearing therefore, it is hereby ordered that assessment number 11 be modified in accordance with the assessment modification and reallocation submitted by the Superintendent of Streets.

SECTION 2. The Mayor and City Council hereby approve the assessment modifications as are set forth on Exhibit A attached hereto, and approve the form of amended Assessment Diagram as set forth on Exhibit B attached hereto.

SECTION 3. The Mayor and City Council hereby direct the Superintendent of Streets to record the reallocated assessment and amended Assessment Diagram in the Superintendent of Streets' office pursuant to ARIZ. REV. STAT. § 48-594(B) and to record, or cause to be recorded, an amended notice of recording of assessment in the records of Maricopa County, Arizona.

SECTION 4. The modified assessment numbers will now be 11-01-001 through 11-01-008, inclusive.

SECTION 5. The costs of the reallocation shall be included in the amount of the assessment, as reallocated, and, if not sooner paid, shall be included in the next installment of the assessment due with respect to the affected parcels.

PASSED AND ADOPTED by the Mayor and City Council of the City of Goodyear, Maricopa County, Arizona by a _____ vote, this _____ day of _____, 2022.

Joe Pizzillo, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Darcie McCracken, City Clerk

Roric Massey, City Attorney

APPROVED AS TO FORM:

Gust Rosenfeld P.L.C.
Bond Counsel

I hereby certify that I have reviewed the legal descriptions and the modifications of the assessments above-numbered and that the modifications set forth on the attached exhibit are acceptable to me.

Superintendent of Streets

EXHIBIT A

ASSESSMENT MODIFICATIONS

(see attached)

New Assessment Number, Assessor Parcel Number, Principal Remaining, Acreage and Ownership Info											RPA Calculated New Assessment	2022 FCV	Status of Development	Estimated FCV (1)	Value to Lien (2)	comments
Original Assessment Number	Original APN	Original Assessment Acreage	Original Assessment Square Footage	Principal Balance Remaining (4)	New Assessmen Number	New APN	Lot or Tract #	New Assessment Acreage (3)	New Assessment Square Footage(3)	Owner Name						
11	501-69-016L 501-69-019H	47.906	2,086,797.60	\$2,552,754.91	11-01-001	501-73-967	Lot 1	2.437	106,148.00	Globe Land Investors, LLC	\$140,148.93	\$475,000.00	undeveloped	\$1,379,924.00	9.85	FCV calculated based on \$13/SF
					11-01-002	501-73-968	Lot 2	9.893	430,940.00	Globe Land Investors, LLC	\$568,977.09	\$1,706,400.00	undeveloped	\$5,602,220.00	9.85	FCV calculated based on \$13/SF
					11-01-003	501-73-969	Lot 3	3.347	145,781.00	Globe Land Investors, LLC	\$192,477.03	\$537,200.00	undeveloped	\$1,895,153.00	9.85	FCV calculated based on \$13/SF
					11-01-004	501-73-970	Lot 4	1.865	81,230.00	Globe Land Investors, LLC	\$107,249.29	\$329,500.00	undeveloped	\$1,055,990.00	9.85	FCV calculated based on \$13/SF
					11-01-005	501-73-971	Lot 5	2.314	100,777.00	Globe Land Investors, LLC	\$133,057.51	\$394,600.00	undeveloped	\$1,310,101.00	9.85	FCV calculated based on \$13/SF
					11-01-006	501-73-972	Lot 6	1.276	55,570.00	GSQ Goodyear Office LLC	\$73,369.97	\$239,900.00	undeveloped	\$722,410.00	9.85	FCV calculated based on \$13/SF
					11-01-007	501-73-973	Lot 7	2.322	101,127.00	GSQ Goodyear Parking Garage LLC	\$133,519.62	\$395,700.00	undeveloped	\$1,314,651.00	9.85	FCV calculated based on \$13/SF
					11-01-008	501-73-974	Lot 8	20.934	911,869.00	Globe Land Investors, LLC	\$1,203,955.47	\$2,486,200.00	undeveloped	\$11,854,297.00	9.85	FCV calculated based on \$13/SF
					11-01-009		ROW	3.364	146,534.00	City of Goodyear	\$0.00		R/W	NA	NA	right-of-way
Total		47.906	2,086,797.60	\$2,552,754.91				47.750	2,079,976.00		\$2,552,754.91	\$6,564,500.00		\$25,134,746.00	9.85	FCV calculated based on \$13/SF

(1) According to the latest information available on the Maricopa County Assessor's Office website, the parcels as part of this modification of assessment have been assigned new parcel numbers and are reflected herein. These parcels are currently undeveloped so the anticipated 2022 FCV are anticipated to be low until such time that they are developed. Comparable undeveloped parcels within the Market at Estrella Falls have 2022 FCV of \$15-16 per square foot valuations while developed parcels within the Market at Estrella Falls have had 2022 FCV with \$32-\$39 per square foot valuations. In order to demonstrate the value to lien ratio as part of this modification of assessment, a conservative estimate of \$13/SF will be utilized (allowing for some variation in land use in accordance with the applicable zoning standards).

(2) As calculated utilizing the \$13/SF valuation as described above in footnote (1).The parcels identified as part of this modification of assessment meet the minimum 4:1 VTL ratio as demonstrated herein.

(3) New assessment acreage and new assessment square footage are approximate based on the records of Maricopa County Assessor and may not match the original assessment acreage and original assessment square footage due to variations and rounding.

(4) Furnished by City of Goodyear Finance Department on 11/30/21

EXHIBIT B

AMENDED ASSESSMENT DIAGRAM

(see attached)

CITY OF GOODYEAR, ARIZONA

MCDOWELL ROAD

COMMERCIAL CORRIDOR

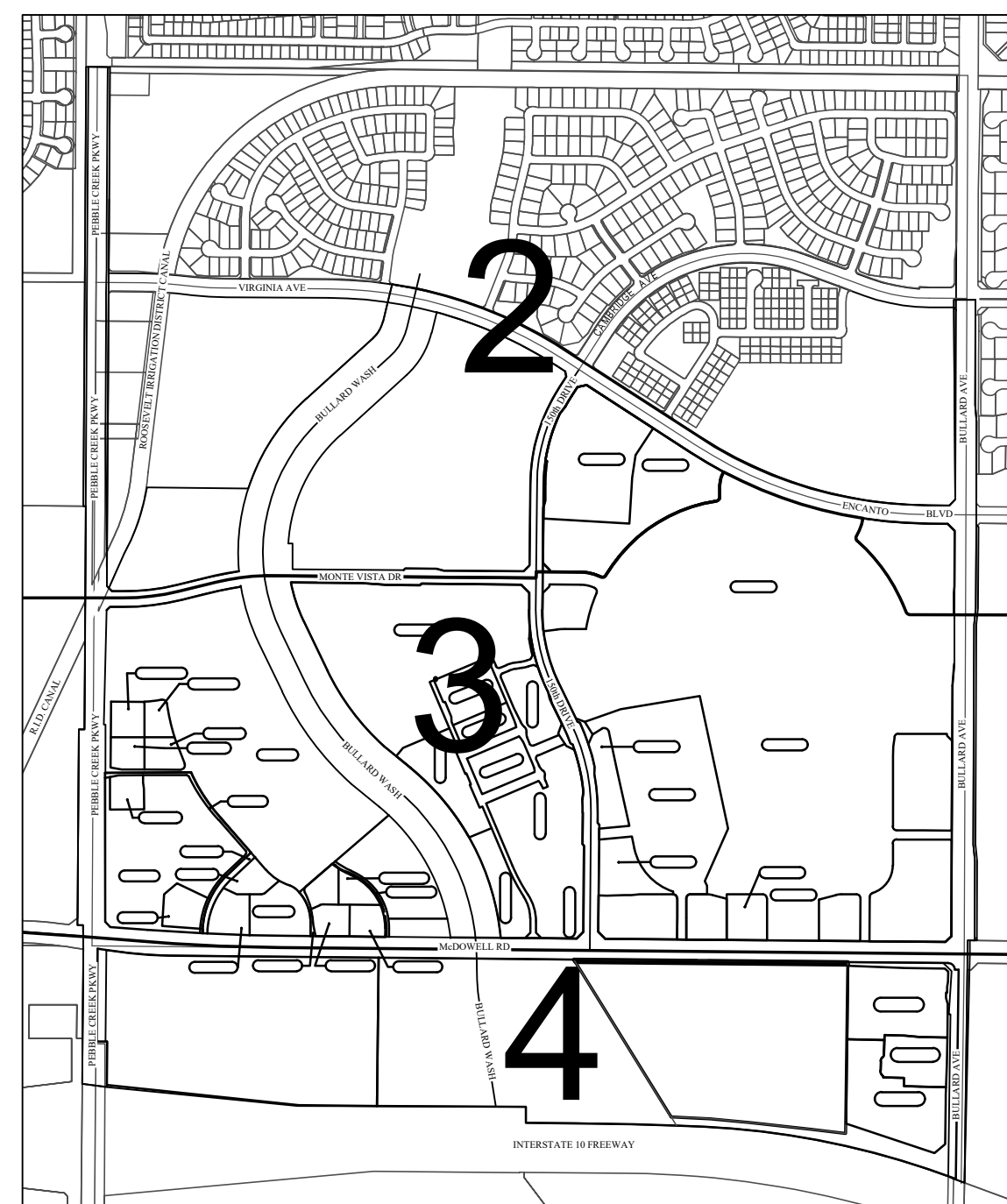
IMPROVEMENT DISTRICT

(AMENDED)

MAYOR
JOE PIZZILLO

VICE MAYOR
BRANNON HAMPTON

COUNCIL MEMBERS
SHERI LAURITANO
WALLY CAMPBELL
BILL STIPP
LAURA KAINO



INDEX OF SHEETS
NOT TO SCALE

PREPARED BY:

[RPA] **RITICH-POWELL**
& Associates
602-263-1177
WWW.RPAENG.COM

CERTIFICATION

I, _____, CITY CLERK OF THE CITY OF GOODYEAR, ARIZONA, DO HEREBY CERTIFY THAT THIS IS THE AMENDED ASSESSMENT DIAGRAM OF THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT, APPROVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF GOODYEAR AT A MEETING ON THE ____ DAY OF _____, 20__, AND THAT A QUORUM WAS PRESENT.

BY _____ FILED BY _____
CITY CLERK SUPERINTENDENT OF STREETS

ASSESSMENT DIAGRAM SUBMITTED THIS ____ DAY OF _____
20__

SUBMITTED BY _____
SUPERINTENDENT OF STREETS

APPROVAL

APPROVED BY RESOLUTION NO. _____ AT A MEETING OF THE COMMON COUNCIL OF THE CITY OF GOODYEAR, ARIZONA HELD THIS ____ DAY OF _____ 20__.

BY _____
MAYOR

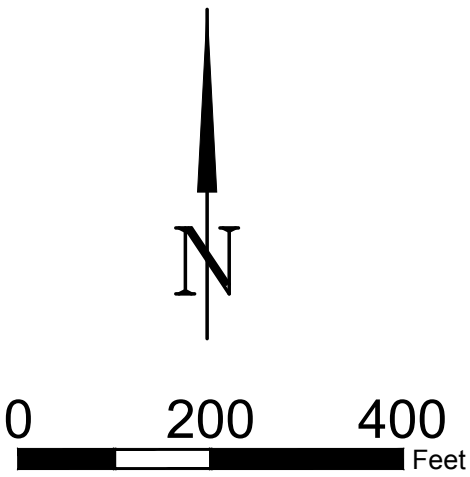
ATTEST _____
CITY CLERK



CITY OF GOODYEAR IMPROVEMENT DISTRICT
ASSESSMENT DIAGRAM

SCALE: 1" = 200' - 0"

ASSESSMENT NUMBER	PARCEL NUMBER
1-02-001	APN#
9	501-69-016E
10	501-69-966B
11-01-001	501-73-967
11-01-002	501-73-968
11-01-003	501-73-969
11-01-004	501-73-970
11-01-005	501-73-971
11-01-006	501-73-972
11-01-007	501-73-973
11-01-008	501-73-974
12	501-71-984
13-01-001	501-71-983A
13-01-002	501-71-983B
14-01-001	501-73-965
	501-73-962
	501-73-964
15	501-71-982

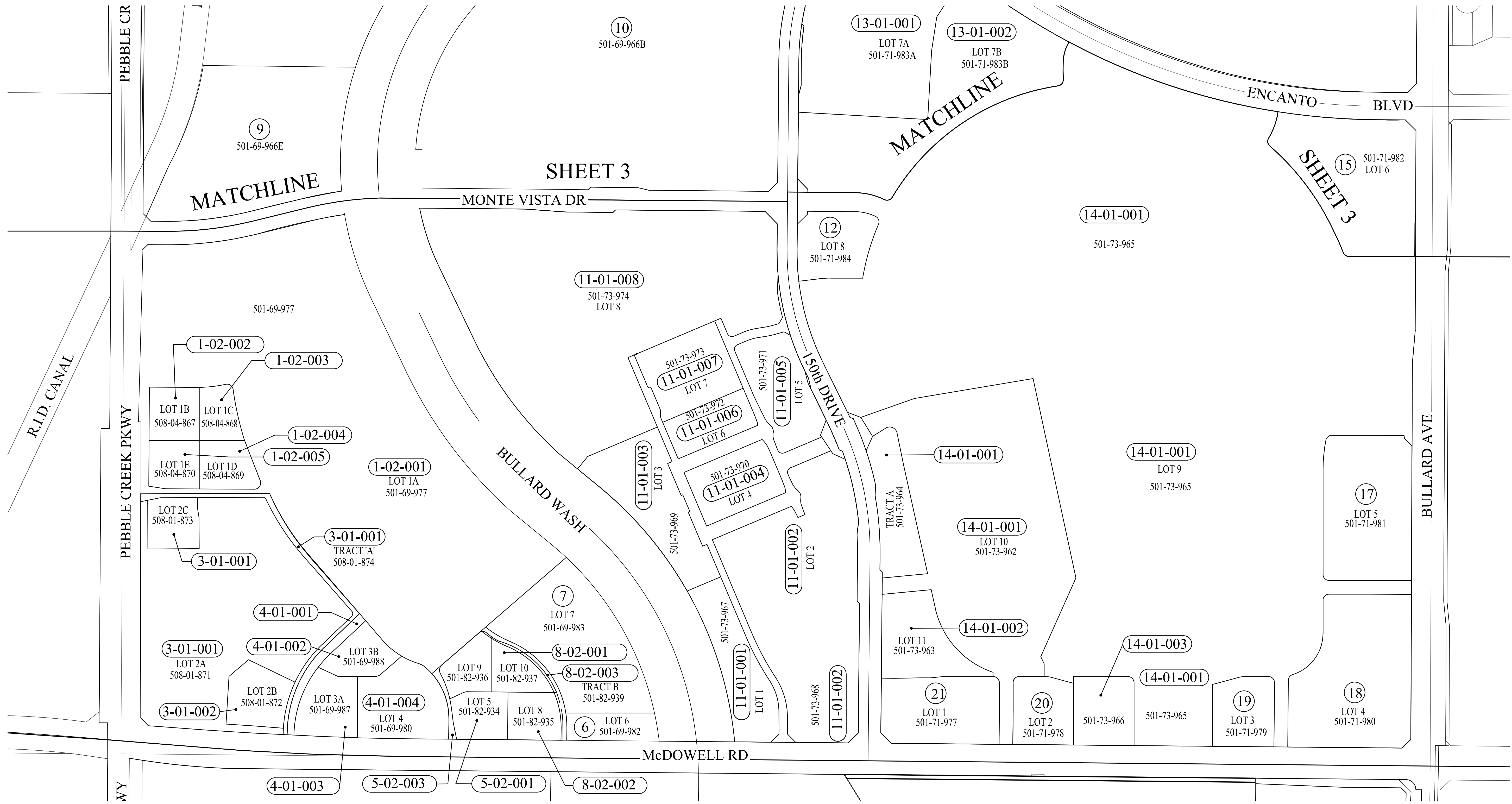


LEGEND	
	ID BOUNDARY
	AREA OF IMPROVEMENT
	PARCEL NUMBER
	ASSESSMENT NUMBER
	MODIFIED ASSESSMENT NUMBER

REVISED 11-29-2021
REVISED 9-10-2020
REVISED 5-14-2019
REVISED 9-10-2018
REVISED 3-16-2018
REVISED 10-26-2009
ORIGINAL 9-24-2007

RITOCH-POWELL
& Associates
602-263-1177
WWW.RPAENG.COM

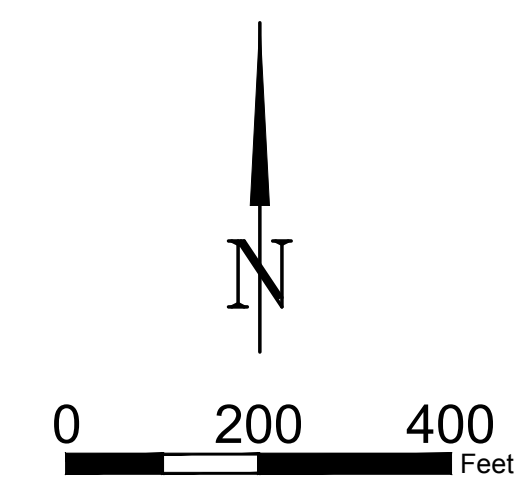
MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT CITY OF GOODYEAR, AZ			
DESIGNED	BY	DATE	SCALE: 1" = 200' - 0" SHEET 2 OF 4
DRAWN	JEB	11-29-21	
CHECKED	JEB	11-29-21	



ASSESSMENT NUMBER	PARCEL NUMBER	ASSESSMENT NUMBER	PARCEL NUMBER	ASSESSMENT NUMBER	PARCEL NUMBER
1-02-001	501-69-977	8-02-001	501-82-937	12	501-69-984
1-02-002	508-04-867	8-02-002	501-82-935	13-01-001	501-71-983A
1-02-003	508-04-868	8-02-003	501-82-939	13-01-002	501-71-983B
1-02-004	508-04-869			14-01-001	501-73-965
1-02-005	508-04-870	9	501-69-966E		501-73-962
3-01-001	508-01-871	10	501-69-966B	14-01-002	501-73-963
	508-01-873	11-01-001	501-73-967	14-01-003	501-73-966
	508-01-874	11-01-002	501-73-968	15	501-71-982
3-01-002	508-01-872	11-01-003	501-73-969	17	501-71-981
4-01-001	501-69-989	11-01-004	501-73-970	18	501-71-980
4-01-002	501-69-988	11-01-005	501-73-971	19	501-71-979
4-01-003	501-69-987	11-01-006	501-73-972	20	501-71-978
4-01-004	501-69-980	11-01-007	501-73-973	21	501-71-977
5-02-001	501-82-934	11-01-008	501-73-974		
5-02-002	501-82-936				
5-02-003	501-82-938				
6	501-69-982				
7	501-69-983				

CITY OF GOODYEAR IMPROVEMENT DISTRICT
ASSESSMENT DIAGRAM

SCALE: 1" = 200' - 0"

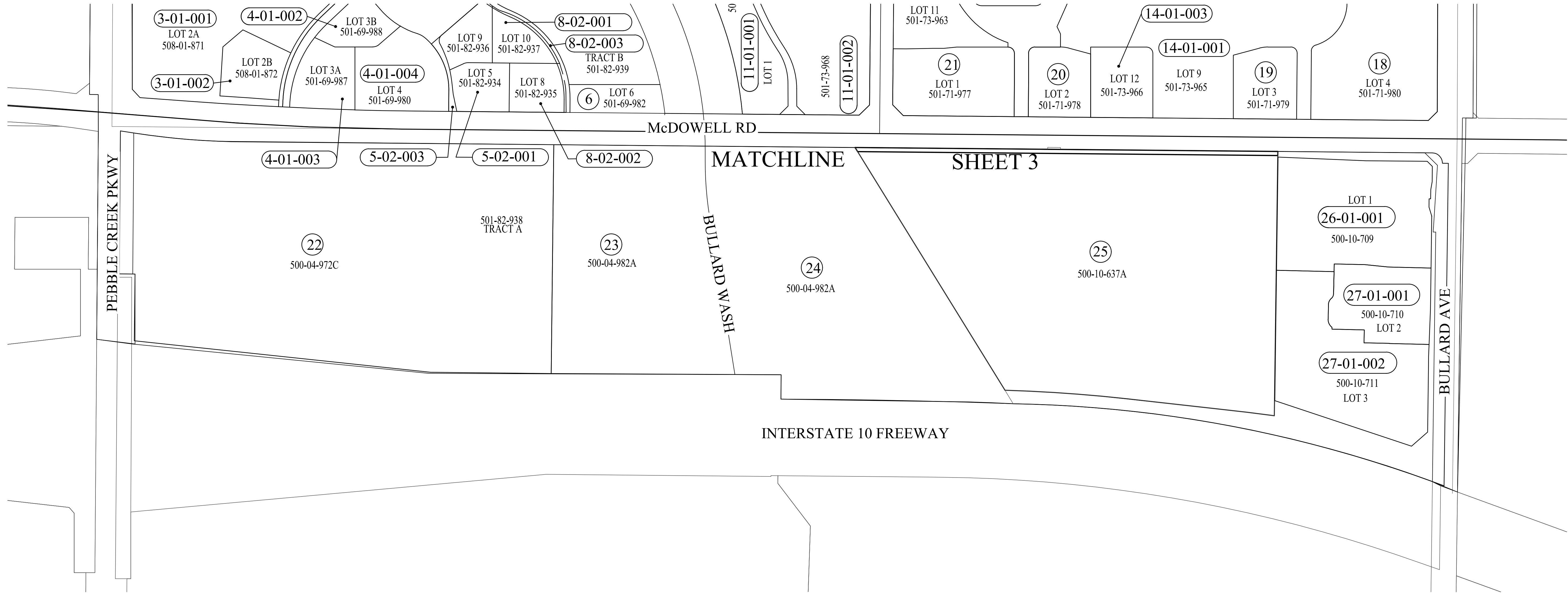


RITOCH-POWELL
RPA & Associates
602-263-1177
WWW.RPAENG.COM

LEGEND	
	ID BOUNDARY
	AREA OF IMPROVEMENT
	PARCEL NUMBER
	ASSESSMENT NUMBER
	MODIFIED ASSESSMENT NUMBER

REVISED 11-29-2021
REVISED 9-10-2020
ORIGINAL 9-24-2007

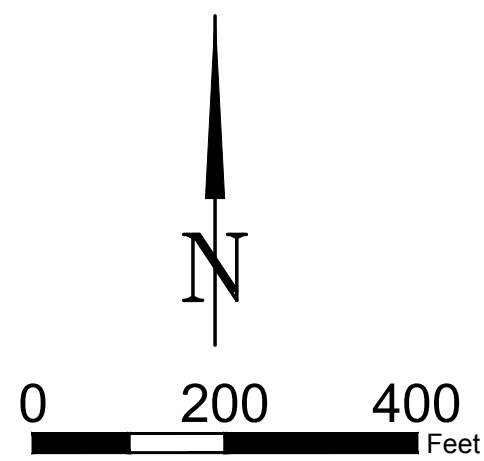
MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT CITY OF GOODYEAR, AZ			
DESIGNED	BY	DATE	SCALE: 1" = 200' - 0"
DRAWN	JEB	11-29-21	SHEET 3 OF 4
CHECKED	JEB	11-29-21	



ASSESSMENT NUMBER	PARCEL NUMBER	ASSESSMENT NUMBER	PARCEL NUMBER
3-01-001	508-01-871	20	501-71-978
3-01-002	508-01-873	21	501-71-977
4-01-001	501-69-979	22	500-04-972C
4-01-002	501-69-979	23	500-04-982A
4-01-003	501-69-979	24	500-04-982A
4-01-004	501-69-980	25	500-10-637A
5-02-001	501-82-934	26-01-001	500-10-709
5-02-002	501-82-936	27-01-001	500-10-710
5-02-003	501-82-938	27-01-002	500-10-711
6	501-69-982		
8-02-001	501-82-937		
8-02-002	501-82-935		
8-02-003	501-82-939		
11-01-001	501-73-967		
11-01-002	501-73-968		
11-01-003	501-73-969		
11-01-004	501-73-970		
11-01-005	501-73-971		
11-01-006	501-73-972		
11-01-007	501-73-973		
11-01-008	501-73-974		
14-01-001	501-73-965		
14-01-002	501-73-963		
14-01-003	501-73-966		
18	501-71-980		
19	501-71-979		

CITY OF GOODYEAR IMPROVEMENT DISTRICT
ASSESSMENT DIAGRAM

SCALE: 1" = 200' - 0"



LEGEND	
	ID BOUNDARY
	AREA OF IMPROVEMENT
500-04-972-A	PARCEL NUMBER
④	ASSESSMENT NUMBER
27-01-002	MODIFIED ASSESSMENT NUMBER

REVISED 11-29-21
REVISED 9-10-2020
REVISED 5-14-2019
REVISED 9-10-2018
REVISED 3-16-2018
REVISED 10-26-2009
ORIGINAL 9-24-2007

**RITOCH-POWELL
& Associates**
602-263-1177
WWW.RPAENG.COM

MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT CITY OF GOODYEAR, AZ			
DESIGNED	BY	DATE	SCALE: 1" = 200' - 0" SHEET 4 OF 4
DRAWN	JEB	11-29-21	
CHECKED	JEB	11-29-21	

**BEFORE THE GOODYEAR CITY COUNCIL
GOODYEAR, ARIZONA
PETITION FOR MODIFICATION OF ASSESSMENTS**

**TO THE GOVERNING BODY OF MCDOWELL ROAD COMMERCIAL CORRIDOR
IMPROVEMENT DISTRICT IN THE CITY OF GOODYEAR, ARIZONA:**

The undersigned hereby certify that they are all people who have an interest in lots subject to assessment within the McDowell Road Commercial Corridor Improvement District in the City of Goodyear, Arizona (the "District"):

- (1) That the undersigned hereby request that the following assessment numbers:

Original Assessment No.	Original Assessment Amount	Unpaid Assessment Amount
11	\$ 4,749,533.94	<u>\$ 2,552,754.91</u>
		\$ 2,552,754.91

- (2) be modified in the following manner, to wit:

Assessment No.	Amount Assessments Bear After Modification
11-01-001	\$ 140,148.93
11-01-002	\$ 568,977.09
11-01-003	\$ 192,477.03
11-01-004	\$ 107,249.29
11-01-005	\$ 133,057.51
11-01-006	\$ 73,369.97
11-01-007	\$ 133,519.62
11-01-008	\$ 1,203,955.47
11-01-009	<u>\$ 0.00</u>
	\$ 2,552,754.91

Attached to this petition and marked Exhibit "A" is a true and correct copy of the description of the property, prior to the assessment modification, owned by the undersigned.

Attached to this petition and marked Exhibit "B" is a legal description of the property for each respective assessment set forth above as modified in accordance with this request.

Attached to this petition and marked Exhibit "C" is a true copy of the amended portion of the assessment diagram with respect of the assessment set forth above.

The undersigned acknowledge that, upon approval by the Goodyear City Council, the modified assessment shall be binding on the undersigned.

Wherefore the undersigned hereby request that the Goodyear City Council modify and correct the assessment numbers set forth in Paragraph (1) to read in the manner set forth in Paragraph (2) hereof and direct the Superintendent of Streets of the City of Goodyear to note the modification on the record of Assessment, together with the date the modification is made.

The owners and other parties with an interest in the applicable assessed parcels request and have no objection to the reallocation of the assessments by the Mayor and Council as set forth in the application and expressly waive the notice, hearing and other requirements of A.R.S. Section 48-594.

NOTE: ALL PERSONS CLAIMING AN INTEREST IN THE PARCEL(S) MUST EXECUTE THIS PETITION INCLUDING MORTGAGE AND LIEN HOLDERS.

**OWNER OR PERSON CLAIMING
INTEREST IN PROPERTY**

ASSESSMENT NO. 11-01-001
11-01-002
11-01-003
11-01-004
11-01-005
11-01-008
11-01-009

Globe Land Investors, LLC,
a Delaware limited liability company

By: Globe Corporation,
an Illinois Corporation, its Manager

By: [Signature]

Title: George Getz, President

State of Arizona)
County of Maricopa)

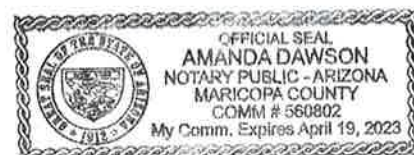
The foregoing instrument was acknowledged before me this
1/6/22 (date) by George Getz (name of
acknowledging partner or agent), partner (or agent) on
behalf of Globe Land Investors, LLC (name of
partnership) a partnership.

(Seal) _____

(Signature of person taking
acknowledgment)

(Title or rank)

(Serial number, if any)



OWNER OR PERSON CLAIMING
INTEREST IN PROPERTY

ASSESSMENT NO. 11-01-006

GSQ Goodyear Office, LLC
an Arizona Limited Liability Company

By: George Getz

Title: George Getz, President

State of Arizona)
County of Maricopa

The foregoing instrument was acknowledged before me this
1/6/22 (date) by George Getz (name of
acknowledging partner or agent), partner (or agent) on
behalf of GSQ Goodyear Office, LLC (name of
partnership) a partnership.

(Seal) _____

(Signature of person taking
acknowledgment)
(Title or rank)
(Serial number, if any)

Amanda Dawson



OWNER OR PERSON CLAIMING
INTEREST IN PROPERTY

ASSESSMENT NO. 11-01-007

GSQ Goodyear Parking Garage, LLC
an Arizona Limited Liability Company

By: George Getz

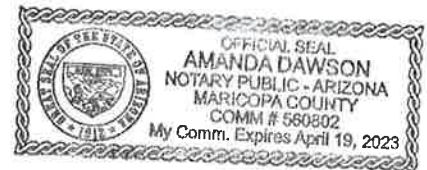
Title: George Getz, President

State of Arizona)
County of Maricopa)

The foregoing instrument was acknowledged before me this
1/6/22 (date) by George Getz (name of
acknowledging partner or agent), partner (or agent) on
behalf of GSQ Goodyear Parking Garage, LLC (name of
partnership) a partnership.

(Seal) _____

(Signature of person taking
acknowledgment)
(Title or rank)
(Serial number, if any)



New Assessment Number	Assessor Parcel Number	2022 FCV	New Assessment Amount	Ratio
11-01-001	501-73-967	\$1,379,924.00 ⁽¹⁾	\$ 140,148.93	9.85 ⁽²⁾
11-01-002	501-73-968	\$5,602,220.00 ⁽¹⁾	\$ 568,977.09	9.85 ⁽²⁾
11-01-003	501-73-969	\$1,895,153.00 ⁽¹⁾	\$ 192,477.03	9.85 ⁽²⁾
11-01-004	501-73-970	\$1,055,990.00 ⁽¹⁾	\$ 107,249.29	9.85 ⁽²⁾
11-01-005	501-73-971	\$1,310,101.00 ⁽¹⁾	\$ 133,057.51	9.85 ⁽²⁾
11-01-006	501-73-972	\$722,410.00 ⁽¹⁾	\$ 73,369.97	9.85 ⁽²⁾
11-01-007	501-73-973	\$1,314,651.00 ⁽¹⁾	\$ 133,519.62	9.85 ⁽²⁾
11-01-008	501-73-974	\$11,854,297.00 ⁽¹⁾	\$ 1,203,955.47	9.85 ⁽²⁾
11-01-009		NA	\$ 0.00 ⁽³⁾	NA

- (1) According to the latest information available on the Maricopa County Assessor's Office website, the parcels as part of this modification of assessment have been assigned new parcel numbers and are reflected herein. These parcels are currently undeveloped so the 2022 FCV are low until such time that they are developed. Comparable undeveloped parcels within the Market at Estrella Falls have 2022 FCV of \$15-16 per square foot valuations while developed parcels within the Market at Estrella Falls have had 2020 FCV with \$32-\$39 per square foot valuations. In order to demonstrate the value to lien ratio as part of this modification of assessment, a conservative estimate of \$13/SF will be utilized (allowing for some variation in land use in accordance with the applicable zoning standards). A Ratio was calculated utilizing the calculated 2022 FCV noted above.
- (2) As calculated utilizing the \$13/SF valuation as described above in footnote (1). The parcels identified as part of this modification of assessment meet the minimum 4:1 VTL ratio as demonstrated herein.
- (3) Assessment Number 11-01-009 is City Right-Of-Way and shall have a zero dollar (\$0.00) assessment placed on it.

EXHIBIT A
DESCRIPTION OF PROPERTY

ASSESSMENT NO. 11 (ASSESSOR PARCELS 501-69-016L AND 501-69-019H)

A PORTION OF THE WEST HALF OF SECTION 32, TOWNSHIP 2 NORTH, RANGE 1 WEST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY OF THE BULLARD WASH AS SHOWN ON THE MAP OF DEDICATION FOR THE BULLARD WASH, PREPARED BY CARTER- BURGESS, DATED 7/19/07 WITH THE SOUTH RIGHT OF WAY OF MONTE VISTA DRIVE, AS SHOWN ON THE MAP OF DEDICATION FOR THE MCDOWELL ROAD COMMERCIAL CORRIDOR, PREPARED BY CARTER-BURGESS, DATED 8/23/07.

THENCE S 89°27'45" E, A DISTANCE OF 1384.05 FEET;

THENCE S 44°27'45" E, A DISTANCE OF 70.08 FEET;

THENCE S 0°32'15"W, A DISTANCE OF 101.38 FEET; TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1078.00 FEET;

THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°37'13", A DISTANCE OF 500.85 FEET;

THENCE S 26°6'46" E, A DISTANCE OF 3.54 FEET;

THENCE S 14°38'7" E, A DISTANCE OF 50.24 FEET;

THENCE S 26°6'56"E, A DISTANCE OF 165.08 FEET;

THENCE S 20°50'23" W, A DISTANCE OF 64.14 FEET;

THENCE S 33°26'11" E, A DISTANCE OF 88.82 FEET;

THENCE S 65°42'8" E, A DISTANCE OF 54.87 FEET; TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE WEST, WHOSE CENTER BEARS S 71°37'59" W, A DISTANCE OF 1160.00 FEET;

THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°40'55", A DISTANCE OF 256.75 FEET;

THENCE S 7°31'17" W, A DISTANCE OF 47.91 FEET; TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 251.85 FEET;

THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°51'58", A DISTANCE OF 78.53 FEET;

THENCE S 0°32'14" W, A DISTANCE OF 191.01 FEET;

THENCE S 44°27'46" E, A DISTANCE OF 14.14 FEET;

THENCE S 0°32'14" W, A DISTANCE OF 517.51 FEET;

THENCE S 45°31'57" W, A DISTANCE OF 56.77 FEET;

THENCE N 89°27'46" W, A DISTANCE OF 290.06 FEET;

THENCE N 89°27'31" W, A DISTANCE OF 166.03 FEET; TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE WEST, WHOSE CENTER BEARS S 84°39'18" W, A DISTANCE OF 1500.00 FEET;

THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°14'14", A DISTANCE OF 1184.31 FEET;

THENCE N 50°34'56" W, A DISTANCE OF 140.41 FEET; TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 1480.00 FEET;

THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°56'19", A DISTANCE OF 644.18 FEET;

THENCE N 25°38'38"W, A DISTANCE OF 323.48 FEET; TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 950.00 FEET;

THENCE NORTHERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°49'22", A DISTANCE OF 245.77 FEET TO THE POINT OF BEGINNING.

CONTAINING 2,086,797.60 SQUARE FEET OR 47.91 ACRES.

EXHIBIT B

LEGAL DESCRIPTION OF PROPERTY

ASSESSOR PARCEL NUMBER: 501-73-967

LOT 1 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-968

LOT 2 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-969

LOT 3 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-970

LOT 4 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-971

LOT 5 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-972

LOT 6 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-973

LOT 7 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

ASSESSOR PARCEL NUMBER: 501-73-974

LOT 8 OF FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS, ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

EXHIBIT C

AMENDED ASSESSMENT DISTRICT DIAGRAM

CITY OF GOODYEAR, ARIZONA

MCDOWELL ROAD

COMMERCIAL CORRIDOR

IMPROVEMENT DISTRICT

(AMENDED)

MAYOR
GEORGHIA LORD

VICE MAYOR
BRANNON HAMPTON

COUNCIL MEMBERS
JOE PIZZILLO
SHERI LAURITANO
WALLY CAMPBELL
BILL STIPP
LAURA KAINO



INDEX OF SHEETS
NOT TO SCALE

PREPARED BY:

RPA **RITCH-POWELL**
& Associates
602-283-1177
WWW.RPAENG.COM

CERTIFICATION

I, _____, CITY CLERK OF THE CITY OF GOODYEAR, ARIZONA, DO HEREBY CERTIFY THAT THIS IS THE AMENDED ASSESSMENT DIAGRAM OF THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT, APPROVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF GOODYEAR AT A MEETING ON THE _____ DAY OF _____, 20____, AND THAT A QUORUM WAS PRESENT.

BY _____ FILED BY _____
CITY CLERK REPRESENTATIVE OF STREETS
ASSESSMENT DIAGRAM SUBMITTED THIS _____ DAY OF _____
20____
SUBMITTED BY _____
REPRESENTATIVE OF STREETS

APPROVAL

APPROVED BY RESOLUTION NO. _____ AT A MEETING OF THE COMMON COUNCIL OF THE CITY OF GOODYEAR, ARIZONA HELD THIS _____ DAY OF _____, 20____.

BY _____
WATER
ATTEST _____
CITY CLERK



CITY OF GOODYEAR IMPROVEMENT DISTRICT ASSESSMENT DIAGRAM

SCALE: 1" = 200' - 0"



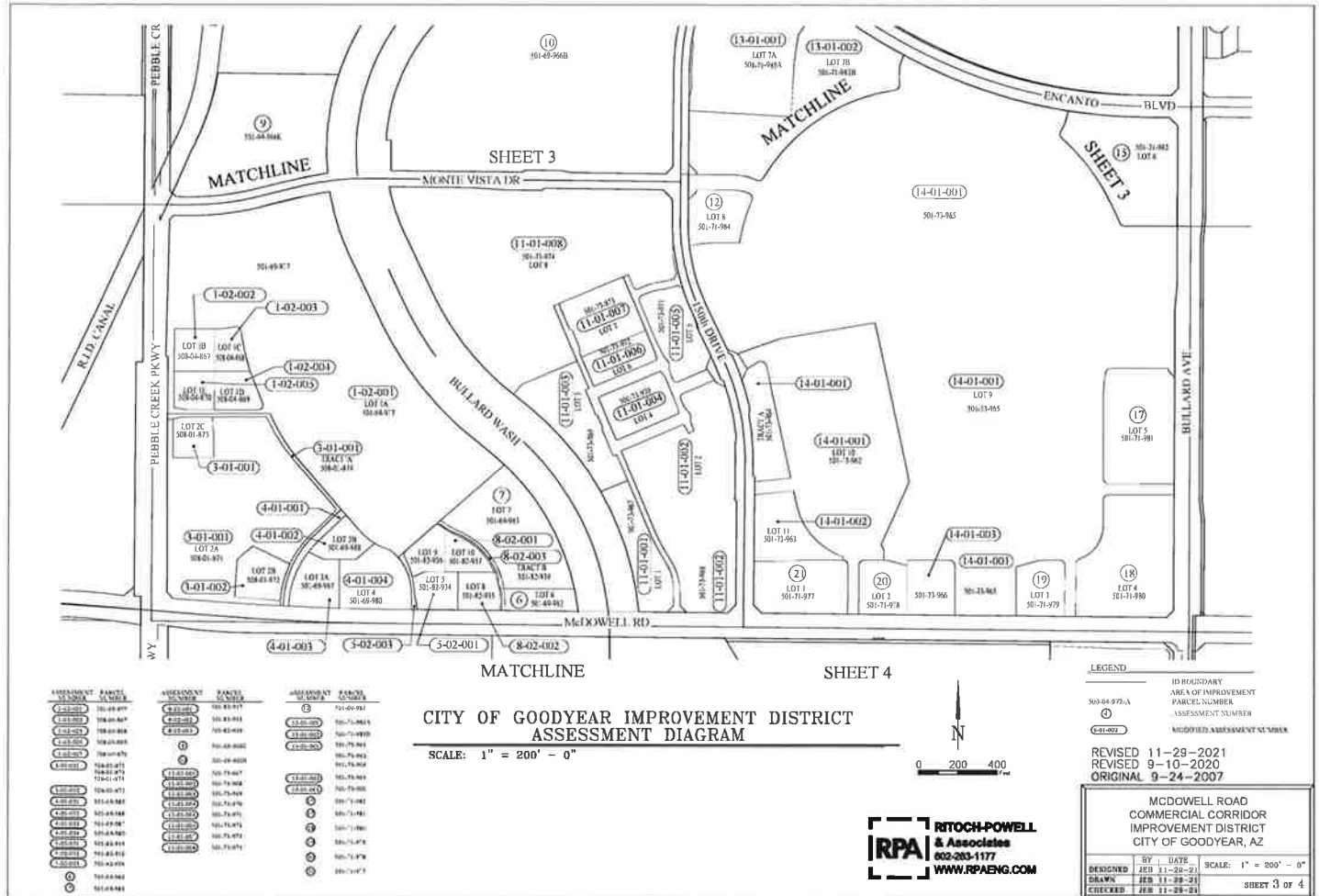
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②	501-69-969
③	501-73-957
④	501-73-958
⑤	501-73-959
⑥	501-73-960
⑦	501-73-961
⑧	501-73-962
⑨	501-73-963
⑩	501-73-964
⑪	501-73-965
⑫	501-73-966
⑬	501-73-967
⑭	501-73-968
⑮	501-73-969
⑯	501-73-970
⑰	501-73-971
⑱	501-73-972
⑲	501-73-973
⑳	501-73-974
㉑	501-73-975
㉒	501-73-976
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㉖	501-73-980
㉗	501-73-981
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㉙	501-73-983
㉚	501-73-984
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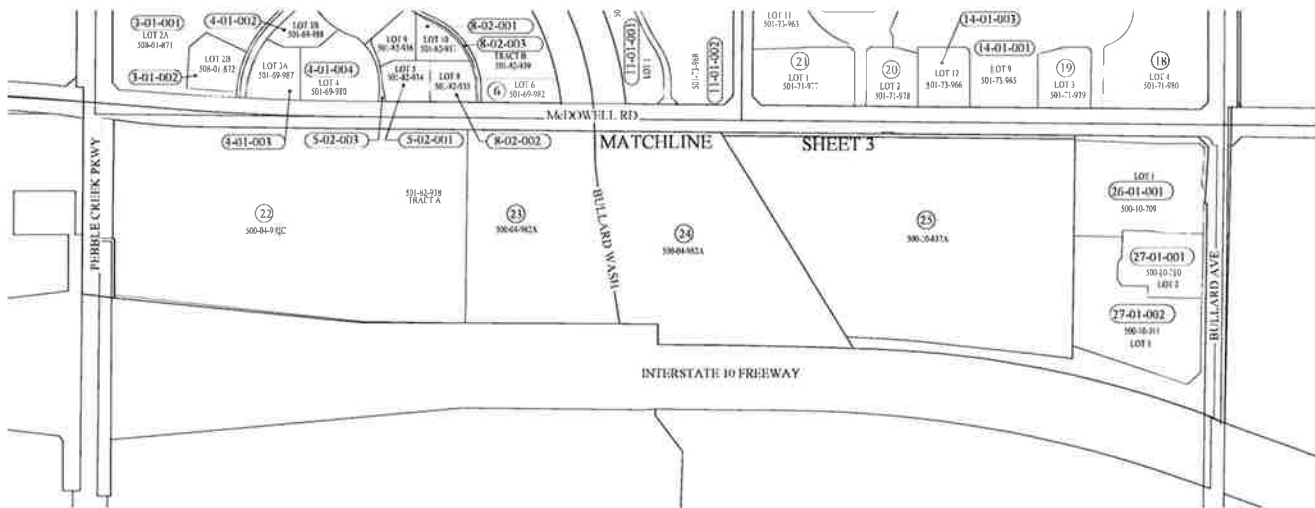
LEGEND	SYMBOL
BOUNDARY	---
AREA OF IMPROVEMENT	---
PARCEL NUMBER	---
ASSESSMENT NUMBER	---
MODIFIED ASSESSMENT NUMBER	---

REVISED 11-29-2021
REVISED 9-10-2020
REVISED 5-14-2019
REVISED 9-10-2018
REVISED 3-16-2018
REVISED 10-26-2009
ORIGINAL 9-24-2007

RTOCH-POWELL
RPA & Associates
902-283-1177
WWW.RPAENG.COM

MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT CITY OF GOODYEAR, AZ			
DESIGNED	JEN 11-29-21	SCALE: 1" = 200' - 0"	SHEET 2 OF 4
DRAWN	JEN 11-29-21		
CHECKED	JEN 11-29-21		

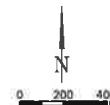




ASSESSMENT NUMBER	PARCEL NUMBER	ASSESSMENT NUMBER	PARCEL NUMBER
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1-01-002	500-01-072	1-01-002	500-01-072
1-01-003	500-01-073	1-01-003	500-01-073
1-01-004	500-01-074	1-01-004	500-01-074
1-01-005	500-01-075	1-01-005	500-01-075
1-01-006	500-01-076	1-01-006	500-01-076
1-01-007	500-01-077	1-01-007	500-01-077
1-01-008	500-01-078	1-01-008	500-01-078
1-01-009	500-01-079	1-01-009	500-01-079
1-01-010	500-01-080	1-01-010	500-01-080
1-01-011	500-01-081	1-01-011	500-01-081
1-01-012	500-01-082	1-01-012	500-01-082
1-01-013	500-01-083	1-01-013	500-01-083
1-01-014	500-01-084	1-01-014	500-01-084
1-01-015	500-01-085	1-01-015	500-01-085
1-01-016	500-01-086	1-01-016	500-01-086
1-01-017	500-01-087	1-01-017	500-01-087
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1-01-048	500-01-118	1-01-048	500-01-118
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1-01-109	500-01-179	1-01-109	500-01-179
1-01-110	500-01-180	1-01-110	500-01-180

CITY OF GOODYEAR IMPROVEMENT DISTRICT ASSESSMENT DIAGRAM

SCALE: 1" = 200' - 0"



RPA RITCHIE-POWELL
& Associates
602-283-1177
WWW.RPAENG.COM

LEGEND	BOUNDARY
SOMEP-PA-A	AREA OF IMPROVEMENT
①	PARCEL NUMBER
②	ASSESSMENT NUMBER
③	MULTIPLE ASSESSMENT NUMBER

REVISED 11-29-21
REVISED 9-10-2020
REVISED 5-14-2019
REVISED 9-10-2018
REVISED 3-16-2018
REVISED 10-26-2009
ORIGINAL 9-24-2007

MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT CITY OF GOODYEAR, AZ		
DESIGNED	BY DATE	SCALE: 1" = 200' - 0"
DRAWN	BY 11-29-21	
CHECKED	BY 11-29-21	SHEET 4 OF 4

MODIFIED ASSESSMENT

IN THE MATTER OF THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT PERTAINING TO THE ACQUISITION AND/OR CONSTRUCTION OF CERTAIN IMPROVEMENTS WITHIN THE DISTRICT AND FINANCED BY THE ISSUANCE OF THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT IMPROVEMENT BONDS ISSUED IN 2007, AS THEREAFTER REFUNDED BY THE ISSUANCE OF THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT REFUNDING BONDS ISSUED IN 2018.

Pursuant to the provisions of Title 48, Chapter 4, Article 2, Arizona Revised Statutes, and amendments and supplements thereto (the “Act”), and to the provisions of Resolution 2022-2204, adopted by the Mayor and City Council of the City of Goodyear, Arizona (the “City”) on January 24, 2022 (the “Resolution”), Sumeet Mohan, acting in his capacity as Superintendent of Streets of the McDowell Road Commercial Corridor Improvement District (the “District”), hereby reallocates the assessment (the “Assessment” or “Assessments”) of the final costs of the improvements described hereafter, and apportions such costs as shown herein, upon the lots and parcels of land as described in the Resolution and this Modified Assessment and as shown on the amended Assessment Diagram on file with the City Clerk and as described on **Exhibit A** (copies of which are attached hereto). The Assessments shall be paid to the City Finance Director, or the Finance Director’s agents or assigns, to finance the acquisition and construction of improvements (as such term is defined in the Act) described in the official statement dated November 14, 2007, for this project (the “Official Statement”), including, but not limited to, street paving and widening, sidewalks, underground utilities, landscaping, drainage, lighting, traffic control and other improvements, and all appurtenances and adjuncts thereto, and the costs incurred in connection with the sale of the McDowell Road Commercial Corridor Improvement District Improvement Bonds, issued in 2007, as thereafter refunded by the McDowell Road Commercial Corridor Improvement District Refunding Bonds, issued in 2018, described in the prior resolutions adopted by the Mayor and City Council related to the District, all of the above work or improvement to be done and financed in accordance with the Official Statement on file in the offices of the City Clerk and the Superintendent of Streets.

Unless reallocated pursuant hereto, the previously recorded Assessments still apply to the respective real property described in the original recorded Assessments. Pursuant hereto, the Assessment originally numbered 11 is reallocated as described herein among Assessment 11-01-001 through 11-01-008.

DATED AS OF: January 24, 2022.

I, Sumeet Mohan, the Superintendent of Streets of the McDowell Road Commercial Corridor Improvement District (City of Goodyear, Arizona), do hereby certify that all charges stated are correct and that the computations and calculations of the modified and reallocated assessments are correct.

Sumeet Mohan, Superintendent of Streets

RECORDED AS OF THE ____ DAY OF _____, 2022, IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THE MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT (CITY OF GOODYEAR, ARIZONA).

Sumeet Mohan, Superintendent of Streets

EXHIBIT A

Owner: Globe Land Investors, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-001

Final Assessed Amount to go to Bond: \$140,148.93*

Property Legal Description:

Lot 1 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-967

EXHIBIT A

Owner: Globe Land Investors, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-002

Final Assessed Amount to go to Bond: \$568,977.09*

Property Legal Description:

Lot 2 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-968

EXHIBIT A

Owner: Globe Land Investors, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-003

Final Assessed Amount to go to Bond: \$192,477.03*

Property Legal Description:

Lot 3 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-969

EXHIBIT A

Owner: Globe Land Investors, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-004

Final Assessed Amount to go to Bond: \$107,249.29*

Property Legal Description:

Lot 4 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-970

EXHIBIT A

Owner: Globe Land Investors, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-005

Final Assessed Amount to go to Bond: \$133,057.51*

Property Legal Description:

Lot 5 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-971

EXHIBIT A

Owner: GSQ Gloodyear Office, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-006

Final Assessed Amount to go to Bond: \$73,369.97*

Property Legal Description:

Lot 6 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-972

EXHIBIT A

Owner: GSQ Goodyear Parking Garage, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-007

Final Assessed Amount to go to Bond: \$133,519.62*

Property Legal Description:

Lot 7 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-973

EXHIBIT A

Owner: Globe Land Investors, LLC
c/o Globe Corporation
6730 North Scottsdale Road
Suite 250
Scottsdale, Arizona 85253

Assessment No.: 11-01-008

Final Assessed Amount to go to Bond: \$1,203,955.47*

Property Legal Description:

Lot 8 of "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

Assessor Parcel Number: 501-73-974

EXHIBIT A

Owner: City of Goodyear
190 North Litchfield Road
Goodyear, Arizona 85338

Assessment No.: 11-01-009

Final Assessed Amount to go to Bond: \$0.00*

Property Legal Description:

All streets shown on "Final Plat of Goodyear Civic Square Parcel "A" at Estrella Falls," according to Book 1577 of Maps, Page 1, records of Maricopa County, Arizona.

When recorded, return to:

Andrew J. McGuire
Gust Rosenfeld P.L.C.
One East Washington Street, Suite 1600
Phoenix, Arizona 85004-2553

**AMENDED NOTICE OF RECORDING OF ASSESSMENT
FOR THE
MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT
IN THE
OFFICE OF SUPERINTENDENT OF STREETS**

TO WHOM IT MAY CONCERN:

Please take notice that on January 25, 2022, the Superintendent of Streets of the McDowell Road Commercial Corridor Improvement District in the City of Goodyear, Arizona recorded, in his office, the modified assessment pertaining to the McDowell Road Commercial Corridor Improvement District Improvement Bonds, issued in 2007, as thereafter refunded by the McDowell Road Commercial Corridor Improvement District Refunding Bonds, issued in 2018, which assessment encumbers and liens the real property described on **Exhibit A** hereto. Such modified assessment reallocates the assessment, notice of which was originally recorded at document number 2007-1173594 on October 30, 2007, in the records of Maricopa County, Arizona, as thereafter amended. Pursuant to Arizona Revised Statutes Section 48-589(H), as amended, the modified assessment constitutes a first lien on the property assessed (described on **Exhibit A** hereto) subject only to general property taxes and prior special assessments.

Information pertaining to the amount of the assessment, method of payment or prepayment and reallocation of the assessment may be addressed to the Superintendent of Streets, City of Goodyear, Arizona, 190 North Litchfield Road, Goodyear, Arizona 85338, Attention: Mr. Sumeet Mohan, or to Gust Rosenfeld P.L.C., One East Washington Street, Suite 1600, Phoenix, Arizona 85004-2553, Attention: Mr. Andrew J. McGuire.

DATED: January 25, 2022.

Andrew J. McGuire, Bond Counsel

Attachment:

Exhibit A: Legal Description of Assessed Property for Modified Assessment

Record in the Office of the Maricopa County Recorder

**EXHIBIT A
TO
AMENDED NOTICE OF RECORDING OF ASSESSMENT
FOR THE
MCDOWELL ROAD COMMERCIAL CORRIDOR IMPROVEMENT DISTRICT
IN THE
OFFICE OF SUPERINTENDENT OF STREETS**

ASSESSMENT 11-01-001 THROUGH 11-01-008 LEGAL DESCRIPTION:

ASSESSOR PARCEL NUMBERS: 501-73-967; 501-73-968; 501-73-969; 501-73-970; 501-73-971; 501-73-972; 501-73-973; AND 501-73-974.

LOTS 1 THROUGH 8, INCLUSIVE, OF "FINAL PLAT OF GOODYEAR CIVIC SQUARE PARCEL "A" AT ESTRELLA FALLS," ACCORDING TO BOOK 1577 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

The map displays the Goodyear Civic Square Parcel at Estrella Falls, divided into eight lots. Each lot is labeled with its number and a unique parcel number (MCR). The lots are outlined in green, while the surrounding area is outlined in red. The map also shows adjacent roads and developments.

Lot Number	Parcel Number (MCR)
Lot 1	11-01-001
Lot 2	11-01-002
Lot 3	11-01-003
Lot 4	11-01-004
Lot 5	11-01-005
Lot 6	11-01-006
Lot 7	11-01-007
Lot 8	11-01-008

Surrounding roads include W Monte Vista Rd to the north, W McDowell Rd to the south, and N 150th Dr to the east. Adjacent developments include Market at Estrella Falls and Goodyear Civic Square.

ITEM #: 3.
DATE: 01/24/2022
AI #:635



CITY COUNCIL ACTION REPORT

SUBJECT: CREATE A MID-YEAR CIP PROJECT TO REPLACE UNIT 788, A SOLID WASTE REAR LOADER, AND RELATED BUDGET TRANSFER

STAFF PRESENTER(S): Heather Saunders, Acting Deputy Public Works Director

SUMMARY

Create mid-year CIP project 60081 to advance the replacement of Unit 788, a Solid Waste rear loader, and related budget transfer. The current design does not meet business needs.

Recommendation

Approve the creation of a new CIP project to replace Unit 788 and related budget transfer. (Heather Saunders, Acting Deputy Public Works Director)

FISCAL IMPACT

Establish CIP Project 60081 Solid Waste Rear Loader Replacement in the amount of \$450,000. Project 60081 will cover all costs related to the purchase and upfit of this mid-year replacement. Funding for this project will be from the solid waste fund, which has a current estimated available fund balance of \$1.8 million. All proceeds from the sale or trade-in of the existing vehicle will be deposited into the solid waste fund.

BACKGROUND AND PREVIOUS ACTIONS

Unit 788 is a 2016 Freightliner rear loader and is currently planned for replacement in the Fleet Asset Management Plan in FY2027. This rear loader is smaller in size and capacity (20 yard capacity compared with 32 yard capacity for the rest of the rear loaders) and was designed for bulk trash collection in the alleys in historic Goodyear.

On August 27, 2018, Council adopted Ordinance 2018-1401 amending Chapter 10 (Health and Sanitation) which allowed the city to transition all sanitation services curbside and discontinue collection of bulk trash from the alleys. This change in city code made this vehicle no longer viable for current business needs.

STAFF ANALYSIS

There are currently three (3) rear loaders in service for the three (3) bulk crews. If one of the rear loaders is out of service for repairs or scheduled maintenance, Unit 788 is used as a spare, but its smaller size makes it inefficient. This can slow down the work of the bulk crews, create additional workload, and can delay the completion of the route.

Because of the smaller size and capacity, Unit 788 is not useful in the collection of bulk trash. Having a spare rear loader that is the same size as the others allows for continuity of service and schedule. Unit 788 will be sold at auction and the proceeds from the auction will be deposited into the solid waste fund.

This request is proposed mid-year due to an estimated delivery time of up to 18 months. The availability of three full-time crews is imperative and a spare vehicle is critical to our ability to maintain our level of service.

ITEM #: 4.
DATE: 01/24/2022
AI #:621



CITY COUNCIL ACTION REPORT

SUBJECT: PRELIMINARY PLAT FOR COTTON LANE COMMERCE PARK

STAFF PRESENTER(S): Katie Wilken, Deputy Director of Planning

OTHER PRESENTER(S):

Michael Buschbacher, Hunter Engineering

SUMMARY

Preliminary Plat for Cotton Lane Commerce Park subdividing approximately 66.97 acres within the El Cidro PAD into two industrial lots. The subject property is located at the southwest corner of W. Elwood Street and S. Cotton Lane, extending south to Broadway Road.

Recommendation

Approve the request for approval of the Preliminary Plat for Cotton Lane Commerce Park subdividing approximately 66.97 acres located at the southwest corner of W. Elwood Street and S. Cotton Lane, extending south to Broadway Road, (the "Property"), subject to stipulations. (Katie Wilken, Deputy Director of Planning)

STIPULATIONS

1. All final plats for Cotton Lane Commerce Park shall include a statement that Cotton Lane Commerce Park is subject to attendant noise, vibrations and all other effects that may be caused by overflights and by the operation of aircraft landing at, or taking off from, Luke Air Force Base and/or the Phoenix-Goodyear Airport;
2. Unless a written phasing plan approved by the City Engineer or his designee in his or her sole discretion, all subdivision improvements proposed and/or stipulated in the preliminary plat approval shall be constructed in one phase. If a phasing plan is approved, separate construction plans sets shall be designed for each construction phase and submitted for review and approval. Each plan set will be approved and permitted independently of other phases;
3. Approval of the Preliminary Plat does not constitute approval of the site plans that have been submitted. All future development within the Property is subject to site plan review and approval by City staff, at which time all elements of site development will be reviewed, including, but not limited to, architecture, landscaping, grading and drainage, lighting, infrastructure, parking, access and circulation;
4. Private utilities and private access driveways that cross any of the City of Goodyear

property (APN 502-43-025R) will require an easement agreement with the City of Goodyear prior to Final Plat recordation;

5. Access points into the Property from W. Elwood Street and proposed improvements needed to provide such access as reflected on the preliminary plat are only conditionally approved and are subject to ADOT approval that the location of the access points and street improvements will not interfere with the future expansion of Loop 303. In the absence of such approval, such access points and street improvements on W. Elwood Street are subject to change;

6. Except as provided herein, Owner shall construct full half-street improvements required for a Minor Arterial as set forth in the Engineering Design Standards and Policies in effect at the time the improvements are constructed for the south half of W. Elwood Street along or adjacent to the frontage of the Property, including, but not limited to, pavement, curb and gutter, sidewalks, street frontage landscape and landscape irrigation, and street lighting. Owner shall construct a deceleration lane within the W. Elwood Street right of way to the west of the western boundary of the Property as needed to comply with the Engineering Design Standards and Policies. No certificate of completion, temporary certificates of occupancy and/or certificates of occupancy for any structure within the Property shall be issued until the W. Elwood Street improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period.

a. Rather than constructing any median improvements or installing any median landscaping within W. Elwood Street, Owner shall, prior to the issuance of any permit for any work on the Property, remit an in-lieu payment to the city for $\frac{1}{2}$ the cost of a full median and $\frac{1}{2}$ the cost of full median landscaping. The in-lieu payment for the median and median landscaping shall be based on the estimated cost of a full median and median landscape improvements as determined by the City Engineer or designee.

7. Owner shall construct full half-street improvements required for a Major Arterial as set forth in the Engineering Design Standards in effect at the time the improvements are constructed for the west half of S. Cotton Lane along or adjacent to the frontage of the Property, including, but not limited to, pavement, a full median, full median landscaping, curb and gutter, sidewalks, street frontage landscape and landscape irrigation, and street lighting. The raised median that is to be constructed shall be constructed to accommodate left turn lane at Broadway Road. No certificate of completion, temporary certificates of occupancy and/or certificates of occupancy for any structure within the Property shall be issued until the S. Cotton Lane improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period;

8. Owner shall make an in-lieu payment of 25% of the cost of a full traffic signal (all four legs) at the intersection of Elwood Street and Cotton Lane. The in-lieu payment shall be based on the actual cost of the full traffic signal if constructed or if the payment is required before the signal is constructed based on the estimated cost of a full traffic signal as determined by the City Engineer or designee. The in-lieu payment for this traffic signal shall be paid prior to the issuance of any permit for any work within the Property.

9. Owner shall modify existing traffic signal infrastructure at the intersection of Cotton Lane and the private driveway into the Property at the Commerce Drive alignment. This includes, by way of example but no limitation, the addition of traffic signal infrastructure to the signal on the east side of Cotton Lane to provide a left turn signal and relocating the existing infrastructure on the west side of Cotton Lane to its ultimate location consistent with the

requirements in the Engineering Design Standards and Policies. No certificate of completion, temporary certificates of occupancy and/or certificates of occupancy for any structure within the Property shall be issued until the S. Cotton Lane improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period.

10. No building permits shall be issued for any structure, including utility infrastructure to such structure, that will be located in whole or in part in the location of the existing 16" DIP water line (see MCR 92-747992), until a 16" water line within South Cotton Lane right-of-way between W. Elwood Street and Broadway Road (the "Cotton Lane Water Line") has been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period and the existing 16" DIP water line has been removed or abandoned in place as accepted by the City Engineer or his designee. The existing 16" DIP water line shall not be removed or abandoned in place until the Cotton Lane Water Line has been completed and accepted by the City Engineer or his designee.

FISCAL IMPACT

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

BACKGROUND AND PREVIOUS ACTIONS

On December 15, 2014, the City Council granted approval of a Preliminary Plat for Cotton Lane Commerce Park. At that time, the preliminary plat subdivided 156 acres on the southwest corner of W. Elwood Street and S. Cotton Lane, extending south to the Union Pacific Railroad, into five industrial lots. The additional 89 acres, not a part of the current 66.97-acre Preliminary Plat for Cotton Lane Commerce Park, were subdivided separately in 2016, as part of the Minor Land Division for Cotton Lane Commerce Park.

A Final Plat application was not subsequently submitted following the December 15, 2014 approval of the Preliminary Plat for Cotton Lane Commerce Park. As a result, that December 15, 2014 approval then expired pursuant to the City Subdivision Regulations. The current entitlement process on the Property began with a pre-application meeting regarding two site plan options held on April 16, 2020, and a preliminary plat pre-application meeting held on December 30, 2020. Both site plan options are currently nearing staff approval.

STAFF ANALYSIS

Current Policy:

Prior to subdividing a property, the owner must submit a preliminary plat that demonstrates compliance with zoning for the property, public objectives, subdivision design principles and standards, and streets and thoroughfare planning. The preliminary plat also must be accompanied by information demonstrating the adequacy of utilities, open space and other public facilities necessary to serve the site. An approved preliminary plat shall expire within 12 months from the date of City Council approval unless either a final plat has been submitted for

all or part of the property included in the preliminary plat or an extension has been obtained.

This preliminary plat was submitted prior to the December 13, 2021 amendment to the City Subdivision Regulations allowing the preliminary plat process for commercial and industrial developments of 10 or fewer lots to be waived by the Development Services Department at the request of the Property Owner.

Surrounding Uses:

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

- North – Undeveloped city right-of-way intended for the future extension of SR-303.
- South – Huhtamaki Manufacturing zoned PAD with underlying I-2 – General Industrial zoning.
- East – Kysor Panel Systems (KPS) and Andersen Windows zoned PAD with underlying I-2 – General Industrial zoning.
- West – Undeveloped city right-of-way intended for the future extension of SR-303.

Details of the Request:

The request is for a preliminary plat subdividing 66.97 acres into two lots; Lot 1 at 47.59 acres and Lot 2 at 19.38 acres. The subdivision is intended to facilitate the development of industrial uses on the property in accordance with the El Cidro PAD and the underlying city I-2 - General Industrial Zoning District. Although the El Cidro PAD had established the I-2 - General zoning on the Property, the two site plan options are for typical light industrial warehouse distribution buildings.

Luke AFB:

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

Phoenix Goodyear Airport:

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

Fire Response:

Emergency response times and distances are provided below:

Nearest Goodyear Fire Station	Shortest path		Longest path		2nd Nearest Goodyear Fire Station	Shortest path		Longest path	
	Mins	Miles	Mins	Miles		Mins	Miles	Mins	Miles
Station #184	6.51	3.25	6.51	3.25	Station #182	9.64	4.82	9.64	4.82

Police Department:

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

Water/Wastewater:

The city of Goodyear is the water and wastewater service provider.

Streets/Access:

The subdivision will have access from both W. Elwood Street and S. Cotton Lane. Although the western boundary of the subdivision is adjacent to the right-of-way dedicated to the City of Goodyear in 2007 for future development of SR-303, there will be no access from SR-303. Future development will be responsible for improving the adjacent W. Elwood Street and S. Cotton Lane to their ultimate condition. Future development will also proportionally contribute to the signalization of the W. Elwood Street and S. Cotton Lane intersection, as well as be 100% responsible for the modification of the existing signal at W. Commerce Drive and S. Cotton Lane to add a west leg to the intersection.

STAFF FINDINGS:

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

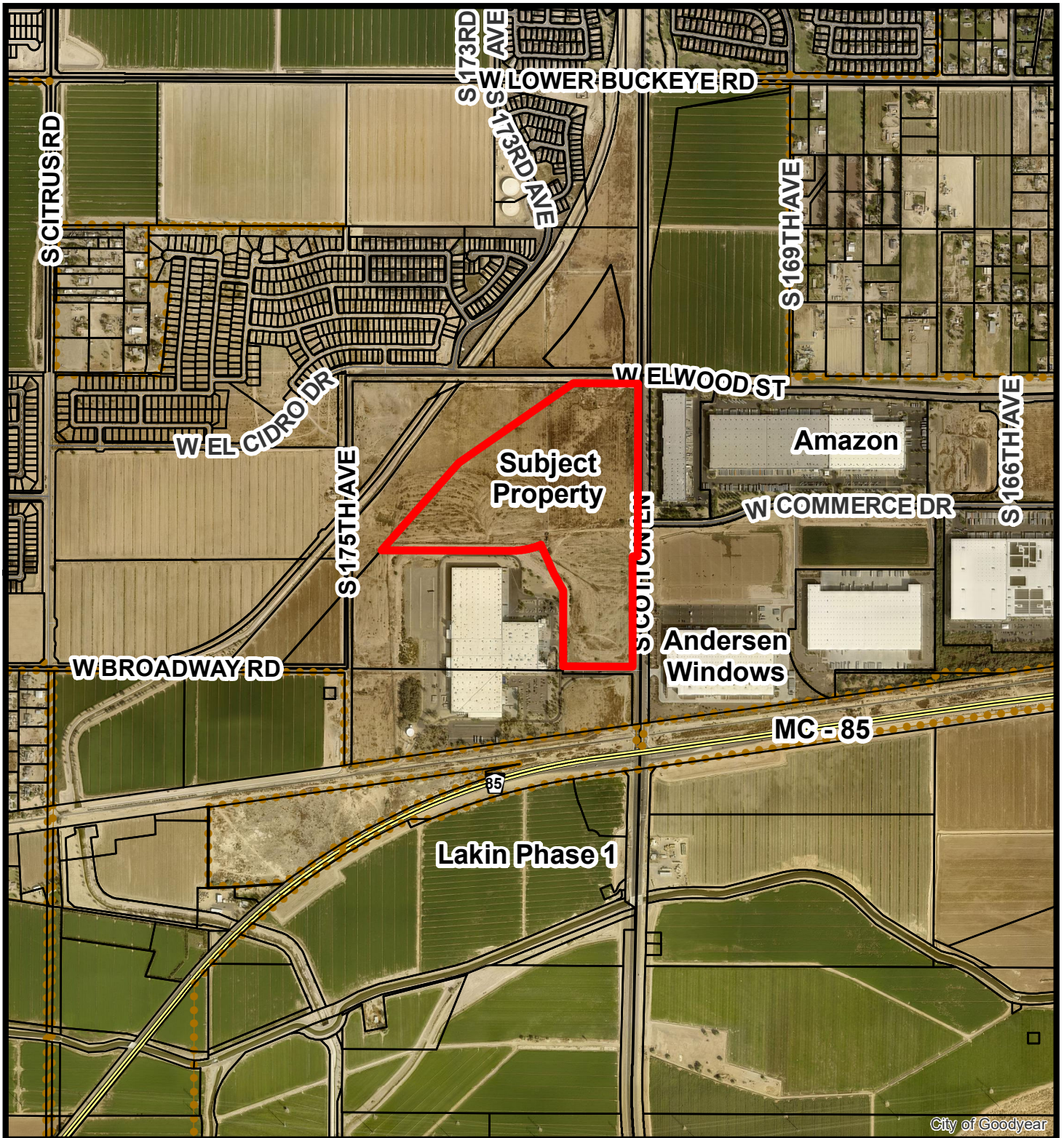
PLANNING AND ZONING COMMISSION:

The request for approval of the Preliminary Plat for Cotton lane Commerce Park was presented to the Commission at its meeting on January 12, 2022. The Commission recommended approval of the preliminary plat by a vote of 6 to 0. No member of the public appeared at the meeting regarding the request.

Attachments

Aerial Photo
Preliminary Plat
Presentation

Aerial Photo Exhibit
Cotton Lane Commerce Park Preliminary Plat
Case No. 21-500-00002

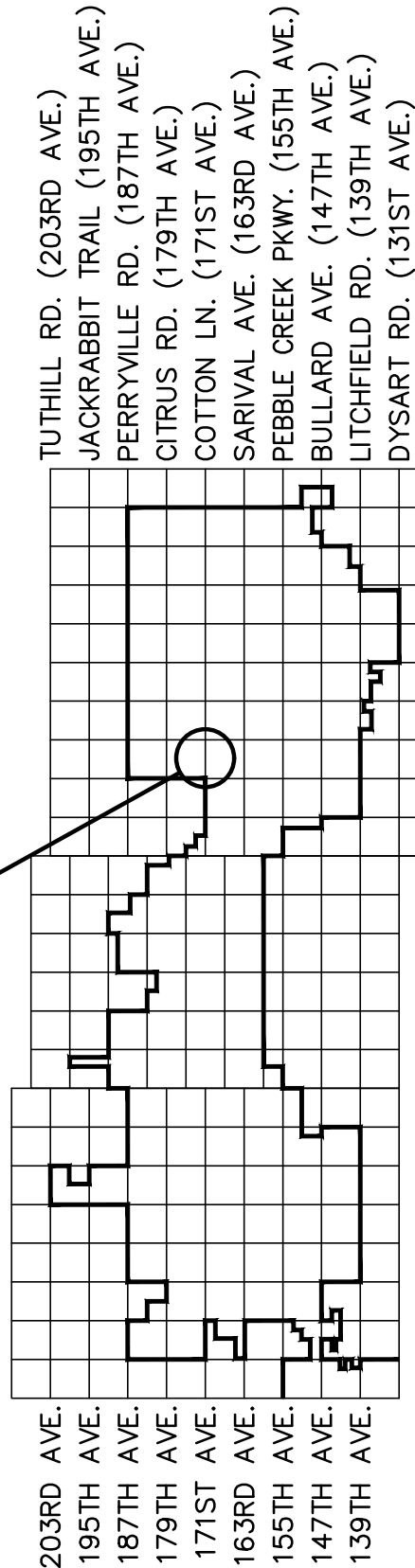
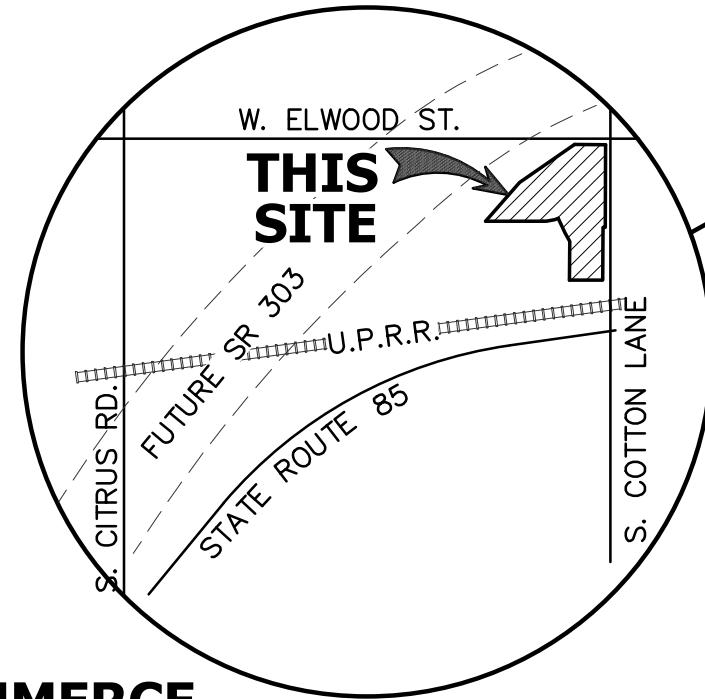
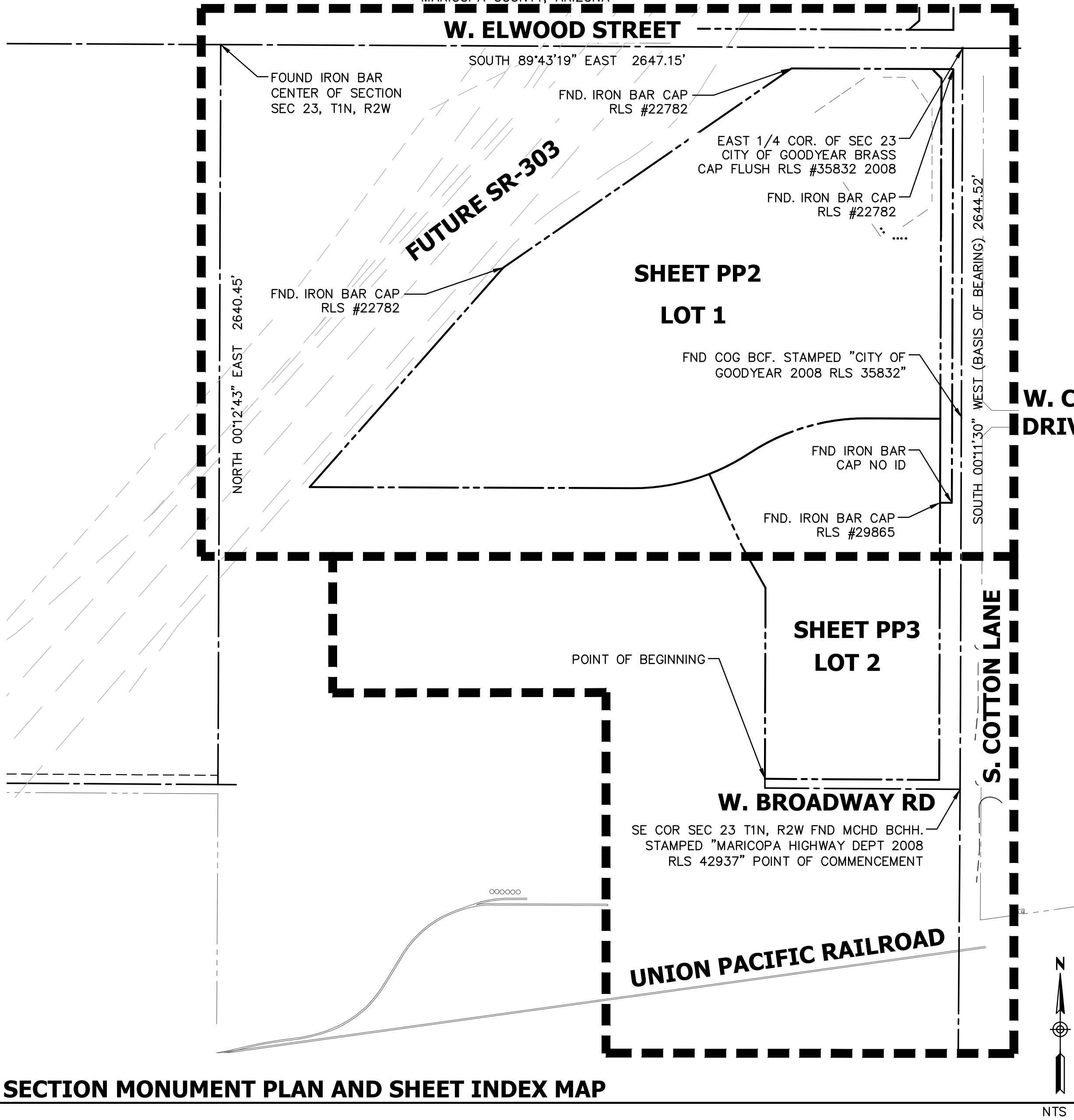


Drawn By: Karen Craver
City of Goodyear Development Services Department
Date: January 7, 2022



PRELIMINARY PLAT
FOR
COTTON LANE COMMERCE PARK
SWC W. ELWOOD STREET AND S. COTTON LANE
GOODYEAR, ARIZONA 85338

A SUBDIVISION OF PART OF THE SOUTH HALF OF SECTION 23 AND PART OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA



BETHANY HOME RD.
CAMELBACK RD.
INDIAN SCHOOL RD.
THOMAS RD.
MCDOWELL RD.
VAN BUREN ST.
YUMA RD. (WESTERN AVE.)
LOWER BUCKEYE RD.
BROADWAY RD.
SOUTHERN AVE.
BASELINE RD.
BELOAT RD.
ELLIOT RD.
NARRAMORE RD.
RAY RD.
WILLIAMS FIELD RD.
PECOS RD.
GERMANN RD.
QUEEN CREEK RD.
OCOTILLO RD.
CHANDLER HEIGHTS RD.
RIGGS RD.
HUNT RD.
PATTERSON RD.

VICINITY MAP

OWNER/DEVELOPER

COHEN ASSET MANAGEMENT INC.
1900 AVENUE OF THE STARS, SUITE 500
LOS ANGELES, CALIFORNIA 90067
PHONE: (310) 860-0598
FAX: (310) 860-0599
CONTACT: BRANDON DELF

ARCHITECT

BUTLER DESIGN GROUP
5017 E WASHINGTON STREET, SUITE 107
PHOENIX, ARIZONA 85034
PHONE: (602) 957-1800
CONTACT: JEFF CUTBERTH

CIVIL ENGINEER

HUNTER ENGINEERING, INC.
10450 N. 74TH STREET, SUITE #200
SCOTTSDALE, ARIZONA 85258
PHONE: (480) 991-3985
FAX: (480) 991-3986
CONTACT: JACOB EARLEY

LEGAL DESCRIPTION

THAT PORTION OF LOTS 1 & 2, OF A MINOR LAND DIVISION OF BROADWAY INDUSTRIAL PARK, AS RECORDED IN BOOK 1112 OF MAPS, PAGE 1, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, LOCATED IN A PORTION OF THE SOUTHEAST QUARTER OF SECTION 23 AND THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 23 AND THE NORTHEAST CORNER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 2 WEST, MARKED BY A FOUND BRASS CAP IN HANDHOLE STAMPED "MARICOPA HIGHWAY DEPT. 2008 RLS 42937" FROM WHICH THE EAST QUARTER CORNER OF SAID SECTION 23, MARKED BY A FOUND BRASS CAP FLUSH STAMPED "CITY OF GOODYEAR 2008 RLS #35832" BEARS NORTH 01°1'30" EAST, AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION, FOR A MEASURED DISTANCE OF 2644.50 FEET, SAID MINOR LAND DIVISION RECORDED A DISTANCE OF 2644.51 FEET;

THENCE NORTH 89°37'58" WEST, FOR A DISTANCE OF 696.74 FEET, AS MEASURED, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 23, SAID LINE WAS RECORDED IN SAID MINOR LAND DIVISION AS NORTH 89°38'05" EAST, FOR A DISTANCE OF 696.73 FEET;

THENCE NORTH 01°1'30" EAST, ALONG THE WEST RIGHT-OF-WAY LINE OF WEST BROADWAY ROAD AND EAST LOT LINE OF SAID LOT 2, FOR A DISTANCE OF 33.00 FEET AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION, TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 01°1'30" EAST, FOR A DISTANCE OF 681.75 FEET;

THENCE NORTH 29°38'18" WEST, FOR A DISTANCE OF 171.61 FEET;

THENCE NORTH 24°14'33" WEST, FOR A DISTANCE OF 281.66 FEET TO A POINT ON A NON-TANGENT CURVE, HAVING A RADIUS OF 750.00 FEET AND A CHORD BEARING OF SOUTH 79°29'58" WEST, FOR A DISTANCE OF 278.30 FEET;

THENCE SOUTHWESTERLY, ALONG SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 21°23'05", AN ARC LENGTH OF 279.92 FEET;

THENCE NORTH 89°48'30" WEST, FOR A DISTANCE OF 1152.11 FEET;

THENCE NORTH 41°24'30" EAST, AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION, FOR A DISTANCE OF 1045.04 FEET TO A FOUND IRON BAR & CAP STAMPED RLS #22782;

THENCE NORTH 55°21'16" EAST, AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION, FOR A MEASURED DISTANCE OF 1249.52 FEET TO A FOUND IRON BAR & CAP STAMPED RLS #22782, SAID MINOR LAND DIVISION RECORDED A DISTANCE OF 1249.55 FEET;

THENCE SOUTH 89°43'24" EAST, PARALLEL WITH THE EAST-WEST MID-SECTION LINE OF SAID SECTION 23, FOR A DISTANCE OF 577.02 FEET, AS MEASURED, TO A FOUND IRON BAR & CAP STAMPED RLS #22782, SAID LINE WAS RECORDED IN SAID MINOR LAND DIVISION AS SOUTH 89°43'14" EAST, FOR A DISTANCE OF 576.99 FEET;

THENCE SOUTH 01°1'30" WEST, AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION, FOR A MEASURED DISTANCE OF 1547.47 FEET TO A FOUND IRON BAR & CAP STAMPED RLS #22782, SAID MINOR LAND DIVISION RECORDED A DISTANCE OF 1547.46 FEET;

THENCE NORTH 89°38'05" WEST, FOR A DISTANCE OF 42.00 FEET TO A FOUND IRON BAR WITH NO CAP, AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION;

THENCE SOUTH 01°1'30" WEST, FOR A DISTANCE OF 989.00 FEET TO A FOUND IRON BAR & CAP STAMPED RLS #22782, AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION,

THENCE NORTH 89°38'05" WEST, FOR A DISTANCE OF 621.73 FEET AS MEASURED AND RECORDED IN SAID MINOR LAND DIVISION, TO THE POINT OF BEGINNING.

SECTION MONUMENT PLAN AND SHEET INDEX MAP

SHEET INDEX

COVER SHEET	PP1
PRELIMINARY PLAT	PP2
PRELIMINARY PLAT	PP3

PARCEL MAP

LOT NUMBER	AREA (SF)	NET AREA (ACRES)
LOT 1	2,072,882.82	47.59
LOT 2	844,169.75	19.38
TOTAL	2,917,052.57	66.97

PHASING PLAN

THE PHASING PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE AS THE PROPERTY DEVELOPS. THE PROJECT WILL BE COMPLETED IN TWO PHASES:

OFFSITE IMPROVEMENT PHASING:

OFFSITES TO BE BUILT ALONG THE FRONTAGE OF THE PARCEL BEING CONSTRUCTED WITH TIE-IN TAPERS TO THE EXISTING PAVING.

UTILITY PHASING:

PHASE A: RELOCATION OF ONSITE WATERLINE TO COTTON LANE TAPS FROM ELWOOD STREET AND COTTON LANE TO BE CONSTRUCTED FOR BOTH LOT 2.

SEWER TIE-IN FROM ELWOOD STREET PUBLIC MANHOLE TO ONSITE GRAVITY MANHOLE WITH AN ONSITE LIFT STATION AND FORCEMAIN FROM THE CURRENT PHASE TO THE ONSITE GRAVITY MANHOLE.

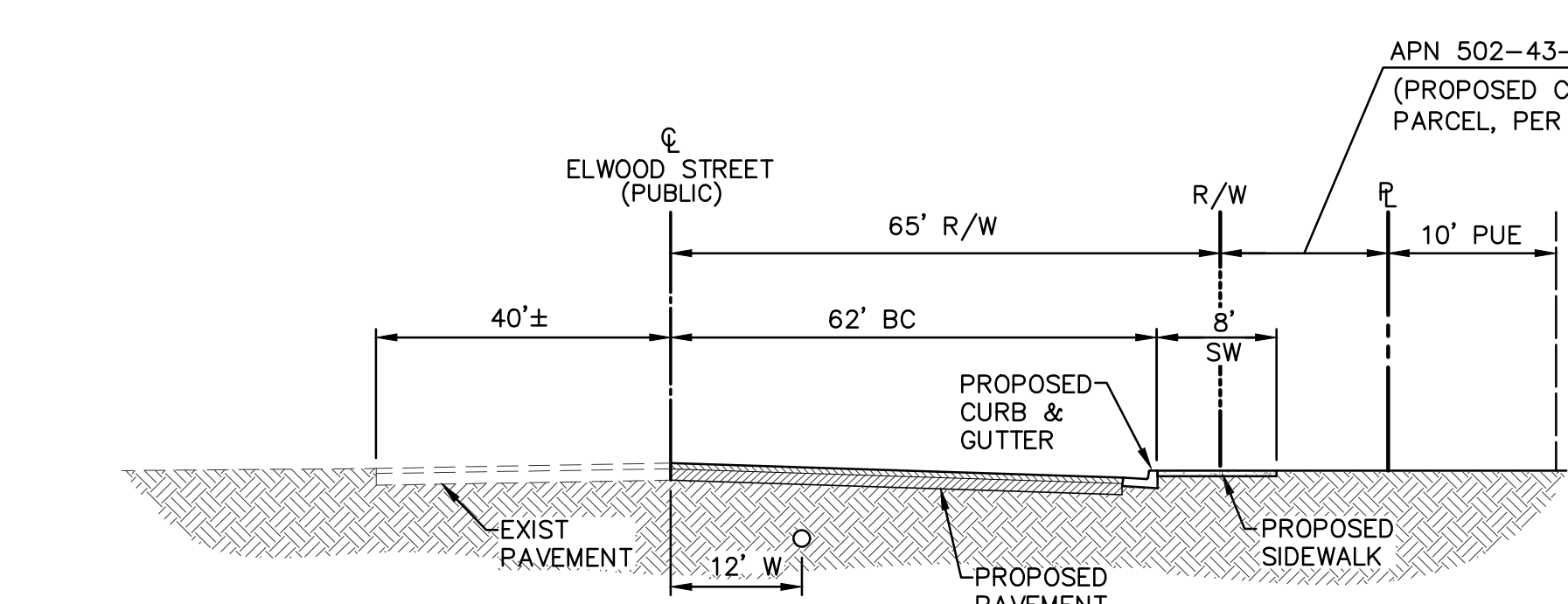
PHASE B: COMPLETION OF ALL ONSITE UTILITIES. WATERLINE RELOCATION TO COTTON LANE FOR LOT 1

UTILITY SERVICE PROVIDERS

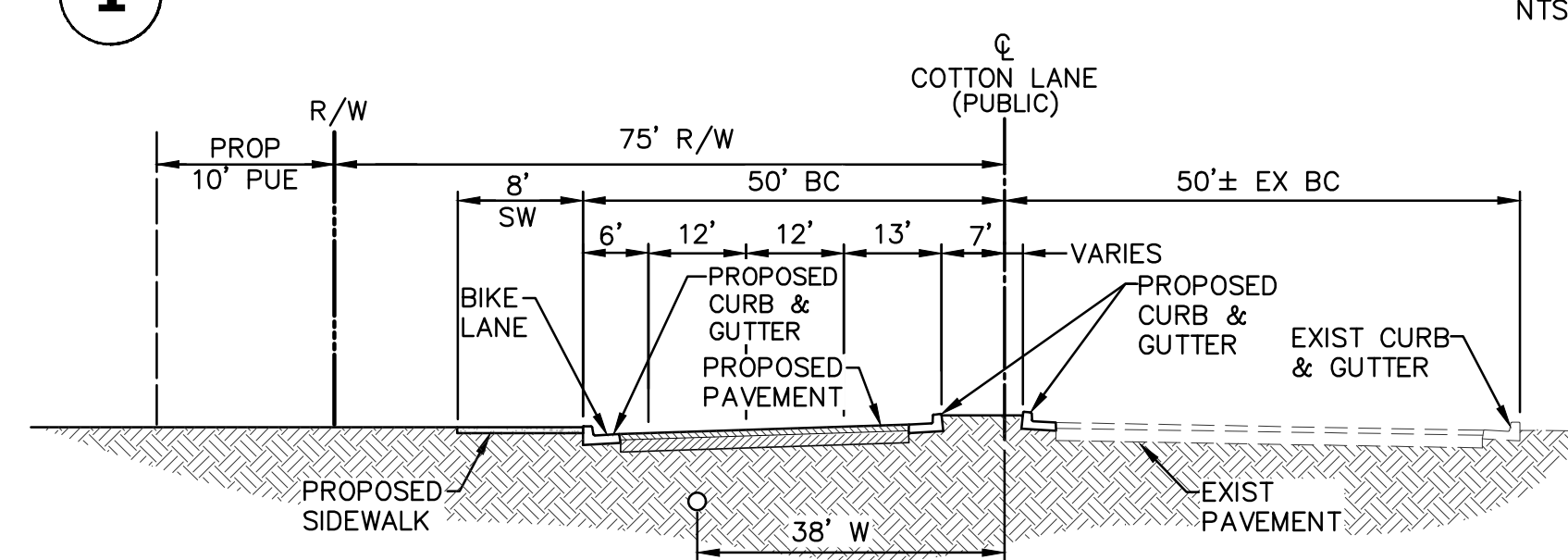
SEWER: CITY OF GOODYEAR
WATER: CITY OF GOODYEAR
GAS: SOUTHWEST GAS
ELECTRIC: ARIZONA PUBLIC SERVICE (APS)
TELEPHONE: CENTURY LINK
CATV: COX COMMUNICATIONS

ZONING: PAD

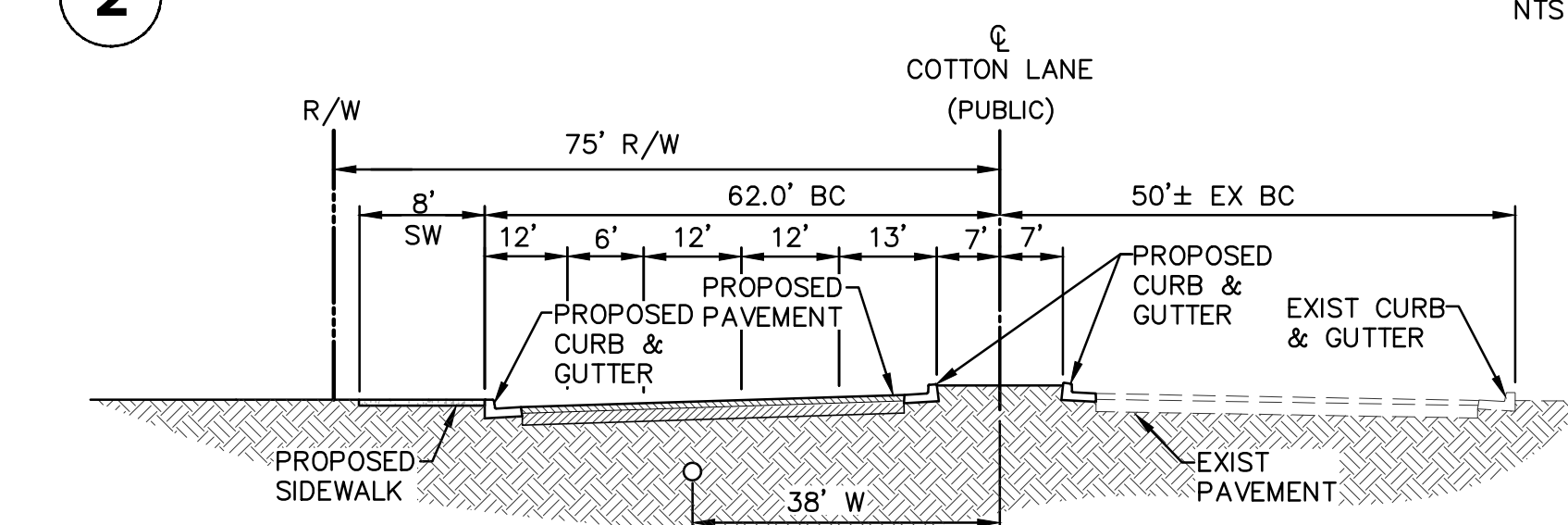
WITH UNDERLYING I-2



1 TYPICAL SECTION - W. ELWOOD STREET



2 TYPICAL SECTION - S. COTTON LANE



3 TYPICAL SECTION - S. COTTON LANE

BENCHMARK

- BRASS CAP IN HANDHOLE LOCATED AT THE INTERSECTION OF SARIVAL AVENUE AND 1/2 MILE SOUTH OF LOWER BUCKEYE ROAD. ELEVATION 937.21 NAVD88 DATUM (COG POINT G307).
- BRASS CAP IN HANDHOLE LOCATED AT THE INTERSECTION OF SARIVAL AVENUE AND VAN BUREN STREET. ELEVATION 996.48 NAVD88 DATUM (COG POINT G347).

NOTES

- PROPOSED ELWOOD STREET IMPROVEMENTS AND CROSS SECTION MAY ADJUST AND WILL BE COORDINATED WITH THE EL CIDRO DEVELOPMENT DURING THE CONSTRUCTION DOCUMENT PHASE.

BASIS OF BEARING

SOUTH 00°11'30" WEST ALONG THE EAST LINE OF SOUTHEAST QUARTER OF SECTION 23, T1N, R2W, ALSO BEING THE MONUMENT LINE OF COTTON LINE

EXISTING LEGEND

CENTERLINE	---
RIGHT OF WAY	----
PROPERTY LINE	----
EASEMENT	----
MAJOR CONTOUR	---1285---
MINOR CONTOUR	---1283---
SANITARY SEWERLINE	---SS---
WATERLINE	---W---
CHAIN LINK FENCE	x-x-x-x
STREET LIGHT	☼
SANITARY SEWER MANHOLE	⊙
WATER VALVE	⊗
FIRE HYDRANT	⊕

PROPOSED LEGEND

TEMPORARY BASIN	▽
SEWER LINE	---
WATER LINE	---
DIRECTION OF SLOPE	→
SPOT ELEVATION	23.45G
WATER METER	□
FIRE HYDRANT	⊕
WATER VALVE	⊗
SEWER MANHOLE	⊙

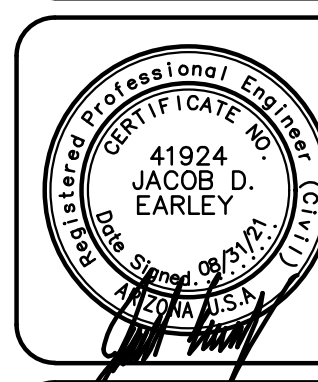
ABBREVIATIONS

ABC	AGGREGATE BASE COURSE	HDWL	HEADWALL
AC	ASPHALTIC CEMENT	HW	HIGH WATER
BC	BACK OF CURB	NTS	NOT TO SCALE
BFP	BACKFLOW PREVENTOR	P	PAVEMENT
BOT	BOTTOM	PUE	PUBLIC UTILITY EASEMENT
CB	CATCH BASIN	R/W	RIGHT OF WAY
CF	CUBIC FEET	SD	STORM DRAIN
C	CENTERLINE	SS	SANITARY SEWER
CO	CURB OPENING	SSMH	SANITARY SEWER MANHOLE
DW	DRYWELL	S/W	SIDEWALK
ESMT	EASEMENT	TC	TOP OF CURB
EX	EXISTING	UG	UNDERGROUND RETENTION PIPE
F/C	FACE OF CURB	UGE	UNDERGROUND ELECTRICAL
FF	FINISH FLOOR	VCP	VITRIFIED CLAY PIPE
FG	FINISH GRADE	VP	VOLUME PROVIDED
FH	FIRE HYDRANT	VR	VOLUME REQUIRED
L	FLOW LINE	W	WATER
G	GUTTER	WM	WATER METER
		WV	WATER VALVE

NO.	DATE	REVISION	BY

DESIGN BY: JDE
DRAWN BY: GJM
CHECKED BY: JDE

HUNTER
ENGINEERING
10450 NORTH 74TH STREET, SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986



COVER SHEET
FOR
COTTON LANE COMMERCE PARK
SWC W. ELWOOD STREET AND S. COTTON LANE
GOODYEAR, ARIZONA 85338

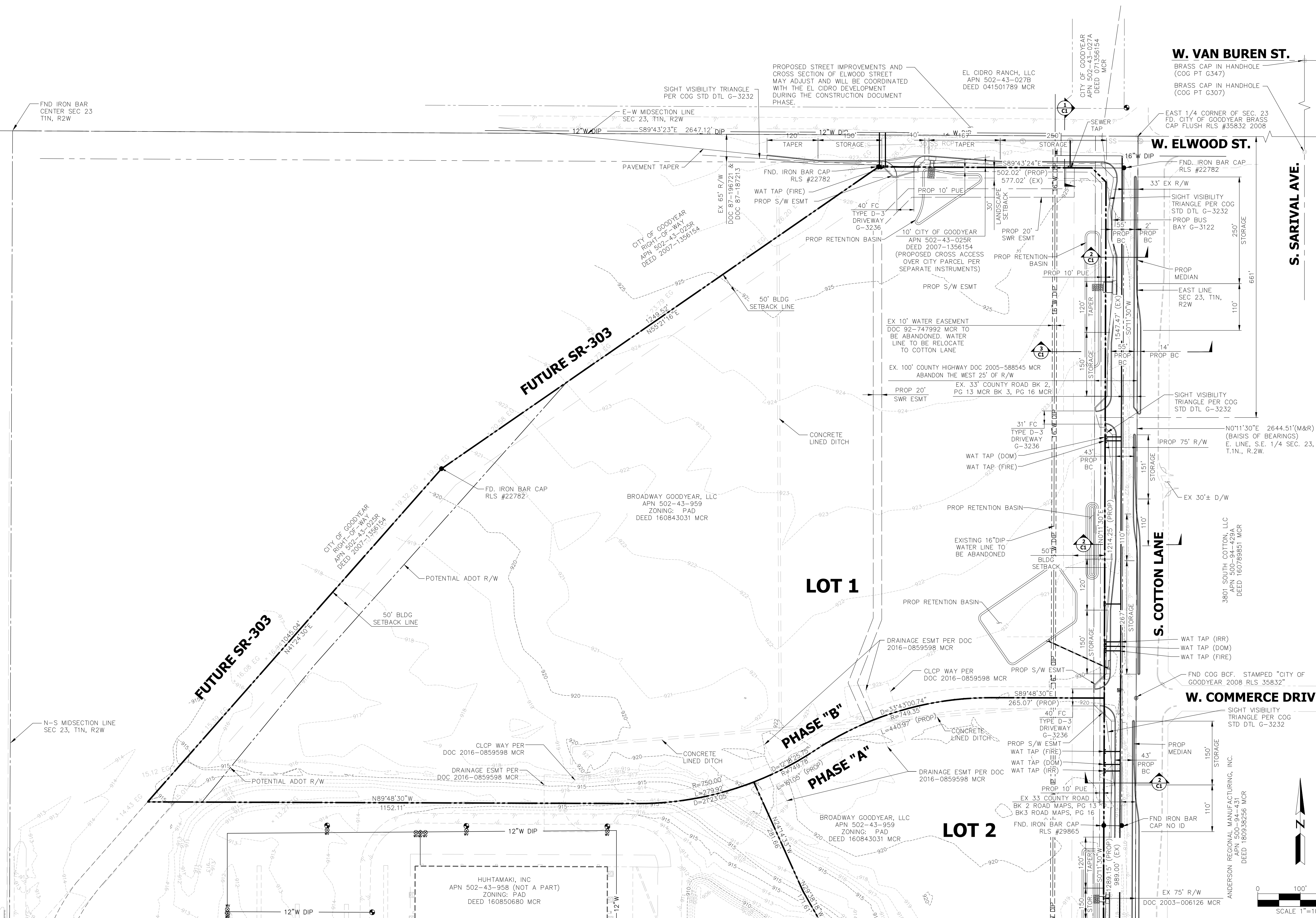


THESE PLANS ARE NOT APPROVED FOR CONSTRUCTION WITHOUT AN APPROVED SIGNATURE FROM THE GOVERNING MUNICIPALITY.

PROJECT NAME:
COTTON LANE
COMMERCE PARK

HE NO.: COHN001
SCALE: NTS

SHEET:
PP1

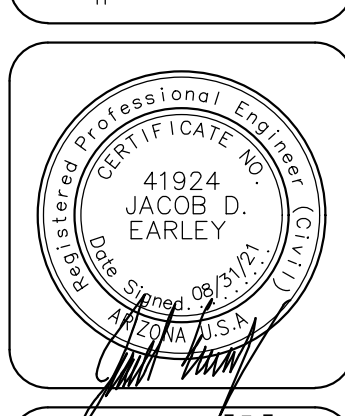


MATCH LINE - SEE SHEET PP3

NO.	DATE	REVISION	BY

DESIGN BY: JDE
DRAWN BY: GJM
CHECKED BY: JDE

HUNTER
ENGINEERING
10450 NORTH 74TH STREET, SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986



**PRELIMINARY PLAT
FOR
COTTON LANE COMMERCE PARK
SWC W. ELWOOD STREET AND S. COTTON LANE
GOODYEAR, ARIZONA 85338**

CONTACT ARIZONA 811 AT LEAST 2 FULL WORKING DAYS BEFORE YOU BEGIN EXCAVATION.
ARIZONA811
CALL 811 OR VISIT ARIZONA811.COM

THESE PLANS ARE NOT APPROVED FOR CONSTRUCTION WITHOUT AN APPROVED SIGNATURE FROM THE GOVERNING MUNICIPALITY.

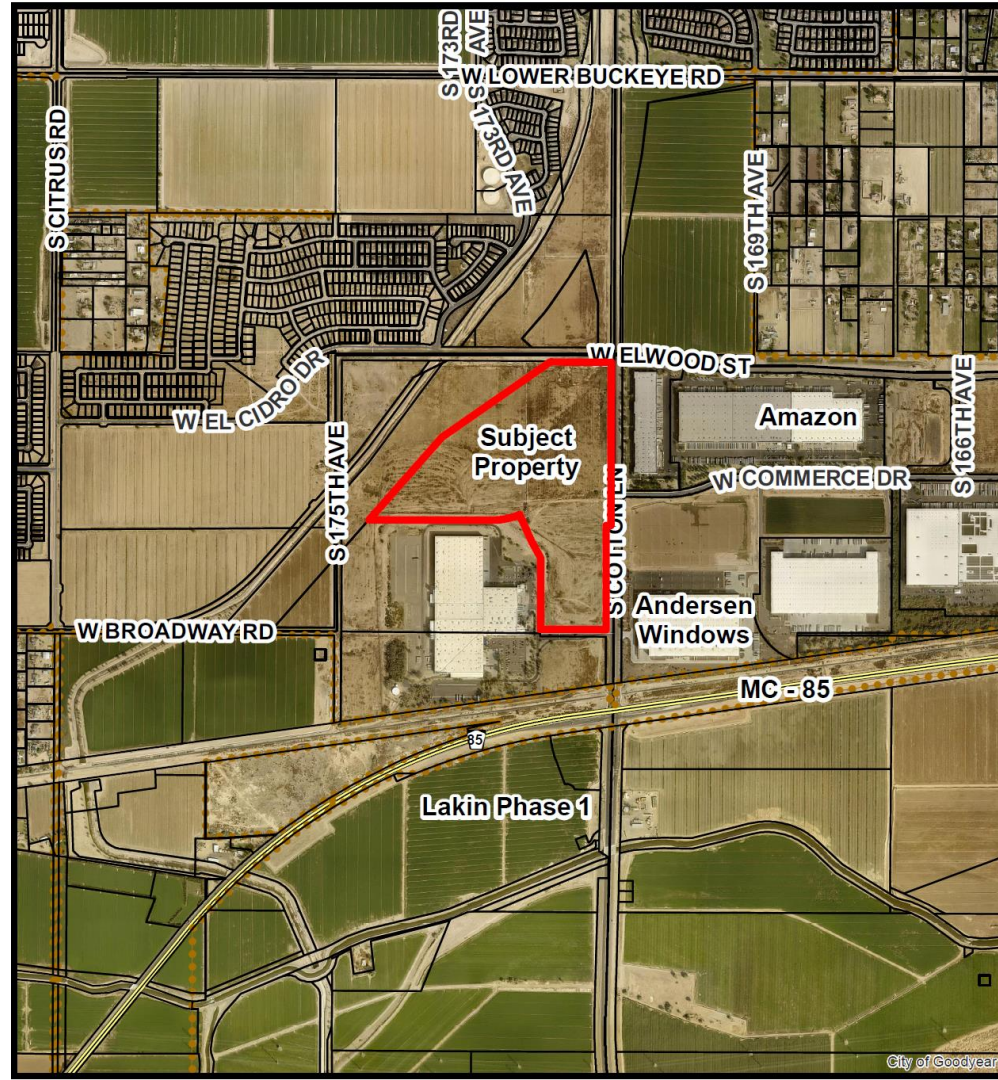
**PROJECT NAME:
COTTON LANE
COMMERCE PARK**

HE NO.: COHN001
SCALE: 1"=100'

SHEET:
PP2



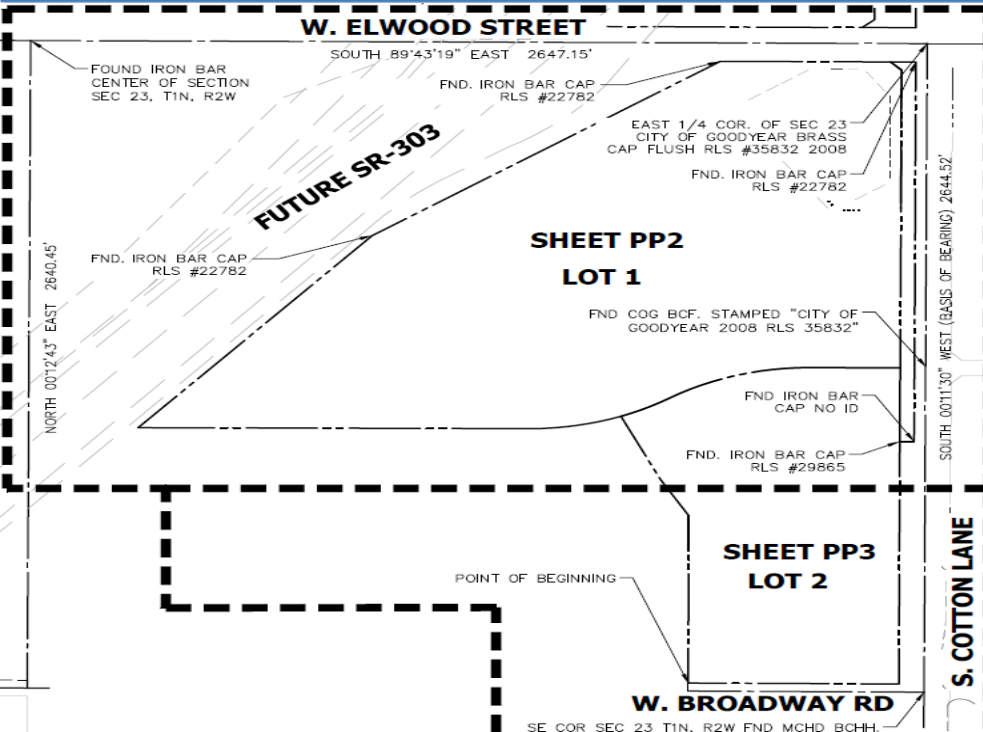
Cotton Lane Commerce Park Preliminary Plat



Preliminary Plat



COTTON LANE COMMERCE PARK PRELIMINARY PLAT

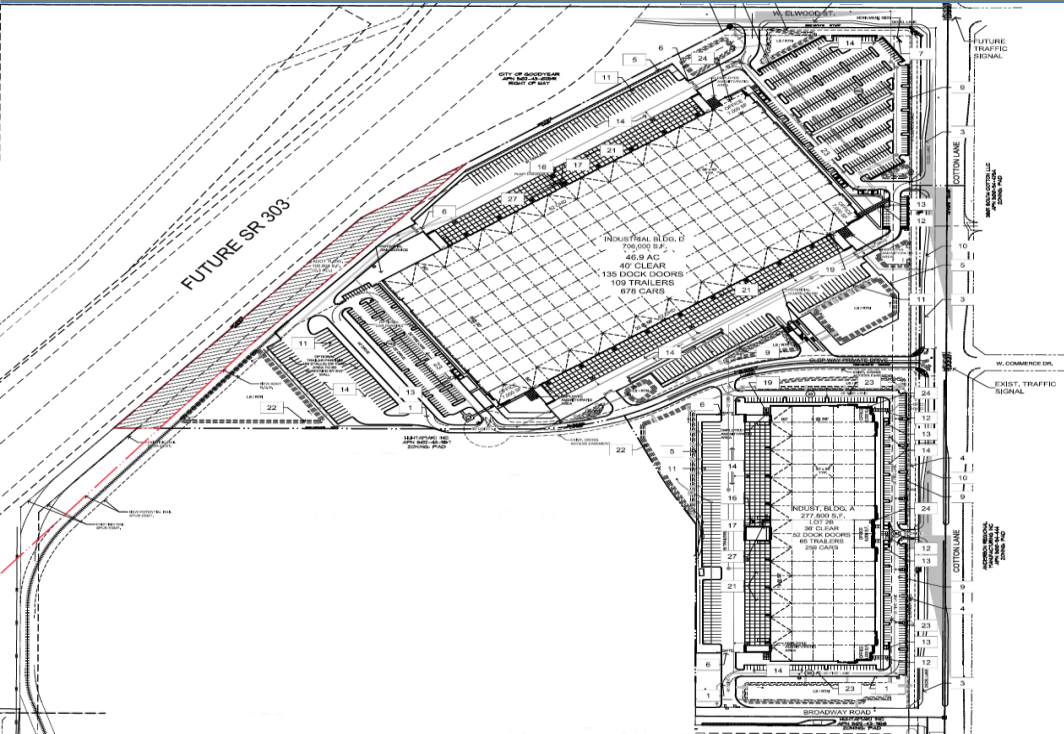


- Creating two lots
- Lot 1 with access on Elwood & Cotton
- Lot 2 with access on Broadway & Cotton

Site Plans in Simultaneous Staff Review



COTTON LANE COMMERCE PARK PRELIMINARY PLAT

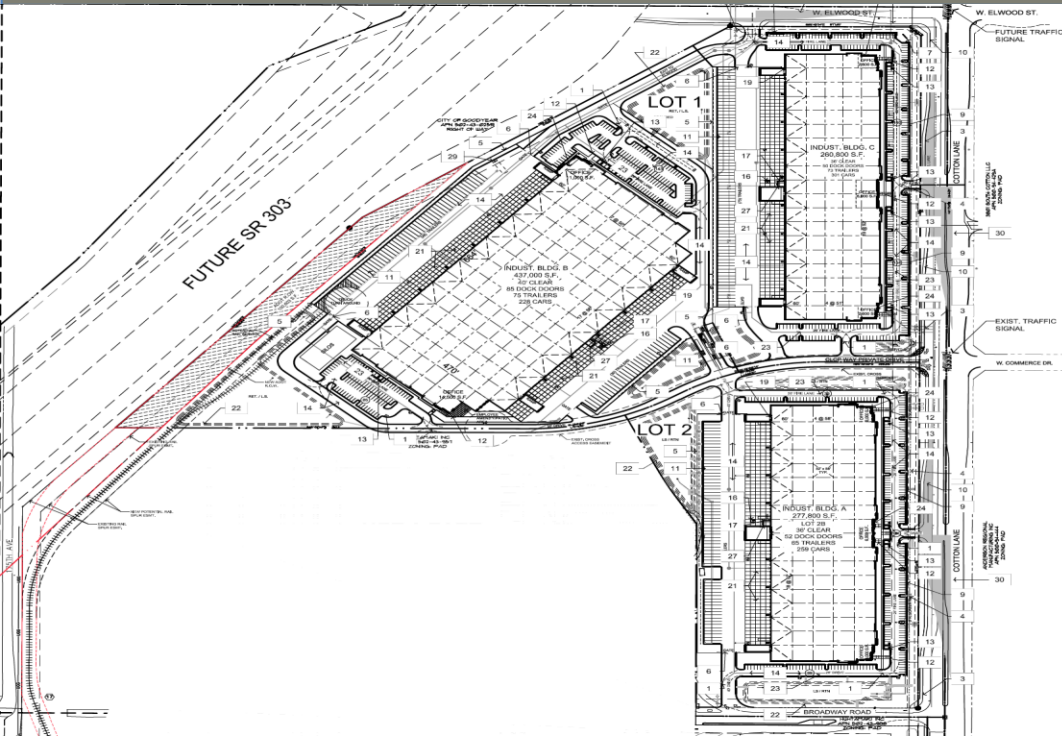


- Site Plan version 1
- A 760,000 sq. ft. cross-dock warehouse distribution building
- A 277,800 sq. ft. single-loaded building
- 1,037,800 sq. ft. total

Site Plans in Simultaneous Staff Review



COTTON LANE COMMERCE PARK PRELIMINARY PLAT



- Site Plan version 2
- A 437,000 sq. ft. cross-dock warehouse distribution building
- A 260,800 sq. ft. single-loaded building
- A 277,800 sq. ft. single-loaded building
- 975,600 sq. ft. total

Recommendation



COTTON LANE COMMERCE PARK PRELIMINARY PLAT

- The preliminary plat is consistent with the technical requirements of the city's subdivision regulations and engineering standards.
- Staff, and the Planning & Zoning Commission by a vote of 6 to 0, recommend approval of the preliminary plat subject to the stipulations in the Council Action Report.

ITEM #: 5.
DATE: 01/24/2022
AI #:649



CITY COUNCIL ACTION REPORT

SUBJECT: FINAL PLAT FOR AIRPARK LOGISTICS CENTER

STAFF PRESENTER(S): Stephen Scinto, P.E., Deputy Director of
Development Engineering

OTHER PRESENTER(S):

Stephen Anderson, Gammage & Burnham

SUMMARY

A Final Plat subdividing approximately 168.626 acres into five lots and two tracts at the southeast corner of the intersection of Bullard Avenue and Yuma Road.

Recommendation

1. ADOPT RESOLUTION NO. 2022-2206 AUTHORIZING THE ESTABLISHMENT OF A PUBLIC STREET FOR A SECTION OF BULLARD AVENUE; PROVIDING RECORDATION CONDITIONS AND AN EFFECTIVE DATE FOR THE ESTABLISHMENT OF THE PUBLIC STREET; PROVIDING AN EXPIRATION DATE AND AN EFFECTIVE DATE OF RESOLUTION 2022-2206.
2. Approve the inclusion of the existing city well site located along the east side of Bullard Avenue south of Yuma Road as a tract within the Final Plat for Airpark Logistics Center and approve the Final Plat for Airpark Logistics Center, subject to stipulations. (Stephen Scinto, Deputy Director of Development Engineering)

STIPULATIONS

1. Any technical corrections to the Final Plat for Airpark Logistics Center (the "Final Plat") required by the City Engineer or his designee shall be made prior to the recordation of the plat;
2. Prior to recordation of the Final Plat for Airpark Logistics Center, a current title report for the property included within the Final Plat for Airpark Logistics Center (the "Property") shall be submitted to the City and the Final Plat shall be modified to reflect the current ownership and current lender including a Lender Consent and Subordination in a form approved by the City Attorney or his/her designee for all lenders with a security interest in the Property. The person signing the Final Plat shall provide documentation acceptable to the City Attorney or his/her designee demonstrating that the person executing the Final Plat is authorized to do so;

3. Owner(s) of the Property, except for the portion of the Property owned by the City of Goodyear, (hereinafter "Owner"^[1]) shall complete the construction of the full half-street improvements required for a Major Arterial as set forth in the Engineering Design Standards in effect at the time the improvements are constructed, for the section of Bullard Avenue along or adjacent to the frontage of the Lots 1, 2, and 3 and Tract A, which improvements shall include, but are not limited to, pavement, curb and gutter, sidewalks, street frontage landscape and landscape irrigation, and street lighting (the "Bullard Avenue Improvements"). No temporary certificate of occupancies, certificate of occupancies or certificates of completion for structures within Lots 1, 2 and 3 shall be issued until the Bullard Avenue Improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period;
4. Owner shall complete the construction of the full half-street improvements required for a Major Arterial as set forth in the Engineering Design Standards in effect at the time the improvements are constructed, for the section of Bullard Avenue along or adjacent to the frontage of the Lots 4 and 5, which improvements shall include, but are not limited to, pavement, curb and gutter, sidewalks, street frontage landscape and landscape irrigation, and street lighting (the "Bullard Avenue Improvements"). No temporary certificate of occupancies, certificate of occupancies or certificates of completion for structures within Lots 4 and 5 shall be issued until the Bullard Avenue Improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period;
5. No building permits will be issued for any structure located in whole or in part over any area subject to the water line easement granted to the City of Goodyear recorded at MCR Number 2001-0908605 until such easement has been terminated;
6. Prior to the recordation of the Final Plat, Owner shall remit an in-lieu payment to the City of Goodyear for 25% of the cost of a full traffic signal (all four arms) at the intersection of Yuma Road and Bullard Avenue; The in-lieu payment shall be made prior to the recordation of the Final Plat for Airpark Logistics Center and shall be based on the actual cost of the traffic signal if it has been constructed or if the payment is required before the signal is constructed it shall be based on the estimated cost of the traffic signal as determined by the City Engineer or designee;
7. Prior to the recordation of the Final Plat, Owner shall remit an in-lieu payment to the City of Goodyear for 33% of the cost of a full traffic signal (all three arms) at the intersection of Bullard Avenue and Lower Buckeye Parkway; The in-lieu payment shall be made prior to the recordation of the Final Plat and shall be based on the actual cost of the traffic signal if it has been constructed or, if the payment is required before the signal is constructed, it shall be based on the estimated cost of the traffic signal as determined by the City Engineer or designee;
8. If the construction of any Bullard Avenue street improvements requires cutting into the median, Owner shall salvage all median trees, and any other plant material identified, that need to be removed from the median for the construction. The trees and plants to be salvaged will be coordinated with the Parks Department, and other staff as needed, and shall be transplanted by the Owner to the section of Bullard Avenue adjacent to the Spring Training Development Complexes, or any other city-owned property, as directed by the Parks Director or his designee, and the Development Services Director or his designee;
9. Within fifteen days after the recordation of the Final Plat, Owner shall provide the City Attorney or his designee an original executed quit claim deed, in a form provided by the City, conveying Tract B to the City of Goodyear. If the executed quit claim deed has not been provided within fifteen days after the recordation of the Final Plat, no further permits for any work on the Property will be issued until the executed quit claim has been

received;

10. Following the recordation of the Final Plat, Owner shall submit a MLD that consolidates Tracts A and Tract B of the Final Plat into one Lot. No certificates of completion, temporary certificates of occupancy, and/or certificates of occupancy, shall be issued for any structure within the Property until Owner has provided the City Engineer or his designee a recordable MLD, which has been approved by the City Engineer or his designee, that consolidates Tracts A and B into one Lot;
11. Owner shall demolish the existing wall around the existing well site and construct a new wall around the boundaries of Tracts A and B (the "Reconfigured City Well Site"). The design of the wall requires the approval of the City of Goodyear Public Works and Engineering Directors or their respective designees and shall meet the following requirements: (i) the wall will be of masonry type construction, (ii) the wall will be at least 8-feet tall, (iii) the wall fronting Bullard Avenue must include a walk-in gate that provides access to the existing manhole, that will end up being in Bullard Avenue right-of-way, and (iv) the east-side wall must include an access gate to allow for ingress and egress into and from the Reconfigured City Well Site for heavy equipment used by the City of Goodyear to maintain its facilities within the Reconfigured City Well Site. Owner shall coordinate this work with the Director of Public Works or his designee to ensure no disruption in the city's operation of the Reconfigured City Well Site, and Owner shall take measures reasonably required by the Director of Public Works to secure the city's equipment until the new wall has been completed. No certificates of completion, temporary certificates of occupancy, and/or certificates of occupancy shall be issued for any structure within the Property until the work described herein has been completed;
12. Owner shall construct improvements within the Well Site Access Easement dedicated on the Final Plat. The improvements shall be consistent with the requirements in the Engineering Design Standards and Policies Manual for a Fire Department Access Roadway and that provides a curb cut at the access gate to be constructed pursuant to the preceding stipulation. Owner shall coordinate this work with the Director of Public Works or his designee to ensure no disruption in the city's operation at the Reconfigured City Well Site. No certificates of completion, temporary certificates of occupancy, and/or certificates of occupancy shall be issued for any structure within the Property until the work described herein has been completed;
13. No certificates of completion, temporary certificates of occupancy, and/or certificates of occupancy shall be issued for any structure within the Property until the public utility easements located within Tract A and/or Tract B have been terminated. Owner shall be responsible for preparing legal descriptions of the easement areas that are to be terminated (the "Termination Areas"), obtaining clearances from all utility providers providing services in the area, and if needed, relocating any utilities located within the Termination Areas;
14. In addition to compliance with the stipulations and conditions of approval set forth herein, the development of the Property shall comply with the Goodyear Zoning Ordinance, the city of Goodyear subdivision regulations, the City of Goodyear's Engineering Design Standards and Policies, except as modified by the City Engineer, the Maricopa County Association of Governments standards for public works construction, and all other federal, state and local laws, ordinances, rules, regulations, standards, and policies applicable to the development of the Property;
15. Owner shall dedicate, at no cost to the City, all rights-of-way and/or easements within the boundaries of the Property that are: (i) needed for the construction of infrastructure improvements required for the City to provide water and wastewater services to the Property; (ii) required to be dedicated under any applicable law, code, ordinance, rule, regulations, standards, guidelines governing the development of the Property including,

but not limited to the City of Goodyear subdivision regulations, Building Codes and Regulations, and the City of Goodyear's Engineering Design Standards and Policies; (iii) required for the construction of improvements for which Owner is responsible for making in-lieu payments; (iv) required to be dedicated pursuant to any development agreement with the City regarding the development of the Property; (v) required for the construction of the infrastructure improvements to be constructed pursuant to the stipulations herein, and/or (vi) required public infrastructure improvements Owner is required to construct pursuant to any applicable law, code, ordinance, rule, regulations, standards, guidelines governing the development of the Property including, but not limited to the City of Goodyear subdivision regulations, Building Codes and Regulations, and the City of Goodyear's Engineering Design Standards and Policies. The rights-of-way to be dedicated shall be dedicated in fee and all rights-of-ways and easements shall be dedicated lien free and, unless otherwise agreed to by the City, free of all other easements or other encumbrances. Unless otherwise provided in a written phasing plan approved by the City Engineer or his designee, no building permits and no temporary certificate of occupancies, certificate of occupancies or certificates of completion will be issued for structures within the Property until the dedications required herein have been completed; and,

16. In addition to the specific infrastructure identified herein, Owner shall construct all infrastructure improvements required by the City of Goodyear Subdivision Regulations and Engineering Design Standards and Policy Manual in effect at the time of construction.
17. The Final Plat shall not be recorded until Resolution 2022-2206 referred to herein has been recorded in the official records of the Maricopa County Recorder pursuant to the terms of Resolution 2022-2206.

[\[1\]](#) The reference to Owner in these stipulations does not include the City of Goodyear, which currently owns Tract A and will own Tract B following the recordation of the Final Plat. The City of Goodyear has no responsibility for the construction of any of the infrastructure improvements or other improvements identified in the stipulations set forth herein.

FISCAL IMPACT

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

There is no fiscal impact related to the reconfiguration of the well site because the property owner is responsible for all work that is to be performed pursuant to the stipulations of approval because all the actions are required because of the owner's development plan that requires part of the City's existing well site to be developed as a public street.

BACKGROUND AND PREVIOUS ACTIONS

The preliminary plat for Airpark Logistics Center was approved by the City Council on June 21, 2021. The proposed development of the Property impacts the city's existing well site. Currently, that site is accessed off of Bullard Avenue. The proposed development requires the construction of infrastructure improvements along Bullard Avenue within the city's existing well site property, will result in the loss of access to the well site, and will result in the destruction of the wall around the existing well site. Public works staff has been working with the property owner, who has agreed to convey additional property for the well site and an access easement to access the reconfigured well site, construct a new wall around the reconfigured well site, and construct improvements within the access easement being conveyed. In exchange, staff supported declaring a portion of the existing well site as right-of-way and, rather than requiring the property owner to relocate the existing manhole so that it is inside the new boundaries of the reconfigured well site, allowing a walk-in gate to be installed in front of the manhole to allow easy access to the manhole.

The plan was for all the following to be completed prior to the final plat being presented to council:

- The conveyance to the City of the additional property for the reconfigured well site and an access easement needed to access the reconfigured well site.
- The reconfigured well site was to be included within the final plat as a single tract or lot
- A resolution declaring a portion of the existing well site as public right of way was to have been approved and recorded after the city received the additional property that was to be conveyed to the city.
- The termination of public utility easements currently existing within the reconfigured well site

The reconstruction of the wall was to be completed after the final plat was recorded. Because of timing issues, the foregoing actions have not been completed, but the property owner would like to move forward with Final Plat of the Airpark Logistics Center.

STAFF ANALYSIS

The Final Plat for Airpark Logistics Center substantially conforms to the approved preliminary plat and is consistent with the technical requirements of the city's subdivision regulations and engineering standards, and provides for the orderly development of the property by identifying the required infrastructure needed to serve the development. The stipulations of approval set forth above will ensure the completion of all the actions that were supposed to be completed prior to the final plat being presented to council.

The Final Plat includes a tract that consists of the existing well site, excluding the portion of the well site that will be declared right of way for a public street (Tract A) and includes an additional tract (Tract B) for the additional property that is to be conveyed to the City for the reconfigured well site. Tract B is being conveyed to the City in the plat. The easement needed to access the well site is being conveyed to the City on the plat, as are the public utility easements around the boundary of the reconfigured well site. To ensure that the completion of work that will not occur until after the Final Plat is recorded, certificates of occupancy holds are in place until all the following have occurred: a minor land division ("MLD") is recorded consolidating the Tracts A and B into one Tract of Lot; the termination of all public utility easements located within Tracts A and B, including the relocation of any existing facilities within the public utility easement areas being terminated; the construction of a new wall around the reconfigured well site; and the construction of improvements within the access easement providing access to the reconfigured well site.

Resolution 2022-2206 provides for the establishment of a portion of the City's existing well site as right-of-way for a public street needed for the development of Airpark Logistics Center as reflected in the attached Final Plat. The street is not established however, until Resolution 2022-2206 is recorded, and it cannot be recorded until all requirements for recordation of the Final Plat have been met and the City Engineer or his/her designee has received signed mylars for the Final Plat for Airpark Logistics Center and is prepared to and has received direction to record the Final Plat for Airpark Logistics Center. The Final Plat is to be recorded immediately after Resolution 2022-2206 has been recorded with the office of the County Recorder for Maricopa County, Arizona.

Although the preference was for all of these actions to have occurred prior to presenting the Final Plat for Airpark Logistics Center, between the stipulations of approval of the Final Plat and the Conditions for Recording Resolution 2022-2206, protections are in place to ensure the completion of all the actions that were supposed to be completed prior to the final plat being presented to council. For those reasons, staff supports the recommendations set forth herein.

Attachments

Aerial Photo
Resolution w-Ex. A-Legal Description
Final Plat
Pre-Plat Council Action Report
Preliminary Plat

Airpark Logistics Center
South of W Yuma Rd East of S
Bullard Ave



City of Goodyear, Sources: Esri, USGS, NOAA, Sources: Esri, Garmin, USGS, NPS

21-500-00001 - Preliminary Plat of Airpark Logistics Center

RESOLUTION NO. 2022-2206

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AUTHORIZING THE ESTABLISHMENT OF A PUBLIC STREET FOR A SECTION OF BULLARD AVENUE; PROVIDING RECORDATION CONDITIONS AND AN EFFECTIVE DATE FOR THE ESTABLISHMENT OF THE PUBLIC STREET; PROVIDING AN EXPIRATION DATE AND AN EFFECTIVE DATE OF RESOLUTION 2022-2206.

WHEREAS, pursuant to the power vested in the City of Goodyear ("City") by its Charter and pursuant to A.R.S. § 9-276, the Mayor and Council of the City of Goodyear have the power to establish, construct, improve, regulate vacate, modify roadways open to the public; and

WHEREAS, the City owns a certain parcel of real property consisting of approximately .063 acres, located on the east side of Bullard Avenue south of Yuma Road, which the City operates as a well site (the "City Property"); and

WHEREAS, CIP 18 CRE City Center Airpark Owner LLC, a Delaware limited liability company ("Developer") owns property generally located at southeast corner of Bullard Avenue and Yuma Road (the "Airpark Property") and is in the process of developing a logistics center to be known as Airpark Logistics Center upon the Airpark Property; and

WHEREAS, the Developer intends to subdivide the Airpark Property by the recordation of the Final Plat for Airpark Logistics Center; and

WHEREAS, the development plan calls for the construction of a turn-lane from Bullard Avenue into the Airpark Property over a portion of the City Property; and

WHEREAS, the Developer has agreed to: (i) convey additional property to the City for the city's well site, a public utility easement around the outer boundaries of the reconfigured well site, and an access easement to access the reconfigured well site; (ii) construct a wall around the reconfigured well site that provides a walk-in gate on the west side of the reconfigured well site; (iii) construct improvements within the access easement; (iv) terminate any PUEs located within the reconfigured well site, including the relocation of any existing utilities within the terminated PUE areas; and (v) to take actions to plat a single lot for the reconfigured well site; and

WHEREAS, based on the foregoing, the Mayor and Council of the City of Goodyear find and determine that the public health, safety, and welfare require the establishment of a public street in the alignment more particularly described in the legal description, attached hereto as Exhibit A, to be opened to the public and maintained by the city.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

SECTION 1. DECLARATION OF RIGHT-OF-WAY

Subject to the conditions and requirements below, the Mayor and Council of the City of Goodyear find and determine that it is in the interest of the public health, safety and welfare of the city to designate and hereby declare as a city Public Street that portion of the Property, more particularly described and depicted in the Exhibit A attached hereto, and by reference, made a part hereof.

SECTION 2. EFFECTIVE DATE OF DECLARATION

The declaration of city Right-of-Way, described in Section 1 above, shall become effective upon the recordation of this Resolution 2022-2206 and its exhibits with the office of the County Recorder for Maricopa County, Arizona.

SECTION 3. CONDITIONS AND RECORDATION

This Resolution 2022-2206 shall not be recorded until all of the following have occurred: (i) all of the conditions necessary for the recordation of the Final Plat for Airpark Logistics Center approved this 24th day of January, 2022, have been satisfied; and (ii) the City Engineer or his/her designee has received signed mylars for the Final Plat for Airpark Logistics Center and is prepared to and has received direction to record the Final Plat for Airpark Logistics Center.

The City Clerk shall record this Resolution 2022-2206 with the office of the County Recorder for Maricopa County, Arizona after being notified by the City Engineer or his designee that all of the conditions necessary for the recordation of this Resolution 2022-2206 have been satisfied; and immediately following the recordation of this Resolution 2022-2206, the City Clerk or her designee shall record the final plat referred to herein.

SECTION 4 EXPIRATION

If this Resolution 2022-2206 is not recorded within 90 days of the date of its adoption, it shall not be recorded and the property described in Exhibit A attached hereto shall remain as part of the City's well site.

SECTION 5. EFFECTIVE DATE

This Resolution shall become effective upon its adoption by the Mayor and Council of the City of Goodyear, Maricopa County.

PASSED AND ADOPTED by the Mayor and Council of the city of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 20_____.

Joe Pizzillo, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Darcie McCracken, City Clerk

Roric Massey, City Attorney

EXHIBIT “A”

(On the following pages)

RIGHT-OF-WAY LEGAL DESCRIPTION

A PORTION OF LAND LYING WITHIN THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 17, A BRASS CAP STAMPED "CITY OF GOODYEAR", FROM WHICH THE NORTH QUARTER CORNER THEREOF, BEARS SOUTH 89 DEGREES 26 MINUTES 24 SECONDS EAST, A DISTANCE OF 2587.46 FEET;

THENCE ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17, SOUTH 1 DEGREES 40 MINUTES 30 SECONDS EAST, A DISTANCE OF 577.89 FEET TO AN IRON BAR (NO CAP);

THENCE LEAVING SAID EAST LINE, NORTH 72 DEGREES 44 MINUTES 46 SECONDS WEST, A DISTANCE OF 60.64 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 68 DEGREES 57 MINUTES 17 SECONDS WEST, A DISTANCE OF 25.58 FEET TO A POINT ON A LINE 65 FEET EAST OF AND PARALLEL WITH THE CENTERLINE OF BULLARD AVENUE, ALSO TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHWEST, FROM WHICH THE RADIUS POINT BEARS NORTH 63 DEGREES 03 MINUTES 09 SECONDS WEST, A DISTANCE OF 1110.80 FEET;

THENCE SOUTHWESTERLY, 63.44 FEET ALONG THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY THROUGH A CENTRAL ANGLE OF 3 DEGREES 16 MINUTES 20 SECONDS;

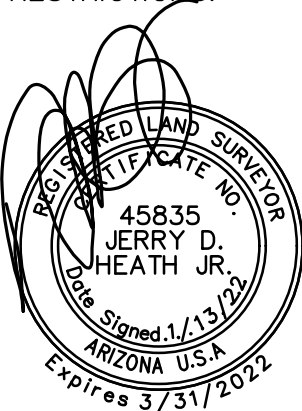
THENCE LEAVING SAID PARALLEL LINE, ON A NON-TANGENT LINE, SOUTH 87 DEGREES 49 MINUTES 44 SECONDS WEST, A DISTANCE OF 11.86 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHWEST, FROM WHICH THE RADIUS POINT BEARS NORTH 59 DEGREES 26 MINUTES 58 SECONDS WEST, A DISTANCE OF 1110.80 FEET;

THENCE NORTHEASTERLY, 69.23 FEET ALONG THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY THROUGH A CENTRAL ANGLE OF 3 DEGREES 36 MINUTES 11 SECONDS;

THENCE SOUTH 63 DEGREES 02 MINUTES 39 SECONDS EAST, A DISTANCE OF 26.96 FEET TO THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PARCEL CONTAINS A COMPUTED AREA OF 824 SQUARE FEET (0.019 ACRES) MORE OR LESS AND BEING SUBJECT TO ANY EASEMENTS, RESTRICTIONS, RIGHTS-OF-WAY OF RECORD OR OTHERWISE.

THE DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE ANY SUBDIVISION REGULATION OF THE STATE, COUNTY AND/OR MUNICIPALITY OR ANY LAND DIVISION RESTRICTIONS.



TITLE: **XB11**
SCALE: 1"=100'
DATE: 1/13/22
DESC: PROPOSED
RIGHT-OF-WAY

HUNTER
ENGINEERING

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

CIVIL AND SURVEY

PROJ.NO LGEC282

PAGE 1 OF 2

NORTHWEST CORNER SECTION 16 &
NORTHEAST CORNER SECTION 17
FND BRASS CAP STAMPED "CITY OF GOODYEAR"
S89°26'24"E 2587.46'(M)

(POINT OF COMMENCEMENT)

YUMA ROAD

S89°21'01"E 2638.41'
(BASIS OF BEARING)

S0°33'31"W
58.78'

FND BRASS
CAP STEM

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	$\Delta = 2^\circ 17' 30''$	1110.80'	44.43'
C2	$\Delta = 3^\circ 36' 11''$	1100.80'	69.23'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S68°57'17"W	25.58'
L2	S87°49'44"W	11.86'
L3	S63°02'39"E	26.96'
L4	N72°44'46"W	60.64'
L5	S63°03'09"E	55.00'

EAST LINE OF THE NORTHEAST QUARTER
OF SECTION 17, T.1N., R.1W.

LOT 1

PROPOSED FINAL PLAT
AIRPARK LOGISTICS CENTER

130' R/W
PER DOC NO.
2014-0550110
M.C.R.

RADIAL BEARING
N59°26'58"W

(POINT OF BEGINNING)

FND IRON BAR
CAP ILLEGIBLE

N64°47'08"W 400.32'

BULLARD AVE.
 $\Delta = 67^\circ 59' 41''$ R=1045.80'
L=1241.08'

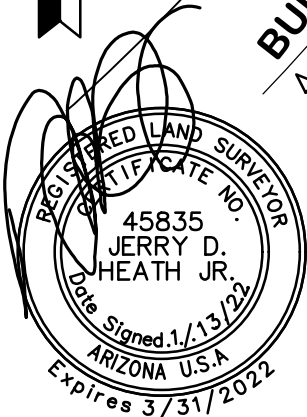
**PROPOSED
RIGHT-OF-WAY**

824 SQ.FT.±
0.019 ACRES±

LOT 2

PROPOSED FINAL PLAT
AIRPARK LOGISTICS CENTER

PAGE 2 OF 2



TITLE: **XB11**
SCALE: 1"=100'
DATE: 1/13/22
DESC: PROPOSED
RIGHT-OF-WAY

HUNTER

ENGINEERING

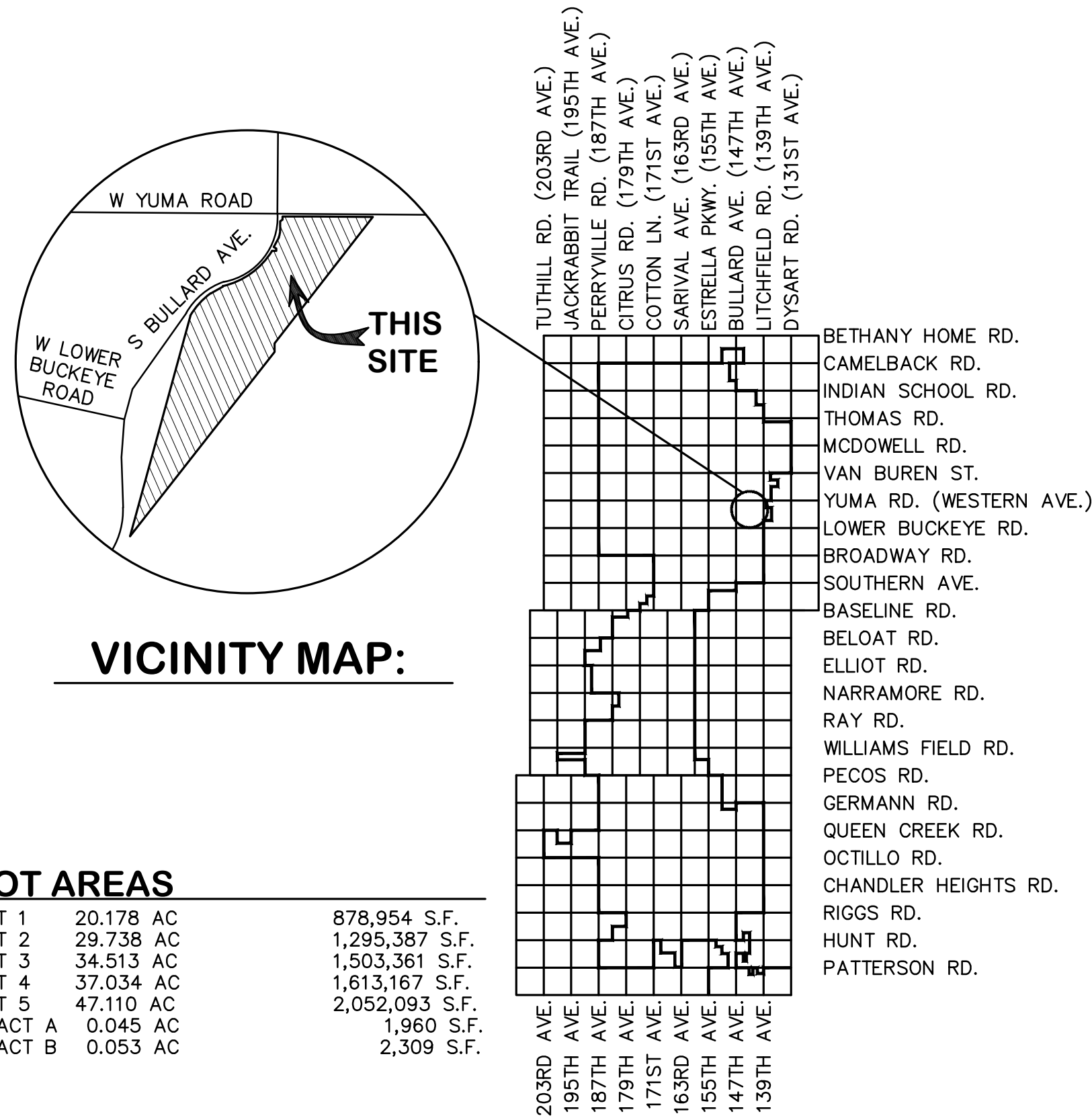
10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

CIVIL AND SURVEY

PROJ.NO LGEC282

FINAL PLAT
FOR
AIRPARK LOGISTICS CENTER

THOSE PORTIONS OF LAND LOCATED IN THE EAST HALF OF SECTION 17 AND THE
NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE
GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.



VICINITY MAP:

LOT AREAS

LOT 1	20.178 AC	878,954 S.F.
LOT 2	29.738 AC	1,295,387 S.F.
LOT 3	34.513 AC	1,503,361 S.F.
LOT 4	37.034 AC	1,613,167 S.F.
LOT 5	47.110 AC	2,052,093 S.F.
TRACT A	0.045 AC	1,960 S.F.
TRACT B	0.053 AC	2,309 S.F.

UTILITY PROVIDERS:

ELECTRIC—	APS
SEWER—	CITY OF GOODYEAR
WATER—	CITY OF GOODYEAR
CATV, FIBER—	COX COMMUNICATIONS
TEL, FIBER—	CENTURY LINK
GAS—	SOUTHWEST GAS
IRRIGATION—	ROOSEVELT IRRIGATION DISTRICT

FEMA NOTES:

THE CURRENT FEMA FLOOD INSURANCE RATE MAP (FIRM) FOR THIS AREA, MAP NUMBER 04013C2145 & 04013C2165N (EFFECTIVE REVISED DATE SEPTEMBER 18, 2020), DESIGNATES THE PROPERTY WITHIN FLOOD HAZARD ZONE X & AE.

ZONE: X IS DEFINED AS AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT, OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

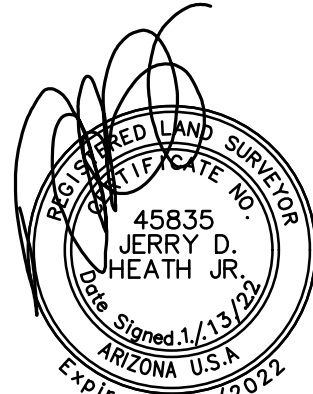
ZONE: AE ARE DEFINED AS BASE FLOOD ELEVATIONS DETERMINED.

BASIS OF BEARINGS:

BASIS OF BEARING FOR THIS SURVEY IS A BEARING OF SOUTH 89°21'01" EAST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, PER THE RECORD OF SURVEY OF LEASE PARCELS FOR LUX FBO AT PHOENIX—GOODYEAR AIRPORT AS RECORDED IN BK. 1192, PG. 18, M.C.R.

LAND SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THE SURVEY AND SUBDIVISION OF THE PREMISES DESCRIBED AND PLATTED HEREON WERE MADE UNDER MY DIRECTION DURING THE MONTH OF DECEMBER 2020, AND THAT THE PLAT IS CORRECT AND ACCURATE AS SHOWN; THAT THE MONUMENTS SHOWN ACTUALLY EXIST OR WILL BE SET; THAT THEIR POSITIONS ARE CORRECTLY SHOWN; THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE PLAT TO BE RETRACED.



JERRY HEATH JR., RLS 45835

APPROVALS:

APPROVED BY THE CITY COUNCIL OF GOODYEAR, ARIZONA THIS _____ DAY OF _____, 2022.

BY _____
MAYOR (JOE PIZZILLO)

ATTEST: _____
CITY CLERK (DARCIE McCracken)

APPROVED BY THE CITY COUNCIL OF GOODYEAR, ARIZONA THIS _____ DAY OF _____, 2022.

BY _____
CITY ENGINEER (SUMEET MOHAN)

DEDICATION:

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

KNOW ALL MEN BY THESE PRESENTS: THAT CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER OF LOTS 1–5, INCLUSIVE AND TRACT B AS SHOWN HEREIN AND THE CITY OF GOODYEAR, AN ARIZONA MUNICIPAL CORPORATION, AS OWNER OF TRACT A AS SHOWN HEREIN, HAS SUBDIVIDED UNDER THE NAME OF "AIRPARK LOGISTICS CENTER", A PORTION OF IN THE EAST HALF OF SECTION 17 AND THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA AS SHOWN PLATTED HEREIN AND HEREBY PUBLISHES THIS PLAT AS AND FOR THE PLAT OF SAID "AIRPARK LOGISTICS CENTER" AND HEREBY DECLARES THAT SAID FINAL PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOTS, EASEMENTS AND STREETS CONSTITUTING THE SAME. EACH LOT AND STREET SHALL BE KNOWN BY THE NUMBER, LETTER OR NAME GIVEN TO EACH RESPECTIVELY ON SAID PLAT.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER, HEREBY DEDICATES, GRANTS AND CONVEYS TO THE CITY OF GOODYEAR, IN FEE, THE STREETS DESIGNATED AS 'R/W DEDICATED HEREIN', IN FEE, SHOWN ON THIS FINAL PLAT, AND INCLUDED IN THE PREMISES DESCRIBED HEREIN.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER, HEREBY DEDICATES, GRANTS, AND CONVEYS TO THE CITY OF GOODYEAR, IN FEE, TRACT B SHOWN ON THIS FINAL PLAT AND INCLUDED IN THE PREMISES DESCRIBED HEREIN.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, INCLUDING ITS HEIRS, SUCCESSORS, AND ASSIGNS, AS OWNER, HEREBY DEDICATES TO THE CITY OF GOODYEAR NON–EXCLUSIVE PUBLIC UTILITY EASEMENTS ("PUE") WITHIN, ON, ACROSS, OVER AND UNDER THOSE AREAS WITHIN LOTS DESIGNATED AS 'PUE DEDICATED HEREON AS SHOWN ON THIS FINAL PLAT AND INCLUDED IN THE PREMISES DESCRIBED HEREIN (PUBLIC UTILITY EASEMENT AREAS)'. SUCH PUBLIC UTILITY EASEMENTS ARE FOR THE PURPOSES OF: ENTERING UPON, INSTALLING, OPERATING, MAINTAINING, REPLACING AND/OR REPAIRING PUBLIC UTILITY IMPROVEMENTS WITHIN, ON, OVER, ACROSS, ABOVE, AND UNDER THE PUBLIC UTILITY EASEMENT AREAS BY THE CITY AND ITS PERMITTEES; ENTERING UPON, CONSTRUCTING, INSTALLING, OPERATING, MAINTAINING, INSPECTING, MODIFYING, REMOVING, REPAIRING AND REPLACING PUBLIC SIDEWALKS OVER AND ABOVE THE PUBLIC UTILITY EASEMENT AREAS BY THE CITY AND ITS PERMITTEES; AND FOR PEDESTRIAN TRAVEL BY THE GENERAL PUBLIC OVER ANY PUBLIC SIDEWALKS INSTALLED WITHIN THE PUBLIC UTILITY EASEMENT AREAS. THE PUBLIC UTILITY EASEMENTS DEDICATED HEREIN RUN WITH THE LAND AND ARE BINDING UPON OWNER AND ALL SUCCESSORS AND ASSIGNS IN INTEREST OR TITLE TO ALL OR PART OF THE PUBLIC UTILITY EASEMENT AREAS.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER OF LOTS 1–5 INCLUSIVE HEREBY DEDICATES TO THE CITY OF GOODYEAR EASEMENTS ON, OVER AN ACROSS THOSE AREAS WITHIN IN LOT 1–5 INCLUSIVE OF THIS FINAL PLAT IDENTIFIED AS DRIVEWAY EASEMENTS AND INCLUDED IN THE ABOVE DESCRIBED PREMISES (DRIVEWAY EASEMENT AREAS). SUCH DRIVEWAY EASEMENTS ARE FOR THE PURPOSES OF: INSTALLING, OPERATING, MAINTAINING, REPLACING, AND/OR REPAIRING PUBLIC SIDEWALKS BY THE CITY OF GOODYEAR AND ITS PERMITTEES; PROVIDING ACCESS FOR THE PURPOSES SET FORTH HEREIN; AND FOR PEDESTRIAN TRAVEL BY THE GENERAL PUBLIC OVER ANY PUBLIC SIDEWALKS INSTALLED WITHIN THE DRIVEWAY EASEMENT AREAS. THE DRIVEWAY EASEMENTS DEDICATED HEREIN RUN WITH THE LAND AND ARE BINDING UPON OWNER AND ALL SUCCESSORS AND ASSIGNS IN INTEREST OR TITLE TO ALL OR PART OF THE DRIVEWAY EASEMENT AREAS.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER OF LOTS 1–5, INCLUSIVE HEREBY ESTABLISHES AND GRANTS A PERPETUAL, NON– EXCLUSIVE MUTUAL CROSS–ACCESS EASEMENTS ('CAE') WITHIN, ON, ACROSS, AND OVER THOSE AREAS WITHIN LOTS DESIGNATED AS 'CAE DEDICATED HEREON AS SHOWN ON THIS FINAL PLAT AND INCLUDED IN THE PREMISES DESCRIBED HEREIN (CROSS–ACCESS EASEMENT AREAS)'. SUCH CROSS– ACCESS EASEMENTS ARE FOR THE PURPOSES OF PROVIDING VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO AND FROM THE LOTS AND TRACTS ADJACENT TO THE CROSS–ACCESS EASEMENT AREAS BY: OWNERS OF SUCH LOTS AND TRACTS AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS (COLLECTIVELY 'OWNERS'); OWNERS' AGENTS, LICENSEES, GUESTS, AND INVITEES; EMERGENCY SERVICE PROVIDERS; CITY OF GOODYEAR AND ITS EMPLOYEES, AGENTS AND REPRESENTATIVES; AND THIRD PARTIES PROVIDING SERVICES ON BEHALF OF THE CITY OF GOODYEAR. THE PERPETUAL, NON–EXCLUSIVE MUTUAL CROSS–ACCESS EASEMENTS CREATED HEREIN SHALL BENEFIT AND BURDEN EACH LOT RESPECTIVELY AND ALL SUCH EASEMENTS, COVENANTS, RIGHTS BENEFITS, OBLIGATIONS AND LIABILITIES CREATED HEREIN SHALL BE DEEMED COVENANTS AND EASEMENTS RUNNING WITH AND BINDING UPON THE LAND AS APPURTENANCES TO THE DOMINANT ESTATES. THE ESTATE OF THE FEE AND EASEMENT CREATED HEREIN SHALL NOT BE MERGED BY REASON OF THE SAME PERSON OR ENTITY ACQUIRING, OWNING OR HOLDING TITLE TO BOTH.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER OF LOTS 1 AND 2 HEREBY DEDICATES TO THE CITY OF GOODYEAR A PERPETUAL, NON– EXCLUSIVE WELL SITE ACCESS EASEMENT ('WSAE') WITHIN, ON, ACROSS, AND OVER THOSE AREAS WITHIN LOTS 1 AND 2 DESIGNATED AS 'WSAE DEDICATED HEREON' AS SHOWN ON THIS FINAL PLAT AND INCLUDED IN THE PREMISES DESCRIBED HEREIN ('WELL–SITE ACCESS EASEMENT AREA'). SUCH WELL SITE ACCESS EASEMENT IS FOR THE PURPOSE OF PROVIDING VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO AND FROM TRACT A AND TRACT B BY THE CITY OF GOODYEAR AND ITS EMPLOYEES, AGENTS AND REPRESENTATIVES AND BY THIRD PARTIES PROVIDING SERVICES ON BEHALF OF THE CITY OF GOODYEAR. THE PERPETUAL, NON–EXCLUSIVE WELL SITE ACCESS EASEMENT DEDICATED HEREIN RUN WITH THE LAND AND ARE BINDING UPON OWNER AND ALL SUCCESSORS AND ASSIGNS IN INTEREST OR TITLE TO ALL OR PART OF THE WELL SITE ACCESS EASEMENT AREAS.

IN WITNESS WHEREOF:

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS OWNER OF LOTS 1–5 INCLUSIVE AND TRACT B AND THE CITY OF GOODYEAR, AN ARIZONA MUNICIPAL CORPORATION, HAVE HEREUNTO CAUSED THEIR RESPECTIVE NAMES TO BE AFFIXED AND THE SAME TO BE ATTESTED BY THE SIGNATURE OF THE UNDERSIGNED, THEREUNTO DULY AUTHORIZED.

CIP 18 CRE CITY CENTER AIRPARK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: _____

ITS: _____

CITY OF GOODYEAR, AN ARIZONA MUNICIPAL LIABILITY COMPANY

BY: _____

ITS: MAYOR

ACKNOWLEDGMENT:

STATE OF ARIZONA }
COUNTY OF MARICOPA } S.S.

ON THIS _____ DAY OF _____, 2022, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED

_____WHO ACKNOWLEDGED SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT
(OWNER NAME)

WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES CONTAINED HEREIN. IN WITNESS WHEREOF, I HAVE

HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE _____

MY COMMISSION EXPIRES: _____

OWNER:

CIP 18 CRE CITY CENTER
AIRPARK OWNER LLC
1200 NORTH 52ND STREET
PHOENIX, AZ 85008
PHONE: (480)966–4001
CONTACT: BLAKE WELLS
EMAIL: blakew@gedesignbuild.com
LOTS 1–5 INCLUSIVE & TRACT B
(OWNER)

DEVELOPER:

LGE CORPORATION
1200 NORTH 52ND STREET
PHOENIX, AZ 85008
PHONE: (480)966–4001
CONTACT: BLAKE WELLS
EMAIL: blakew@gedesignbuild.com

OWNER:

CITY OF GOODYEAR
190 N LITCHFIELD ROAD
GOODYEAR, ARIZONA 85338
TRACT A (OWNER)

ACKNOWLEDGMENT:

STATE OF ARIZONA }
COUNTY OF MARICOPA } S.S.

ON THIS _____DAY OF _____, 2022, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED

_____WHO ACKNOWLEDGED SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT
(OWNER NAME)

WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES CONTAINED HEREIN. IN WITNESS WHEREOF, I HAVE

HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE _____

MY COMMISSION EXPIRES: _____

CONSENT, JOINER AND SUBORDINATION:

THE UNDERSIGNED, AS THE BENEFICIARY UNDER A CERTAIN DEED OF TRUST DATED AUGUST 6, 2021 RECORDED IN THE OFFICIAL RECORDS OF MARICOPA COUNTY, AZ AT DOCUMENT NO. 2021–0852203 ENCUMBERING THE PROPERTY SUBJECT TO THIS FINAL PLAT, HEREBY EXPRESSLY CONSENTS TO AND JOINS IN THE EXECUTION AND RECORDING OF THIS FINAL PLAT AND DOES HEREBY RELEASE FROM THE DEED OF TRUST AND THE LOAN SECURED THEREBY THAT PORTION OF THE PROPERTY CONVEYED TO THE CITY OF GOODYEAR IN FEE AS SHOWN ON THIS FINAL PLAT. THE UNDERSIGNED, ON BEHALF OF ITSELF AND ALL FUTURE SUCCESSOR AND ASSIGNS TO THE DEED OF TRUST, HEREBY SUBORDINATES THE DEED OF TRUST AND THE LOAN SECURED THEREBY TO THE EASEMENTS DEDICATED TO THE CITY OF GOODYEAR AS SHOWN ON THIS FINAL PLAT AND AGREES THAT ANY ACQUISITION, TRANSFER, OR SALE OF ALL OR PART OF THE PROPERTY SUBJECT TO THE DEED OF TRUST WHETHER BY FORECLOSURE, DEED–IN–LIEU OR OTHER MEANS, SHALL BE BOUND TO THE EASEMENTS DEDICATED TO THE CITY OF GOODYEAR AS SHOWN ON THIS FINAL PLAT. IT IS EXPRESSLY UNDERSTOOD THAT THIS RELEASE AND SUBORDINATION APPLIES ONLY TO THE PORTIONS OF THE PROPERTY BEING CONVEYED AND DEDICATED TO THE CITY OF GOODYEAR AND SHALL NOT IN ANY WAY, AFFECT THE LIEN OF THE DEED OF TRUST UPON THE REMAINDER OF THE PROPERTY. THE UNDERSIGNED REPRESENTS THAT HE OR SHE HAS FULL POWER AND AUTHORITY TO EXECUTE THIS LENDER'S CONSENT AND SUBORDINATION ON BEHALF OF THE LENDER AS BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST DATED AUGUST 6, 2021 RECORDED IN THE OFFICIAL RECORDS OF MARICOPA COUNTY, AZ AT DOCUMENT NO. 2021–0852203).

CITIZENS BANK, N.A., A NATIONAL BANKING ASSOCIATION

BY: _____

ITS: _____

ACKNOWLEDGMENT:

STATE OF ARIZONA }
COUNTY OF MARICOPA } S.S.

ON THIS _____DAY OF _____, 2022, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED

_____WHO ACKNOWLEDGED SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT
(OWNER NAME)

WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES CONTAINED HEREIN. IN WITNESS WHEREOF, I HAVE

HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE _____

MY COMMISSION EXPIRES: _____

FINAL PLAT
AIRPARK LOGISTICS CENTER

THOSE PORTIONS OF LAND LOCATED IN THE EAST HALF OF SECTION 17 AND THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

SECTION: 16 & 17
TWNHP: 1N.
RANGE: 1W.

JOB NO.:
LGEC282–FP

SCALE
N.T.S.

SHEET
1 OF 6

HUNTER
ENGINEERING
CIVIL AND SURVEY
10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3986
F 480 991 3986

DRAWN BY: JR
CHECKED BY: JDH

NO. DATE REVISION BY
PURPOSE: FINAL PLAT

LEGAL DESCRIPTION: PLAT BOUNDARY

A PARCEL OF LAND LYING WITHIN THOSE PORTIONS OF THE EAST HALF OF SECTION 17 AND THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A BRASS CAP STAMPED CITY OF GOODYEAR MARKING THE NORTHWEST CORNER OF SAID SECTION 16 FROM WHICH A BRASS CAP STAMPED CITY OF GOODYEAR MARKING THE NORTH QUARTER CORNER OF SAID SECTION 16 BEARS SOUTH 89°21'01"EAST, A DISTANCE OF 2638.41 FEET;

THENCE SOUTH 89°21'01" EAST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 16, A DISTANCE OF 98.43 FEET;

THENCE DEPARTING SAID NORTH LINE, SOUTH 00°38'59" WEST, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 89°21'01" EAST, ALONG A LINE PARALLEL WITH AND 33.00 FEET SOUTH OF THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 16, A DISTANCE OF 1671.21 FEET;

THENCE DEPARTING SAID PARALLEL LINE, SOUTH 38°20'22" WEST, ALONG THE WEST LINE OF A PARCEL RECORDED IN DOCUMENT 13007-0498 MARICOPA COUNTY RECORDS, A DISTANCE OF 2747.89 FEET, TO A POINT ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 16;

THENCE DEPARTING SAID LINE, SOUTH 01°40'30" EAST, ALONG A PORTION OF THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 16, A DISTANCE OF 181.52 FEET;

THENCE SOUTH 38°20'26" WEST, ALONG THE WESTERLY LINE OF THAT PROPERTY AS DESCRIBED IN DOCUMENT 88-0360358, MARICOPA COUNTY RECORDS, A DISTANCE OF 3643.54 FEET, TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17;

THENCE DEPARTING SAID WESTERLY LINE, NORTH 89°56'58" WEST, ALONG A PORTION OF THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17, A DISTANCE OF 26.71 FEET;

THENCE THE FOLLOWING 5 COURSES ALONG THE EAST LINE OF THAT PROPERTY AS DEFINED IN DOCUMENT 2014-0567661, MARICOPA COUNTY RECORDS:

THENCE NORTH 01°17'28" WEST, A DISTANCE OF 1318.05 FEET;

THENCE NORTH 01°18'00" WEST, A DISTANCE OF 598.10 FEET TO A TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 470.67 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 19°27'55" AN ARC LENGTH OF 159.90 FEET TO A POINT OF REVERSE CURVATURE, CONCAVE WESTERLY, HAVING A RADIUS OF 700.00 FEET;

THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°07'22" AN ARC LENGTH OF 172.54 FEET;

THENCE NORTH 01°17'30" WEST, A DISTANCE OF 335.03 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF BULLARD AVENUE, SAID POINT BEING ON A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2385.00 FEET AND A CHORD BEARING NORTH 34°04'42" EAST, A CHORD DISTANCE OF 327.03 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 7°51'45" AN ARC LENGTH OF 327.28 FEET;

THENCE NORTH 38°00'35" EAST, A DISTANCE OF 1119.64 FEET TO A TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS IS 1027.05 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 30°32'17", AN ARC LENGTH OF 547.41 FEET;

THENCE NORTH 68°32'52" EAST, A DISTANCE OF 299.72 FEET TO A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS IS 1110.80 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 40°37'30", AN ARC LENGTH OF 787.60 FEET TO A NON-TANGENT LINE;

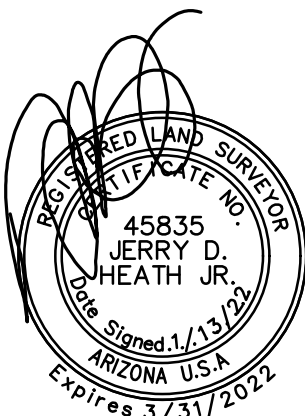
THENCE NORTH 68°57'17" EAST, A DISTANCE OF 25.58 FEET;

THENCE NORTH 63°02'45" WEST, A DISTANCE OF 16.96 FEET TO A POINT ON SAID EASTERLY RIGHT OF WAY OF BULLARD AVENUE AND TO A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1110.80 FEET AND A CHORD BEARING NORTH 15°01'23" EAST, A CHORD DISTANCE OF 459.04 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 23°50'57" AN ARC LENGTH OF 462.37 FEET;

THENCE DEPARTING SAID RIGHT OF WAY, NORTH 46°52'50" EAST, A DISTANCE OF 47.57 FEET;

THENCE NORTH 00°38'59" EAST, A DISTANCE OF 42.00 FEET, TO THE POINT OF BEGINNING.



NO.	DATE	REVISION	BY
PURPOSE:			FINAL PLAT

DRAWN BY: JR
CHECKED BY: JDH

HUNTERENGINEERING

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

FINAL PLAT

AIRPARK LOGISTICS CENTER

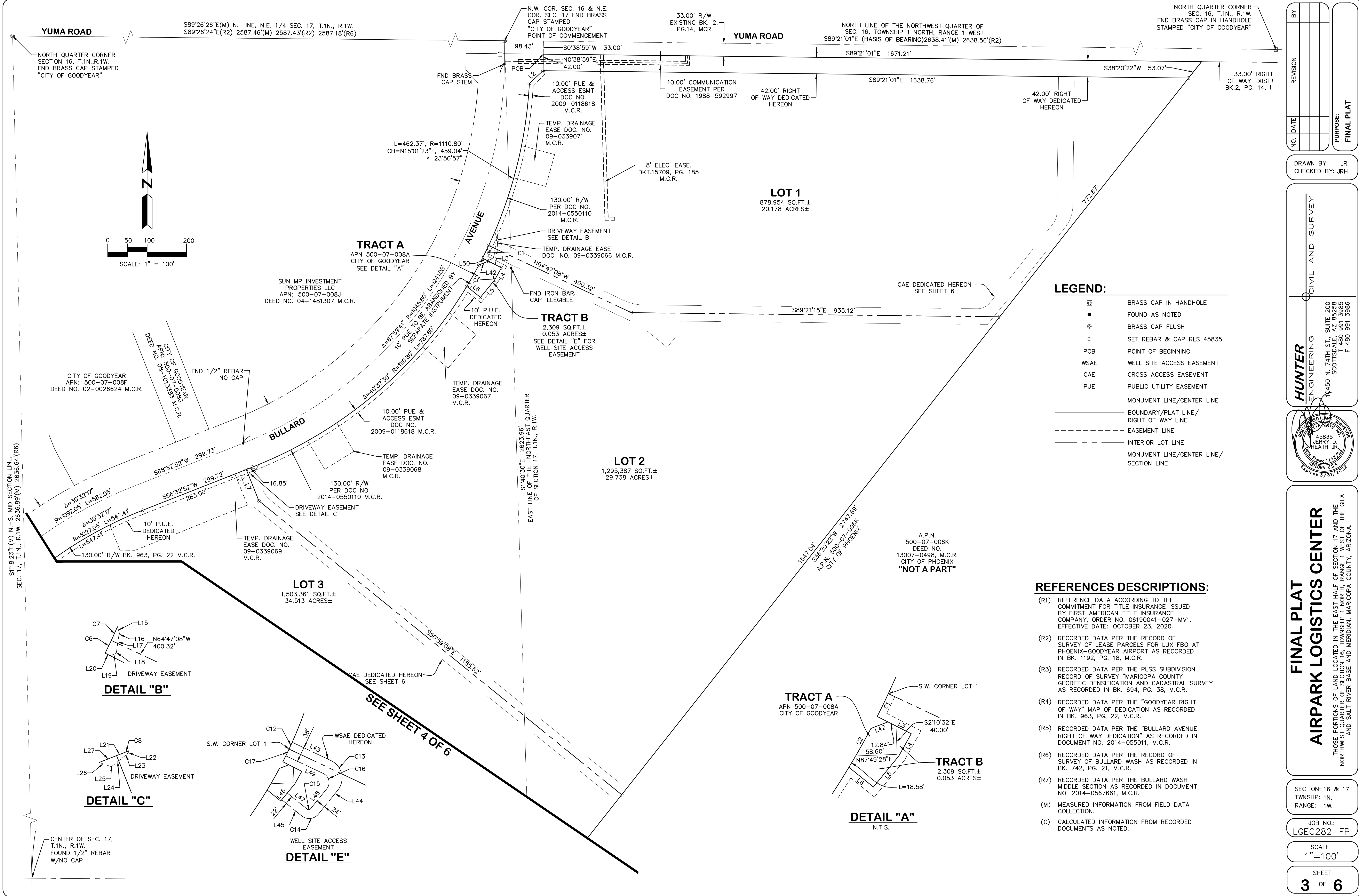
THOSE PORTIONS OF LAND LOCATED IN THE EAST HALF OF SECTION 17 AND THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

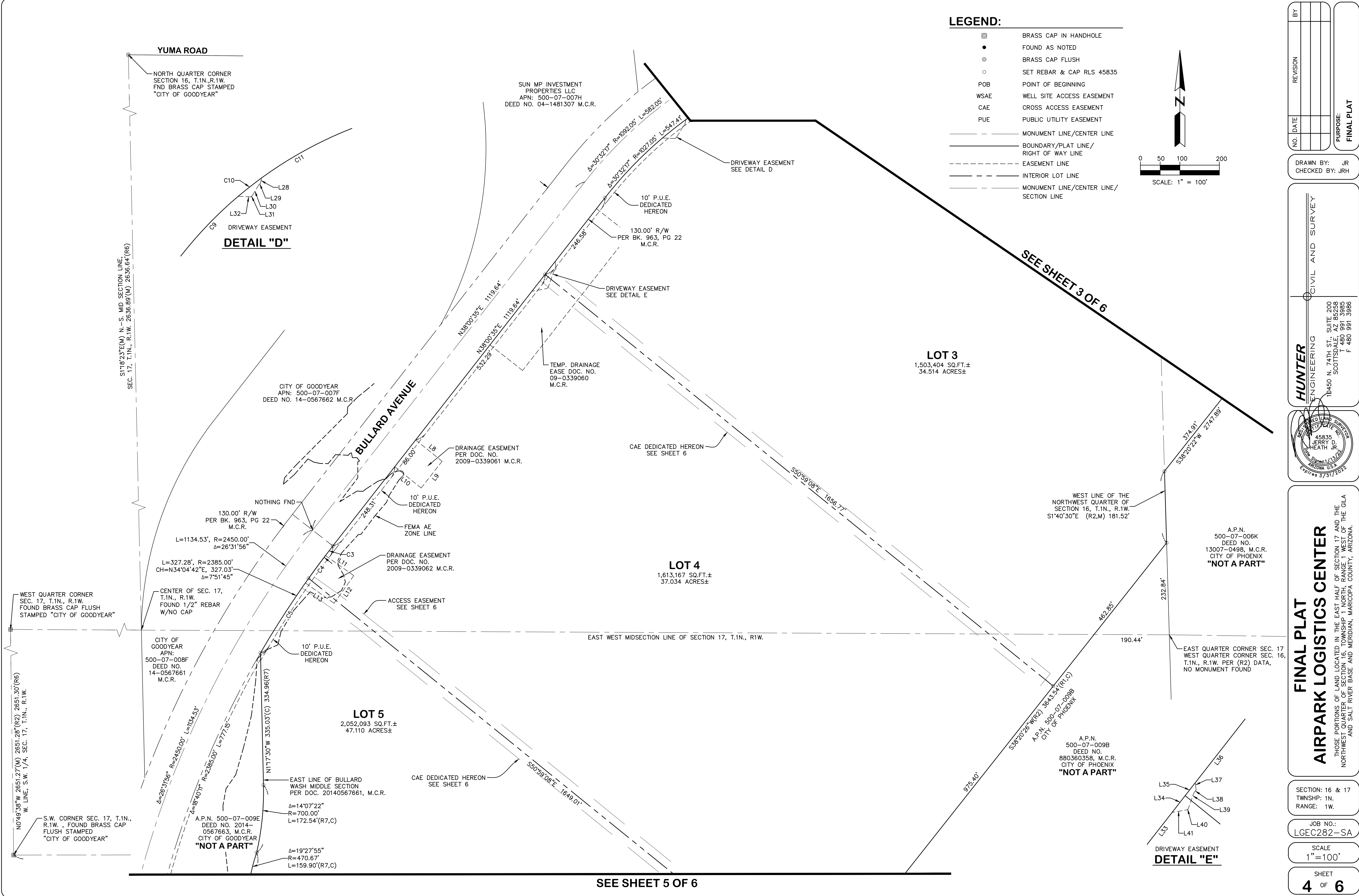
SECTION: 16 & 17
TWNSHP: 1N.
RANGE: 1W.

JOB NO.:
LGEC282-FP

SCALE
N.T.S.

SHEET
2 OF 6





SEE SHEET 4 OF 6

LEGEND:

- | | |
|---|---------------------------|
|  | BRASS CAP IN HANDHOLE |
|  | FOUND AS NOTED |
|  | BRASS CAP FLUSH |
|  | SET REBAR & CAP RLS 45835 |
| POB | POINT OF BEGINNING |
| W/SAE | WELL SITE ACCESS EASEMENT |
| CAE | CROSS ACCESS EASEMENT |
| PUE | PUBLIC UTILITY EASEMENT |

————— ————— MONUMENT LINE/CENTER LINE

_____ BOUNDARY/PLAT LINE/

RIGHT OF WAY LINE

INTEREST: 1.25% PA

ADMINISTRATIVE AND FINANCIAL

SECTION LINE

LINE TABLE		
LINE	BEARING	DISTANCE
L15	N17°31'05"W	18.43'
L16	N25°12'09"E	4.50'
L17	N08°09'00"E	41.81'
L18	N25°08'31"E	5.50'
L19	N68°58'41"E	14.86'
L20	S63°02'45"E	14.29'
L21	S68°32'52"W	16.73'
L22	N26°24'13"E	12.33'
L23	N69°42'38"E	4.50'
L24	N51°11'08"E	41.05'
L25	N69°16'00"E	4.50'
L26	S71°12'05"E	31.34'
L27	S68°32'52"W	47.55'
L28	N12°27'13"E	14.52'
L29	N52°09'00"E	4.50'
L30	N31°01'05"E	32.32'
L31	N51°51'21"E	5.50'
L32	S87°22'17"E	31.67'
L33	S38°00'35"W	102.69'
L34	S38°00'35"W	53.81'

LINE TABLE		
LINE	BEARING	DISTANCE
L35	S38°00'35"W	41.61'
L36	S38°00'35"W	204.98'
L37	N06°37'44"W	18.44'
L38	N39°00'21"E	8.22'
L39	N19°35'41"E	42.39'
L40	N38°53'14"E	4.50'
L41	N80°09'21"E	38.93'
L42	N88°57'17"E	25.58'
L43	S64°46'57"E	108.93'
L44	N39°01'03"E	78.27'
L45	N50°58'57"W	65.20'
L46	N39°16'32"E	22.00'
L47	N50°58'57"W	65.10'
L48	N39°01'03"W	65.86'
L49	S64°46'57"E	105.41'
L50	N63°02'45"W	16.96'

GOODYEAR AIRPARK INDUSTRIAL
DEVELOPMENT, LLC
APN: 500-07-015P
DEED NO. 21-0669044 M.C.R.

CITY OF GOODYEAR
APN: 500-07-970
DEED NO.
08-0632535 M.C.R.

9°38"W 2651.27'(M) 2651.28"(R2) 2651.30'(R6)
W LINE SW 1/4 SEC. 17. T.1N.. R.1W.

-S.W. CORNER SEC. 17, T.1N.
R.1W. , FOUND BRASS CAP
FLUSH STAMPED
"CITY OF GOODYEAR"

$\Delta = 16^{\circ}27'07''$ $R = 1350.00'$ $L = 387.64'$

130.00' R/W
- PER BK. 996,
PG. 50 M.C.R.

S89°57'00"W 2880.08' (C)

(9) SOUTH LINE OF THE
SOUTHEAST QUARTER OF
SECTION 17

$$\begin{aligned}\Delta &= 19^{\circ}27'55'' \\ R &= 470.67' \\ L &= 159.90' (R7, C)\end{aligned}$$

—EAST LINE OF BULLARD
WASH MIDDLE SECTION
PER DOC. 2006-1619064
AND DOC. 20140567661, M.C.R

A.P.N. 500-07-009E
DEED NO. 2014-
0567663, M.C.R.
CITY OF GOODYEAR
"NOT A PART"

-FND BRASS CAP
FLUSH STAMPED
"CITY OF GOODYEAR"

LOT 5
2,052,093 SQ.FT.±
47.110 ACRES±

CAE DEDICATED HEREON
SEE SHEET 6

LOT 4
1,613,167 SQ.FT.±
37.034 ACRES±

7

REFERENCES DESCRIPTIONS:

- (R1) REFERENCE DATA ACCORDING TO THE COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NO. 06190041-027-MV1, EFFECTIVE DATE: OCTOBER 23, 2020.
- (R2) RECORDED DATA PER THE RECORD OF SURVEY OF LEASE PARCELS FOR LUX FBO AT PHOENIX-GOODYEAR AIRPORT AS RECORDED IN BK. 1192, PG. 18, M.C.R.
- (R3) RECORDED DATA PER THE PLSS SUBDIVISION RECORD OF SURVEY "MARICOPA COUNTY GEODETIC DENSIFICATION AND CADASTRAL SURVEY AS RECORDED IN BK. 694, PG. 38, M.C.R.
- (R4) RECORDED DATA PER THE "GOODYEAR RIGHT OF WAY" MAP OF DEDICATION AS RECORDED IN BK. 963, PG. 22, M.C.R.
- (R5) RECORDED DATA PER THE "BULLARD AVENUE RIGHT OF WAY DEDICATION" AS RECORDED IN DOCUMENT NO. 2014-055011, M.C.R.
- (R6) RECORDED DATA PER THE RECORD OF SURVEY OF BULLARD WASH AS RECORDED IN BK. 742, PG. 21, M.C.R.
- (R7) RECORDED DATA PER THE BULLARD WASH MIDDLE SECTION AS RECORDED IN DOCUMENT NO. 2014-0567661, M.C.R.
- (M) MEASURED INFORMATION FROM FIELD DATA COLLECTION.
- (C) CALCULATED INFORMATION FROM RECORDED DOCUMENTS AS NOTED.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°33'31"W	58.78'
L2	S46°52'50"W	47.57'
L3	N63°02'45"W	53.86'
L4	N29°12'38"E	35.68'
L5	N39°16'32"E	56.85'
L6	N51°00'24"W	44.31'
L7	N21°47'21"W	85.53'
L8	S51°08'45"E	86.00'
L9	S38°00'45"W	86.00'
L10	N51°08'45"W	86.00'
L11	S54°37'30"E	88.00'
L12	S35°34'25"W	86.00'
L13	N55°33'12"W	89.00'
L14	N89°56'58"W	26.71'

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	$\Delta = 1^{\circ}50'45''$	1110.80'	35.78'	N26°01'29"E	35.78'
C2	$\Delta = 3^{\circ}15'01''$	1110.80'	63.01'	N29°33'12"E	63.00'
C3	$\Delta = 0^{\circ}44'13''$	2385.00'	30.68'	S37°38'28"W	30.68'
C4	$\Delta = 1^{\circ}43'33''$	2385.00'	71.84'	S36°24'35"W	71.83'
C5	$\Delta = 5^{\circ}05'59''$	2366.10'	210.60'	S32°40'36"W	210.53'
C6	$\Delta = 1^{\circ}50'45''$	1110.80'	35.78'	N26°01'29"E	35.78'
C7	$\Delta = 1^{\circ}57'42''$	1110.80'	38.03'	N24°07'16"E	38.03'
C8	$\Delta = 0^{\circ}52'29''$	1110.80'	16.96'	N68°06'57"E	16.96'
C9	$\Delta = 11^{\circ}44'17''$	1027.05'	210.41'	S43°52'43"W	210.04'
C10	$\Delta = 4^{\circ}12'28''$	1027.05'	75.42'	S51°51'05"W	75.41'
C11	$\Delta = 14^{\circ}35'33''$	1027.05'	261.57'	S61°15'05"W	260.87'
C12	$\Delta = 0^{\circ}58'46''$	1110.80'	18.99'	N24°36'44"E	18.99'
C13	$\Delta = 103^{\circ}48'00''$	49.00'	88.77'	N12°52'57"W	77.12'
C14	$\Delta = 90^{\circ}00'00''$	30.00'	47.12'	N84°01'03"E	42.43'
C15	$\Delta = 90^{\circ}00'00''$	6.00'	9.42'	N84°01'03"E	8.49'
C16	$\Delta = 103^{\circ}48'00''$	25.00'	45.29'	N12°52'57"W	39.35'
C17	$\Delta = 0^{\circ}58'50''$	1110.80'	19.01'	N25°35'32"E	19.01'

HUNTER

AIRPARK LOGISTICS CENTER FINAL PLAT

THOSE PORTIONS OF LAND LOCATED IN THE EAST HALF OF SECTION 17 AND THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

SECTION: 16 & 17
TWNSHIP: 1N.
RANGE: 1W.

JOB NO.:
LGEC282-FF

SCALE
1"=100'

SHEET
5 OF 6

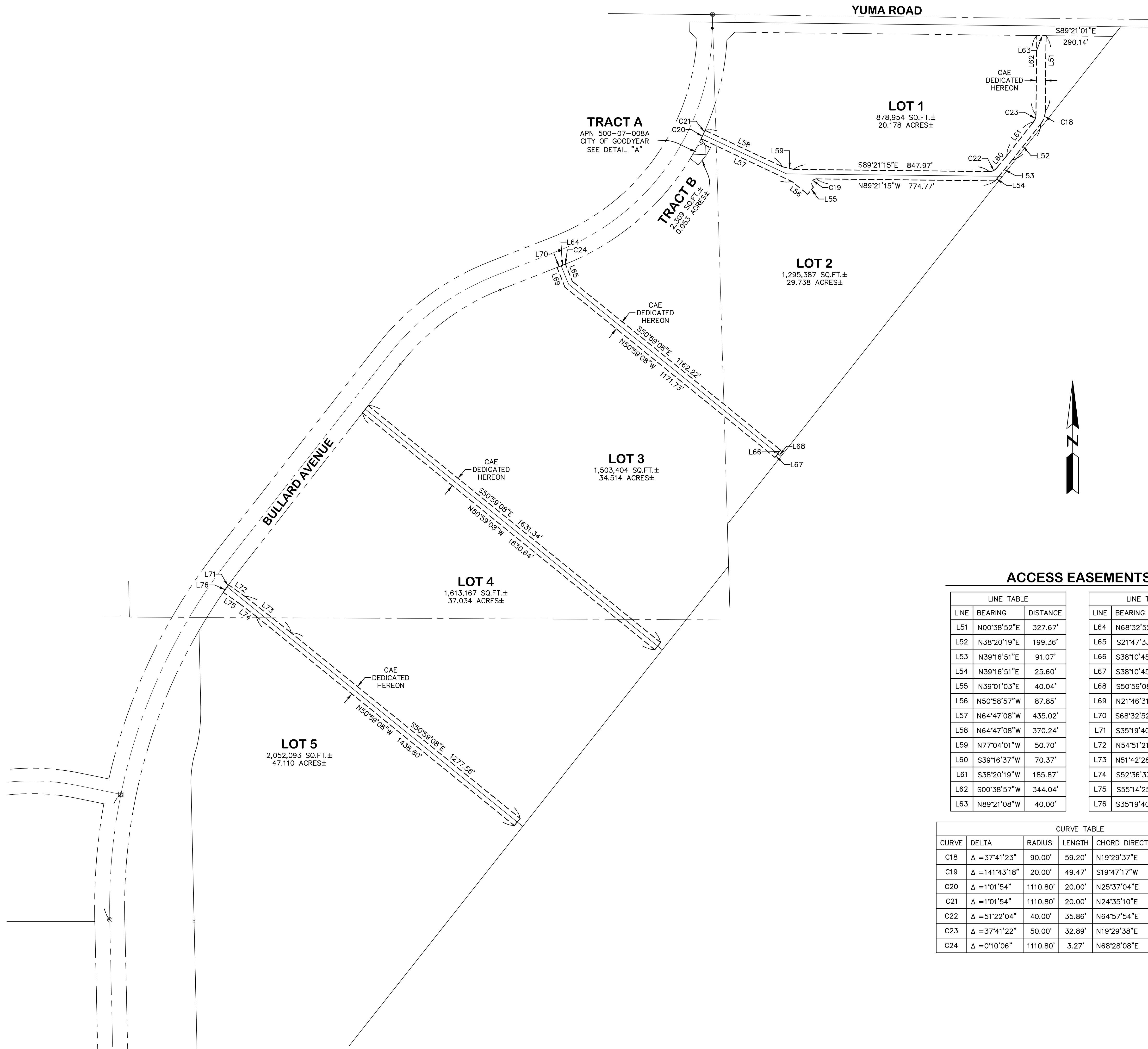
NO.	DATE	REVISION	BY
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DRAWN BY: JR
CHECKED BY: JRH

CIVIL AND SURVEY

HUNTER
ENGINEERING

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986



ACCESS EASEMENTS:

LINE TABLE		
LINE	BEARING	DISTANCE
L51	N00°38'52"E	327.67'
L52	N38°20'19"E	199.36'
L53	N39°16'51"E	91.07'
L54	N39°16'51"E	25.60'
L55	N39°01'03"E	40.04'
L56	N50°58'57"W	87.85'
L57	N64°47'08"W	435.02'
L58	N64°47'08"W	370.24'
L59	N77°04'01"W	50.70'
L60	S39°16'37"W	70.37'
L61	S38°20'19"W	185.87'
L62	S00°38'57"W	344.04'
L63	N89°21'08"W	40.00'

LINE TABLE		
LINE	BEARING	DISTANCE
L64	N68°32'52"E	16.73'
L65	S21°47'33"E	80.20'
L66	S38°10'45"W	20.00'
L67	S38°10'45"W	20.00'
L68	S50°59'08"E	17.81'
L69	N21°46'31"W	92.16'
L70	S68°32'52"W	19.25'
L71	S35°19'40"W	10.90'
L72	N54°51'21"W	87.68'
L73	N51°42'28"W	254.07'
L74	S52°36'33"E	89.91'
L75	S55°14'25"E	88.09'
L76	S35°19'40"W	29.14'

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD DIRECTION	CHORD LENGTH
C18	Δ = 37°41'23"	90.00'	59.20'	N19°29'37"E	58.14'
C19	Δ = 141°43'18"	20.00'	49.47'	S19°47'17"W	37.79'
C20	Δ = 1°01'54"	1110.80'	20.00'	N25°37'04"E	20.00'
C21	Δ = 1°01'54"	1110.80'	20.00'	N24°35'10"E	20.00'
C22	Δ = 51°22'04"	40.00'	35.86'	N64°57'54"E	34.67'
C23	Δ = 37°41'22"	50.00'	32.89'	N19°29'38"E	32.30'
C24	Δ = 0°10'06"	1110.80'	3.27'	N68°28'08"E	3.27'

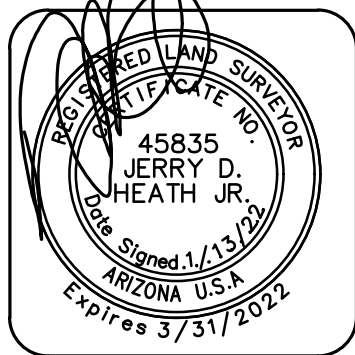
NO.	DATE	REVISION	BY
PURPOSE:			FINAL PLAT

DRAWN BY: JR
CHECKED BY: JRH

HUNTER
ENGINEERING

CIVIL AND SURVEY

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85288
T 480 991 3985
F 480 991 3986



FINAL PLAT

AIRPARK LOGISTICS CENTER

THOSE PORTIONS OF LAND LOCATED IN THE EAST HALF OF SECTION 17 AND THE
NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA
AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

SECTION: 16 & 17
TWNShP: 1N.
RANGE: 1W.

JOB NO.:
LGECC282-FP

SCALE
1"=200'

SHEET
6 OF 6

COUNCIL DATE: June 21, 2021

CAR NO.: 2021-227

CASE #: 21-500-00001



CITY COUNCIL ACTION REPORT

SUBJECT: PRELIMINARY PLAT FOR AIRPARK LOGISTICS CENTER

STAFF PRESENTER(S): Katie Wilken, Planning Manager

OTHER PRESENTER(S): (If applicable)

SUMMARY:

Preliminary plat for Airpark Logistics Center subdividing approximately 170.25 acres into five industrial lots. The subject property is located on the east side of Bullard Avenue and the Bullard Wash, extending from Yuma Road on the north, to south of Lower Buckeye Parkway on the south.

RECOMMENDATION:

Approve the Preliminary Plat for Airpark Logistics Center, attached hereto, subdividing approximately 170.25 acres on the east side of Bullard Avenue and the Bullard Wash, extending from Yuma Road on the north to south of Lower Buckeye Parkway on the south (the "Property"), subject to the following stipulations: (Katie Wilken, Planning Manager)

STIPULATIONS:

1. Traffic Impact Study (TIS) is not approved with the preliminary plat. The TIS must be updated and approved prior to the approval of the first site plan submitted for development within the property;
2. Owner shall comply with the terms of all development agreements in effect at the time of construction including, but not limited to that certain Development Agreement for City Center Airpark dated December 11, 2006, recorded in the official records of Maricopa County on December 12, 2006, as Record No. 20061619064 as amended by that certain First Amendment to Development Agreement for City Center Airpark dated August 19, 2014, recorded in the official records of Maricopa County on August 27, 2014 as Record No. 20140567660 (the "City Center Airpark DA");
3. Owner shall construct: (i) full half-street improvements required for a Scenic Arterial as set forth in the Engineering Design Standards in effect at the time the improvements are constructed, for the south half of W. Yuma Road along or

adjacent to the frontage of the Property, including, but not limited to, pavement, curb and gutter, sidewalks, street frontage landscape and landscape irrigation, and street lighting; and (ii) full median and full median landscaping within the section of W. Yuma Road along or adjacent to the frontage of the Property (collectively the "W. Yuma Road Improvements"). The construction of W. Yuma Road Improvements shall occur upon the occurrence of the triggering events in the City Center Airpark DA while it is in effect. Once the City Center Airpark DA has expired, no further temporary certificate of occupancies, certificate of occupancies or certificates of completion shall be issued for structures within the Property until the W. Yuma Road Improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period. The City shall reimburse Owner for 50% of the cost of the full median and full median landscaping. Owner shall complete the construction of the full half-street improvements required for a Major Arterial as set forth in the Engineering Design Standards in effect at the time the improvements are constructed, for the section of Bullard Ave. along or adjacent to the frontage of the Property, including, but not limited to, pavement, curb and gutter, sidewalks, street frontage landscape and landscape irrigation, and street lighting (the "Bullard Avenue Improvements"). The construction of Bullard Avenue Improvements shall occur upon the occurrence of the triggering events in the City Center Airpark DA while it is in effect. Once the City Center Airpark DA has expired, no further temporary certificate of occupancies, certificate of occupancies or certificates of completion for structures within the Property shall be issued until the Bullard Avenue Improvements have been completed and accepted by the City Engineer or his designee subject to completion of the two-year warranty period;

4. All existing above-ground utilities within and abutting the subject property, including cable television, shall be placed underground, with the exception of 69 kV or larger electric lines. This shall be shown on the construction plans submitted with the final plat, noted on the final plat, and completed as each phase is developed, prior to the issuance of the first Temporary Certificate of Occupancy or Certificate of Occupancy in such phase;
5. The 20' water line easement recorded in the official records of the Maricopa Recorder at Document 2001-0908605, shall be terminated prior to approval of any final plat including any portion of the Property encumbered by such easement. Owner shall be responsible for submitting to the City all required documents needed for the termination and the easement will only be terminated upon a determination by the City that there are no existing water infrastructure improvements within the easement area and the easement is not needed for future water infrastructure improvements;
6. Owner is jointly and severally responsible for various payments under the terms of the City Center Airpark DA, including payments for various traffic signals, which shall be made in accordance with the terms of the City Center Airpark DA. Upon the expiration of the City Center Airpark DA, no further building permits and no further temporary certificate of occupancies, certificate of occupancies or certificates of completion will be issued for structures within the Property until Owner has made in-lieu payments for the proportionate share of the full cost of traffic signals (all legs of the intersection) at the intersections set forth below. The in-lieu payments shall be based on the actual cost of the traffic signal if it has been constructed or if the payment is required before the signal is constructed it shall be

based on the estimated cost of the traffic signal as determined by the City Engineer or designee. Owner's traffic signal obligations are as follows:

- a. 25% at Yuma Road and Bullard Avenue;
 - b. 33% at Bullard Avenue and Lower Buckeye Parkway;
7. If the construction of any Bullard Avenue street improvements requires cutting into the median, Owner shall salvage all median trees, and any other plant material identified, that need to be removed from the median for the construction. The trees and plants to be salvaged will be coordinated with the Parks Department, and other staff as needed, and shall be transplanted by the Owner to the section of Bullard Avenue adjacent to the Spring Training Development Complexes, or any other city-owned property, as directed by the Director of Parks or his designee, and the Development Services Director or his designee;
8. In addition to compliance with the stipulations and conditions of approval set forth herein, the development of the Property shall comply with the Goodyear Zoning Ordinance, the city of Goodyear subdivision regulations, the city of Goodyear's Engineering Design Standards and Policies, except as modified by the City Engineer, the Maricopa County Association of Governments standards for public works construction, and all other federal, state and local laws, ordinances, rules, regulations, standards, and policies applicable to the development of the Property;
9. Owner shall dedicate, at no cost to the City, all rights-of-way and/or easements within the boundaries of the Property that are: (i) needed for the construction of infrastructure improvements required for the City to provide water and wastewater services to the Property; (ii) required to be dedicated under any applicable law, code, ordinance, rule, regulations, standards, guidelines governing the development of the Property including, but not limited to the City of Goodyear subdivision regulations, Building Codes and Regulations, and the City of Goodyear's Engineering Design Standards and Policies; (iii) required for the construction of improvements for which Owner is responsible for making in-lieu payments; (iv) required to be dedicated pursuant to any development agreement with the City regarding the development of the Property; (v) required for the construction of the infrastructure improvements to be constructed pursuant to the stipulations herein, and/or (vi) required public infrastructure improvements Owner is required to construct pursuant to any applicable law, code, ordinance, rule, regulations, standards, guidelines governing the development of the Property including, but not limited to the City of Goodyear subdivision regulations, Building Codes and Regulations, and the City of Goodyear's Engineering Design Standards and Policies. The rights-of-way to be dedicated shall be dedicated in fee and all rights-of-ways and easements shall be dedicated lien free and, unless otherwise agreed to by the City, free of all other easements or other encumbrances. Unless the timing of the required dedications is modified by any stipulation herein, the terms of a written development agreement approved by the Council or a written phasing plan approved by the City Engineer or his designee, all dedications shall be made prior to or concurrent with recordation of a final plat that includes the area in which the dedicated property is located as required by the City Engineer or his designee. Once the City Center Airpark DA has expired,

and unless otherwise provided in a written phasing plan approved by the City Engineer, no further building permits and no further temporary certificate of occupancies, certificate of occupancies or certificates of completion will be issued for structures within the Property until the dedications required herein have been completed; and,

10. In addition to the specific infrastructure identified herein, Owner shall construct all infrastructure improvements required by the City of Goodyear subdivision regulations and Engineering Design Standards and Policy Manual in effect at the time of construction.

FISCAL IMPACT:

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

BACKGROUND AND PREVIOUS ACTIONS:

The Property is a part of the 400± acre SunMP City Center Airpark Planned Area Development (PAD) approved by City Council on December 4, 2006, with the adoption of Ordinance 06-1054. The entirety of City Center Airpark PAD is generally located on the south side of Yuma Road, from one-quarter mile east of Estrella Parkway, east to the Phoenix-Goodyear Airport. The PAD included a land use plan depicting lots of varying sizes with underlying zoning of C-2, General Commercial, I-1, Light Industrial, and I-2, General Industrial. To date, no private development has occurred within the PAD. A city of Goodyear reverse osmosis plant was constructed within the PAD on the west side of Bullard Avenue.

STAFF ANALYSIS:

Current Policy:

Prior to subdividing a property, the owner must submit a preliminary plat that demonstrates compliance with zoning for the property, public objectives, subdivision design principles and standards, and streets and thoroughfare planning. The preliminary plat also must be accompanied by information demonstrating the adequacy of utilities, open space and other public facilities necessary to serve the site. An approved preliminary plat shall expire within 12 months from the date of City Council approval unless either a final plat has been submitted for all or part of the property included in the preliminary plat or an extension has been obtained.

Details of the Request:

The preliminary plat for Airpark Logistics Center is intended to subdivide approximately 170.25 acres into five industrial lots, ranging in size from 21.81 acres to 47.11 acres. The smallest lot, at the southeast corner of Yuma Road and Bullard Avenue has an underlying zoning of I-1, Light Industrial. The other four lots, located on the east side of Bullard Avenue have an underlying zoning of I-2, General Industrial. The site plan for Airpark Logistics Center, currently under review by staff, depicts five office/warehouse/distribution buildings to be constructed in two phases. The buildings depicted range in size from 320,320 square feet to 730,290 square feet.

Luke Air Force Base:

The Property is located within the vicinity of a military airport, but given the location of the subject property, base operations should not be adversely impacted by the proposed development nor should the subject property be adversely impacted.

Phoenix-Goodyear Airport:

The Property is adjacent to the Phoenix-Goodyear Airport and is located within the 75, 70, 65, and 60 DNL aviation noise contours. Consequently, an Avigation Notice and Notice to Prospective Purchasers of Proximity to Airport was recorded in the public record by SunMP in 2007, following approval of the City Center Airpark PAD.

Fire Response:

Emergency response times and distances are provided below:

Nearest Goodyear Fire Station	Shortest path		Longest path		2nd Nearest Goodyear Fire Station	Shortest path		Longest path	
	Mins	Miles	Mins	Miles		Mins	Miles	Mins	Miles
Station #184/181	4.19	2.09	4.66	2.33	Station #185	10.01	5.00	10.42	5.21

Police Response:

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

Streets/Transportation:

The northernmost lot will be accessed via Yuma Road and Bullard Avenue. The remaining four lots will be accessed via Bullard Avenue. All the lots will also be connected internally along the east property lines of the lots. All required street improvements will be completed with development of the Property, in accordance with a phasing plan approved by the city. Construction of any Bullard Avenue street improvements that require cutting into the median will also require the Property owner to salvage all median trees that need to be removed from the median for the construction. The salvaged trees will be transplanted by the Property owner to the section of Bullard Avenue adjacent to the Spring Training Development Complexes.

Water/Wastewater:

The subject property is located within the city of Goodyear water and wastewater service area.

FINDINGS:

Staff finds the preliminary plat is consistent with the development standards established in the I-1, Light Industrial and the I-2, General Industrial zoning districts, and is consistent with the technical requirements of the city's subdivision regulations. It also provides for the orderly development of the property by identifying the required infrastructure needed to serve the development.

PLANNING AND ZONING COMMISSION:

The request for approval of the Preliminary Plat for Airpark Logistics Center was presented to the Commission at its meeting on June 9, 2021. The Commission recommended approval of the preliminary plat by a vote of 6 to 0. No member of the public appeared at the meeting regarding the request.

ATTACHMENTS:

Aerial Photo

Preliminary Plat for Airpark Logistics Center

Landscape Plan

LEGAL DESCRIPTION

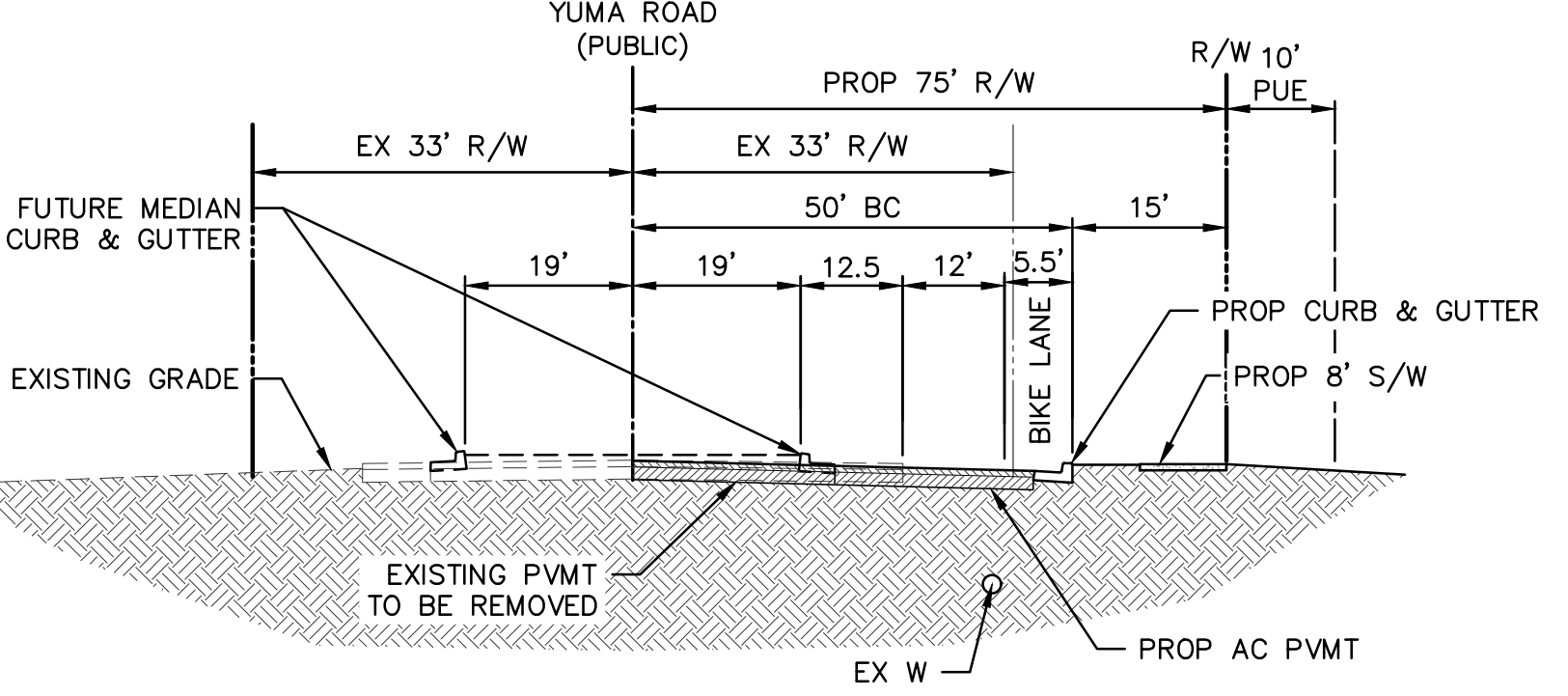
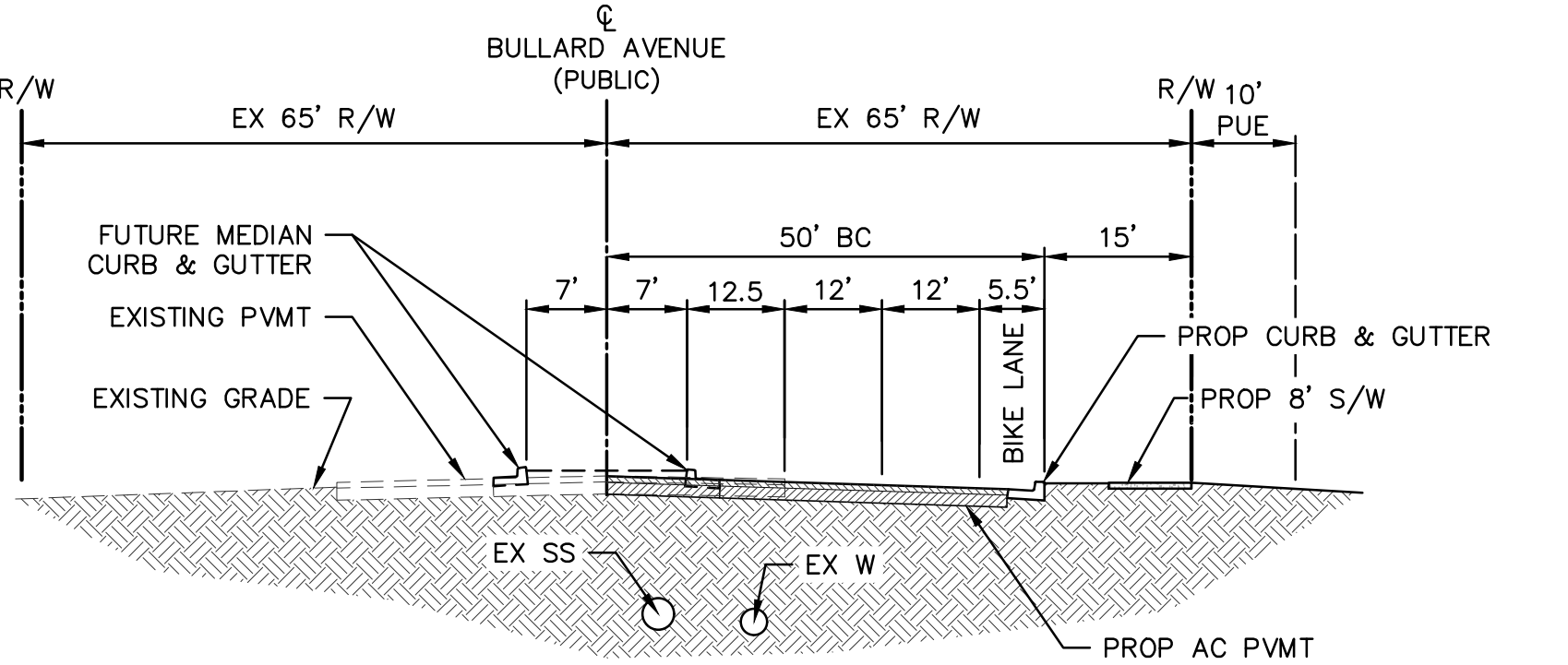
PARCEL NO. 1:
A PARCEL OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16;
THENCE SOUTH 01° 53' 13" EAST, 577.50 FEET ALONG THE WEST LINE OF SAID SECTION 16 TO THE POINT OF BEGINNING;
THENCE SOUTH 01° 53' 13" EAST, 1631.76 FEET ALONG SAID WEST LINE;
THENCE NORTH 38° 07' 25" EAST, 2748.05 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF WESTERN AVENUE;
THENCE NORTH 89° 34' 19" WEST, 1126.54 FEET ALONG SAID SOUTHERLY RIGHT OF WAY OF WESTERN AVENUE;
THENCE SOUTH 01° 53' 13" EAST, 544.47 FEET;
THENCE NORTH 89° 34' 19" WEST, 641.71 FEET TO THE POINT OF BEGINNING;
EXCEPT ALL COAL AND OTHER MINERALS RESERVED IN PATENT FROM STATE OF ARIZONA; AND
EXCEPT ALL MINES, MINERALS, OIL, GAS AND COAL AS RESERVED IN DEED RECORDED IN BOOK 581 OF DEEDS, PAGE 375, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 2:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
BEGINNING 241.71 FEET EAST AND 33 FEET SOUTH OF THE NORTHWEST CORNER OF SAID SECTION 16;
THENCE SOUTH AND PARALLEL WITH THE WEST LINE OF SAID SECTION 16, A DISTANCE OF 544.5 FEET;
THENCE EAST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 400 FEET;
THENCE NORTH 544.5 FEET; THENCE WEST 400 FEET TO THE POINT OF BEGINNING;
EXCEPT ALL COAL AND OTHER MINERALS RESERVED IN PATENT FROM STATE OF ARIZONA.

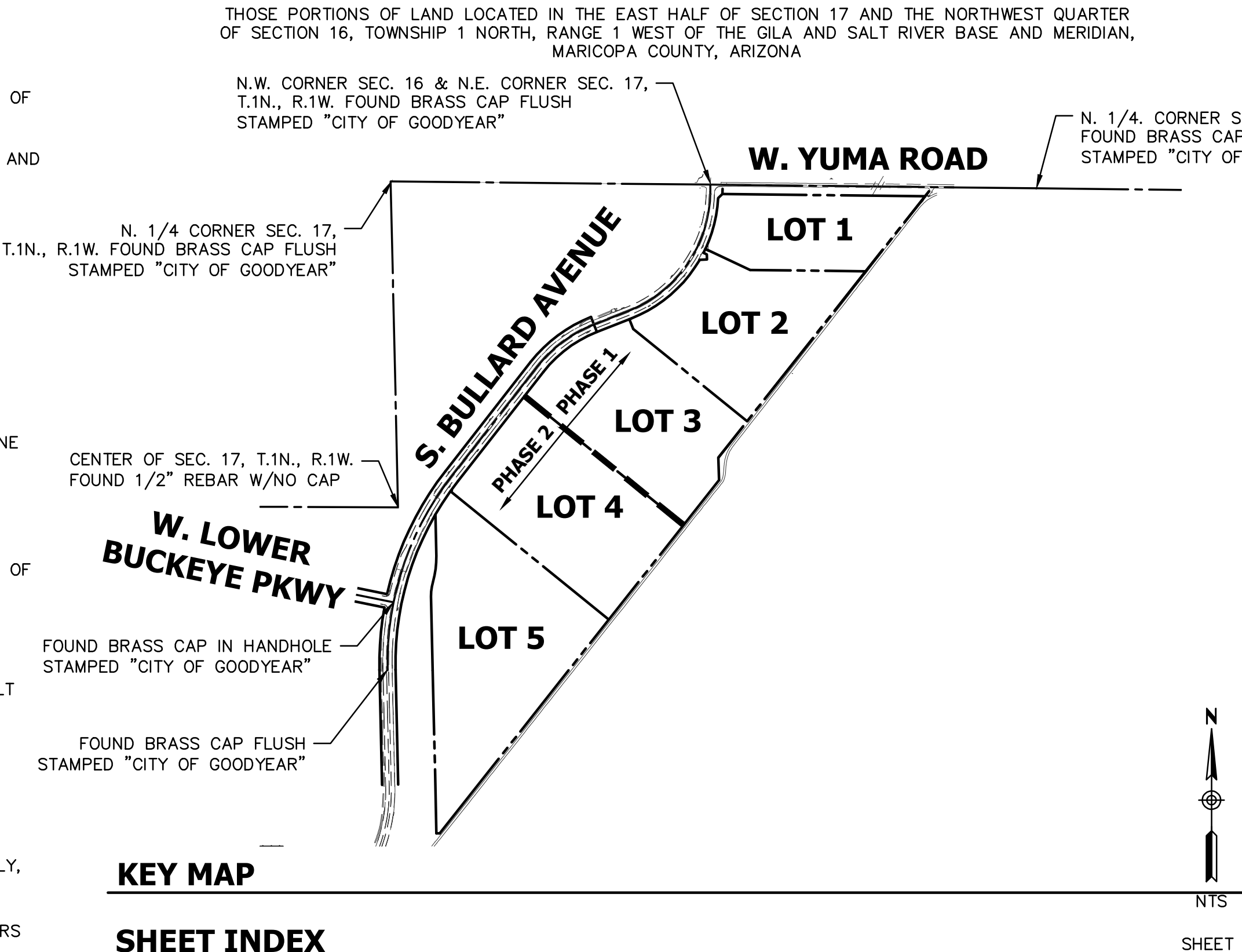
PARCEL NO. 3:
THAT PORTION OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 16;
THENCE SOUTH 02° 07' EAST, ALONG THE WEST LINE OF SAID SECTION 16, A DISTANCE OF 577.50 FEET;
THENCE SOUTH 89° 48' EAST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 16, A DISTANCE OF 400 FEET;
THENCE NORTH 02° 07' WEST, PARALLEL WITH THE WEST LINE OF SAID SECTION 16, A DISTANCE OF 577.50 FEET TO THE NORTH LINE OF SAID SECTION 16;
THENCE NORTH 89° 48' WEST ALONG SAID NORTH LINE, A DISTANCE OF 241.71 FEET TO THE POINT OF BEGINNING;
EXCEPT THEREFROM THE NORTH 33.00 FEET THEREOF; AND
EXCEPT ANY PORTION LYING WITHIN THE RAILROAD RIGHTS OF WAY; AND
EXCEPT ALL COAL AND OTHER MINERALS RESERVED IN PATENT FROM STATE OF ARIZONA; AND
EXCEPT ALL MINES, MINERALS, OIL, GAS AND COAL AS RESERVED IN DEED RECORDED IN BOOK 581 OF DEEDS, PAGE 375, RECORDS OF MARICOPA COUNTY, ARIZONA; AND
EXCEPT ANY PORTION DEDICATED TO THE CITY OF GOODYEAR, AN ARIZONA MUNICIPAL CORPORATION, BY RIGHT OF WAY DEDICATION RECORDED IN DOCUMENT NO. 2009-0118617, AND REFORMATION AGREEMENT RECORDED IN DOCUMENT NO. 2014-0541673, AND RERECORDED IN DOCUMENT NO. 2014-0550110, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 4:
THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;
EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 17;
THENCE SOUTH 01°22' 44" WEST, 58.99 FEET TO THE BEGINNING OF A TANGENT CURVE OF 1045.80 FOOT RADIUS, CONCAVE NORTHWESTERLY;
THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 26° 23' 20", A DISTANCE OF 481. 82 FEET;
THENCE SOUTH 62° 13' 26" EAST, 55.00 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 62° 13' 26" EAST, 39.79 FEET TO A POINT ON A LINE WHICH IS PARALLEL TO AND 51.10 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF SAID SECTION 17;
THENCE SOUTH 01° 21' 13" EAST, ALONG SAID PARALLEL LINE, 40.00 FEET;
THENCE SOUTH 88° 38' 47" WEST, 70.33 FEET TO A POINT ON A 1100.80 FOOT RADIUS NON-TANGENT CURVE, WHOSE CENTER BEARS NORTH 58° 37' 15" WEST;
THENCE NORTHEASTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 03° 36' 11", A DISTANCE OF 69.22 FEET TO THE POINT OF BEGINNING, AS CONVEYED BY INSTRUMENT RECORDED IN DOCUMENT NO. 2002-0026623, RECORDS OF MARICOPA COUNTY, ARIZONA; AND
EXCEPT ANY PORTION LYING NORTH OF THE SOUTH LINE OF ESTRELLA VISTA TANK SITE AND WELL SITE ACCESS ROAD DESCRIBED IN SPECIAL WARRANTY DEED RECORDED IN DOCUMENT NO. 2002-0026625, RECORDS OF MARICOPA COUNTY, ARIZONA; AND
EXCEPT ANY PORTION LYING NORTH OF THE SOUTH LINE OF "GOODYEAR RIGHT OF WAY" MAP OF DEDICATION OF RECORDED AS BOOK 963 OF MAPS, PAGE 22, RECORDS OF MARICOPA COUNTY, ARIZONA; AND
EXCEPT ANY PORTION DEDICATED TO THE CITY OF GOODYEAR, AN ARIZONA MUNICIPAL CORPORATION, BY RIGHT OF WAY DEDICATION RECORDED IN DOCUMENT NO. 2009-0118617, AND REFORMATION AGREEMENT RECORDED IN DOCUMENT NO. 2014-0541673, AND RERECORDED IN DOCUMENT NO. 2014-0550110, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 5:
THE EAST HALF OF SECTION 17, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;
EXCEPT THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 17; AND
EXCEPT THAT PART OF THE SOUTHEAST QUARTER OF SAID SECTION 17 DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SAID SECTION 17;
THENCE NORTH 00° 16' WEST (ASSUMED BEARING), ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF SECTION 17, A DISTANCE OF 2078.19 FEET TO A POINT FROM WHICH THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 17 BEARS NORTH 00° 16' WEST, A DISTANCE OF 545.11 FEET;
THENCE SOUTH 39° 45' 30" WEST, A DISTANCE OF 2649.45 FEET TO A POINT FROM WHICH THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 17 BEARS NORTH 88° 36' WEST, A DISTANCE OF 915.31 FEET;
THENCE SOUTH 88° 36' EAST, A DISTANCE OF 1704.79 FEET TO THE POINT OF BEGINNING; AND
EXCEPT THAT PART OF THE EAST HALF OF SAID SECTION 17, CONVEYED TO THE CITY OF PHOENIX IN DOCUMENT NO. 88-360358, RECORDS OF MARICOPA COUNTY, ARIZONA DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 17;
THENCE SOUTH 01° 53' 13" EAST 2391.07 FEET ALONG THE EAST LINE OF SAID SECTION 17 TO THE POINT OF BEGINNING;
THENCE SOUTH 01° 53' 13" EAST, 232.64 FEET ALONG SAID EAST LINE TO THE EAST QUARTER CORNER OF SAID SECTION 17;
THENCE SOUTH 01° 52' 56" EAST, 545.11 FEET ALONG THE EAST LINE OF SAID SECTION 17;
THENCE SOUTH 38° 07' 25" WEST, 2650.80 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17;
THENCE SOUTH 89° 44' 00" WEST 637.92 FEET ALONG SAID SOUTH LINE OF SAID SECTION 17;
THENCE NORTH 38° 07' 25" EAST, 3642.68 FEET TO THE POINT OF BEGINNING;
EXCEPT ANY PORTION LYING NORTH AND WEST OF THE SOUTH AND EAST LINE OF "GOODYEAR RIGHT OF WAY" MAP OF DEDICATION OF RECORDED IN BOOK 963 OF MAPS, PAGE 22, RECORDS OF MARICOPA COUNTY, ARIZONA; AND
EXCEPT THAT PORTION CONVEYED TO CITY OF GOODYEAR, ARIZONA, AN ARIZONA MUNICIPAL CORPORATION BY SPECIAL WARRANTY DEED RECORDED AUGUST 27, 2014 IN DOCUMENT NO. 2014-567661, RECORDS OF MARICOPA COUNTY, ARIZONA;
EXCEPT THAT PORTION CONVEYED TO CITY OF GOODYEAR, ARIZONA, AN ARIZONA MUNICIPAL CORPORATION BY SPECIAL WARRANTY DEED RECORDED AUGUST 27, 2014 IN DOCUMENT NO. 2014-567663, RECORDS OF MARICOPA COUNTY, ARIZONA.



PRELIMINARY PLAT
FOR
AIRPARK LOGISTICS CENTER
SEC OF YUMA RD & BULLARD AVE
GOODYEAR, ARIZONA



KEY MAP

SHEET INDEX

PRELIMINARY PLAT COVER SHEET	.P1
PRELIMINARY PLAT.	.P2-P4

ABBREVIATIONS

ABC	AGGREGATE BASE COURSE	ESMT	EASEMENT	R/W	RIGHT OF WAY
AC	ASPHALTIC CEMENT	EX	EXISTING	SD	STORM DRAIN
BC	BACK OF CURB	F/C	FACE OF CURB	SS	SANITARY SEWER
BFP	BACKFLOW PREVENTOR	FF	FINISH FLOOR	SSMH	SANITARY SEWER MANHOLE
BOT	BOTTOM	FG	FINISH GRADE	S/W	SIDEWALK
CB	CATCH BASIN	FH	FIRE HYDRANT	TC	TOP OF CURB
CF	CUBIC FEET	FL	FLOW LINE	UGRT	UNDERGROUND RETENTION PIPE
CL	CENTERLINE	G	GUTTER	UGE	UNDERGROUND ELECTRICAL
CO	CURB OPENING	HDWL	HEADWALL	VCP	VITRIFIED CLAY PIPE
DNL	DAY-NIGHT SOUND LEVEL (LUKE AFB)	HW	HIGH WATER	VP	VOLUME PROVIDED
DW	DRYWELL	NTS	NOT TO SCALE	VR	VOLUME REQUIRED
		P	PAVEMENT	W	WATER
		PUE	PUBLIC UTILITY EASEMENT		

PHASING PLAN

THE PHASING PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE AS THE PROPERTY DEVELOPS. THE PROJECT WILL BE COMPLETED IN TWO (2) PHASES.

OFFSITE IMPROVEMENT PHASING:

- PHASE 1: ALL OFFSITE HALF STREET IMPROVEMENTS ALONG YUMA ROAD AND THE DECELERATION LANES AND MEDIAN BREAKS ALONG BULLARD AVENUE FOR LOTS 1-3. INCLUDING THE ACCESS BETWEEN LOTS 3&4.
- PHASE 2: THE DECELERATION LANES AND MEDIAN BREAKS FOR LOTS 4&5.

UTILITY PHASING:

- PHASE 1: SEWER AND WATER TAPS FOR LOTS 1-3.
- PHASE 2: SEWER AND WATER TAPS FOR LOTS 4&5.

PHASING STATEMENT

PHASE 1 INCLUDES LOTS 1-3 AND THE RENOVATED INFRASTRUCTURE. PHASE 2 INCLUDES LOTS 4 AND 5. FULL DRIVE IMPROVEMENTS BETWEEN LOTS 3 AND 4 WILL BE INCLUDED WITH PHASE 1. TEMPORARY RETENTION WILL BE PROVIDED IF NECESSARY.

VICINITY MAP

OWNER

SUN MP INVESTMENT
PROPERTIES, LLC
5665 N. SCOTTSDALE ROAD, SUITE 135
SCOTTSDALE, ARIZONA 85258
CONTACT: PHILIP J. HANDLEY

DEVELOPER

LGE DESIGN GROUP
1200 N. 52ND STREET
PHOENIX, ARIZONA 85008
PHONE: (480) 966-4001
CONTACT: BLAKE WELLS
EMAIL: BLAKEW@LGEDESIGNBUILD.COM

ARCHITECT

LGE DESIGN GROUP
1200 N. 52ND STREET
PHOENIX, ARIZONA 85008
PHONE: (480) 966-4001
CONTACT: JOHN MOCARSKI
EMAIL: JOHNML@LGEDESIGNGROUP.COM

ZONING: PAD W/UNDERLYING I-1 & I-2

BENCHMARK

3" BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY HIGHWAY DEPT." LOCATED AT THE INTERSECTION OF LITCHFIELD ROAD & VAN BUREN ST. CITY OF GOODYEAR BENCHMARK POINT NO. G332.
ELEVATION = 981.64 (NAVD 88 DATUM).

3" BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY HIGHWAY DEPT." LOCATED ON LITCHFIELD ROAD 1/2 MILE NORTH OF YUMA ROAD. CITY OF GOODYEAR BENCHMARK POINT NO. G328.
ELEVATION = 977.78 (NAVD 88 DATUM).

BASIS OF BEARING

BASIS OF BEARING FOR THIS SURVEY IS A BEARING OF SOUTH 89°21'01" EAST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, PER THE RECORD OF SURVEY OF LEASE PARCELS FOR LUX FBO AT PHOENIX-GOODYEAR AIRPORT AS RECORDED IN BK. 1192, PG. 18, M.C.R.

FEMA CLASSIFICATION

THE CURRENT FEMA FLOOD INSURANCE RATE MAP (FIRM) FOR THIS AREA, MAP NUMBER 04013C2145 & 04013C2165N (EFFECTIVE REVISED DATE SEPTEMBER 18, 2020), DESIGNATES THE PROPERTY WITHIN FLOOD HAZARD ZONE X & AE.

ZONE: X IS DEFINED AS AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT, OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

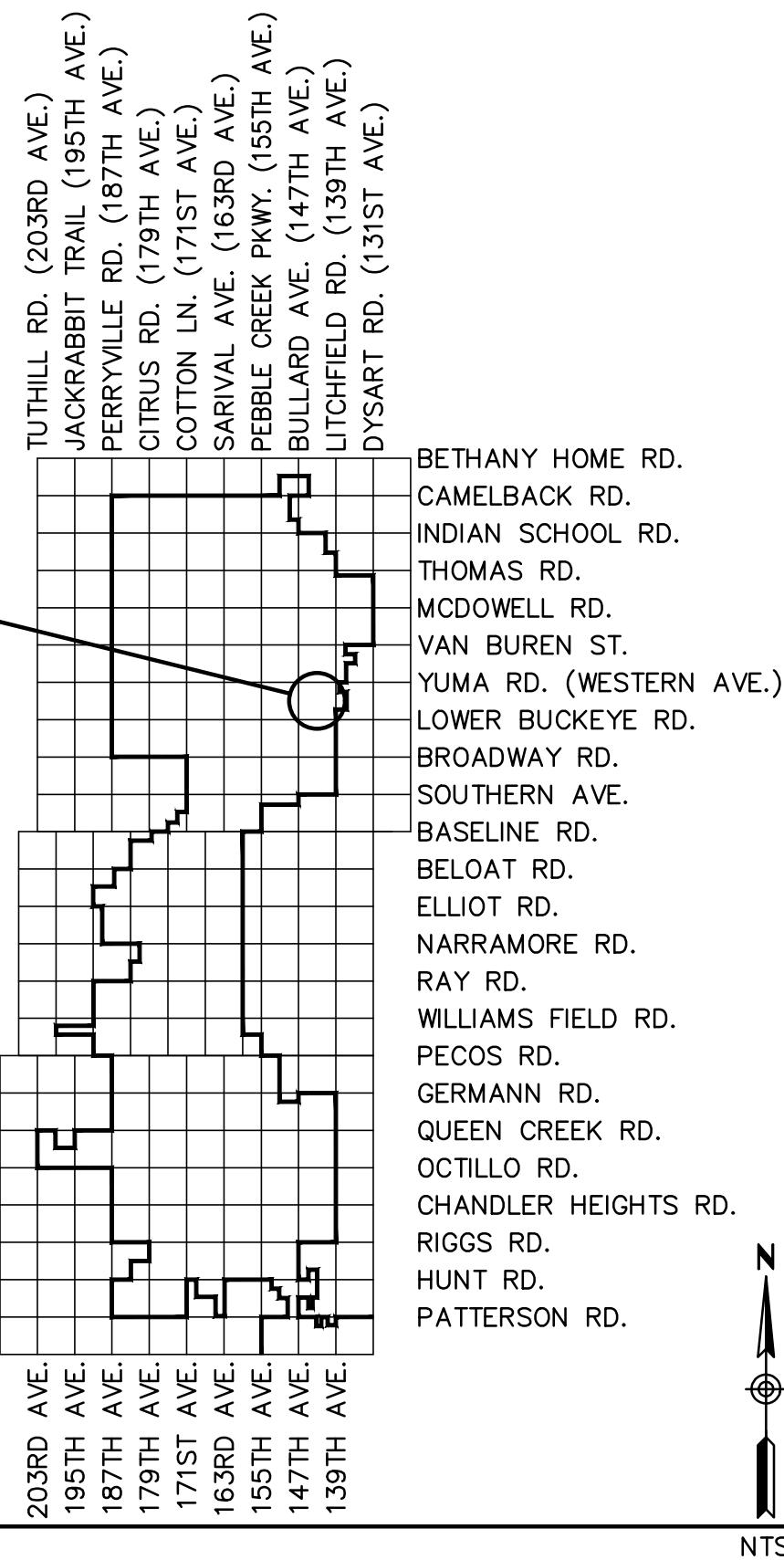
ZONE:AE ARE DEFINED AS BASE FLOOD ELEVATIONS DETERMINED.

AREA TABLE

DESCRIPTION	AREA (NET)	AREA (NET)	USE	OWNERSHIP	MAINTENANCE
LOT 1	21.81 AC	878,973.63 SF	PROPOSED BUILDING A	LGE	LGE
LOT 2	29.79 AC	1,297,707.57 SF	PROPOSED BUILDING B	LGE	LGE
LOT 3	34.51 AC	1,503,393.40 SF	PROPOSED BUILDING C	LGE	LGE
LOT 4	37.03 AC	1,613,192.99 SF	PROPOSED BUILDING D	LGE	LGE
LOT 5	47.11 AC	2,052,250.75 SF	PROPOSED BUILDING E	LGE	LGE

UTILITY SERVICE PROVIDERS

SEWER	CITY OF GOODYEAR
WATER	CITY OF GOODYEAR
GAS	SOUTHWEST GAS
ELECTRIC	ARIZONA PUBLIC SERVICE (APS)
TELEPHONE	CENTURY LINK
CATV	COX COMMUNICATION
IRRIGATION	ROOSEVELT IRRIGATION DISTRICT



CIVIL ENGINEER

HUNTER ENGINEERING, INC.
10450 N. 74TH STREET, SUITE #200
SCOTTSDALE, ARIZONA 85258
PHONE: (480) 991-3985
CONTACT: LARRY TALBOTT
E-MAIL: LTALBOTT@HUNTERENGINEERINGPC.COM

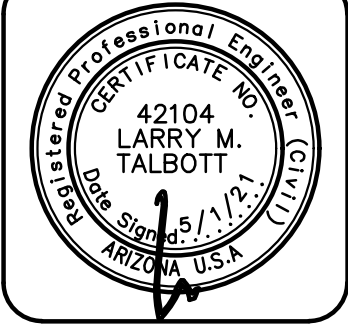
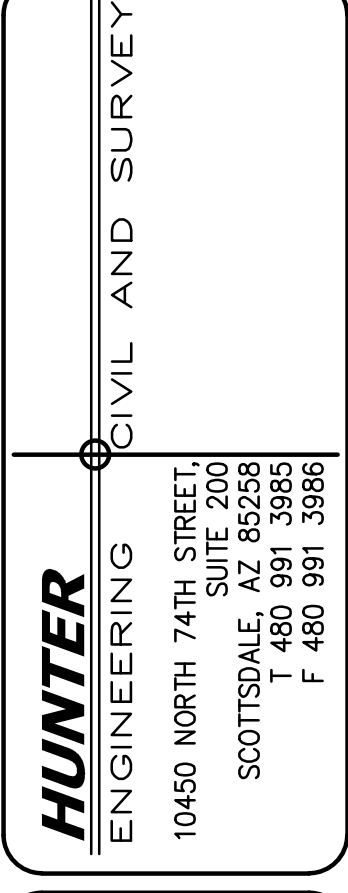
EXISTING LEGEND

CENTERLINE	---
RIGHT OF WAY	---
PROPERTY LINE	---
EASEMENT	---
MAJOR CONTOUR	1035
MINOR CONTOUR	1032
SANITARY SEWERLINE	SS
WATERLINE	W
CHAIN LINK FENCE	X
DOWN GUY/ANCHOR	G
POWER POLE	P
STREET LIGHT	S
SANITARY SEWER MANHOLE	S
WATER VALVE	V
FIRE HYDRANT	H

NO.	DATE	REVISION	BY

DESIGN BY: LT
DRAWN BY: DFK
CHECKED BY: LT

PURPOSE:
PRELIMINARY PLAT SUBMITTAL



PRELIMINARY PLAT COVER SHEET
FOR
AIRPARK LOGISTICS CENTER
SEC OF YUMA RD & BULLARD AVE
GOODYEAR, ARIZONA

CONTACT ARIZONA AT AT LEAST 2 FULL WORKING DAYS BEFORE YOU BEGIN DRAWING

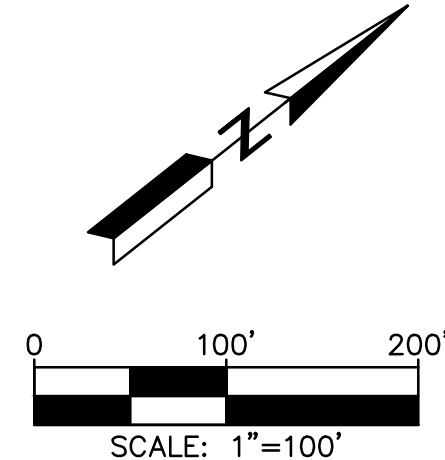
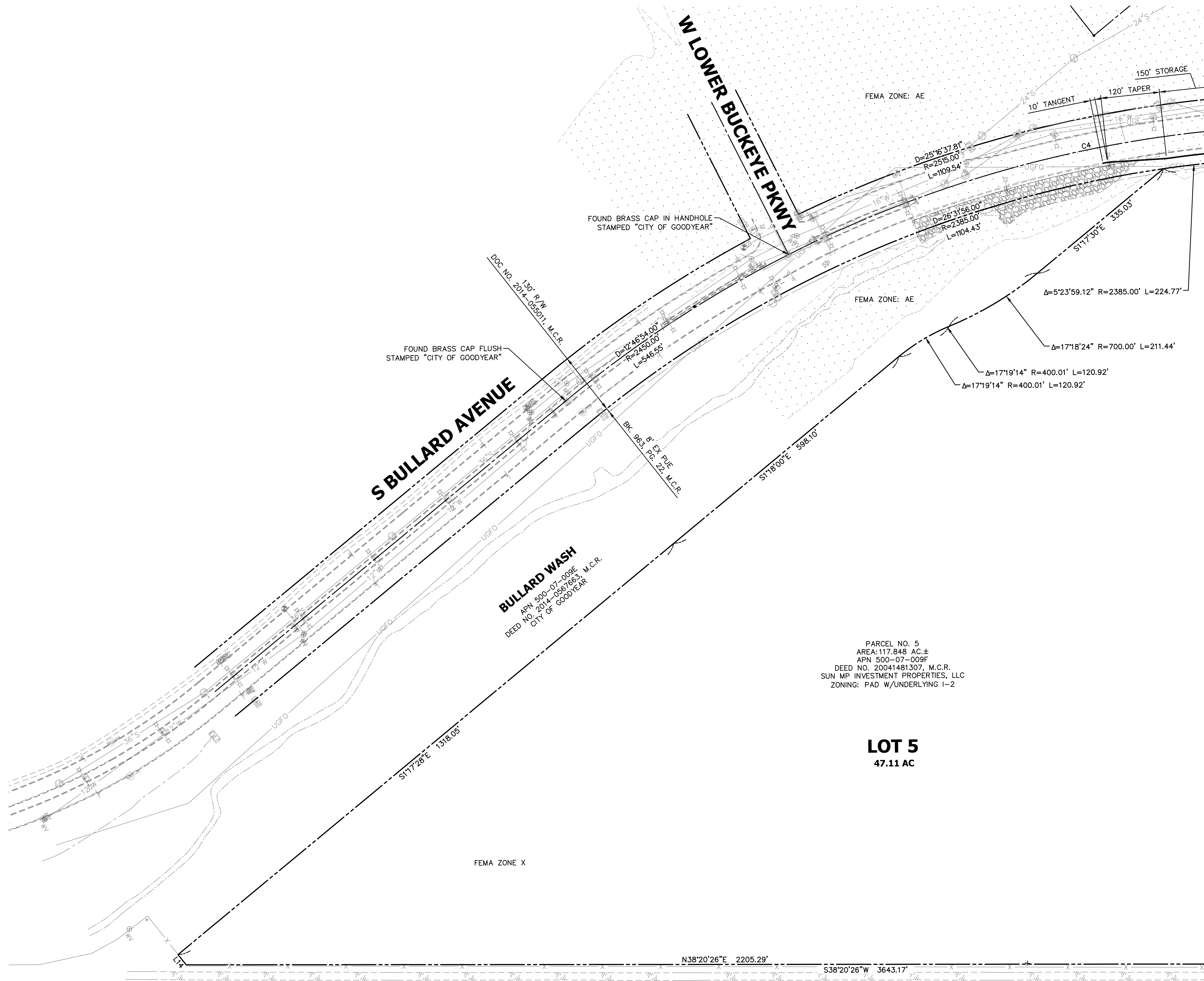
AR ZONAB11
CALL 811 OR CLICK ARZONAB11.COM

THESE PLANS ARE NOT APPROVED FOR CONSTRUCTION WITHOUT AN APPROVED SIGNATURE FROM THE GOVERNING MUNICIPALITY.

PROJECT NAME:
AIRPARK LOGISTICS CENTER

HE NO.: LGEC282
SCALE: N.T.S.

SHEET:
P1



MATCH LINE SEE SHEET P3

NO.	DATE	REVISION	BY

PURPOSE:
PRELIMINARY PLAT SUBMITTAL

DESIGN BY: LT
DRAWN BY: DFK
CHECKED BY: LT

HUNTER
ENGINEERING
CIVIL AND SURVEY
10450 NORTH 74TH STREET,
SUITE 200
SCOTTSDALE, AZ 85260
T 480 981 3386
F 480 981 3986



PRELIMINARY PLAT
FOR
AIRPARK LOGISTICS CENTER
SEC OF YUMA RD & BULLARD AVE
GOODYEAR, ARIZONA



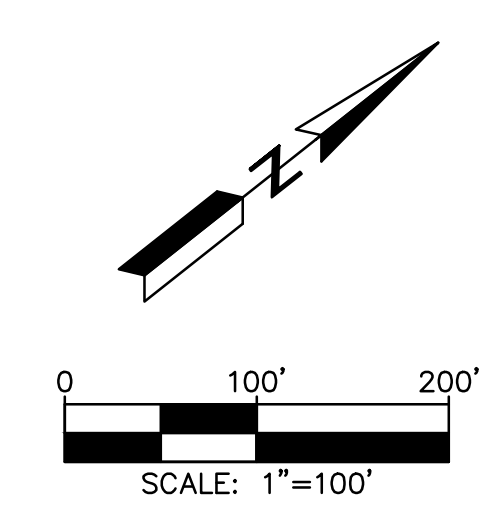
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CONSTRUCTION
WITHOUT AN
APPROVED SIGNATURE
FROM THE GOVERNING
MUNICIPALITY.

PROJECT NAME:
AIRPARK
LOGISTICS
CENTER

HE NO.: LGEC282
SCALE: 1"=100'

SHEET:
P2

APN 500-07-009B
DEED NO. 1988-0360358, M.C.R.
CITY OF GOODYEAR



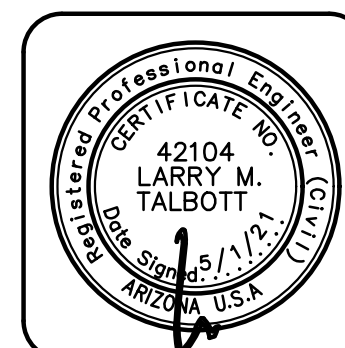
NO.	DATE	REVISION	BY

PURPOSE:

PRELIMINARY PLAT SUBMITTAL

DESIGN BY: LT
DRAWN BY: DFK
CHECKED BY: LT

HUNTER
ENGINEERING
10450 NORTH 74TH STREET,
SUITE 200
SCOTTSDALE, AZ 85258
T 480 991.3985
F 480 991.3986



**PRELIMINARY PLAT
FOR
AIRPARK LOGISTICS CENTER
SEC OF YUMA RD & BULLARD AVE
GOODYEAR, ARIZONA**

CONTACT ARIZONA 811 AT LEAST 2 FULL
WORKING DAYS BEFORE YOU BEGIN EXCAVATION

ARIZONA811
BLUE STAKE, INC.

CALL 811 OR CLICK ARIZONA811.COM

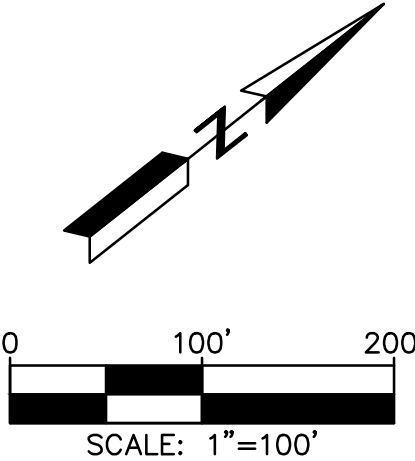
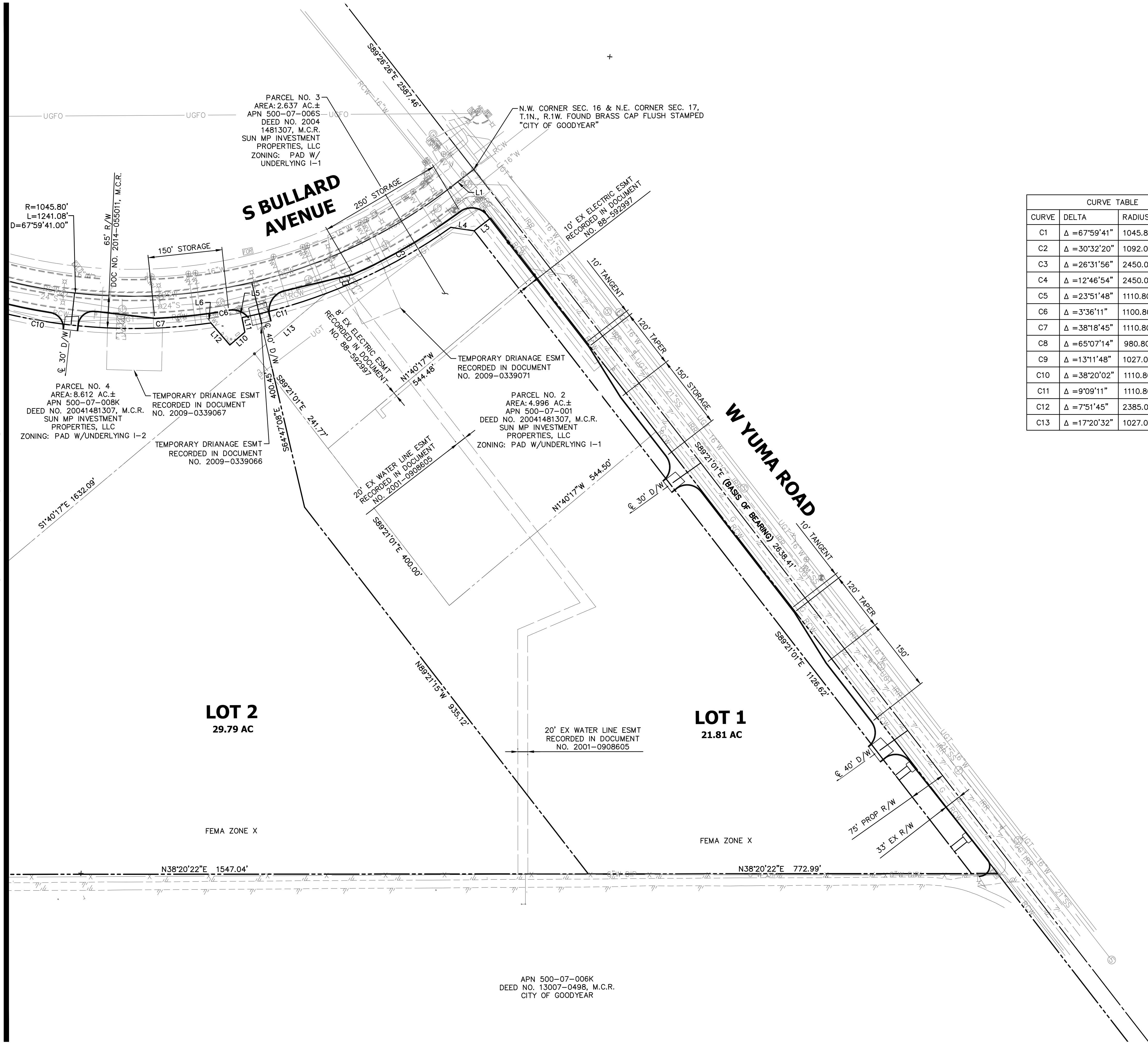
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FROM THE GOVERNING
MUNICIPALITY.

PROJECT NAME:
AIRPARK
LOGISTICS
CENTER

HE NO.: LGEC282
SCALE: 1"=100'

SHEET:
P3

MATCH LINE SEE SHEET P3



CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	$\Delta = 67^{\circ}59'41''$	1045.80'	1241.08'
C2	$\Delta = 30^{\circ}32'20''$	1092.05'	582.07'
C3	$\Delta = 26^{\circ}31'56''$	2450.00'	1134.53'
C4	$\Delta = 12^{\circ}46'54''$	2450.00'	546.55'
C5	$\Delta = 23^{\circ}51'48''$	1110.80'	462.64'
C6	$\Delta = 3^{\circ}36'11''$	1100.80'	69.22'
C7	$\Delta = 38^{\circ}18'45''$	1110.80'	742.77'
C8	$\Delta = 65^{\circ}07'14''$	980.80'	1114.75'
C9	$\Delta = 13^{\circ}11'48''$	1027.05'	236.55'
C10	$\Delta = 38^{\circ}20'02''$	1110.80'	743.19'
C11	$\Delta = 9^{\circ}09'11''$	1110.80'	177.45'
C12	$\Delta = 7^{\circ}51'45''$	2385.00'	327.28'
C13	$\Delta = 17^{\circ}20'32''$	1027.05'	310.87'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°33'31"W	58.78'
L2	S38°00'35"W	1119.62'
L3	S00°39'16"W	42.00'
L4	S46°52'50"W	47.66'
L5	N63°02'29"E	9.89'
L6	N87°49'44"E	11.72'
L7	S68°33'29"W	299.73'
L8	N21°26'31"W	119.76'
L9	S21°27'08"E	0.15'
L10	S02°10'32"E	40.00'
L11	S63°02'45"E	29.91'
L12	S87°49'28"W	58.60'
L13	S1°40'17"E	189.31'
L14	S89°56'58"E	26.71'

NO.	DATE	REVISION	BY	PURPOSE:
				PRELIMINARY PLAT SUBMITTAL

DESIGN BY: LT
DRAWN BY: DFK
CHECKED BY: LT

HUNTER
ENGINEERING
CIVIL AND SURVEY
10450 NORTH 74TH STREET, SUITE 200
SCOTTSDALE, ARIZONA 85258
T 480.981.3986
F 480.981.3986



PRELIMINARY PLAT FOR
AIRPARK LOGISTICS CENTER
SEC OF YUMA RD & BULLARD AVE
GOODYEAR, ARIZONA

CONTACT AIRPARK AT AT LEAST 2 FULL WORKING DAYS BEFORE YOU BEGIN EXCAVATION.
AR ZONAB11
CALL 811 OR CLICK ARZONAB11.COM

THESE PLANS ARE NOT APPROVED FOR CONSTRUCTION WITHOUT AN APPROVED SIGNATURE FROM THE GOVERNING MUNICIPALITY.

PROJECT NAME:
AIRPARK LOGISTICS CENTER

HE NO.: LGEC282
SCALE: 1"=100'

SHEET:
P4

ITEM #: 6.
DATE: 01/24/2022
AI #:643



CITY COUNCIL ACTION REPORT

SUBJECT: COVID-19 LEAVE FOR COVID POSITIVE CASES (EXTENSION)

STAFF PRESENTER(S): Lyman Locket, Human Resources Director

SUMMARY

In September 2021, Council approved to reinstate paid leave for employees testing positive for COVID-19 and/or who are experiencing symptoms from receiving a COVID vaccination/booster, retroactive to June 1, 2021 with a stipulation to review this leave in 90-days (January 2022). During this period of June 2021 through December 2021, 58 employees have requested a total of 3,852 hours of paid COVID leave.

Due to the impact of the Omicron variant, we are requesting to extend the paid leave an additional 7 months, with a review no later than August 2022. Employees who are ill will be required to provide proof of a positive diagnosis or a proof of a recent vaccination to access the leave. Based on our past experience, we estimate that on average approximately 8 to 12 employees per month will access the leave.

Recommendation

Approve 7-month extension for paid leave for employees testing positive for COVID-19. (Lyman Locket, Human Resources Director)

FISCAL IMPACT

It is estimated that 8-12 employees per month will avail themselves of this leave. The majority of this leave will have no budgetary impact as employees will continue to get paid their budgeted salary while on COVID leave. In the event that backfills are necessary to ensure adequate staffing it is anticipated that the cost of these backfills will be absorbed within the departments currently allocated budget.

BACKGROUND AND PREVIOUS ACTIONS

The availability of paid leave is a key component of managing and encouraging employees to stay home if they do not feel well. During the period of April 1, 2020 – December 31, 2020 the Family First Coronavirus Response Act (FFCRA) required us to pay leave related to the pandemic. Once the mandated program ended, we presented and received Council approval to extend the benefit through May 31, 2021. In September 2021, Council approved to reinstate paid leave for employees testing positive for COVID-19 and/or who are experiencing symptoms from receiving a COVID vaccination/booster, retroactive to June 1, 2021 with a stipulation to review this leave in 90-days (January 2022).

STAFF ANALYSIS

During the period of June 2021 through December 2021, 58 employees have requested a total of 3,852 hours of paid COVID leave. We estimate that on average approximately 8 to 12 employees per month will continue to access the leave.

ITEM #: 7.
DATE: 01/24/2022
AI #:607



CITY COUNCIL ACTION REPORT

SUBJECT: REZONE APPROXIMATELY 29 ACRES FROM PLANNED AREA DEVELOPMENT (PAD) TO MF-24 WITH THE ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS MF-24 WITH PAD OVERLAY

STAFF PRESENTER(S): Christian M. Williams, Senior Planner

SUMMARY

Request to rezone approximately 29 acres generally located southeast of Cotton Lane and Van Buren Street (the "Property") from Planned Area Development (PAD) to MF-24 with the Estrella Springs and Suncrest Vista at Canyon Trails MF-24 with Planned Area Development (PAD) Overlay.

Recommendation

1. ADOPT RESOLUTION NO. 2022-2199, DECLARING AS PUBLIC RECORDS THOSE CERTAIN DOCUMENTS FILED WITH THE CITY CLERK AND TITLED, "OFFICIAL SUPPLEMENTARY ZONING MAP NO. 21-08" AND "LEGAL DESCRIPTION," AND "ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS DEVELOPMENT REGULATIONS MF-24 WITH PAD OVERLAY (NOVEMBER 2021)."
2. ADOPT ORDINANCE NO. 2022-1522, CONDITIONALLY REZONING APPROXIMATELY 29 ACRES OF PROPERTY LOCATED AT THE SOUTHEAST CORNER OF COTTON LANE AND VAN BUREN STREET TO BE KNOWN AS ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS; AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGEMENT; PROVIDING FOR CORRECTIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR PENALTIES; AND DIRECTING THE CITY CLERK TO RECORD A COPY OF THIS ORDINANCE. (Christian M. Williams, Senior Planner)

FISCAL IMPACT

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

state shared revenues and the increased demand for commercial and retail development. Any areas that will be maintained by the city are constructed by the developer and then conveyed to the city two years after construction.

BACKGROUND AND PREVIOUS ACTIONS

The zoning for the Property is Canyon Trails Phase I Planned Area Development (PAD), which was adopted by Ordinance No. 99-649. The northern approximate 10-acres of the Property has an underlying land use designation of Commercial and the southern approximate 19-acres of the Property has an underlying land use designation of Medium High Density (Residential).

The current request proposes to rezone approximately 29 acres of commercial and medium high density residential to the MF-24 Multi-family Residential District with a PAD overlay to allow for the development of senior and family residential multi-family residences.

STAFF ANALYSIS

Current Policy:

A rezoning request requires public review and vote by the Planning and Zoning Commission and the City Council. The proposed rezoning must be in conformance with the General Plan and should not adversely impact the surrounding area. As set forth below, the proposed zoning is both consistent with the General Plan and will not adversely impact the surrounding area.

Details of the Request:

The applicant is requesting the Property be rezoned to MF-24 Multi-family Residential District with a Planned Area Development (PAD) Overlay to facilitate the development of two distinct multi-family developments. The standards and requirements in the Zoning Code, including those applicable to development within a MF-24 Zoning District, will apply to the development of the Property, except as modified by the PAD Overlay. The PAD Overlay provides for modifications of otherwise applicable development regulations based on the nature of the proposed developments. The PAD Overlay provides for modifications applicable to the northern approximate 10-acres of the Property (the "North Zone") and separate modifications applicable to the southern approximate 19-acres of the Property (the "South Zone") and it includes some modifications applicable to the entire Property.

The Property will be developed in two parts. The North Zone will be an age-restricted community expected to be known as "Suncrest Vista." This will be a senior housing development and is considered multi-family housing. It differs from assisted living in that each of these units are individual households and have full kitchen facilities. The South Zone is not age-restricted and is expected to be known as "Estrella Springs."

The use of a PAD Overlay is justified as the current development standards for the MF-24 zoning district do not address some of the unique circumstances found within the proposed senior and family residential multi-family developments. Although the PAD Overlay provides certain reductions in standards, certain reductions are warranted because of the large open space area between this site and the adjacent single-family development. The PAD Overlay includes provisions that would apply if, at some time in the future, the Property was split into two separate legal lots (the North Zone and the South Zone.) As discussed below, the PAD Overlay is supported by a number of enhancements, including required amenities, additional design requirements intended to provide for diversity in structures and to provide for the

development to be compatible with adjacent neighborhoods.

The proposed PAD overlay will modify the MF-24 standards as follows:

SUNCREST VISTA (North Zone) PAD OVERLAY MODIFIED DEVELOPMENT STANDARDS		
Development Standard	MF-24 Requirements	Proposed Senior Standards
Minimum Parking Spaces	1.5 spaces per 1-bedroom unit; 2 spaces per 2+ bedroom unit; 1 guest space per 10 units;	1 space per 1-bedroom unit; (4) 1.22 spaces per 2-bedroom unit; (4) 2 spaces per 3-bedroom unit; (4) 1 guest space per 10 units; (4)
Minimum South Setback	N/A	15'-0" (5) (measured from the southern boundary of the North Zone)
Maximum Building Height	40'-0" Canyon Trails PAD existing zoning allows up to 56'-0"	56'-0" (3)
Private Outdoor Open Space (Square Feet/Dwelling Unit)	60 SF	55 SF Min. Balcony (2) 60 SF Min. Ground Floor Patio (2)
Minimum Recreational Open Space (Per Dwelling Unit)	400 SF	500 SF
Minimum Setback from Single-Family Residential Zoning District	50 + 5 Feet for every foot over 30 Feet	50 + 5 Feet for every foot over 30 Feet (1)
Minimum Landscape Area (Net Site Area)	20%	35%

(1) As measured from a single-family residential lot.

(2) Private outdoor open space is that portion of the unit devoted to outdoor recreational use by the individual resident(s) of the unit or lot. This area is provided in addition to the recreational open space. Private outdoor open space shall be provided in the form of private yards, patios, or balconies. The minimum length and the minimum width of patios and balconies shall be five (5) feet.

(3) The maximum density of 24 dwelling units does not apply. However, a maximum number of dwelling units that can be constructed with the Property (both the South Zone and North Zone combined) applies as set forth below.

(4) The reduced parking space requirements in the North Zone Modified Development Standards table apply only if the North Zone is developed as an age-restricted multi-family rental community limited to residents 55 years or older, whose parking needs are less than what would otherwise be required in the Goodyear Zoning Ordinance. The requirements for parking in the Goodyear Zoning Ordinance, currently set forth in Article 6 of the Goodyear

Zoning Ordinance shall apply to the development of the North Zone unless Owner demonstrates, to the satisfaction of the City Attorney or his or her designee, the existence of a Land Use Restriction Agreement which has been recorded against the land and limits tenancy to those aged 55 or older. Once it has been demonstrated that the North Zone will be restricted to 55 years or older, then a minimum of 354 parking stalls will be provided. Parking will conform to the per-unit parking ratios specified in the North Zone Modified Development Standards table above.

(5) This is the setback that will apply if the owner of the Property decides to create separate parcels for the North Zone and South Zone.

ESTRELLA SPRINGS (South Zone) PAD OVERLAY DEVELOPMENT STANDARDS		
Development Standard	MF-24 Requirements	Proposed Family PAD
Minimum Parking Spaces	1.5 spaces per 1-bedroom unit; 2 spaces per +2-bedroom unit; 1 guest space per 10 units	1.10 space per 1-bedroom unit; (3) 1.45 spaces per 2-bedroom unit; (3) 2 spaces per 3-bedroom unit; (3) 1 guest space per 10 units (3)
Minimum Front Setback (on the north)	30'-0"	15'-0" (4) (north property line, adjacent to Suncrest Vista development)
Private Outdoor Open Space (Square Feet/Dwelling Unit)	60 SF	50 SF Min. Balcony (2) 58 SF Min. Ground Floor Patio (2)
Minimum Recreational Open Space (Per Dwelling Unit)	400 SF	500 SF
Minimum Setback from Single-Family Residential Zoning District	50 + 5 Feet for every foot over 30 Feet	50 + 5 Feet for every foot over 30 Feet (1)
Maximum Building Coverage	50%	25%

(1) As measured from a single-family residential lot.

(2) Private outdoor open space is that portion of the unit devoted to outdoor recreational use by the individual resident(s) of the unit or lot. This area is provided in addition to the recreational open space. Private outdoor open space shall be provided in the form of private yards, patios, or balconies. The minimum length and the minimum width of patios and balconies shall be five (5) feet.

(3) Article 6 of the Goodyear Zoning Ordinance shall apply to the development of the South Zone unless a parking plan addressing parking management is approved by the Director of Development Services or designee. If a parking plan addressing parking management is approved, then the reduced parking requirements in the South Zone Modified Development

Standards table above shall apply. The Owner of the South Zone shall be responsible for ensuring compliance with all terms of the approved parking management plan and the failure to do so constitutes a zoning violation.

(4) This is the setback that will apply if the owner of the Property decides to create separate parcels for the North Zone and South Zone.

In addition to modifying certain site area, setbacks, recreational open space, private open space and parking, the PAD Overlay contains standards to enhance architecture, pedestrian connectivity, amenities and continuity within the existing master planned community.

Building Setbacks:

MF-24 requires 50 feet plus 5 feet for every foot over 30 feet, as the minimum building setback from residential zoning districts, the intent of this regulation is to ensure proper setbacks between multifamily buildings and single-family homes. This setback is typically measured from the residential zoning district boundary rather than individual residential lots.

There is a large 100-foot-wide greenbelt open space area adjacent to the Site's eastern property line. This is considered as significant open space. The calculation of setbacks in the Zoning Ordinance did not contemplate the existence of a significant open space.

Although the size of the set back is consistent with the requirements in the MF-24 District, the PAD Overlay modifies how the set back is calculated. Because of the 100-foot wide greenbelt open space adjacent to the eastern boundary of the Property, the PAD Overlay provides that when calculating the additional set-back required for buildings in excess of 30feet, that calculation is to be measured from the building to residential lot boundaries rather than from the boundary of the residential development. Staff has found that if a 100-foot buffer is sufficient to buffer single-family homes from a freeway, it would be sufficient to provide buffer to multi-family development. To provide additional buffering, a 20-foot landscape buffer planted with a minimum of one (1) tree per twenty (20) feet on center will be provided along the eastern edge of the site, with every other tree being a minimum twenty-four (24) inch box size, which is not normally required in the MF-24 or C-2 zoning districts.

Building Height (North Zone - Suncrest Vista Only):

Under the existing PAD, commercial could be built up to 56-feet in height. These uses might include hotels, office buildings, entertainment uses, or indoor storage facilities. The proposed zoning for the North Zone (Suncrest Vista) allows up to 56-feet in height. This is an increase of 14-feet from the base MF-24 zoning district, but it is consistent with what is allowed today in the commercial zoning district. Further, the nearest single-family residence will be 300-feet away and the proposed 4-story buildings (on only the senior community portion) will achieve the appropriate scale for this type of development while allowing additional space on the North Zone for amenities, such as the Clubhouse (with community rooms), Fitness Center, swimming pool with deck and spa, outdoor kitchen, remote BBQ pavilions, and smaller courtyards with turf areas. The level of amenities required in the PAD Overlay is not required in the MF-24 Zoning District; the Zoning Ordinance only requires Recreational Open Space and does not require buildings or programmed facilities. This zoning case will require the developer to add amenities above and beyond Recreational Open Space and require high quality gathering spaces, programmed facilities and active open spaces. Vertical living is desirable on this portion of the Property rather than having larger building footprints that will take up most of the open space areas.

Recreational Open Space:

The PAD Overlay requires a minimum of 500 SF of recreational open space per unit for development within both the North Zone and South Zone, which is 25% greater than the minimum required under MF-24.

The proposed zoning incorporates a landscape and open space requirements with key features including: (a) diverse active and passive open space amenities, (b) connectivity throughout the site, (c) private open space integral to the open community courtyards, and (d) connectivity to the public realm. Approximately 40% of this is planned to be dedicated as active open space, such as recreational amenities, trails, usable turf, seating and gathering areas; this is double what is required under MF-24. The proposed zoning provides for a series of distinct amenity areas featuring the pool & sunbathing, play & fitness, backyard BBQ, and yoga garden themes. Ancillary amenities are also provided in the courtyards and throughout the Site, such as BBQ facilities, shaded seating areas, grass play areas, and bike storage/maintenance area. The level of amenities proposed in this development is not required in a typical multi-family community; the Zoning Ordinance only requires Recreational Open Space and does not require buildings or programmed facilities. This zoning requires amenities above and beyond Recreational Open Space and require high quality gathering spaces, programmed facilities and active open spaces. The main gathering areas are furnished with comfy chairs, tables and lounge areas.

Private Open Space:

MF-24 District development standards require sixty (60) square feet of private open space (balconies, patios) per residential unit with a minimum 6' x 6' patio or balcony.

The PAD Overlay for the North Zone reduces the size of the private open spaces required in the form of balconies or patios which range in square footage from 60 square feet to 55 square feet for balconies and 60 square feet for ground floor patios. The minimum length and width of both is 5-feet. Although the private open space requirements are slightly smaller than what is required in the MF-24 District, this reduction is off-set by other enhancements in the PAD Overlay. The PAD Overlay requires a minimum of 500 SF of recreational open space per unit for development within the North Zone, which is 25% greater than the minimum required under MF-24 District and the construction of an enhanced level of amenities not required under the MF-24 District that cater to the recreation needs of the residents.

The PAD Overlay for the South Zone reduces the size of the private open spaces required in the form of balconies or patios which range in square footage from 60 square feet to 50 square feet for balconies and 58 square feet for ground floor patios. The minimum length and width of both is 5-feet. Although the private open space requirements are slightly smaller than what is required in the MF-24 District, this reduction is off-set by other enhancements in the PAD Overlay. The PAD Overlay requires a minimum of 500 SF of recreational open space per unit for development within the North Zone, which is 25% greater than the minimum required under MF-24 District and the construction of an enhanced level of amenities not required under the MF-24 District that cater to the recreation needs of the residents.

Parking:

It is anticipated that the North Zone will be developed as an age-restricted multi-family rental community limited to residents 55 years or older, whose parking needs are less than what would otherwise be required in the Goodyear Zoning Ordinance. The PAD Overlay provides for a reduction in the number of parking spaces that would otherwise be required in Article 6 of the Goodyear Zoning Ordinance subject to the recordation of a Land Use Restriction Agreement recorded against the land and limits tenancy to those aged 55 or older. If the land

use restriction is in place, the reduced parking requirements in the PAD Overlay applicable to the North Zone will apply subject to a minimum of 354 parking stalls.

The parking requirements in Article 6 of the Zoning Ordinance will apply to development in the South Zone except as modified by the Development Standards table. The PAD Overlay modifies the number of parking spaces that would otherwise be required in Article 6 subject to the city approving a parking plan that addresses parking management needed to support the reduced number of parking spaces. A minimum of 716 parking stalls are required in the South Zone.

Evaluation Criteria:

Per the City of Goodyear Zoning Ordinance, the city's review and recommendation on a zoning amendment is to be guided by the following criteria:

1. Consistency with the General Plan.

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 and Village Center Overlay. 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 denotes areas within walking distance to a major future or existing transit route. Higher density and intensity uses are encouraged in the TOD Overlay. The proposed rezoning will complement and support existing businesses in the area and provide additional housing options for current and future residents of the City, and is consistent with the goals of the TOD.

Further, the proposed multi-family residential zoning 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 Loop 303 and I-10 provides regional transportation routes. Van Buren Street will provide adequate access and have adequate capacity to handle the additional traffic volume generated by the development of multi-family residential on the Property.

Hundreds of new jobs are being created by new industrial/flex development to the south of the Site (Andersen Windows, Amazon, etc.) and north of the Site (PV 303). Many of these newly created jobs will not provide wages sufficient to live within the City of Goodyear at the current rent rate growth trends. Housing development is economic development. Providing diverse and workforce housing options keep retail dollars in the Goodyear community and help sustain local businesses, versus employees commuting out of the City of Goodyear.

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

The under-utilized, agricultural Property is adequately sized at approximately 29+/- and relatively flat, which makes it suitable for a multi-family development. Adjacent arterial streets (Van Buren Street), the Loop 303 Freeway, and the I-10 Freeway are appropriate transportation corridors to serve residents and guests.

3. Compatibility of all potential uses allowed in the proposed zoning district with surrounding uses and zoning.

Current and future uses and development of the properties surrounding the subject property include:

North – Vacant, zoned for commercial within Canyon Trails Phase I PAD;

South – Vacant, zoned for Aviata (MF-24 with PAD Overlay);

East – Greenbelt and Canyon Trails single-family residential;
West – Future SR 303 Loop and TerraLane single-family rentals;

The proposed rezoning from PAD to MF-24 with PAD Overlay will limit the uses allowed on the Property to residential, which is compatible with and supportive of the land use patterns of adjacent properties and surrounding area. The development of multi-family residential on the Property will not have negative environmental impacts, inappropriate traffic impacts, or other negative impacts to the surrounding area. There is a large greenbelt between the existing single-family homes east of the Property and the proposed multi-family development, with an approximate 250 feet separation from nearest single-family home and proposed multi-family building. The proposed multi-family development is the most appropriate use for the Property given its location between the Loop 303 and single-family homes east of the Property.

4. 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 the current zoning.

Luke Air Force Base:

The Property does not fall within the Luke Air Force Base Accident Potential Zone or the DNL. However, the subject property is located within the vicinity of a military airport. Given the location of the property the proposed zoning, base operations will not be adversely impacted by this development.

Phoenix-Goodyear Airport:

The Property does not fall within the Phoenix-Goodyear Airport DNL.

The proposed zoning is MF-24 with PAD Overlay, which is consistent with other land uses within the immediate area and is the best use for this Property. The proposed zoning will be compatible with the existing single-family subdivisions providing an appropriate land use transition and provide a buffer between the Loop 303 freeway and existing single-family homes east of the Property. Further, the proposed rezoning is better suited for the Property than the uses allowed under the current zoning. There is no commercial demand on this Property because ADOT did not provide an interchange along the newly constructed Loop 303 at Van Buren Street, therefore there is very little access to/from the Property from the Loop 303 and access is vital to the sustainability of commercial developments/businesses. Further, the Canyon Trails Towne Center is a large approximately 80+ acre commercial shopping center located a walkable distance to the south and there are pedestrian trail connections to walk there. Canyon Trails Towne Center has approximately 165,000 gross leasable area available for box retailers and significant shop and pad spaces available for lease as well. The other use allowed under existing zoning is medium high density residential; however, single family homes are not a viable option adjacent to the new Loop 303 freeway, which didn't exist when this zoning was initially approved. Multi-family is the best suited land use for this Property due to proximity to Loop 303, no commercial demand and access challenges.

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

There is market demand for high quality multi-family communities proximate to freeways and other transportation options. The Property's proximity to Loop 303 and I-10 y provides excellent access to/from the Property and provides easy and convenient access to other areas of Goodyear, downtown Phoenix and other areas of the Valley. Demand for multi-family community living is strong in this area of the city.

6. Demands for public services that will be generated by the uses permitted in the proposed zoning district.

School Districts:

The Property is located within the Avondale Elementary School District and the Agua Fria Union High School District. Both school districts have been notified of the rezoning request.

Fire Response:

Emergency response times and distances are provided below:

Nearest Goodyear Fire Station	Shortest path		Longest path		2nd Nearest Goodyear Fire Station	Shortest path		Longest path	
	Mins	Miles	Mins	Miles		Mins	Miles	Mins	Miles
Fire Station #184	4.28	2.14	4.84	2.42	Fire Station #181	7.14	3.57	7.99	4.00

Police Response:

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

Streets/Transportation:

The Property will be accessed via Van Buren Street and Cotton Lane/future northbound frontage road of the Arizona State Route 303 Loop. The Engineering Department has created stipulations to address traffic issues caused by the development of this property.

Water/Wastewater:

The Property will be served by city of Goodyear water and wastewater utilities.

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

The Property is located near existing public services. Arterial roadway infrastructure is already in-place. There is adequate existing water and sewer infrastructure to serve the development. Minor improvements such as turn lanes may be needed and will be determined during Site Plan review.

8. General public concerns.

Public Participation, Public Comment and Planning and Zoning Commission Meeting:

A virtual Neighborhood Meeting was conducted for this proposal on November 4, 2021. Notice of the neighborhood meeting was sent to property owners within 500 feet of the property at least 15 calendar days prior to public hearing to provide ample opportunity for input prior to noticing the public hearing itself, those notices were mailed on October 19, 2021; a sign advertising the neighborhood meeting was posted to the site on October 18, 2021.

A public notice that this rezoning request would be considered and reviewed at a public hearing to be held before the Planning and Zoning Commission on January 12, 2022 appeared in the Arizona Republic Southwest Valley Edition December 23, 2021; postcards were mailed to adjoining owners on December 16, 2021; and the sign(s) on the site were updated on December 15, 2021 to notify residents of the scheduled public hearings.

On January 12, 2022, the Planning and Zoning Commission held a public hearing for this item.

During the staff presentation, Mr. Williams informed the Commission that five (5) Letters of Support had been received by the city from Canyon Trails Unit 3 Homeowners Association, Arizona Housing Coalition, Western Alliance Bank, Western Maricopa Coalition (WESTMARC) and United Parcel Service of America (UPS). One resident requested to speak and expressed their desire for as much open space as possible. After the staff presentation, the applicant spoke briefly to the Commission. The Planning and Zoning Commission voted (5 to approve and 1 to abstain) to recommend approval, subject to the proposed stipulations. The 1 abstain vote was recorded as Vice Chairman Barnes was disconnected from the meeting call during the formal vote.

9. 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 uses.

10. 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.

Development under the proposed zoning will have a positive impact to the general health, safety and welfare of the citizens of the City and the general public. The proposed zoning will provide highly amenitized multi-family residential development, deliver additional housing options, additional shoppers for businesses in the area, provide housing for residents employed in the area, and implements development of underutilized property.

Attachments

Resolution

Official Supplementary Zoning

Legal Description

PAD Overlay

Ordinance

Aerial Exhibit

Narrative

Narrative Exhibits 1-4

Narrative Exhibit 5

Presentation

RESOLUTION NO. 2022-2199

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, DECLARING AS PUBLIC RECORDS THOSE CERTAIN DOCUMENTS FILED WITH THE CITY CLERK AND TITLED, "OFFICIAL SUPPLEMENTARY ZONING MAP NO. 21-08" AND "LEGAL DESCRIPTION," AND "ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS DEVELOPMENT REGULATIONS MF-24 WITH PAD OVERLAY (NOVEMBER 2021)."

Be it resolved by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, as follows:

SECTION 1. DECLARATION OF PUBLIC RECORDS

That certain document titled "Official Supplementary Zoning Map No. 21-08," a copy of which is attached hereto as Exhibit A, is hereby declared a public record.

That certain document titled "Legal Description - Property," a copy of which is attached hereto as Exhibit B, is hereby declared a public record.

That certain document titled "Estrella Springs and Suncrest Vista at Canyon Trails Development Regulations MF-24 with PAD Overlay (November 2021)," a copy of which is attached hereto as Exhibit C, is hereby declared a public record.

SECTION 2. PURPOSE

The aforementioned documents are declared public records in connection with the adoption of Ordinance 2022-1522.

SECTION 3. COPIES FILED WITH THE CITY CLERK

Either three paper copies or one paper copy and one electronic copy maintained in compliance with section A.R.S 44-7041 of each of the aforementioned documents being declared public records herein are ordered to remain on file with the City Clerk and to be available for public use and inspection during regular business hours.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 20_____.

Joe Pizzillo, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Darcie McCracken, City Clerk

Roric Massey, City Attorney

OFFICIAL SUPPLEMENTARY ZONING MAP NO. 21-08

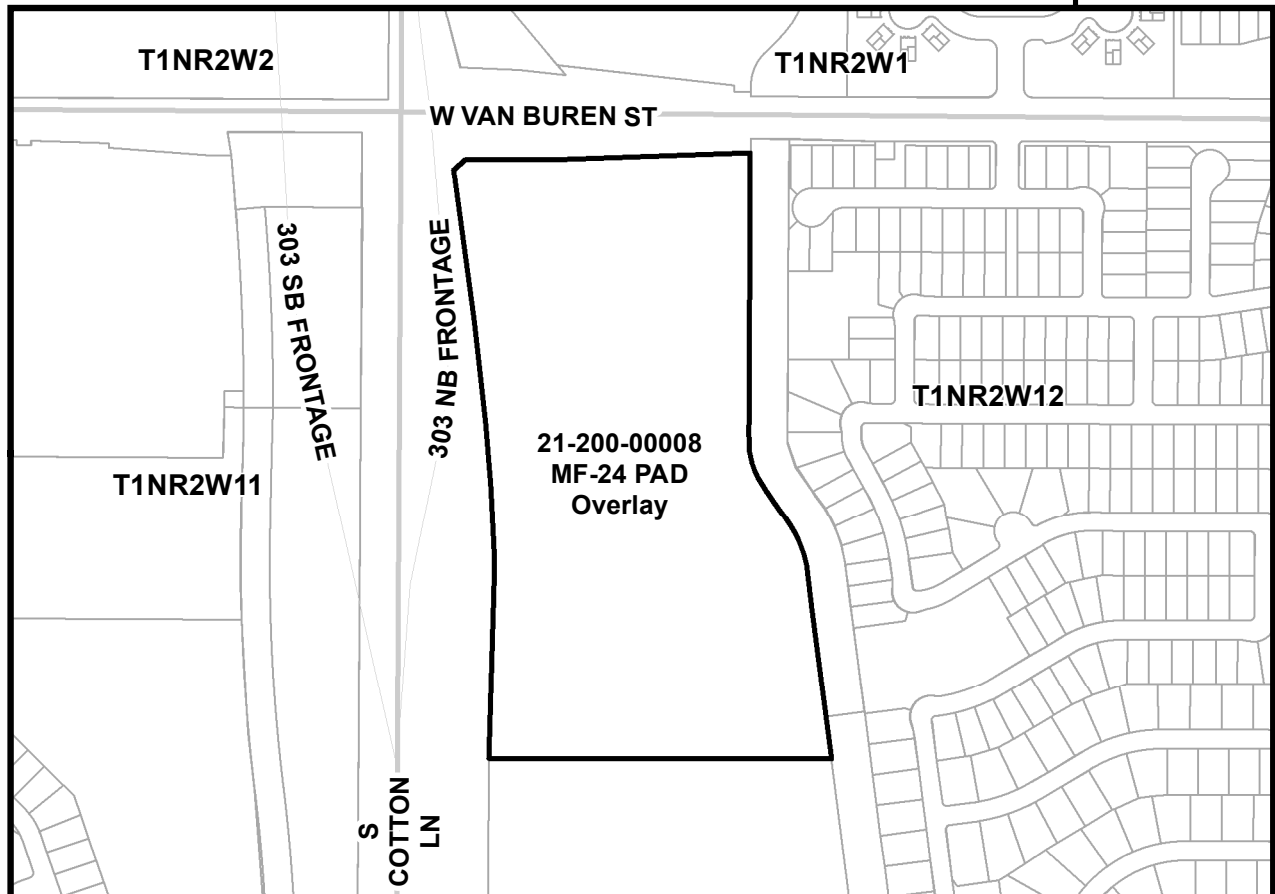
AMENDING ARTICLE 1, SECTION 1-1-4 OF THE ZONING ORDINANCE OF
THE CITY OF GOODYEAR. AMENDED BY ORDINANCE NO. _____,
PASSED BY THE CITY COUNCIL OF THE CITY OF GOODYEAR, ARIZONA,
THIS _____ DAY OF _____, 2021.

MAYOR

CITY CLERK

SUBJECT PROPERTY:

**A portion of the Northwest quarter of Section 12
Township 1 North, Range 2 West of the Gila and Salt River Base and Meridian,
Maricopa County, Arizona**



SOURCE: CITY OF GOODYEAR G.I.S.

CITY OF GOODYEAR, AZ - REZONE CASE

EXHIBIT
A

REZONE FROM PAD TO MF-24 PAD OVERLAY 21-200-00008

DATE:
Nov 2021

LEGAL DESCRIPTION

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

THE NORTH 1657.47 FEET OF 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 ANY PORTION OF THE WEST HALF OF THE WEST HALF OF THE NORTH HALF (W1/2 W1/2 N1/2) 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.

EXHIBIT 'C'

Estrella Springs & Suncrest Vista at Canyon Trails

MF-24 with PAD Overlay

Development Regulations

November 2021

Permitted Uses: The permitted uses for the real property described in Exhibit 1, Legal Description Property attached hereto (the “Property”) are those uses allowed in the MF-24 Multi-family Residential Zoning District as set forth in the City of Goodyear Zoning Ordinance.

Development Standards Property: The development standards for the Property are the development standards applicable to the MF-24 Multi-family Residential District except as modified below.

NORTH ZONE

The following modifications to the MF-24 Multi-family Residential development standards apply to the portion of the Property legally described in Exhibit 2 Legal Description – North attached hereto (the “North Zone”).

North Zone (The Northern-most 9.62 Acres):

NORTH ZONE MODIFIED DEVELOPMENT STANDARDS (SUNCREST VISTA)	
Development Standard	MF-24 with PAD Overlay for Senior Community
Minimum Parking Spaces ⁽⁴⁾	1 space per 1-bedroom unit; 1.22 spaces per 2-bedroom unit; 2 spaces per 3-bedroom unit; 1 guest space per 10 units;
Minimum South Setback ⁽⁵⁾	15'-0" (measured from the southern boundary of the North Zone)
Maximum Building Height	56'-0" ⁽³⁾
Private Outdoor Open Space (Square Feet/Dwelling Unit)	55 SF Min. Balcony ⁽²⁾ 60 SF Min. Ground Floor Patio ⁽²⁾
Minimum Recreational Open Space (Square Feet Per Dwelling Unit)	500 SF
Minimum Setback from Single-Family Residential Zoning District	50 +5 Feet for every foot over 30 Feet ⁽¹⁾
Minimum Landscape Area (Net Site Area)	35%

(1) As measured from a single-family residential lot.

(2) Private outdoor open space is that portion of the unit devoted to outdoor recreational use by the individual resident(s) of the unit or lot. This area is provided in addition to the recreational open space. Private outdoor open space shall be provided in the form of private yards, patios, or balconies. The minimum length and the minimum width of patios and balconies shall be five (5) feet.

(3) The maximum density of 24 dwelling units does not apply. However, a maximum number of dwelling units that can be constructed with the Property (both the South Zone and North Zone combined) applies as set forth below.

(4) The reduced parking space requirements in the North Zone Modified Development Standards table apply only if the North Zone is developed as an age-restricted multi-family rental community limited to residents 55 years or older, whose parking needs are less than what would otherwise be required in the Goodyear Zoning Ordinance. The requirements for parking in the Goodyear Zoning Ordinance, currently set forth in Article 6 of the Goodyear Zoning Ordinance shall apply to the development of the North Zone unless Owner demonstrates, to the satisfaction of the City Attorney or his or her designee, the existence of a Land Use Restriction Agreement which has been recorded against the

land and limits tenancy to those aged 55 or older. Once it has been demonstrated that the North Zone will be restricted to 55 years or older, then a minimum of 354 parking stalls will be provided. Parking will conform to the per-unit parking ratios specified in the North Zone Modified Development Standards table above.

- (5) This is the setback that will apply if the owner of the Property decides to create separate parcels for the North Zone and South Zone.

The following Additional Requirements apply to development within the North Zone:

1. The North Zone shall be developed to include all of the following Amenities:
 - i. 8,000 square foot Clubhouse
 - ii. 2,000 square foot Fitness Space
 - iii. Library
 - iv. Salon
 - v. Central courtyard with game areas – bocce ball, cornhole, etc.
 - vi. Covered porte-cochere entry
 - vii. Resort-style pool and hot tub with sun deck, and dining ramadas
 - viii. Picnic and Grilling Areas
 - ix. Dog Park
2. The North Zone shall be developed to provide for connectivity to adjacent developments and shall include, at a minimum, the following:
 - i. One (1) pedestrian connection shall be provided to the Canyon Trails Cotton Lane Greenbelt Trail along the western edge of the Site.
 - ii. One (1) pedestrian connection should be provided to the Canyon Trails Unit 3 greenbelt along the eastern side of the Site.

SOUTH ZONE

The following modifications to the MF-24 Multi-family Residential development standards apply to the portion of the Property legally described in Exhibit 3 Legal Description – South attached hereto (the “South Zone”).

South Zone (The Southern-most 19.04 Acres):

SOUTH ZONE MODIFIED DEVELOPMENT STANDARDS (ESTRELLA SPRINGS)	
Development Standard	MF-24 with PAD Overlay for Family Community
Minimum Parking Spaces ⁽³⁾	1.10 space per 1-bedroom unit; 1.45 spaces per 2-bedroom unit; 2 spaces per 3-bedroom unit; 1 guest space per 10 units; A minimum of 716 parking spaces shall be provided.
Minimum North Setback ⁽⁴⁾	15'-0" (measured from the northern boundary line of the South Zone)
Private Outdoor Open Space (Square Feet/Dwelling Unit)	50 Sq. Ft. Min. Balcony ⁽²⁾ 58 Sq. Ft. Min. Ground Floor Patio ⁽²⁾
Minimum Recreational Open Space (Square Feet Per Dwelling Unit)	500 Square Feet
Minimum Setback adjacent to Single-Family Residential Zoning (east property line):	50 + 5 Feet for every foot over 30 Feet ⁽¹⁾
Maximum Building Coverage (Net Site Area)	25%

(1) As measured from a single-family residential lot.

(2) Private outdoor open space is that portion of the unit devoted to outdoor recreational use by the individual resident(s) of the unit or lot. This area is provided in addition to the recreational open space. Private outdoor open space shall be provided in the form of private yards, patios, or balconies. The minimum length and the minimum width of patios and balconies shall be five (5) feet.

(3) Article 6 of the Goodyear Zoning Ordinance shall apply to the development of the South Zone unless a parking plan addressing parking management is approved by the Director of Development Services or designee. If a parking plan addressing parking management is approved, then the reduced parking requirements in the South Zone Modified Development Standards table above shall apply. The Owner of the South Zone shall be responsible for ensuring compliance with all terms of the approved parking management plan and the failure to do so constitutes a zoning violation.

(4) This is the setback that will apply if the owner of the Property decides to create separate parcels for the North Zone and South Zone.

The following Additional Requirements apply to development within the South Zone:

1. The South Zone shall be developed to include all of the following Amenities:
 - i. 6,000 square foot Clubhouse
 - ii. 4,000 square foot Fitness Space
 - iii. Two (2) covered “Tot lots” including playgrounds
 - iv. Turfed play fields
 - v. Resort-style pool and hot tub with sun deck, and dining ramadas
 - vi. Picnic and Grilling Areas
 - vii. Dog Park
2. The South Zone shall be developed to provide for connectivity to adjacent developments and shall include, at a minimum, the following:
 - i. One (1) pedestrian connection shall be provided to the Canyon Trails Cotton Lane Greenbelt Trail along the western edge of the Site.
 - ii. Two (2) pedestrian connections should be provided to the Canyon Trails Unit 3 greenbelt along the eastern side of the Site.

The following Additional Requirements apply to development within the Property (both the North Zone and the South Zone):

1. Development within the Property shall include some sort of publicly facing art, which shall be included in an approved site plan. (To clarify the publicly facing art can be located in either the North Zone or the South Zone.)
2. There shall be a minimum 20-foot landscape setback on the eastern side of both the North Zone and the South Zone. The 20-foot landscape setback shall be planted with a minimum of one (1) tree per twenty (20) feet on center with every other tree being a minimum twenty-four (24) inch box size.
3. The greenbelt located within Canyon Trails Unit 3 adjacent to the eastern boundary of the Property shall be improved, subject to agreement and approval of Canyon Trails Unit 3 Homeowner’s Association. Unless completed sooner, improvements within the greenbelt shall be completed with development within each zone (i.e. the section of the green belt adjacent to the South Zone shall be completed with development within the South Zone, and the section of the green belt adjacent to the North Zone shall be completed with development within the North Zone).
4. Unless expressly modified in this document or by any of the stipulations in Ordinance 2022-1522, all development within the Property shall comply with the requirements of the City of Goodyear Zoning Ordinance.
5. All development within the North Zone and South Zone is subject to Administrative Site Plan review.
6. The number of dwelling units per acre that may be developed on the Property (the North Zone and South Zone combined) shall not exceed 24 dwelling units per acre. No more than 658 dwelling units shall be developed on the Property (the North Zone and the South Zone combined).

7. Design for development with the North Zone and South Zone shall be in conformance with the multi-family requirements of Chapter 3 of the City of Goodyear Design Guidelines, except as follows:
 - a. Carports will be designed to accommodate solar panels on the roof of the stalls. To maximize solar efficiency, carports will not be sloped, but carport will be colorized to complement the color scheme of residential buildings.
 - b. Development within the North Zone shall incorporate a minimum of one (1) color scheme consisting of four (4) colors with at least two (2) of the four (4) colors being distinct (i.e. not simply using varying shades of white, grey or tans). At least one (1) of the colors in the color scheme shall be consistent with the established color schemes in the surrounding neighborhoods and at least two (2) of the colors in the color scheme shall match colors used in development of the South Zone.
 - c. Development within the South Zone shall incorporate a minimum of three (3) color schemes with each color scheme consisting of four (4) colors and at least two (2) of the four (4) colors in each color scheme being distinct (i.e. not simply using varying shades of white, grey or tans). At least one (1) of the colors in each of the color schemes shall be consistent with the established color schemes in the surrounding neighborhoods and at least two (2) of the colors in at least one (1) of the three (3) color schemes shall match colors used in development of the North Zone. The three (3) color schemes shall be integrated throughout the structures constructed within the South Zone (i.e. no concentrations of color schemes).
 - d. All residential structures constructed within the North Zone and the South Zone shall incorporate brick, stone or a similar material.
 - e. If more than three (3) residential buildings are constructed within the South Zone, the residential buildings within the South Zone shall be designed and constructed with a minimum of two (2) distinct roof styles/elevations and heights.
 - f. If more than three (3) residential buildings are constructed within the North Zone, the residential buildings within the North Zone shall be designed and constructed with a minimum of two (2) distinct roof styles/elevations and heights.
8. Development within the North Zone and South Zone shall comply with Article 3-5-5 of the Goodyear Zoning Ordinance and each dwelling unit within the residential buildings constructed within the North Zone and South Zone shall include the following additional enhanced amenities:
 - a. Private balcony/patio
 - b. Hardwood-style flooring
 - c. Gourmet kitchen cabinets
 - d. Walk-in closets
 - e. Central air conditioning
9. Residential buildings developed within the North Zone and the South Zone shall include the following architectural features:
 - a. All residential buildings onsite will incorporate four-sided architecture
 - b. Flat metal shading elements & awnings
 - c. Celebrated entries
 - d. Coordinated color schemes with four colors per scheme
 - e. Extensive use of brickwork
 - f. Articulated ground floor patio walls and planters

- g. Decorative screened balcony guardrails
 - h. Variety of Reglet stucco patterning (horizontal & vertical)
 - i. Articulated parapet line, including variation in height
- 10. Except as otherwise provided herein, if a wall or fence is constructed on the eastern boundary of the North Zone and/or the South Zone, adjacent to the greenbelt within Canyon Trails Unit 3, the following applies. Any fence constructed shall be a view fence. Any wall constructed shall be a view wall consisting of a minimum of two (2) feet of wrought iron on top of a solid wall except when needed to screen trash enclosures, utilities, and mechanical equipment, in which case that portion of the wall may be entirely solid.
- 11. The style and colors of perimeter walls constructed along the boundaries of the North Zone and/or along the boundaries of the South Zone shall be consistent and cohesive with each other and with existing walls constructed within the Canyon Trails area.
- 12. If parking is located along the eastern property line, the parking area shall be screened with a minimum of three (3) feet of Concrete Masonry Unit (CMU) or a similar screening material.
- 13. Except in the event of a lot split that splits the Property into separate lots with the North Zone being one lot and the South Zone being one lot, the following standards apply to setbacks:
 - a. The Front Setback, which is also a Street Setback located along Van Buren Street, is a 30-foot setback and shall be measured from the northern boundary of the Property.
 - b. The west Side Setback, which is also a Street Setback running parallel to Cotton Lane and the future frontage road, is a 30-foot setback and shall be measured from the western boundary of the Property.
 - c. The Rear Setback is a 30-foot setback measured from the southern boundary of the Property.
 - d. The east Side Setback is a 20-foot setback measured from the eastern boundary of the Property unless a public street is to be constructed along the eastern boundary of the Property in which case the east Side Setback is a 30-foot setback that shall be measured from the western boundary of the right-of-way for such public street.
- 14. In the event of a lot split that splits the Property into separate lots with the North Zone being one lot (the “North Zone Lot”) and the South Zone being one lot (the “South Zone Lot”), the following standards apply to setbacks: In the event of a lot split which splits the parcel into a north and south parcel, the front setback for the southern parcel shall be 15 feet along the northern edge.
 - a. The Front Setback for the North Zone Lot, which is also a Street Setback located along Van Buren Street, is a 30-foot setback and shall be measured from the northern boundary of the North Zone Lot.
 - b. The north Setback for the South Zone Lot is 15-feet measured from the northern boundary of the South Zone Lot.
 - c. The west Side Setback for the North Zone Lot, which is also a Street Setback running parallel to Cotton Lane and the future frontage road, is a 30-foot setback and shall be measured from the western boundary of the North Zone Lot.

- d. The west Side Setback for the South Zone Lot, which is also a Street Setback running parallel to Cotton Lane and the future frontage road, is a 30-foot setback and shall be measured from the western boundary of the South Zone Lot.
 - e. The east Side Setback for the North Zone Lot is a 20-foot setback measured from the eastern boundary of the North Zone Lot unless a public street is to be constructed along the eastern boundary of the North Zone Lot in which case the east Side Setback for the North Zone Lot is a 30-foot setback that shall be measured from the western boundary of the right-of-way for such public street.
 - f. The east Side Setback for the South Zone Lot is a 20-foot setback measured from the eastern boundary of the South Zone Lot unless a public street is to be constructed along the eastern boundary of the South Zone Lot in which case the east Side Setback for the South Zone Lot is a 30-foot setback that shall be measured from the western boundary of the right-of-way for such public street
 - g. The Rear Setback for the North Zone Lot is a 15-foot setback measured from the southern boundary of the North Zone Lot
 - h. The Rear Setback for the South Zone Lot is a 30-foot setback measured from the southern boundary of the South Zone Lot.
15. The 30-foot side set back along the western boundary of the Property shall be fully landscaped and shall include an 8-foot concrete trail from the southern end of the property up to Van Buren Street. At least one (1) shaded, publicly accessible seating area shall be constructed along the trail and trees shall be planted on both sides of the trail. There shall be at least 5 feet of landscaping on both sides of the trail between the trail and any wall, including sound walls, constructed along the western boundary of the Property.
16. A minimum of 40% of the open space with the North Zone shall be active and include items such as recreational amenities, trails, usable turf, seating and gathering areas; and a minimum of 40% of the open space with the South Zone shall be active and include items such as recreational amenities, trails, usable turf, seating and gathering areas.
17. In no case shall a patio or balcony be smaller than 50 square feet or less than 5 feet in depth.
18. The development within the Property shall include the name of Canyon Trails in the name of the development such as “<Multi-family Development Name> at Canyon Trails.”
19. A monument sign that includes the names of the development within the North Zone and within the South Zone shall be constructed along Van Buren Street near the main public/private street/driveway providing access to both the North Zone and South Zone. The style of the monument sign shall be similar to the style of existing monument signs within Canyon Trails.
- a. The monument sign may continue to include the names of the development with the North Zone and within the South Zone even in the event the portion of the Property included within the North Zone and the portion of the Property included in the South Zone are split into separate lots.

EXHIBIT '1'
LEGAL DESCRIPTION
PROPERTY

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

THE NORTH 1657.47 FEET OF 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 ANY PORTION OF THE WEST HALF OF THE WEST HALF OF THE NORTH HALF (W1/2 W1/2 N1/2) 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.

EXHIBIT '2'

LEGAL DESCRIPTION - NORTH

A PARCEL OF LAND LYING WITHIN A PORTION OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 2 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 12 FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 12 BEARS SOUTH 89°45'21" EAST, A DISTANCE OF 2641.05 FEET;

THENCE SOUTH 89°45'21" EAST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 12, A DISTANCE OF 168.89 FEET;

THENCE SOUTH 00°14'39" WEST, A DISTANCE OF 124.01 FEET TO A POINT ON THE ADOT RIGHT OF WAY ALONG VAN BUREN STREET. SAID POINT BEING THE POINT OF BEGINNING;

THENCE NORTH 89°52'32" EAST, ALONG SAID RIGHT OF WAY, A DISTANCE OF 236.49 FEET;

THENCE NORTH 87°50'54" EAST, ALONG SAID RIGHT OF WAY, A DISTANCE OF 447.23 FEET;

THENCE SOUTH 00°14'39" WEST, A DISTANCE OF 51.43 FEET;

THENCE SOUTH 12°55'51" EAST, A DISTANCE OF 63.92 FEET;

THENCE SOUTH 00°12'55" WEST, A DISTANCE OF 442.51 FEET;

THENCE SOUTH 20°38'39" WEST, A DISTANCE OF 43.21 FEET;

THENCE NORTH 90°00'00" WEST, A DISTANCE OF 666.93 FEET TO A POINT ON THE EAST RIGHT OF WAY OF STATE ROUTE 303, SAID POINT BEING ON A CURVE CONCAVE WESTERLY WHOSE RADIUS IS 6413.20 FEET AND WHOSE CHORD BEARS NORTH 04°01'01" WEST A CHORD DISTANCE OF 159.53 FEET;

THENCE NORTHERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 01°25'31" AN ARC LENGTH OF 159.54 FEET;

THENCE NORTH 04°43'07" WEST, ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 395.52 FEET;

THENCE NORTH 49°04'42" EAST, ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 39.77 FEET TO THE POINT OF BEGINNING.

SAID DESCRIPTION CONTAINING 9.435 ACRES±.

EXHIBIT '3'

LEGAL DESCRIPTION - SOUTH

A PARCEL OF LAND LYING WITHIN A PORTION OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 2 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 12 FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 12 BEARS SOUTH 89°45'21" EAST, A DISTANCE OF 2641.05 FEET;

THENCE SOUTH 89°45'21" EAST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 12, A DISTANCE OF 912.48 FEET;

THENCE SOUTH 00°15'19" WEST, A DISTANCE OF 101.27 FEET TO A POINT ON THE ADOT RIGHT OF WAY ALONG VAN BUREN STREET. SAID POINT BEING THE POINT OF BEGINNING;

THENCE SOUTH 00°15'23" WEST, A DISTANCE OF 759.25 FEET TO A POINT OF CURVATURE CONCAVE NORTHEASTERLY WHOSE RADIUS IS 200.00 FEET AND WHOSE CHORD BEARS SOUTH 18°09'36" EAST A CHORD DISTANCE OF 125.51 FEET;

THENCE SOUTHEASTERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 36°34'26" AN ARC LENGTH OF 127.67 FEET;

THENCE SOUTH 33°55'04" EAST, A DISTANCE OF 88.99 FEET TO A POINT OF CURVATURE CONCAVE SOUTHWESTERLY WHOSE RADIUS IS 284.53 FEET AND WHOSE CHORD BEARS SOUTH 25°16'22" EAST A CHORD DISTANCE OF 143.81 FEET;

THENCE SOUTHEASTERLY ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 29°16'38" AN ARC LENGTH OF 145.39 FEET;

THENCE SOUTH 07°30'29" EAST, A DISTANCE OF 478.83 FEET;

THENCE NORTH 89°45'21" WEST, A DISTANCE OF 945.53 FEET TO A POINT ON THE EAST RIGHT OF WAY OF STATE ROUTE 303. SAID POINT BEING ON A CURVE CONCAVE EASTERLY WHOSE RADIUS IS 6203.45 FEET AND WHOSE CHORD BEARS NORTH 01°52'04" EAST A CHORD DISTANCE OF 244.64 FEET;

THENCE NORTHERLY ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 02°15'35" AN ARC LENGTH OF 244.65 FEET TO A POINT OF REVERSE CURVATURE CONCAVE WESTERLY WHOSE RADIUS IS 6413.20 FEET AND WHOSE CHORD BEARS NORTH 00°08'42" WEST A CHORD DISTANCE OF 709.64 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 06°20'35" AN ARC LENGTH OF 710.00 FEET;

THENCE NORTH 90°00'00" EAST, A DISTANCE OF 666.93 FEET;

THENCE NORTH 20°38'39" EAST, A DISTANCE OF 43.21 FEET;

THENCE NORTH 00°12'55" EAST, A DISTANCE OF 442.51 FEET;

THENCE NORTH 12°55'51" WEST, A DISTANCE OF 63.92 FEET;

THENCE NORTH 00°14'39" EAST, A DISTANCE OF 51.43 FEET;

THENCE NORTH 87°50'54" EAST, A DISTANCE OF 60.30 FEET TO THE POINT OF BEGINNING.

SAID DESCRIPTION CONTAINING 18.995 ACRES±.

ORDINANCE NO. 2022-1522

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, CONDITIONALLY REZONING APPROXIMATELY 29 ACRES OF PROPERTY LOCATED AT THE SOUTHEAST CORNER OF COTTON LANE AND VAN BUREN STREET TO BE KNOWN AS ESTRELLA SPRINGS AND SUNCREST VISTA AT CANYON TRAILS; AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGEMENT; PROVIDING FOR CORRECTIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR PENALTIES; AND DIRECTING THE CITY CLERK TO RECORD A COPY OF THIS ORDINANCE.

WHEREAS, this property subject to this Ordinance consists of approximately 29 acres and is located at the southeast corner of Cotton Lane and Van Buren Street and is known as Estrella Springs and Suncrest Vista at Canyon Trails as more particularly described in that certain document titled "Legal Description," which document was declared public record by Resolution No. 2022-2199, and which is referred to and made a part hereof as if fully set forth in this Ordinance (the "Property"); and

WHEREAS, the property is currently zoned Canyon Trails Phase I Planned Area Development (PAD) with an underlying land use designation of Commercial for the approximately 10-acres on the northern portion and an underlying land use of Medium High Density (residential) for the approximately 19-acres on the southern portion as was adopted by Ordinance No. 99-649; and,

WHEREAS, the General Plan Land Use Plan shows the Property designated as 'Business and Commerce'; and,

WHEREAS, this request intends to rezone the approximate 10-acres currently designated as commercial uses and the approximate 19 acres currently designated a medium high density uses on the property to MF-24 Multi-Family residential District with a PAD Overlay titled "Estrella Springs and Suncrest Vista at Canyon Trails MF-24 with PAD Overlay Development Regulations dated November 2021" which document was declared public record by Resolution No. 2022-2199; and,

WHEREAS, city staff finds that the proposed rezoning will not adversely impact the surrounding area as the proposed land uses will allow for the orderly growth and development of a senior and family residential multi-family community; and

WHEREAS, a Neighborhood Meeting was conducted for this proposal and notice of the application was provided to property owners within 500 feet of the property on October 19, 2021 and a sign advertising the Neighborhood Meeting was posted to the site on October 18, 2021; and,

WHEREAS, the Neighborhood Meeting took place virtually on November 4, 2021; and,

WHEREAS, public notice that this rezoning was to be considered and reviewed at a public hearing held before the Planning and Zoning Commission on January 12, 2022, appeared in the Arizona Republic Southwest Valley edition on December 24, 2021 and postcards were mailed to adjoining owners on December 16, 2021 and the sign on the site was updated on December 15, 2021 to notify residents of the scheduled public hearing; and

WHEREAS, a public hearing was held before the Planning and Zoning Commission on January 12, 2022, and at that meeting the Planning and Zoning Commission voted (5 to approve and 1 to abstain) to recommend approval, subject to the proposed stipulations. The 1 abstain vote was recorded as Vice Chairman Barnes was disconnected from the meeting call during the formal vote; and

WHEREAS, a public notice that this rezoning request would be considered and reviewed at a public hearing to be held before the City Council on January 24, 2022 appeared in the Arizona Republic Southwest Valley Edition December 23, 2021; postcards were mailed to adjoining owners on August 19, 2021; and a sign on the site was updated on December 15, 2021 to notify residents of the scheduled public hearing; and

WHEREAS, the Mayor and Council of the City of Goodyear, Arizona find the adoption of this Ordinance to be in the best interests of the public interest, health, comfort, convenience, safety, and general welfare of the citizens of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

SECTION 1. DESCRIPTION OF PROPERTY BEING REZONED

This Ordinance No. 2022-1522 applies to approximately 29 acres located at the southeast corner of Cotton Lane and Van Buren Street and legally described in that certain document titled "Legal Description," which document was declared public record by Resolution No. 2022-2199, and which is referred to and made a part hereof as if fully set forth in this Ordinance (the "Property").

SECTION 2. ADOPTION OF FINDINGS

The clauses set forth above are hereby adopted and incorporated herein by this reference as if fully set forth herein.

SECTION 3. REZONING

The Property is conditionally rezoned to MF-24 with a Planned Area Development Overlay by the adoption herein of that certain document titled "Estrella Springs and Suncrest Vista at Canyon Trails MF-24 with PAD Overlay Development Regulations dated November 2021" which document was declared public record by Resolution No. 2022-2199, and which is referred to and made a part hereof as if fully set forth in this Ordinance.

SECTION 4. STIPULATIONS

The rezoning of the Property is subject to the following stipulations and conditions:

1. The Property shall be developed in accordance with the requirements of the City of Goodyear Zoning Ordinance as it may be amended from time to time applicable to the Multi-Family

Residential Zoning District MF-24, as modified by the Estrella Springs and Suncrest Vista at Canyon Trails MF-24 with PAD Overlay Development Regulations dated November 2021, which document was declared public record by Resolution No. 2022-2199, and which is hereby referred to and made a part hereof as if fully set forth in this Ordinance and except as modified the stipulations set forth herein; and

2. Approval of the rezoning does not constitute approval of the site plan. All future development will be subject to site plan review and approval by city staff, at which time all elements of site development will be reviewed, including, but not limited to, architecture, landscaping, grading and drainage, lighting, infrastructure, parking, access and circulation; and
3. The Exterior Noise Standards set forth in Goodyear Zoning Ordinance section 9-1-3(A) and the Interior Noise Standards set forth in Goodyear Zoning Ordinance section 9-1-3(B) apply to the development of the Property. At the time of site plan, a sound attenuation plan that includes a noise analysis shall be submitted to the City Engineer or his/her designees for approval. The sound attenuation plan shall demonstrate that the development reflected in the site plan will result in compliance with the Exterior and Interior Noise Standards in section 9-1-3 of the Goodyear Zoning Ordinance, and the Property shall be developed to incorporate all internal and external noise mitigation measures reflected in the approved sound attenuation plan. All noise mitigation measures reflected in the approved sound attenuation plan shall be constructed prior to the issuance of the first certificate of occupancy or certificate of completion for any residential unit within the Property; and
4. No driveway locations off of Van Buren Street into the Property over property owned by the State of Arizona shall be permitted unless approved by the Arizona Department of Transportation (ADOT), and all required ADOT approvals shall be obtained prior to the City of Goodyear issuing a Site Plan approval and prior to the issuance of any permit for any work within the Property other than an at-risk grading permit; and
5. No driveway locations into the Property from Cotton Lane or any future frontage road constructed along the western boundary of the Property over property owned by the State of Arizona shall be permitted unless approved by the Arizona Department of Transportation (ADOT), and all required ADOT approvals shall be obtained prior to the City of Goodyear issuing a Site Plan approval and prior to the issuance of any permit for any work within the Property other than an at-risk grading permit; and
6. Approval by the City Engineer or designee and the Arizona Department of Transportation (ADOT) of a current traffic impact study for the development of the Property shall be obtained prior to the City of Goodyear issuing a Site Plan approval for any development within the Property and prior to the issuance of any permit for any work within the Property other than an at-risk grading permit. If the approved traffic impact study indicates the

need for a traffic signal at any intersection adjacent to the Property, Owner shall be responsible for making an in-lieu payment for a proportionate share of the cost of a full traffic signal, with Owner being responsible for 25% of the full cost of a traffic signal for each corner of the intersection adjacent to the Property; and

7. Owner shall dedicate, at no cost to the City, all rights-of-way and/or easements within the boundaries of the Property that are: (i) required for the construction of infrastructure improvements required for the City to provide water and wastewater services to the Property; (ii) required to be dedicated under any applicable law, code, ordinance, rule, regulations, standards, guidelines governing the development of the Property including, but not limited to the City of Goodyear subdivision regulations, Building Codes and Regulations, and the City of Goodyear's Engineering Design Standards and Policies; (iii) required for the construction of improvements for which Owner is responsible for making in-lieu payments; (iv) required to be dedicated pursuant to any development agreement with the City regarding the development of the Property; (v) required for the construction of the infrastructure improvements to be constructed pursuant to the stipulations herein, and/or (vi) required public infrastructure improvements Owner is required to construct pursuant to any applicable law, code, ordinance, rule, regulations, standards, guidelines governing the development of the Property including, but not limited to the City of Goodyear subdivision regulations, Building Codes and Regulations, and the City of Goodyear's Engineering Design Standards and Policies. The rights-of-way required for streets and intersection improvements shall be dedicated in fee and all rights-of-ways and easements shall be dedicated lien free and, unless otherwise agreed to by the City, free of all other easements or other encumbrances. Unless the timing of the required dedications is modified by any stipulation in this ordinance or a written phasing plan approved by the City Engineer or designee, all dedications shall be made prior to the approval of the first site plan for development within the Property, prior to the recordation of the first final plat subdividing all or part of the Property, or prior to the issuance of any permit for work within the Property whichever is earlier; and
8. Unless a wastewater line from the northern boundary of the Property to the existing 15-inch stub at the northeast corner of the intersection at S. Cotton Land and W. Canyon Trails Blvd needed to serve the Property has been fully constructed or is under construction by others prior to the issuance of any permit for any work within the Property other than an at-risk grading permit for development within the Property, Owner shall be responsible for constructing or completing the construction of such wastewater line; and
9. Unless a water line connecting to an existing water line within W. Van Buren Street and connecting to an existing water line within W. Canyon Trails Blvd needed to serve the Property has been

- fully constructed or is under construction prior to the issuance of any permit for any work within the Property other than an at-risk grading permit, Owner shall be responsible for constructing or completing the construction of such water line; and
10. Owner shall apply to the Arizona Department of Water Resources (ADWR) for the extinguishment of the Type 1 Rights appurtenant to the Property and request that any assured water supply credits issued by ADWR as a result of any such extinguishment be credited to the City of Goodyear. Said extinguishment shall occur prior to approval of the first site plan for development within the Property, prior to the recordation of the first final plat subdividing all or part of the Property or prior to issuance of any construction permits for work within the Property, whichever is earlier; and
 11. Any modifications to existing private irrigation facilities as a result of this development shall be coordinated with the appropriate Irrigation District/private owner; and
 12. All Public Sales Reports for the Property, all final plats subdividing all or part of the Property, and all rental agreements for the rental of any unit within the Property shall include disclosures that the Property is in close proximity to agricultural uses and may therefore be subject to noise, dust, and odors associated with such uses; and
 13. All Public Sales Reports for the Property, all final plats subdividing all or part of the Property, and all rental agreements for the rental of any unit within the Property shall include disclosures that the Property is subject to attendant noise, vibrations, dust, and all other effects that may be caused by overflight and by the operation of aircraft landing at, or taking off from, Luke Air Force Base; and
 14. Signage shall be posted within all sales and rental office offices identifying the location of the Luke Air Force Base: Accident Potential Zones (APZs), 65 Ldn and higher noise contours, departure corridors, and vicinity boundary. This display shall include a 24-inch x 36-inch map at the main entrance of such sales and rental offices and shall include the approximate locations of the Luke Air Force Base: Accident Potential Zones (APZs), 65 Ldn and higher noise contours, departure corridors, and vicinity boundary and all of the buildings on the Property.

SECTION 5. ABRIDGMENT OF OTHER LAWS

The Zoning Map of the City of Goodyear is hereby amended to reflect the rezoning set forth in Section 3 of this Ordinance by the adoption of that certain document titled, "Supplementary Zoning Map No. 21-08," declared a public record by Resolution 2022-2199, and which is referred to and made a part hereof as if fully set forth in this Ordinance, and such amendment to the Zoning Map shall be filed with the City Clerk in the same manner as the Zoning Map of the City of Goodyear.

SECTION 6. AMENDMENT TO ZONING MAP

The Zoning Map of the City of Goodyear is hereby amended to reflect the rezoning set forth in Section 3 of this Ordinance by the adoption of that certain document titled, "Supplementary Zoning Map No. 21-08," declared a public record by Resolution 2022-2199, and which is referred to and made a part hereof as if fully set forth in this Ordinance, and such amendment to the Zoning Map shall be filed with the City Clerk in the same manner as the Zoning Map of the City of Goodyear.

SECTION 7. CORRECTIONS

The Zoning Administrator, City Clerk, and the codifiers of this Ordinance are authorized to make necessary clerical corrections to this Ordinance, including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

SECTION 8. SEVERABILITY

If any section, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining provisions of the ordinance or parts thereof.

SECTION 9. EFFECTIVE DATE

This Ordinance shall become effective as prescribed by law.

SECTION 10. PENALTIES

Any person who violates and provision of this ordinance shall be subject to penalties set forth in Section 1-2-3 of the City of Goodyear Zoning Ordinance as it may be amended from time to time and which currently provides:

Section 1-2-3 Violations and Penalties

- A. It is unlawful to construct, erect, install, alter, change, maintain, use or to permit the construction, erection, installation, alteration, change, maintenance, or use of any house, **building, structure**, sign, landscaped area, **parking lot** or fence, or to permit the use of any **lot** or land contrary to, or in violation of any provisions of this **Ordinance**, or of any conditions, stipulations or requirements included as a condition of any applicable approval. Any land use that is specifically prohibited by this **Ordinance** or is unspecified and not classified by the **Zoning Administrator** is prohibited in any **district**.
- B. Responsible Party. The responsible party for any violations hereunder is the owner of personal property improvements or real property and/or person in possession or control of any personal property improvements or real property (**Person**). The responsible party shall be responsible for any violations hereunder whether or not

the responsible party or its agent committed the prohibited act(s) or neglected to prevent the commission of the prohibited act(s) by another.

- C. Every Responsible Party shall be deemed responsible or guilty of a separate offense for each and every day during which any violation is committed or continued.
- D. Penalty. Any **Person** who violates any of the provisions of this **Ordinance** and any **amendments** there to and/or any conditions, stipulations or requirements included as a condition of any applicable approval shall be:
 - 1. Subject to civil sanctions of not less than one hundred dollars (\$100) nor more than one thousand dollars (\$1,000) per offense; or
 - 2. Guilty of a class 1 misdemeanor, punishable by a fine not exceeding two thousand five hundred dollars (\$2,500), or by a term of probation not exceeding three (3) years, or imprisonment for a term not exceeding six (6) months, or punishable by a combination of fine, probation or imprisonment. The City Prosecutor is authorized to file a criminal misdemeanor complaint in the City of Goodyear Municipal Court for violations hereunder

SECTION 11. RECORDATION

This Ordinance shall be recorded with the Maricopa County Recorder's Office.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 20____.

Joe Pizzillo, Mayor

Date: _____

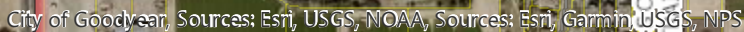
ATTEST:

APPROVED AS TO FORM:

Darcie McCracken, City Clerk

Roric Massey, City Attorney

CITY OF
Goodyear



Estrella Springs & Suncrest Vista
at Canyon Trails

MF-24 with Planned Area Development (PAD) Overlay
Narrative & Justification Statement

Approximately 28.66 net acres located
at the southeast corner of Van Buren Street and Loop 303

Goodyear, Arizona

Initial Submittal: April 27, 2021
2nd Submittal: October 22, 2021
3rd Submittal: November 24, 2021

Rezone Case No. 21-20000008



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Exhibits

Exhibit 1 – Aerial Map

Exhibit 2 – Existing Zoning Map

Exhibit 3 - Conceptual Site Plan

Exhibit 4 – Conceptual Landscape Plan

Exhibit 5 – Parking Narrative

A. Introduction

Dominium requests rezoning of approximately 28.66 net acres located at the southeast corner of Van Buren Street and Cotton Lane (Loop 303 Freeway) in Goodyear, Arizona (“Site”) from Planned Area Development (PAD) to Multi-family (MF-24) with a Planned Area Development (“PAD”) Overlay. See **Exhibit 1 – Aerial Map**. The proposed rezoning will allow this vacant, underutilized agricultural Site to be developed as a high-quality multi-family community with appropriate amenities for its residents.

B. Current & Surrounding Zoning and General Plan

The Site is currently zoned PAD (Canyon Trails) which designates the north portion of the Site as Commercial and the south portion of the Site as Medium High Density Residential. The north portion of the Site has failed to develop with commercial uses due to excess commercial space in the area and lack of convenient commercial access to the Site with no southbound off ramp on the Arizona State Route 303 Loop (Loop 303) freeway. The south half of the Site has failed to attract interest from anything other than multi-family developers due to its proximity and adjacency to the Loop 303 Freeway. See **Exhibit 2 – Existing Zoning Map**.

Van Buren Street borders the Site’s north boundary and Cotton Lane (Loop 303) borders the Site’s west boundary. The property immediately north of Van Buren Street is zoned PAD and is an existing agricultural field. The property east of the Site is zoned PAD with an existing 100’ wide greenbelt open space area and there are existing single-family homes located east of the 100’ wide greenbelt. The greenbelt area is a trail system and open space, creating a substantial natural landscape buffer between the Site and the residential neighborhood, and an appropriate land use transition towards the Loop 303 Freeway. The property immediately to the south is zoned MF-24 for a future multi-family development.

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 and a Village Center Overlay. 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. More specifically, Standard 41 of the Physical Growth & Development Section of the General Plan states that high density residential development is permitted in the Business & Commerce category when located adjacent to commercial areas. This Site is located approximately ¼-mile north of the existing Canyon Trails Towne Center and is located adjacent to Loop 303. Further, the TOD Overlay denotes areas within walking distance to major future or existing transit routes. Higher density and intensity uses are encouraged in the TOD Overlay. Dominium’s multi-family development will complement and support existing and future retail, restaurant, entertainment, office, and service uses in the area, and the development is located proximate to major freeway transit corridors consistent with the City’s General Plan Goals and Policies.

C. Development Proposal

Dominium’s proposed development consists of two high-quality multi-family communities. Each community includes a series of high-quality common residential amenities. See **Exhibit 3 – Conceptual Site Plan**.

Estrella Springs is a proposed family-style multi-family housing community that will be located on the south 19.04 acres of the Site. The proposed buildings will be three story “walk-up” garden style apartments. The Estrella Springs community includes approximately 12 1-Bedroom Units, 192 2-

Bedroom Units, and 192 3-Bedroom Units for a total of 396 dwelling units. The proposed use is consistent with the character of the surrounding area and special attention has been given to the landscaping and architectural design, creating a high-quality and attractive multi-family development.

Suncrest Vista is a proposed senior multi-family housing community that will be located on the north 9.62 acres of the Site and will accommodate an age-restricted (55+ years) seniors. The community consists of two 4-story buildings wrapped around a common central courtyard with residential amenities. The Suncrest Vista community includes approximately 76 1-Bedroom Units, 154 2-Bedroom Units, and 32 3-Bedroom Units for a total of 262 dwelling units. The proposed use is consistent with the character of the surrounding area and special attention has been given to the landscaping and architectural design, creating a high-quality attractive multi-family development.

The Site and Building design implement the City's Design Guidelines and includes high quality architectural elements, landscaping palettes, signage and colors compatible with the surrounding area. Further, both proposed multi-family developments offer a variety of common areas and amenities, including (but are not limited to): Clubhouse (with community rooms), Fitness Center, resort-inspired swimming pool with deck and spa, outdoor kitchen, remote BBQ pavilions, expansive dog run, and smaller courtyards with turf areas. In addition, the family portion includes play fields, playgrounds, and a ride share drop-off pavilion while the Senior portion also includes a covered Porte-Cochere entry, salon, library, and central courtyard with designated game areas. The well-appointed health and fitness center for each community equips its residents with the tools necessary to enable residents to pursue a healthy and active lifestyle within its 4,000 square feet for the family community and 2,100 square feet for the senior community. The clubhouse in each community provides warm and intimate gathering places for its residents within its generous 6,500 square feet for the family community and 8,500 square feet for the senior community. Both communities include a substantial quantity of garages for vehicle parking. These garages are all located along the western boundary and help serve as a buffer to the future freeway traffic noise.

Within Estrella Springs, the primary outdoor amenities are focused around the community entry and clubhouse area as central gathering spaces; however, there are also other smaller courtyards formed by groups of buildings throughout the Site. Within Suncrest Vista, the primary outdoor amenities are located within a centralized courtyard and the buildings are designed to front onto these amenities. See **Exhibit 4 – Conceptual Landscape Plan**.

Dominium's multi-family development is an appropriate use for the Site and is compatible with the land use pattern in the area. There has been no commercial demand for the north 9.62 acres of the Site ("Commercial Site"). Regional and local retail space (much of which is vacant) is already saturated in this City of Goodyear trade area, including retail hubs located half mile to the south of the Commercial Site. Given the close proximity of these existing retail locations and vast vacant space available, prospective retailers would likely prefer to locate in an established area rather than the north 9.62 acres of this 28.66-acre Site with no direct access to/from the future Loop 303. Further, this Site is challenged with no future full access to Cotton Lane, no vehicular access to the south or east, and half of the Van Buren Street frontage is restricted with no access opportunities due to proximity to Loop 303.

Dominium manages all of the communities that they build in-house under Dominion Management Services (DMS), which provides a competitive advantage to the company over competitors whose properties are managed by a 3rd party. Dominion takes a long-term approach to investment and plans to

own Suncrest Vista and Estrella Springs for 15 to 30+ years. Their long-term ownership strategy removes pitfalls that come with “merchant” developers who are quick to relinquish ownership through a sale as soon as the property is leased up. As owner, Dominion will be responsible for the costs of repairing and maintaining the property, creating a strong incentive to select high quality and durable finishes and materials. Long-term maintenance costs can be minimized with consistent and thorough preventative maintenance. Because the financial incentives of Dominion align with DMS, property management is diligent and responsive answering tenant concerns to address in-unit issues and fixing repairs. The strong partnership between Dominion’s development team and management company has come to be recognized as “The Dominion Difference.” Dominion takes pride in their quality communities that stand the test of time.

As long-term owners and managers, Dominion designs their product so that residents living in the community will be proud to call the community their home. Dominion builds their communities to be long-term assets with durable materials and high-quality finishes. The company strives to find tenants who view the community in the same way they would treat their home with respect and consideration for the surrounding community. For this reason, Dominion has a stringent qualification process for residents to qualify for tenancy. All potential residents must pass a criminal background check to ensure there is no adverse history. Credit checks are also completed to ensure future residents is in overall good standing. Once these two basic screening criteria are met, the tenant may be further considered for a potential lease. Tenants that fail to comply with State and local law requirements are subject to eviction. Dominion’s properties often have lengthy waitlists for residency, and Dominion Management Services is quick to act to remove parties who violate their lease requirements so that the unit can be re-filled with a tenant who wants to find a place they can treat as their home.

D. Development Standards

The following modifications to the MF-24 Multi-family Residential development standards apply to the portion of the Property legally described in Legal Description – North attached hereto (the “North Zone”).

North Zone (The Northern-most 9.62 Acres):

NORTH ZONE MODIFIED DEVELOPMENT STANDARDS (SUNCREST VISTA)	
Development Standard	MF-24 with PAD Overlay for Senior Community
Minimum Parking Spaces ⁽⁴⁾	1 space per 1-bedroom unit; 1.22 spaces per 2-bedroom unit; 2 spaces per 3-bedroom unit; 1 guest space per 10 units;
Minimum South Setback ⁽⁵⁾	15'-0" (measured from the southern boundary of the North Zone)
Maximum Building Height	56'-0" ⁽³⁾
Private Outdoor Open Space (Square Feet/Dwelling Unit)	55 SF Min. Balcony ⁽²⁾ 60 SF Min. Ground Floor Patio ⁽²⁾
Minimum Recreational Open Space (Square Feet Per Dwelling Unit)	500 SF
Minimum Setback from Single-Family Residential Zoning District	50 +5 Feet for every foot over 30 Feet ⁽¹⁾
Minimum Landscape Area (Net Site Area)	35%

(1) As measured from a single-family residential lot.

(2) Private outdoor open space is that portion of the unit devoted to outdoor recreational use by the individual resident(s) of the unit or lot. This area is provided in addition to the recreational open space. Private outdoor open space shall be provided in the form of private yards, patios, or balconies. The minimum length and the minimum width of patios and balconies shall be five (5) feet.

(3) The maximum density of 24 dwelling units does not apply. However, a maximum number of dwelling units that can be constructed with the Property (both the South Zone and North Zone combined) applies as set forth below.

(4) The reduced parking space requirements in the North Zone Modified Development Standards table apply only if the North Zone is developed as an age-restricted multi-family rental community limited to residents 55 years or older, whose parking needs are less than what would otherwise be required in the Goodyear Zoning Ordinance. The requirements for parking in the Goodyear Zoning Ordinance, currently set forth in Article 6 of the Goodyear Zoning Ordinance shall apply to the development of the North Zone unless Owner demonstrates, to the satisfaction of the City Attorney or his or her

- designee, the existence of a Land Use Restriction Agreement which has been recorded against the land and limits tenancy to those aged 55 or older. Once it has been demonstrated that the North Zone will be restricted to 55 years or older, then a minimum of 354 parking stalls will be provided. Parking will conform to the per-unit parking ratios specified in the North Zone Modified Development Standards table above.
- (5) This is the setback that will apply if the owner of the Property decides to create separate parcels for the North Zone and South Zone.

The following modifications to the MF-24 Multi-family Residential development standards apply to the portion of the Property legally described in Legal Description – South attached hereto (the “South Zone”).

South Zone (The Southern-most 19.04 Acres):

SOUTH ZONE MODIFIED DEVELOPMENT STANDARDS (ESTRELLA SPRINGS)	
Development Standard	MF-24 with PAD Overlay for Family Community
Minimum Parking Spaces ⁽³⁾	1.10 space per 1-bedroom unit; 1.45 spaces per 2-bedroom unit; 2 spaces per 3-bedroom unit; 1 guest space per 10 units; A minimum of 716 parking spaces shall be provided.
Minimum North Setback ⁽⁴⁾	15'-0" (measured from the northern boundary line of the South Zone)
Private Outdoor Open Space (Square Feet/Dwelling Unit)	50 Sq. Ft. Min. Balcony ⁽²⁾ 58 Sq. Ft. Min. Ground Floor Patio ⁽²⁾
Minimum Recreational Open Space (Square Feet Per Dwelling Unit)	500 Square Feet
Minimum Setback adjacent to Single-Family Residential Zoning (east property line):	50 + 5 Feet for every foot over 30 Feet ⁽¹⁾
Maximum Building Coverage (Net Site Area)	25%

- (1) As measured from a single-family residential lot.
- (2) Private outdoor open space is that portion of the unit devoted to outdoor recreational use by the individual resident(s) of the unit or lot. This area is provided in addition to the recreational open space. Private outdoor open space shall be provided in the form of private yards, patios, or balconies. The minimum length and the minimum width of patios and balconies shall be five (5) feet.
- (3) Article 6 of the Goodyear Zoning Ordinance shall apply to the development of the South Zone unless a parking plan addressing parking management is approved by the Director of Development Services or designee. If a parking plan addressing parking management is approved, then the reduced parking requirements in the South Zone Modified Development Standards table above shall apply. The Owner of the South Zone shall be

responsible for ensuring compliance with all terms of the approved parking management plan and the failure to do so constitutes a zoning violation.

- (4) This is the setback that will apply if the owner of the Property decides to create separate parcels for the North Zone and South Zone.

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

Deviation Justifications

- Minimum Parking Spaces. Suncrest Vista - The community will be developed as an age-restricted multi-family rental community limited to residents 55 years or older, whose parking needs are less than what would otherwise be required in the Goodyear Zoning Ordinance. The requirements for parking in the Goodyear Zoning Ordinance, currently set forth in Article 6 of the Goodyear Zoning Ordinance shall apply to the development of the Property unless Owner demonstrates, to the satisfaction of the City Attorney or his or her designee, the existence of a Land Use Restriction Agreement which has been recorded against the land and limits tenancy to those aged 55 or older. Once it has been demonstrated that Suncrest Vista site will be restricted to 55 years or older, then a minimum of 354 parking stalls will be provided. Parking will conform to the per-unit parking ratios specified in the Development Standards table above.

The Suncrest Vista development will be an Active Adult community, needing a lower number of parking spaces to serve all future residents differentiating this development type from typical or commoditized multi-family design. The reduced need for parking is driven by many factors, including:

- Nearly all residents will not be actively employed and will be/are retired, reducing the need for daily commutes often facilitated by personal vehicle ownership.
- Nearly all residents will be single or a couple sharing one vehicle. With approximately 30% of the units being single-bedroom floor plans and no three-bedroom units.
- Residents typically do not maintain personal vehicles for additional occupants or children.
- The additional area created from eliminating unused and underutilized parking is converted into open space for future residents to improve their quality of life and health. The generous amenity package and community spaces offered by Suncrest Vista, including more than 10,000 SF of clubhouse and fitness center space and courtyard programming which includes the pool, sun deck, and dining ramadas, are a testament to this commitment. Reducing the parking count will allow for more landscaping and will reduce the excess ambient heat created by unnecessary asphalt in vacant parking areas.

Estrella Springs - Off-street parking and loading shall comply with Article 6 of the Zoning Ordinance except as modified by the Development Standards table. A parking plan addressing parking management shall be submitted and approved with the Site Plan.

All parking shall adhere to the approved parking plan. A minimum of 716 parking stalls will be provided. See **Exhibit 5 – Parking Narrative**. The parking ratios provided will be contingent upon an approved parking plan.

- Minimum Building Setbacks from Single-Family Residential Zoning District. Although MF-24 requires 50 feet plus 5 feet for every foot over 30 feet as the minimum building setback from residential zoning districts (based on Dominion's proposed building height), the intent of this regulation is to ensure proper setbacks between multifamily buildings and single-family homes. There is a large 100 feet wide greenbelt open space area adjacent to the Site's east property line. The proposed building setback is 50 feet from the west boundary of the greenbelt open space area; and in addition, there's a 150 feet setback from the proposed multifamily building to the nearest single-family residential lot located east of the Site. Due to the combination of recreational trails beltway, vehicular drives, underground irrigation easements, a significant landscape buffer separating the nearest multifamily building and the near single-family lot, the separation/setback intent is well exceeded with the proposed 50 feet building setback.
- Maximum Building Height (Suncrest Vista Only). The proposed building height of 52' is 12 feet greater than the base MF-24 Zoning District; however, the proposed building height of 52' is 4 feet less than the building height allowed under the existing Commercial PAD zoning which allows a maximum of 56'. Therefore, Dominion's proposed building height is significantly less than currently allowed on the Site. Further, the proposed 4-story buildings (on only the senior community portion) will achieve the appropriate scale for this type of development while allowing additional space on the Site for amenities, such as the Clubhouse (with community rooms), Fitness Center, Swimming pool with deck and spa, Outdoor Kitchen, remote BBQ pavilions, and smaller courtyards with turf areas. Vertical living is desirable on this Site rather than having larger building footprints that will take up most of the open space areas.
- Minimum Private Outdoor Open Space and Recreational Open Space. Dominion's preliminary development plan incorporates an exceptional landscape and open space plan with key features including: (a) diverse active and passive open space amenities, (b) connectivity throughout the site, (c) private open space integral to the open community courtyards, and (c) connectivity to the public realm. Approximately 40% of this is planned to be dedicated as active open space, such as recreational amenities, trails, usable turf, seating and gathering areas. Dominion provides a series of distinct amenity areas featuring the pool & sunbathing, play & fitness, backyard BBQ, and yoga garden themes. Ancillary amenities are also provided in the courtyards and throughout the Site, such as BBQ facilities, shaded seating areas, grass play areas, and bike storage/ maintenance area. The main gathering areas are furnished with comfy chairs, tables and lounge areas. Dominion's plan will provide an average of 500 SF of recreational open space per unit, which is 25% greater than the minimum required under MF-24. MF-24 District development standards require sixty (60) square feet of private open space (balconies, patios) per residential unit with a minimum 6' x 6' patio or balcony.

Suncrest Vista is providing a total of 262 private open spaces in the form of balconies or patios which range in square footage from 55 – 60 square feet. The majority unit type, 2-bedrooms units that account for 59% of total units, has a depth of 7'-2". The 3-bedroom units are 10" shorter than the requirement; however, they account for only 12% of total units. 1-bedroom units are also two inches shy of the 6'-0" requirement. Although the units are slightly under the required minimum private outdoor open space requirement, Dominion takes great pride in providing superior amenities and outdoor areas in their community. The outdoor space provided to residents exceeds the 102,400

square feet required open space by 16,855 square feet with an average of 58 square feet per balcony in Suncrest Vista.

Estrella Springs is providing a total of 396 private open spaces in the form of balconies or patios which range in square footage from 51 – 70 square feet. Twelve (12) units of the 396 units are just under the required sixty (60) square feet requirement; however, the total private open space exceeds the required code square footage by 1,044 square feet and the average balcony size is 67 square feet. All balconies meet the 6’0” depth minimum.

Additional Regulations for the North Zone:

1. The North Zone shall be developed to include all of the following Amenities:
 - i. 8,000 square foot Clubhouse
 - ii. 2,000 square foot Fitness Space
 - iii. Library
 - iv. Salon
 - v. Central courtyard with game areas – bocce ball, cornhole, etc.
 - vi. Covered porte-cochere entry
 - vii. Resort-style pool and hot tub with sun deck, and dining ramadas
 - viii. Picnic and Grilling Areas
 - ix. Dog Park
2. The North Zone shall be developed to provide for connectivity to adjacent developments and shall include, at a minimum, the following:
 - i. One (1) pedestrian connection shall be provided to the Canyon Trails Cotton Lane Greenbelt Trail along the western edge of the Site.
 - ii. One (1) pedestrian connection should be provided to the Canyon Trails Unit 3 greenbelt along the eastern side of the Site.

Additional Regulations for the South Zone:

1. The South Zone shall be developed to include all of the following Amenities:
 - i. 6,000 square foot Clubhouse
 - ii. 4,000 square foot Fitness Space
 - iii. Two (2) covered “Tot lots” including playgrounds
 - iv. Turfed play fields
 - v. Resort-style pool and hot tub with sun deck, and dining ramadas
 - vi. Picnic and Grilling Areas
 - vii. Dog Park
2. The South Zone shall be developed to provide for connectivity to adjacent developments and shall include, at a minimum, the following:
 - i. One (1) pedestrian connection shall be provided to the Canyon Trails Cotton Lane Greenbelt Trail along the western edge of the Site.
 - ii. Two (2) pedestrian connections should be provided to the Canyon Trails Unit 3 greenbelt along the eastern side of the Site.

Additional Regulations for both the North Zone and South Zone:

1. Development within the Property shall include some sort of publicly facing art, which shall be included in an approved site plan. (To clarify the publicly facing art can be located in either the North Zone or the South Zone.)
2. There shall be a minimum 20-foot landscape setback on the eastern side of both the North Zone and the South Zone. The 20-foot landscape setback shall be planted with a minimum of one (1) tree per twenty (20) feet on center with every other tree being a minimum twenty-four (24) inch box size.
3. The greenbelt located within Canyon Trails Unit 3 adjacent to the eastern boundary of the Property shall be improved, subject to agreement and approval of Canyon Trails Unit 3 Homeowner's Association. Unless completed sooner, improvements within the greenbelt shall be completed with development within each zone (i.e. the section of the green belt adjacent to the South Zone shall be completed with development within the South Zone, and the section of the green belt adjacent to the North Zone shall be completed with development within the North Zone).
4. Unless expressly modified in this document or by any of the stipulations in Ordinance 2022-1522, all development within the Property shall comply with the requirements of the City of Goodyear Zoning Ordinance.
5. All development within the North Zone and South Zone is subject to Administrative Site Plan review.
6. The number of dwelling units per acre that may be developed on the Property (the North Zone and South Zone combined) shall not exceed 24 dwelling units per acre. No more than 658 dwelling units shall be developed on the Property (the North Zone and the South Zone combined).
7. Design for development with the North Zone and South Zone shall be in conformance with the multi-family requirements of Chapter 3 of the City of Goodyear Design Guidelines, except as follows:
 - a. Carports will be designed to accommodate solar panels on the roof of the stalls. To maximize solar efficiency, carports will not be sloped, but carport will be colorized to complement the color scheme of residential buildings.
 - b. Development within the North Zone shall incorporate a minimum of one (1) color scheme consisting of four (4) colors with at least two (2) of the four (4) colors being distinct (i.e. not simply using varying shades of white, grey or tans). At least one (1) of the colors in the color scheme shall be consistent with the established color schemes in the surrounding neighborhoods and at least two (2) of the colors in the color scheme shall match colors used in development of the South Zone.

- c. Development within the South Zone shall incorporate a minimum of three (3) color schemes with each color scheme consisting of four (4) colors and at least two (2) of the four (4) colors in each color scheme being distinct (i.e. not simply using varying shades of white, grey or tans). At least one (1) of the colors in each of the color schemes shall be consistent with the established color schemes in the surrounding neighborhoods and at least two (2) of the colors in at least one (1) of the three (3) color schemes shall match colors used in development of the North Zone. The three (3) color schemes shall be integrated throughout the structures constructed within the South Zone (i.e. no concentrations of color schemes).
 - d. All residential structures constructed within the North Zone and the South Zone shall incorporate brick, stone or a similar material.
 - e. If more than three (3) residential buildings are constructed within the South Zone, the residential buildings within the South Zone shall be designed and constructed with a minimum of two (2) distinct roof styles/elevations and heights.
 - f. If more than three (3) residential buildings are constructed within the North Zone, the residential buildings within the North Zone shall be designed and constructed with a minimum of two (2) distinct roof styles/elevations and heights.
8. Development within the North Zone and South Zone shall comply with Article 3-5-5 of the Goodyear Zoning Ordinance and each dwelling unit within the residential buildings constructed within the North Zone and South Zone shall include the following additional enhanced amenities:
- a. Private balcony/patio
 - b. Hardwood-style flooring
 - c. Gourmet kitchen cabinets
 - d. Walk-in closets
 - e. Central air conditioning
9. Residential buildings developed within the North Zone and the South Zone shall include the following architectural features:
- a. All residential buildings onsite will incorporate four-sided architecture
 - b. Flat metal shading elements & awnings
 - c. Celebrated entries
 - d. Coordinated color schemes with four colors per scheme
 - e. Extensive use of brickwork
 - f. Articulated ground floor patio walls and planters
 - g. Decorative screened balcony guardrails
 - h. Variety of Reglet stucco patterning (horizontal & vertical)
 - i. Articulated parapet line, including variation in height
10. Except as otherwise provided herein, if a wall or fence is constructed on the eastern boundary of the North Zone and/or the South Zone, adjacent to the greenbelt within Canyon Trails Unit 3, the following applies. Any fence constructed shall be a view fence. Any wall constructed shall be a view wall consisting of a minimum of two (2) feet of wrought iron on top of a solid wall except when needed to screen trash enclosures, utilities, and mechanical equipment, in which case that portion of the wall may be entirely solid.

11. The style and colors of perimeter walls constructed along the boundaries of the North Zone and/or along the boundaries of the South Zone shall be consistent and cohesive with each other and with existing walls constructed within the Canyon Trails area.
12. If parking is located along the eastern property line, the parking area shall be screened with a minimum of three (3) feet of Concrete Masonry Unit (CMU) or a similar screening material.
13. Except in the event of a lot split that splits the Property into separate lots with the North Zone being one lot and the South Zone being one lot, the following standards apply to setbacks:
 - a. The Front Setback, which is also a Street Setback located along Van Buren Street, is a 30-foot setback and shall be measured from the northern boundary of the Property.
 - b. The west Side Setback, which is also a Street Setback running parallel to Cotton Lane and the future frontage road, is a 30-foot setback and shall be measured from the western boundary of the Property.
 - c. The Rear Setback is a 30-foot setback measured from the southern boundary of the Property.
 - d. The east Side Setback is a 20-foot setback measured from the eastern boundary of the Property unless a public street is to be constructed along the eastern boundary of the Property in which case the east Side Setback is a 30-foot setback that shall be measured from the western boundary of the right-of-way for such public street.
14. In the event of a lot split that splits the Property into separate lots with the North Zone being one lot (the "North Zone Lot") and the South Zone being one lot (the "South Zone Lot"), the following standards apply to setbacks: In the event of a lot split which splits the parcel into a north and south parcel, the front setback for the southern parcel shall be 15 feet along the northern edge.
 - a. The Front Setback for the North Zone Lot, which is also a Street Setback located along Van Buren Street, is a 30-foot setback and shall be measured from the northern boundary of the North Zone Lot.
 - b. The north Setback for the South Zone Lot is 15-feet measured from the northern boundary of the South Zone Lot.
 - c. The west Side Setback for the North Zone Lot, which is also a Street Setback running parallel to Cotton Lane and the future frontage road, is a 30-foot setback and shall be measured from the western boundary of the North Zone Lot.
 - d. The west Side Setback for the South Zone Lot, which is also a Street Setback running parallel to Cotton Lane and the future frontage road, is a 30-foot setback and shall be measured from the western boundary of the South Zone Lot.
 - e. The east Side Setback for the North Zone Lot is a 20-foot setback measured from the eastern boundary of the North Zone Lot unless a public street is to be constructed along the eastern boundary of the North Zone Lot in which case the east Side Setback for the North Zone Lot is a 30-foot setback that shall be measured from the western boundary of the right-of-way for such public street.
 - f. The east Side Setback for the South Zone Lot is a 20-foot setback measured from the eastern boundary of the South Zone Lot unless a public street is to be constructed along the eastern boundary of the South Zone Lot in which case the east Side Setback for the

South Zone Lot is a 30-foot setback that shall be measured from the western boundary of the right-of-way for such public street

- g. The Rear Setback for the North Zone Lot is a 15-foot setback measured from the southern boundary of the North Zone Lot
 - h. The Rear Setback for the South Zone Lot is a 30-foot setback measured from the southern boundary of the South Zone Lot.
15. The 30-foot side set back along the western boundary of the Property shall be fully landscaped and shall include an 8-foot concrete trail from the southern end of the property up to Van Buren Street. At least one (1) shaded, publicly accessible seating area shall be constructed along the trail and trees shall be planted on both sides of the trail. There shall be at least 5 feet of landscaping on both sides of the trail between the trail and any wall, including sound walls, constructed along the western boundary of the Property.
16. A minimum of 40% of the open space with the North Zone shall be active and include items such as recreational amenities, trails, usable turf, seating and gathering areas; and a minimum of 40% of the open space with the South Zone shall be active and include items such as recreational amenities, trails, usable turf, seating and gathering areas.
17. In no case shall a patio or balcony be smaller than 50 square feet or less than 5 feet in depth.
18. The development within the Property shall include the name of Canyon Trails in the name of the development such as "<Multi-family Development Name> at Canyon Trails."
19. A monument sign that includes the names of the development within the North Zone and within the South Zone shall be constructed along Van Buren Street near the main public/private street/driveway providing access to both the North Zone and South Zone. The style of the monument sign shall be similar to the style of existing monument signs within Canyon Trails.
- a. The monument sign may continue to include the names of the development with the North Zone and within the South Zone even in the event the portion of the Property included within the North Zone and the portion of the Property included in the South Zone are split into separate lots.

E. Design Guidelines

This development includes thoughtful architectural design with high-quality materials and visual interest through various architectural techniques with complimentary materials and colors to the surrounding neighborhoods. Design shall be in conformance with the multi-family requirements of Chapter 3 of the City of Goodyear Design Guidelines, except as follows:

- 1.) Color schemes should add interest and variation to buildings on the Site. At least two (2) base colors and three (3) accent colors/materials shall be used in a manner which creates a minimum of four (4) unique building schemes through the Site. A variation in roof height is required and a portion of the building's roof shall be pitched or contain a tower structure with an overhang.

- a. The color palettes shall incorporate a variety of colors and not simply shades of grays and/or browns.
- b. Dominion has committed to selecting a color palette for their buildings which complements the adjacent HOA's (Canyon Trails Unit 3) approved color scheme. One of the four building color schemes borrows colors from the HOA's palette. The remaining three colors are curated to complement the HOA while also adding a variety of color as desired by the City of Goodyear.

The proposed materials and color palettes should include a variety of textures as well as features such as stone, lap siding, perforated metal railings, and stack bond patio walls. Although the palettes have their own individual character, the series of schemes should all be linked through several common elements. Both communities will have buildings that share window frame colors, awning colors, patio wall colors, and more. Furthermore, Estrella Springs will have paint schemes sharing one significant paint color.

Dominium will own & manage Estrella Springs and Suncrest Vista for a minimum of 15 years; however, Dominion plans to own the community for 30 years. One of the attributes that drew Dominion to Goodyear is the City's focus on creating streetscapes, pedestrian walkways, and public infrastructure that is well designed, aesthetically attractive, and detail oriented. To demonstrate Dominion's interest in being a long-term member of the community, Dominion has committed to providing public art on the subject site. This artwork will be located toward the property boundary, so that it's visible to pedestrians and other citizens of Goodyear as they drive past the site. Dominion staff held an introductory meeting with the Arts and Culture Administrator of the Goodyear Arts & Culture Commission to better understand the City's priorities in adding art to the public realm. Dominion will incorporate feedback from the Commission to select an art piece that complements other art within the city as well as an artist with an appreciation for the local community and environment.

F. Infrastructure

Off-Site Improvements

Other than new driveway cuts and the associated turning lanes on Van Buren Street, we do not anticipate any off-site improvements since the adjacent roadway infrastructure has already been completed. There is one full access driveway on Van Buren Street that will include a deceleration lane as well as median breaks for left-in and left-out traffic maneuvering. The other driveway (mid-length of the Site on Van Buren Street) is a right-in/right-out Emergency access only drive. The Driveway cuts shall be approved by the City.

Grading and Drainage

The Site is designed to comply with 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, underground stormwater catch basins and storm drainpipes.

Water and Sewer

The water and sewer service provider for the Site is City of Goodyear.

Parkways and Open Space

Dominium has been in communication with the Canyon Trails Unit 3 HOA to discuss improvements to the greenbelt which acts as a boundary between the HOA and Site. The greenbelt is bordered to the north by Van Buren Street, to the South by Canyon Trails Boulevard, to the west by the Site, and to the east by Canyon Trails Unit 3 single-family homes. The greenbelt has historically been comprised of grass turf, but with water costs rising this landscaping has become financially difficult to maintain. Dominium has committed to partnering with the HOA to improve this greenbelt to xeriscape landscaping which beautifies the space with low water intensity plants that are native to the Arizona landscape.

G. General Plan Conformance

Dominium's development is supported by the City of Goodyear'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
- 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.
- 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-8-1, Policy a. Encourage the use of vegetation that provides shade and seasonal color and requires minimal irrigation.
- Standard 41. High density residential development is permitted in the Business & Commerce category when located adjacent to commercial areas.
- Standard 54. Development in the TOD Overlay should be pedestrian oriented.
- Standard 55. When vertical mixed-use development or TND principles are utilized, additional building intensity (such as height and reduced setbacks) and increased residential may be granted.
- Standard 58. Higher density and intensity uses are encouraged in the TOD Overlay.

Community & Cultural Development

- 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.

H. 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 and Village Center Overlay. 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 denotes areas within walking distance to a major future or existing transit route. Higher density and intensity uses are encouraged in the TOD Overlay. Dominion's development will complement and support existing businesses in the area and provide additional housing options for current and future residents of the City.

Further, Dominion's proposed multi-family 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 Loop 303 and I-10 provides regional transportation routes. Van Buren Street will provide adequate access and have adequate capacity to handle the additional traffic volume generated by Dominion's development.

Hundreds of new jobs are being created by new industrial/flex development to the south of the Site (Andersen Windows, Amazon, etc.) and north of the Site (PV 303). Many of these newly created jobs will not provide wages sufficient to live within the City of Goodyear at the current rent rate growth trends. Housing development is economic development. Providing diverse and workforce housing options keep retail dollars in the Goodyear community and help sustain local businesses, versus employees commuting out of the City of Goodyear.

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

The under-utilized, agricultural Site is adequately sized (28.66+/- net acres) and relatively flat, which makes it suitable for a multi-family development. Adjacent arterial streets (Van Buren Street), the Loop 303 Freeway, and the I-10 Freeway are appropriate transportation corridors to serve residents 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 MF-24 with PAD Overlay will limit the uses allowed on the Site to residential, which is compatible with and supportive of the land use patterns of adjacent properties and surrounding area. Dominion's proposed development will not have negative environmental impacts, inappropriate traffic impacts, or other negative impacts to the surrounding area. There is a large greenbelt between the existing single-family homes east of the Site and the proposed multi-family development, with an approximate 250 feet separation from nearest single-family home and proposed

multi-family building. The proposed multi-family development is the most appropriate use for the Site given its location between the Loop 303 and single-family homes east of the Site.

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 zoning is MF-24 with PAD Overlay, which is consistent with other land uses within the immediate area and is the best use for this Site. The proposed zoning will be compatible with the existing single-family subdivisions providing an appropriate land use transition and provide a buffer between the Loop 303 freeway and existing single-family homes east of the Site. Further, the proposed rezoning and Dominium's development are better suited for the Site than the uses allowed under the current zoning. There is no commercial demand on this Site because ADOT did not provide an interchange along the newly constructed Loop 303 at Van Buren Street, therefore there is very little access to/from the Site from the Loop 303 and access is vital to the sustainability of commercial developments/businesses. Further, the Canyon Trails Towne Center is a large approximately 80+ acre commercial shopping center located a walkable distance to the south and there are pedestrian trail connections to walk there. Canyon Trails Towne Center has approximately 165,000 gross leasable area available for box retailers and significant shop and pad spaces available for lease as well. The other use allowed under existing zoning is medium high density residential; however, single family homes are not a viable option adjacent to the new Loop 303 freeway, which didn't exist when this zoning was initially approved. Multi-family is the best suited land use for this Site due to proximity to Loop 303, no commercial demand and access challenges.

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 multi-family communities proximate to freeways and other transportation options. The Site's location proximate to the Loop 303 and 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 multi-family community living is strong in this area of the City.

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 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 the submitted Reports support the conclusion that there is adequate public infrastructure and facilities to serve the proposed development. Further, Copper Trails elementary has confirmed the school has capacity to accept kids who will live within Dominium's multi-family community.

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. 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 uses. Dominion'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.

Dominion's development will have a positive impact to the general health, safety and welfare of the citizens of the City and the general public. The proposed multi-family community will deliver additional housing options, additional shoppers for businesses in the area, provide housing for residents employed in the area, and implements development of underutilized property.

I. Conclusion

Dominion's proposed multi-family development is an ideal use of this vacant and underutilized Site and is compatible with the surrounding area. The development conforms to the City of Goodyear's General Plan goals and policies and furthers the City's objectives for Physical Growth & Development and Community & Cultural Development. The proposed rezoning to MF-24 with PAD Overlay will facilitate the development of this underutilized vacant infill Site for a high-quality multi-family residential development that enhances the surrounding area and adds to the housing diversity in this area of the City.

EXHIBIT 1



CONTEXT PLAN

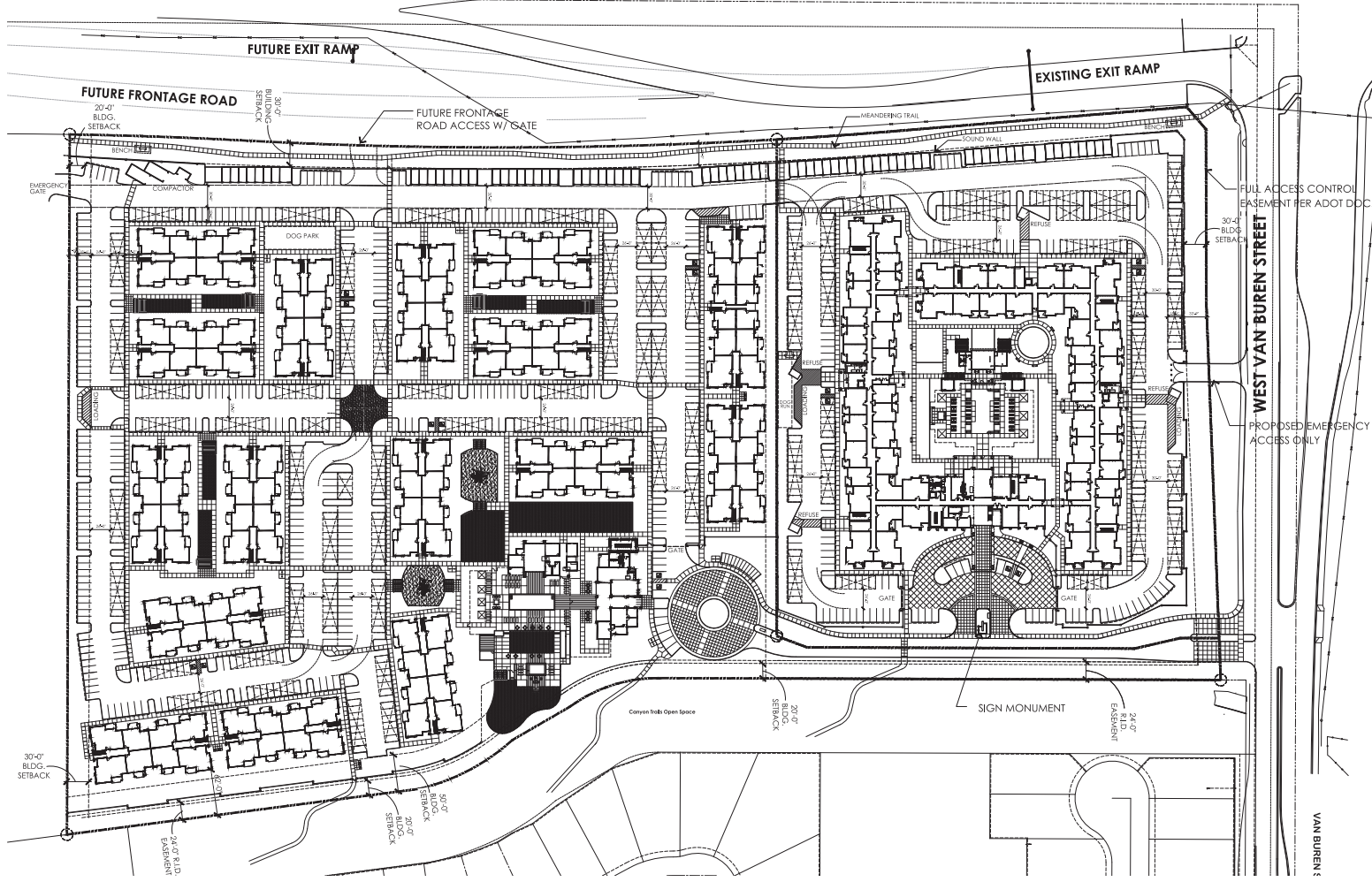
SCALE: 1" = 150'-0"
0 75' 150' 300'

SENIOR/FAMILY HOUSING @ SEC SR-303 & VAN BUREN ST

EXHIBIT 2

EXHIBIT 3

COTTON LANE

STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)**SITE AREA:**

PARCEL	NET
FAMILY APARTMENT	± 19.94 ACRES*
SENIOR LIVING	± 9.62 ACRES*
TOTAL	± 29.56 ACRES*

*NOTE: WILL NEED TO BE VERIFIED BY OWNERS CIVIL ENGINEER AND/OR SURVEYOR.

ZONING:

EXISTING:	CANYON TRAILS COMMERCIAL/COURT HOME
PROPOSED:	PADY MF-24

HEIGHT:

EXISTING:	2 STORY OR 30 FEET
PROPOSED:	3 STORES
SENIOR LIVING	4 STORES

UNIT MIX:**FAMILY APARTMENT:**

BUILDING TYPE 1	180	280	380	D.U.	GROSS S.F.
FIRST FLOOR	-	4	4	8	10,041 S.F.
SECOND FLOOR	-	4	4	8	10,041 S.F.
THIRD FLOOR	-	4	4	8	10,041 S.F.
TOTAL	-	12	12	24	30,123 S.F.

BUILDING TYPE 2	180	280	380	D.U.	GROSS S.F.
FIRST FLOOR	4	4	4	8	13,521 S.F.
SECOND FLOOR	4	4	4	8	13,521 S.F.
THIRD FLOOR	4	4	4	8	13,521 S.F.
TOTAL	12	12	12	36	40,563 S.F.

UNIT TYPE	NO.	%
A-1 BEDROOM/1 BATH	12 D.U.	4.0%
B-2 BEDROOM/2 BATH	154 D.U.	59%
C-3 BEDROOM/2 BATH	192 D.U.	48.0%
TOTAL	358 D.U.	100%

SENIOR LIVING:

UNIT TYPE	NO.	%
A-1 BEDROOM/1 BATH	76 D.U.	29%
B-2 BEDROOM/2 BATH	154 D.U.	59%
C-3 BEDROOM/2 BATH	32 D.U.	12%
TOTAL	262 D.U.	100%

DENSITY:

EXISTING:	8-15 D.U./NET ACRE
PROPOSED:	
FAMILY APARTMENT	± 20.16 D.U./NET ACRE
SENIOR LIVING	± 26.8 D.U./NET ACRE

OPEN SPACE:

FAMILY APARTMENT	
REQUIRED (MF-24): 386 D.U. x 400 SF/D.U. = 158,400 SF	
PROVIDED:	± 197,293 SF

SENIOR LIVING	
REQUIRED (MF-24): 256 D.U. x 400 SF/D.U. = 102,400 SF	
PROVIDED:	± 119,255 SF

PARKING:

FAMILY APARTMENT REQUIRED PARKING:	
1 BEDROOM/1 BATH (12 D.U. x 1.5 P.S./D.U.) = 18 P.S.	
2 BEDROOM/2 BATH (192 D.U. x 2.0 P.S./D.U.) = 384 P.S.	
3 BEDROOM/2 BATH (192 D.U. x 2.0 P.S./D.U.) = 384 P.S.	
GUEST PARKING (396 D.U. x 0.1 P.S./D.U.) = 40 P.S.	
TOTAL REQUIRED:	826 P.S. (2.08 P.S./D.U.)

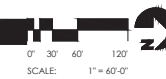
FAMILY APARTMENT PROVIDED PARKING:	
GARAGE	40 P.S.
SURFACE PARKING:	676 P.S.
TOTAL PROVIDED:	716 P.S. (1.81 P.S./D.U.)

SENIOR LIVING REQUIRED PARKING:	
1 BEDROOM/1 BATH (76 D.U. x 1.5 P.S./D.U.) = 114 P.S.	
2 BEDROOM/2 BATH (154 D.U. x 2.0 P.S./D.U.) = 308 P.S.	
3 BEDROOM/2 BATH (32 D.U. x 2.0 P.S./D.U.) = 64 P.S.	
GUEST PARKING (262 D.U. x 0.1 P.S./D.U.) = 26 P.S.	
TOTAL REQUIRED:	512 P.S. (1.95 P.S./D.U.)

SENIOR LIVING PROVIDED PARKING:	
GARAGE	32 P.S.
COVERED PARKING	230 P.S.
SURFACE PARKING	92 P.S.
TOTAL PROVIDED:	354 P.S. (1.35 P.S./D.U.)

GENERAL PARKING DIMENSIONS:

PARKING SPACE	9' x 20'
aisle width	26'

PRELIMINARY SITE PLAN**LEGAL DESCRIPTION**

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

THE NORTH 16.67 ACRES OF THE WEST HALF OF THE WEST HALF OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 3 WEST OF THE GILA AND SALT RIVER BASIN AND MERIDIAN, MARICOPA COUNTY, ARIZONA, EXCEPT ANY PORTION OF THE WEST HALF OF THE WEST HALF OF THE NORTH HALF (N1/2 W1/2 N1/2) 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. 2015-74953 AND IN CONDEMNATION IN RECORDING NO. 2016-49417, RECORDS OF MARICOPA COUNTY, ARIZONA, AND ALSO EXCEPT ANY PORTION LIVING WITHIN THE FOLLOWING SUBDIVISION: CANYON TRAILS UNIT 3, ACCORDING TO BOOK 487 OF MAPS, PAGE 39; COTTON LANE AND CANYON TRAILS BOULEVARD INFRASTRUCTURE, ACCORDING TO BOOK 487 OF MAPS, PAGE 38, AND THEREAFTER APPROVED OF CORRECTION RECORDED IN RECORDING NO. 2007-46039; AND CANYON TRAIL UNIT 3 PARCEL G, ACCORDING TO BOOK 198 OF MAPS, PAGE 14; AND CANYON TRAILS TOWN CENTER, ACCORDING TO BOOK 938 OF MAPS, PAGE 22.

VICINITY MAP**SENIOR/FAMILY HOUSING @ SEC SR-303 & VAN BUREN ST**

Goodyear, Arizona
PRELIMINARY SITE PLAN SUBMITTAL
Project No. 19-2044-02 Date 09-21-2021
CITY SUBMITTAL

TODD & ASSOCIATES, INC.
ARCHITECTURE PLANNING LANDSCAPE ARCHITECTURE
402.952.8289 www.toddassociates.com

DOMINIUM



EXHIBIT 4

COTTON LANE

STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)

SITE AREA:

PARCEL	NET
FAMILY APARTMENT	± 19.04 ACRES*
SENIOR LIVING	± 9.62 ACRES*
TOTAL	± 28.66 ACRES*

*NOTE: WILL NEED TO BE VERIFIED BY OWNER'S CIVIL ENGINEER AND/OR SURVEYOR.

ZONING:

EXISTING: CANYON TRAILS-
COMMERCIAL/COURT HOME

PROPOSED: PADI MF-24

HEIGHT:

EXISTING: 2 STORY OR 30 FEET

PROPOSED: FAMILY APARTMENT
3 STORIESSENIOR LIVING
4 STORIES

UNIT MIX:

FAMILY APARTMENT:

UNIT TYPE	1BD	2BD	3BD	D.U.	GROSS S.F.
FIRST FLOOR	-	4	4	8	10,041 S.F.
SECOND FLOOR	-	4	4	8	10,041 S.F.
THIRD FLOOR	-	4	4	8	10,041 S.F.
TOTAL	-	12	12	24	30,123 S.F.

UNIT TYPE	1BD	2BD	3BD	D.U.	GROSS S.F.
FIRST FLOOR	4	4	4	8	13,521 S.F.
SECOND FLOOR	4	4	4	8	13,521 S.F.
THIRD FLOOR	4	4	4	8	13,521 S.F.
TOTAL	12	12	12	36	40,563 S.F.

SENIOR LIVING:

UNIT TYPE	NO.	%
A-1 BEDROOM/1 BATH	12 D.U.	4.0%
B-2 BEDROOM/2 BATH	154 D.U.	48.0%
C-3 BEDROOM/2 BATH	192 D.U.	48.0%
TOTAL	358 D.U.	100%

DENSITY:

EXISTING:	8-15 D.U./NET ACRE
PROPOSED:	FAMILY APARTMENT 420.16 D.U./NET ACRE
	SENIOR LIVING 428.61 D.U./NET ACRE

OPEN SPACE:

FAMILY APARTMENT	
REQUIRED MF-24:	596 D.U. x 400 SF/D.U. = 158,400 SF
PROVIDED:	±197,293 SF
SENIOR LIVING	
REQUIRED MF-24:	256 D.U. x 400 SF/D.U. = 102,400 SF
PROVIDED:	±119,255 SF

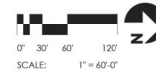
PARKING:

FAMILY APARTMENT REQUIRED PARKING:	
1 BEDROOM/1 BATH (12 D.U. x 1.5 P.S./D.U.)	= 18 P.S.
2 BEDROOM/2 BATH (192 D.U. x 2.0 P.S./D.U.)	= 384 P.S.
3 BEDROOM/2 BATH (192 D.U. x 2.0 P.S./D.U.)	= 384 P.S.
GUEST PARKING (396 D.U. x 0.1 P.S./D.U.)	= 40 P.S.
TOTAL REQUIRED:	826 P.S. (2.08 P.S./D.U.)
FAMILY APARTMENT PROVIDED PARKING:	
GARAGE	40 P.S.
SURFACE PARKING:	676 P.S.
TOTAL PROVIDED:	716 P.S. (1.81 P.S./D.U.)

SENIOR LIVING REQUIRED PARKING:	
1 BEDROOM/1 BATH (12 D.U. x 1.5 P.S./D.U.)	= 18 P.S.
2 BEDROOM/2 BATH (154 D.U. x 2.0 P.S./D.U.)	= 308 P.S.
3 BEDROOM/2 BATH (192 D.U. x 2.0 P.S./D.U.)	= 384 P.S.
GUEST PARKING (296 D.U. x 0.1 P.S./D.U.)	= 30 P.S.
TOTAL REQUIRED:	812 P.S. (1.95 P.S./D.U.)

SENIOR LIVING PROVIDED PARKING:	
GARAGE	32 P.S.
COVERED PARKING	230 P.S.
SURFACE PARKING	92 P.S.
TOTAL PROVIDED:	354 P.S. (1.35 P.S./D.U.)

GENERAL PARKING DIMENSIONS:

PARKING SPACE
9' x 20'AISLE WIDTH
26'

SENIOR/FAMILY HOUSING @ SEC SR-303 & VAN BUREN ST



EXHIBIT 5

Request for Reduction in Parking Ratio for Estrella Springs

Dominium is proposing to develop the approximate 28.6 acres of the site with two multi-family developments – the first is a family-oriented community with 396 units on the southern portion (“Estrella Springs”) of the Site and the second is an age-restricted rental community with 262 units on the northern portion (“Suncrest Vista”) of the Site. Dominium has a long history of managing and operating multi-family housing communities in Arizona and across the country with 35,000 units currently under management. Data and design best-practices are compiled from across Dominium’s portfolio and included within the proposed design for Estrella Springs. Dominium has a strong understanding of the parking needs of comparable properties within their portfolio, both newly constructed properties and acquired properties. After careful research and evaluation of the proposed communities on the subject Site, Dominium is requesting a reduction in parking requirements within the base MF-24 Zoning District.

Dominium’s proposed parking ratio is consistent within the City of Goodyear’s General Plan. Crucially, the proposed development is located within a Transit Oriented Development Overlay district, which incentivizes higher residential densities and a reduction in automobile dependency. Estrella Springs’ proposed parking ratio of 1.81 parking spaces per dwelling unit will facilitate these goals by providing greater density and greenspace in lieu of asphalt parking areas, reducing heat island effect. Additionally, as stated in section 3-5-1 of Article 3 of the Goodyear Zoning Ordinance, a primary purpose of the Planned Area Development Zoning District is to accommodate variations in land use and design to maximize the choices available to Goodyear residents when selecting a place to call home.

As support for the requested parking reduction, Dominium compiled information from comparable multi-family communities in the Valley, similar rental product within Dominium’s portfolio, and analysis from a 3rd party Professional Traffic Engineering Firm.

Based on data collected from comparable multi-family properties in the area, and parking data from properties managed by Dominium, Dominium believes that a reduction from the code-required parking ratio is warranted, the proposed parking reduction is consistent with the parking ratios of similar communities, the proposed reduction will not adversely impact property operations or the neighborhood, and the proposed parking ratio will further goals of General plan by allowing more open space rather than asphalt.

Parking Reduction Overview

Multi-family Parking Requirements are provided in Table 6-4-2 of the City of Goodyear's Zoning Ordinance. The required minimum parking ratio for Dominion's Estrella Springs community is below:

Multi-family – a parking ratio of 2.08 spaces per unit, or 826 parking spaces for the 396 units broken down as follows:

- 1.5 spaces per dwelling unit for every One Bedroom
- 2.0 spaces per dwelling unit for every Two Bedroom
- 2.0 spaces per dwelling unit for every Three Bedroom
- 1 space per ten units for Guest parking

Dominium requests a reduction of the Goodyear Parking Requirements to the following parking ratios for the proposed multi-family community on the subject site:

Estrella Springs – a parking ratio of 1.81 spaces per unit, or 716 parking spaces for the 396 family-oriented units broken down as follows:

- 1.10 spaces per dwelling unit for every One Bedroom
- 1.45 spaces per dwelling unit for every Two Bedroom
- 2.0 spaces per dwelling unit for every Three Bedroom
- 1 space per ten units for Guest parking

Dominium is requesting a reduction in parking ratio for only one- and two-bedroom units, with no proposed change to the City's parking ratio for three-bedroom units, or guest spaces. This is further detailed in the table below, which depicts Dominion's proposed ratio by unit type, versus the ratio dictated by Goodyear's zoning ordinance.

	# Units	Proposed Ratio	Required Ratio	Proposed Spaces	Required Spaces
Family Units	369				
1 bed	12	1.10	1.5	13.0	18.00
2 bed	192	1.45	2.0	279.0	384.0
3 bed	192	2.0	2.0	384.0	384.0
Guest Spaces		0.10	0.1	40.0	40.0
Totals		1.81	2.08	716.0	826.0

Dominium's Survey of Local Comparable Multi-family Communities

To better understand the West Valley parking needs and demand, Dominion conducted a parking study of comparable multi-family properties within a five-mile radius of the proposed development site. The criteria for which multi-family properties were studied was narrowed to include communities with a total unit count greater than 100 and communities which were fully occupied. Between July 12th and July 14th and between the hours of 7:00 pm to 9:00 pm when tenants had likely returned home from a workday, a Dominion staff member visited each comparable community to manually count the number of empty spaces within each community's parking lot (excluding empty spaces within an enclosed garage) to derive the parking occupancy of the complex. A total of 14 multi-family properties were surveyed for parking occupancy data. The parking occupancy (stalls used over stalls provided) among these properties averaged 64% and the average ratio of stalls used per unit was 1.02. The ratio of parking stalls provided to units at these communities is 1.59. This equates to an average of 142 empty stalls per property. Based on the parking results of this study, it can be implied that Goodyear's multi-family parking ratio per code leads to ample empty spaces and that Estrella Springs will provide a sufficient number of parking stalls to meet tenant demand at the proposed ratio of 1.81 stalls per unit.

Dominium also conducted parking studies in the East Valley, specifically Gilbert. The data yielded from this study is applicable to West Valley parking demand due to the many geographic and demographic parallels between Gilbert and Goodyear. Both Cities are experiencing tremendous growth, robust economies, and similar cost of living. Dominion conducted the study on seven apartments that are stabilized and situated in the Gilbert submarket. The study was performed on November 30th, 2020, between 7:00 pm to 10:00 pm. On average across the properties surveyed, only 1.34 stalls were utilized for every unit, as compared to the average parking ratio of 1.76 stalls per unit. This equates to an average parking occupancy of 76%, or 112 parking stalls vacant for each property. It is worth noting this study was conducted during COVID, suggesting that a larger number of households were working from home, rather than the standard place of work. This suggests the data is conservative. Based on the parking results of this study, Gilbert's multi-family parking requirement exceeds the parking demand for the communities surveyed. See Appendix A for tables which provide additional detail for each multifamily community surveyed in Valley, such as the date the parking study was conducted, and number of empty stalls.

Within Appendix A you will find a table summarizing the data compiled from all 21 comparable multi-family communities in the West and East Valley. In addition, within Appendix C you will find a 1-page profile which provides imagery and further detail about each community surveyed.

Survey of Comparable Multi-family Communities within Dominion's Portfolio

For comparative properties within Dominion's portfolio, parking counts were conducted three times: once in the morning around 6:00am, once at midday, and once in the evening around 8:00pm in December 2020. It is important to note that during December 2020, Covid-19 had triggered many residents to work from home. When compared to September 2021, Covid-19 restrictions have largely been lifted, enabling many residents to return to working in-person. The data collected in December 2020 for use in September 2021 is perceived to be conservative as a result of these events. The maximum number of parked cars among these counts was used to calculate the number of stalls used per unit. The detailed results of the parking study and a profile of each property is included for reference in Appendix A and Appendix C.

On average, residents at similar properties in Dominion's portfolio utilized only 1.18 spaces per unit, which equates to a parking occupancy of only 60%. The ratio of stalls provided to unit count at these properties is 2.00, demonstrating a similarity to the 2.08 stalls per unit that are suggested by Goodyear's Zoning Ordinance. If Goodyear's recommended parking ratios are implemented, similar to the comparable Dominion properties studied, Estrella Springs will have an over-supply of parking, with open space being used to provide empty parking stalls rather than tenant amenities or landscaping to increase curb appeal.

Third-Party Study

In addition to Dominion's survey of parking information from the Valley and their portfolio, they also commissioned a third-party parking study from a Professional Traffic Engineering Firm, Lōkahi, LLC (see Appendix B). Lōkahi's separate analysis concluded that the proposed communities are expected to have a parking demand which is significantly lower than the parking required for standard multi-family development under the parking requirements in the City of Goodyear Zoning Ordinance. The data utilized is from the Institute of Transportation Engineers' (ITE) publication titled Parking Generation, 5th Generation, which is used to estimate parking demand based on research conducted by professionals in the transportation planning

and engineering fields. The ITE data suggests that there will be a surplus of 197 stalls on weekdays, and 232 stalls on weekends within Dominion's Estrella Springs community, if Goodyear's standard parking requirements are implemented.

Application of Parking Study Data

Dominium understands that the City of Goodyear needs to consider both short term and long-term trends when deciding whether to grant a reduction in parking requirements. Based on the ITE data provided by Lokahi and the excess parking found in Dominion's existing communities portfolio, the data demonstrates that a parking ratio of 1.81 spaces per unit will sufficiently meet tenant demand in the near- and medium-term future.

Dominium's business model depends on a longer-term perspective, and they will own and manage Estrella Springs for a minimum of 30 years. Should the property be acquired by another owner after 30 years, the data compiled from studies in both the West and East Valley demonstrate that the parking ratio of 1.81 provided by Estrella Springs is sufficient to meet tenant demand at properties developed by other companies (see **Appendix A**).

If Dominion were to change direction to meet the City Recommended parking minimums, a total of 28,045 square feet of open space would be lost to asphalt for parking. This would mean less play areas for children, and less greenery to beautify the Site and boost curb appeal.

Demographics from Dominion's Portfolio

Dominium reviewed demographic data from more than 100 comparable properties (more than 17,000 units) within its portfolio to determine the average number of adults per unit for one-, two-, and three-bedroom units. Within Dominion's family portfolio, one-bedroom units average 1.1 adults per unit, two-bedroom units average 1.29 adults per unit, and three-bedroom units average 1.57 adults. Applying these ratios to the proposed unit mix of Estrella Springs (12 one-beds, 192 two-beds, and 192 three-beds), it is anticipated that 562 adults will live within Dominion's proposed community. Even if every adult who lives in the community owns 1 car, the 716 proposed parking stalls will provide a surplus 153 parking spots within Estrella Springs.

Dominium Parking Regulations

To ensure parking compliance among residents of their communities, Dominium implements several parking measures that tenants must adhere to as a condition of their lease. Each tenant must sign a resident parking addendum that enables the property manager (Dominium) to tow any unauthorized or illegally parked vehicles under the specified regulations of the addendum. Additionally, tenants register all vehicles with management, including new or replacement vehicles, and properly install and display parking tags/stickers when provided by the community. Included in Appendix D is a copy of language from a standard Resident Parking Addendum included within a tenant lease agreement.

It is common for Dominium's properties to have a waitlist for unit availability. Dominium prides itself on housing tenants who respect their residential units and their community as if it were their home. If potential tenants are not able or willing to abide by Dominium's parking rules, as well as respecting the parking rules of the surrounding community, Dominium has contractual ability to terminate leases and rent to tenant's who will follow the parking rules.

Conclusion

Dominium's proposed parking ratio of 1.81 spaces per unit for the family-oriented community, Estrella Springs, is comfortably in excess of the utilization rates established within Dominium's study of other rental communities in the Valley and Dominium's internal portfolio, and are also supported by Lōkahi's analysis of ITE data. Dominium will own and manage Estrella Springs for a minimum of 30 years and plans to be a good neighbor to others within the community as a local owner and manager. Based on their experience managing more than 35,000 units across 20+ states, Dominium has a strong understanding of tenant parking demand and has proposed a parking ratio that will meet the parking demand of its tenants.

APPENDIX A

Survey of Comparable Multi-family Properties in Goodyear, Gilbert, and Dominion's Portfolio

Data from Survey of Local Comparable Multifamily Communities in Goodyear

APARTMENT COMPARABLE	Encantada Canyon Trails	Serafina Apartments	Lunaire Apartments	The MAXX 159	Evolution at Estrella Falls	Acero Estrella Commons	Amiya
City, State	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ	Goodyear, AZ
Closest Metro	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix
Built	2008	2008	2008	2017	2018	2020	2020
Units	226	268	240	132	326	352	188
Unit Occupancy	98%	95%	98%	99%	99%	96%	94%
PARKING COUNT	-	-	-	-	-	-	-
Time	9:00 PM	8:35 PM	8:45 PM	8:55 PM	8:20 PM	8:20 PM	8:45 PM
Date	7/12/2021	7/14/2021	7/14/2021	7/12/2021	7/12/2021	7/13/2021	7/12/2021
Total Stalls	417	389	400	211	527	644	211
Number of Empty Stalls	135	177	190	68	167	195	68
Parking Occupancy	68%	54%	53%	68%	68%	70%	68%
Parking Ratio	1.85	1.45	1.67	1.60	1.62	1.83	1.12
Ratio of Stalls-Utilized to Units	1.25	0.79	0.88	1.08	1.10	1.28	0.76

APARTMENT COMPARABLE	Park Shadows	Edgewater	Newport Apartments	Mountain View Apartments	1408 Casitas at Palm Valley	Adiamo Palm Valley	Desert Sage Apartments	WEIGHTED AVERAGE
City, State	Goodyear, AZ	Avondale, AZ	Avondale, AZ	Avondale, AZ	Avondale, AZ	Goodyear, AZ	Goodyear, AZ	
Closest Metro	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	
Built	1943/2013	1985/2018	1986/2008	1984	1978	2006	2002	
Units	237	196	204	150	168	302	208	
Unit Occupancy	98%	97%	95%	97%	99%	97%	98%	
PARKING COUNT							-	-
Time	8:10 PM	7:45 PM	8:50 PM	8:40 PM	8:20 PM	8:30 PM	8:05 PM	
Date	7/13/2021	7/13/2021	7/13/2021	7/13/2021	7/13/2021	7/13/2021	7/14/2021	
Total Stalls	365	300	239	234	266	593	300	399
Number of Empty Stalls	179	89	75	51	70	169	187	142
Parking Occupancy	51%	70%	69%	78%	74%	72%	38%	64%
Parking Ratio	1.54	1.53	1.17	1.56	1.58	1.96	1.44	1.59
Ratio of Stalls-Utilized to Units	0.78	1.08	0.80	1.22	1.17	1.40	0.54	1.02

Data from Survey of Local Comparable Multifamily Communities in Gilbert

APARTMENT COMPARABLE	Town Center	San Clemente	Sky View Ranch	Painted Trails	SanTan Apartments	Edge at Lyon's Gate	Williams Gateway	WEIGHTED AVERAGE
City, State	Queen Creek, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	Gilbert, AZ	
Closest Metro	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix	
Built	2009	2004	2007	2008	2009	2007	1982	
Units	176	336	232	196	315	312	72	
Unit Occupancy	99%	99%	98%	99%	90%	99%	Info. not available	
PARKING COUNT	-	-	-	-	-	-	-	-
Time	11/30/2020	11/30/2020	11/30/2020	11/30/2020	11/30/2020	11/30/2020	11/30/2020	
Date	7:20pm	7:50pm	8:05pm	8:20pm	8:40pm	9:15pm	9:30pm	
Total Stalls	332	602	444	352	546	508	108	470
Number of Empty Stalls	86	210	137	70	39	121	35	112
Parking Occupancy	74%	65%	69%	80%	93%	76%	68%	76%
Parking Ratio	1.89	1.79	1.91	1.80	1.73	1.63	1.50	1.76
Ratio of Stalls-Utilized to Units	1.40	1.17	1.32	1.44	1.61	1.24	1.01	1.34

Data from Survey of Comparable Multifamily Communities within Dominion's Portfolio

APARTMENT COMPARABLE	Copper Cove	East Range Crossings	North Range Crossings	Vinewood Apartments	Woodlands of Beaumont	Vermillion	Kinwood	Laurels at Greenwood
City, State	Tolleson, AZ	Denver, CO	Commerce City, CO	Dallas, TX	Beaumont, TX	Houston, TX	McKinney, TX	Canton, TX
Closest Metro	Phoenix	Denver	Denver	Dallas	Houston	Houston	Dallas	Atlanta
Built	2003	2019	2019	2005	2002	2004	2001	2001
Units	228	252	216	200	140	260	200	174
Unit Occupancy	100%	98%	98%	99%	99%	88%	89%	95%
PARKING COUNT	-	-	-	-	-			
	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM
	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM
Times	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM
Date	12/14/2020	12/16/2020	12/17/2020	12/18/2020	12/19/2020	12/20/2020	12/21/2020	12/22/2020
Total Stalls	434	472	432	398	253	534	439	349
Number of Empty Stalls	129	183	108	99	82	336	185	53
Max Parking Occupancy	70%	61%	75%	75%	68%	37%	58%	85%
Parking Ratio	1.90	1.87	2.00	1.99	1.81	2.05	2.20	2.01
Max Ratio of Stalls-Utilized to Units	1.34	1.15	1.50	1.50	1.22	0.76	1.27	1.70

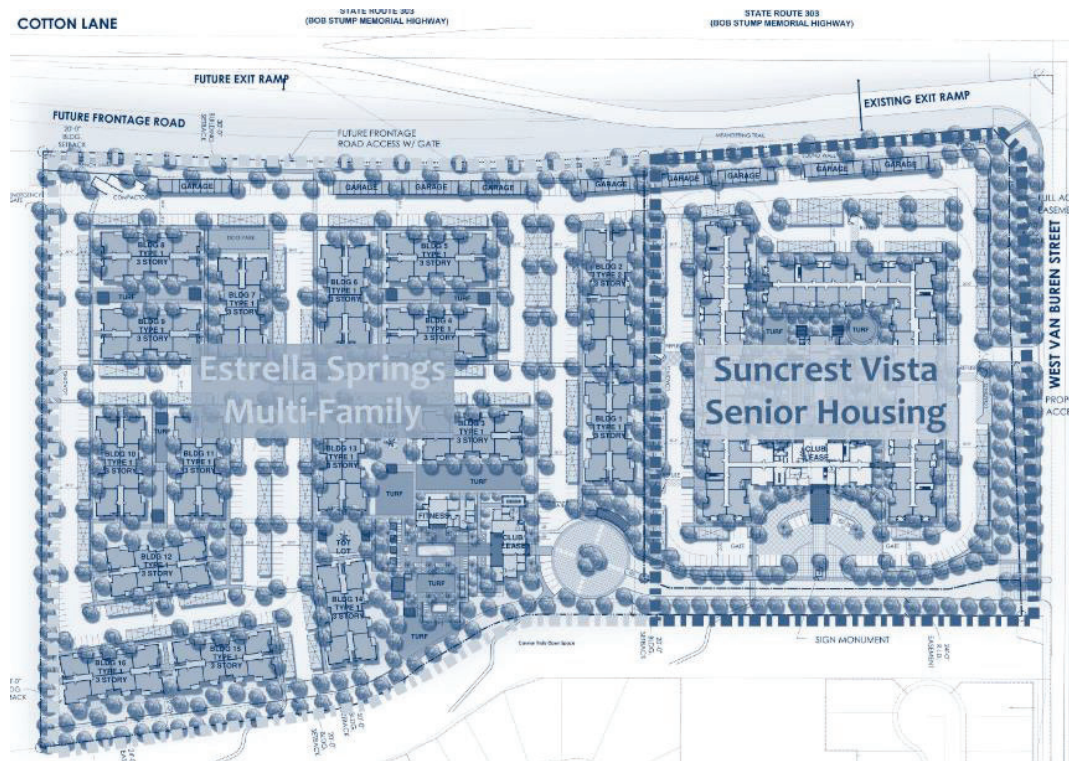
APARTMENT COMPARABLE	Wellington Ridge	Riverstock	Arbor Lake	Village at Delray	Groves of Delray	Chapel Trace	Enclave at Pine Oaks	Chariot Pointe	Waterview	WEIGHTED AVERAGE
City, State	Covington, GA	Woodstock, GA	Covington, GA	Delray Beach, FL	Delray Beach, FL	Orlando, FL	Deland, FL	Murfreesboro, TN	Hendersonville, TN	
Closest Metro	Atlanta	Atlanta	Atlanta	Ft. Lauderdale	Ft. Lauderdale	Orlando	Orlando	Nashville	Nashville	
Built	2003/2021	2001	2002	2011	1995	2004	2004	1997	1995	
Units	220	172	250	144	158	312	228	184	160	
Unit Occupancy	97%	94%	99%	99%	97%	98%	96%	97%	93%	
PARKING COUNT				-						-
	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	
	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	
Times	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	8:00 PM	
Date	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	12/14/2020	
Total Stalls	425	330	371	422	283	592	529	459	375	433.9
Number of Empty Stalls	235	120	104	195	139	171	271	265	239	175.6
Parking Occupancy	45%	64%	72%	54%	51%	71%	49%	42%	36%	60%
Parking Ratio	1.93	1.92	1.48	2.93	1.79	1.90	2.32	2.49	2.34	2.00
Ratio of Stalls-Utilized to Units	0.86	1.22	1.07	1.58	0.91	1.35	1.13	1.05	0.85	1.18

APPENDIX B

Traffic Engineer Parking Demand Analysis

Estrella Springs

Parking Master Plan



Prepared for:



Dominium
2905 Northwest Blvd Suite 150
Plymouth, Mn 55441



Project Number: 19.5073
October 15, 2021

Prepared by:



Lokahi, LLC
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1. Introduction

Lōkahi, LLC (Lōkahi) was retained by Dominion to complete a Parking Master Plan for the proposed Estrella Springs residential development located in Goodyear, Arizona. The proposed multi-family development will be located on the southeast corner (SEC) of State Route 303 (SR 303)/Cotton Lane and Van Buren Street.

The overall proposed development is comprised of both multi-family and senior housing land uses that will be separated by on-site gates. This Parking Master Plan focuses on Estrella Springs, the multi-family land use.

The proposed Estrella Springs component of the development will include the following land uses:

- Multifamily Residential 396 units
 - 12 one-bedroom units
 - 192 two-bedroom units
 - 192 three-bedroom units

Scope of Study

The objective of this Parking Master Plan is to establish that the 716 parking stalls parking stalls on-site will provide sufficient parking for the proposed multi-family component of the development.

This Parking Master Plan calculates the number of parking spaces required for the proposed development based on the City of Goodyear's Article 6-4 Parking Requirements and the ITE Parking Generation.

Additionally, observations and data collection were performed at nearby multi-family developments to determine real-world parking demand in the vicinity area. Data collection occurred during the COVID-19 pandemic, when many companies were working from home and many people were unemployed. Therefore, the data that was collected would be conservative as residents would be working from home or unemployed. These observed parking demand rates were applied to the proposed development to determine the estimated parking demand on-site.

Surrounding Area

The study area is located in the City of Goodyear, Arizona. The proposed development is bordered by Van Buren Street to the north, SR 303 NB Frontage Road to the west, single family residential home to east, and vacant agricultural land to the south.

Located to the northwest of the development is the system-to-system traffic interchange for the I-10 and SR 303L freeways. See **Figure 1** for a vicinity map.



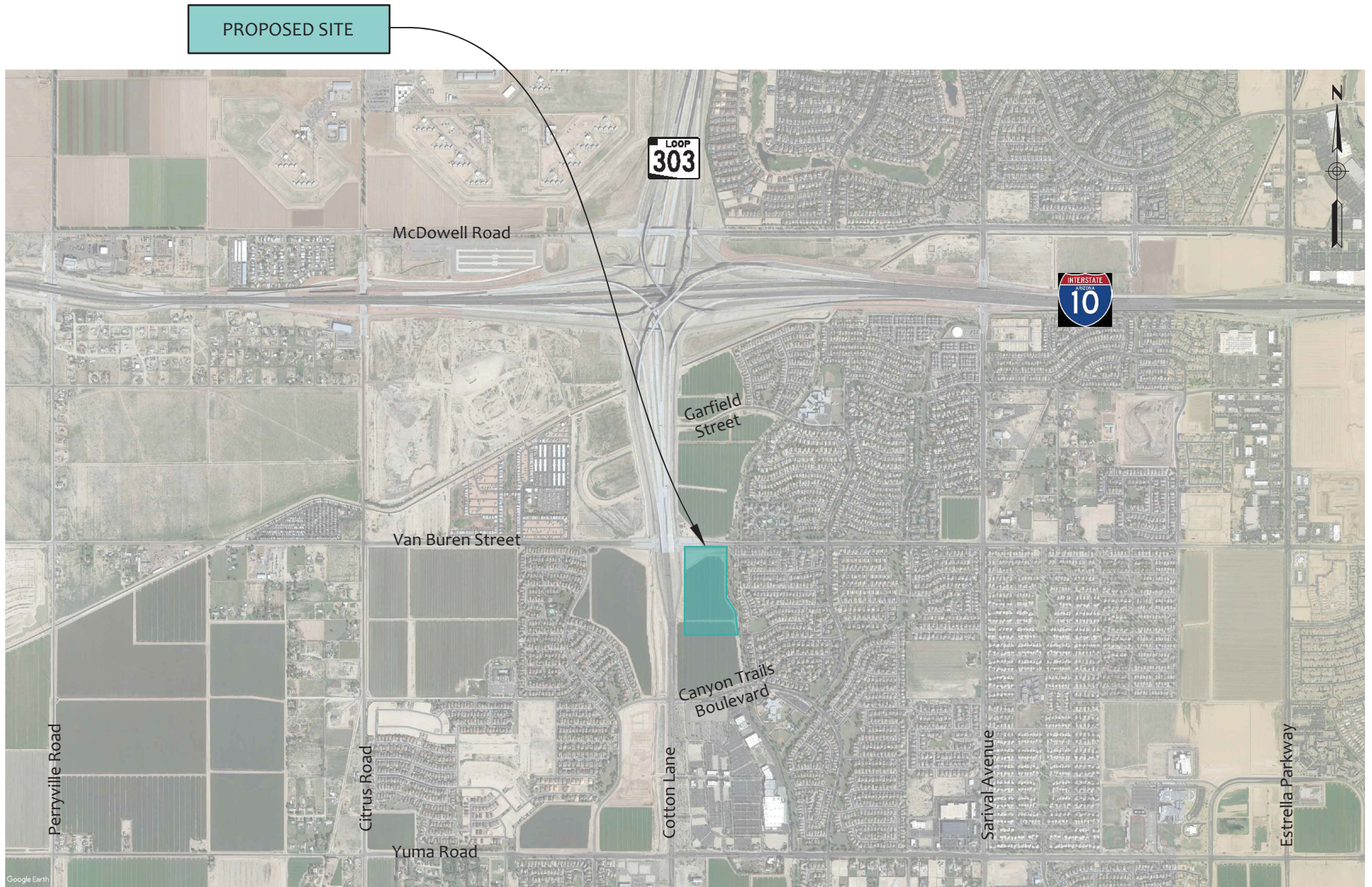


FIGURE 1 | VICINITY MAP



2. Proposed Development

The overall proposed development is comprised of both multi-family and senior housing land uses that will be separated by on-site gates. This Parking Master Plan focuses on Estrella Springs, the multi-family land use.

The proposed Estrella Springs residential development will include the following land uses:

- Multifamily Residential 396 units
12 one-bedroom units
192 two-bedroom units
192 three-bedroom units

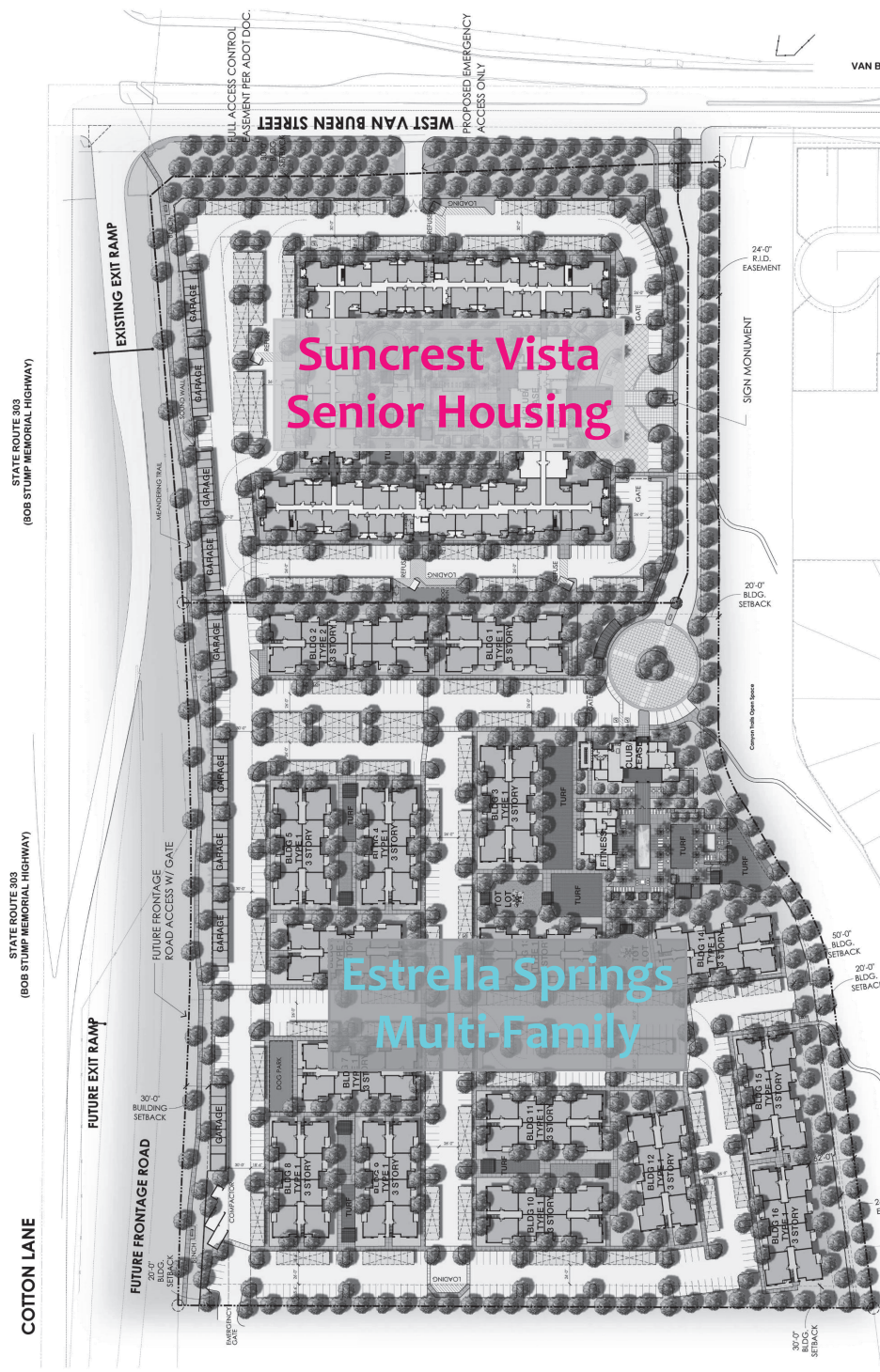
The proposed site plan indicates that there will be two (2) access points to the proposed development. The primary access point will be located along Van Buren Street, approximately 630 feet east of the State Route 303 (SR 303) northbound frontage road. This will be a 3/4 access driveway allowing right-in/right-out and left-in movements into and out of the site. The secondary access will be located along the future SR 303L Northbound Frontage Road connecting Canyon Trails Boulevard and Van Buren Street. This driveway will be restricted to right-in/right-out only movements.

See **Figure 2** and **Appendix A** for the detailed site plan.

Proposed Parking

The proposed Estrella Springs residential development will provide the following number of parking stalls for the multi-family land use:

- Multifamily Residential 716 parking stalls provided
40 garage parking stalls
676 surface parking stalls





3. City of Goodyear Required Parking

Article 6-4-2 entitled *Parking Requirements* of the *City of Goodyear Zoning Ordinance*, provides the general parking requirements. See **Appendix B**. The following categories and vehicle parking ratio minimums are relevant for the Estrella Springs residential development land use:

- One-bedroom 1.5 per dwelling unit
- Two or more bedrooms 2 per dwelling unit
- Guest Parking 1 per 10 dwelling units

Applying these formulas to the proposed Estrella Springs residential development results in the following parking requirement, see **Table 1**.

Table 1 – City of Goodyear Parking Requirement

Use	Rate				Quantity	Units	Parking Stalls
Multi-family	1.5	Per	each 1 Bedroom	Dwelling Unit	12	Dwelling Units	18
	2	Per	each 2 Bedroom	Dwelling Unit	192	Dwelling Units	384
	2	Per	each 3+ Bedroom	Dwelling Unit	192	Dwelling Units	384
	1	Per	10	Dwelling Units	396	Dwelling Units	40
Total							826

Therefore, based on the *City of Goodyear Zoning Ordinance*, there is a parking deficit of 110 (13.3%) parking stalls for the Estrella Springs residential development.



4. ITE Parking Generation

The Institute of Transportation Engineers (ITE) publication titled *Parking Generation*, 5th Edition is utilized for estimating parking demand based on research and experiences of transportation engineering and planning professionals.

The land use categories that most closely represents the proposed multi-family component of the development is Land Use 221 Multifamily Housing (Mid-Rise).

Multi-family Housing (Mid-Rise) (Land Use 221)

Land Use 221 - Mid-rise multi-family housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence.

The average weekday peak period parking demand for General Urban/Suburban (no nearby rail transit) site is 1.31 parking stalls per dwelling unit, and the average Saturday peak period parking demand is 1.22 parking stalls per dwelling unit.

The average weekday and Saturday ITE peak period parking demand calculations for General Urban/Suburban locations are presented below in [Table 2](#) and [Table 3](#), respectively.

Table 2 – ITE Parking Demand (Weekday)

Use	Weekday Rate	Quantity	Units	Parking Stalls
ITE Code 221 Multifamily Housing (Mid-Rise)	1.31 Per 1 Dwelling Unit	396	Dwelling Units	519
Total				519

Table 3 – ITE Parking Demand (Saturday)

Use	Saturday Rate	Quantity	Units	Parking Stalls
ITE Code 221 Multifamily Housing (Mid-Rise)	1.22 Per 1 Dwelling Unit	396	Dwelling Units	484
Total				484



Based upon ITE Parking Generation, 5th Edition, the weekday and Saturday parking demand for the Estrella Springs residential development is 519 and 484 parking stalls, respectively. With 716 parking stalls provided, this represents a surplus of 197 (38%) and 232 (48%) parking stalls for the multi-family component of the proposed development.



5. Comparable Nearby Developments

On November 30th, 2020 and July 12th, 13th, and 14th, 2021, observations and data collection efforts were performed by Dominion at nearby multi-family housing developments.

Multifamily Observations

Data collection efforts occurred between approximately 7:00pm and 10:00pm at the following multi-family developments:

- Encantada Canyon Trails
- Serafina Apartments
- Lunaire Apartments
- The MAXX 159
- Evolution at Estrella Falls
- Madison Heights
- Acero Estrella Commons
- Amiya
- Park Shadows
- Edgewater
- Newport Apartments
- Mountain View Apartments
- 1408 Casitas at Palm Valley
- Adiamo Palm Valley
- Desert Sage Apartments
- Town Center
- San Clemente
- Sky View Ranch
- Painted Trails
- San Tan Apartments
- Edge of Lyon's Gate
- Williams Gateway

A summary of the parking occupancy data collected at nearby multifamily developments is shown in **Table 4** below.



Table 4 – Multifamily Parking Occupancy Data Collection

Property	Address	City, State	Units	Unit Occupancy	Provided Parkings Stalls	Available Parking Stalls	Parking Occupancy	Ratio Occupied Stalls Per Available Units
Encantada Canyon Trails	16450 W Van Buren St	Goodyear, AZ 85338	226	-	417	135	68%	1.25
Serafina Apartments	15400 W Goodyear Blvd N	Goodyear, AZ 85338	268	95%	389	177	54%	0.79
Lunaire Apartments	949 S Goodyear Blvd E	Goodyear, AZ 85338	240	98%	400	190	53%	0.88
The MAXX 159	1711 N 159th Ave	Goodyear AZ, 85395	132	99%	211	68	68%	1.08
Evolution at Estrella Falls	15361 West Virginia Ave	Goodyear, AZ 85395	326	99%	527	167	68%	1.10
Acero Estrella Commons	15380 W Fillmore St	Goodyear, AZ 85338	352	96%	644	195	70%	1.28
Amiya	1830 N 145th Ave	Goodyear, AZ 85395	188	94%	211	68	68%	0.76
Park Shadows	620 N Litchfield Rd	Goodyear, AZ 85338	237	-	365	179	51%	0.78
Edgewater	102 South Fourth Ave	Avondale, AZ 85323	196	97%	300	89	70%	1.08
Newport Apartments	1333 N Dysart Road	Avondale, AZ 85323	204	95%	239	75	69%	0.80
Mountain View Apartments	333 East Van Buren St	Avondale, AZ 85323	150	97%	234	51	78%	1.22
1408 Casitas at Palm Valley	1408 North Central Ave	Avondale, AZ 85323	168	99%	266	70	74%	1.17
Adiamo Palm Valley	2100 N 145th Ave	Goodyear, AZ 85395	302	97%	593	169	72%	1.40
Desert Sage Apartments	1737 N Central Ave	Goodyear, AZ 85338	208	98%	300	187	38%	0.54
Town Center	22280 S 209th Way	Queen Creek, AZ 85142	176	99%	332	86	74%	1.40
San Clemente	7640 S Power Road	Gilbert, AZ 85297	336	99%	602	210	65%	1.17
Sky View Ranch	4632 E Germann	Gilbert, AZ 85297	232	98%	444	137	69%	1.32
Painted Trails	4255 E Pecos Road	Gilbert, AZ 85295	196	99%	352	70	80%	1.44
San Tan Apartments	2910 S Greenfield Road	Gilbert, AZ 85295	315	90%	546	39	93%	1.61
Edge at Lyon's Gate	3301 E Ray Road	Gilbert, AZ 85295	312	99%	508	121	76%	1.24
Williams Gateway	5850 S Power Road	Gilbert, AZ 85295	72	N/A	108	35	68%	1.01
Average							68%	1.11
Maximum							93%	1.61

During the time of the observations, 18 of the multifamily developments had a unit occupancy of 93% or higher, with an average parking occupancy of 68%. Additionally, on average there was 1.11 occupied parking stalls per available unit, with a maximum of 1.61 occupied parking stalls per available unit.

Applying the average and maximum observed parking ratios to the Multi-Family component of the proposed development is shown in **Table 5** and **Table 6**, respectively.

Table 5 – Proposed Development – Average Parking Ratio

Use	Average Ratio Occupied Stalls Per Available Units	Quantity	Units	Parking Stalls
Multifamily	1.11 Per 1 Dwelling Unit	396	Dwelling Units	440
Total				440



Table 6 – Proposed Development – Maximum Parking Ratio

Use	Maximum Ratio Occupied Stalls Per Available Units	Quantity	Units	Parking Stalls
Multifamily	1.61 Per 1 Dwelling Unit	396	Dwelling Units	638
Total				638

The results of the applying the **maximum** observed parking occupancy ratios to the proposed development results in 638 multifamily parking stalls. This results in a surplus of 78 (12.2%) parking stalls.



6. Recommendations & Conclusions

Through this Parking Master Plan, the proposed development is **requesting the approval to provide a total of 716 parking spaces on-site for the Estrella Springs residential development.**

The overall proposed development is comprised of both multi-family and senior housing land uses that will be separated by on-site gates. This Parking Master Plan focuses on Estrella Springs, the multi-family land use.

City of Goodyear Required Parking

Using the *Parking Requirements* provided under Article 6-4-2, within the *City of Goodyear Zoning Ordinance*, parking requirement for the proposed multi-family component of the development was calculated. This calculation results in a parking deficit of 110 (13.3%) parking stalls for the multi-family component of the proposed development.

ITE Parking Generation

Calculating weekday and Saturday parking demand for mid-rise multi-family housing using the *Institute of Transportation Engineers (ITE) publication Parking Generation, 5th Edition*. The weekday and weekend parking calculations result in a parking surplus of 197 (38%) and 232 (48%) parking stalls for the multi-family component of the proposed development, respectively.

Comparable Nearby Developments

Dominium has a long history of managing and operating housing projects in Arizona and across the country with 35,000 units currently under management. Observations and data collection were performed at nearby multi-family developments to determine real-world parking demand in the vicinity area. Data collection occurred during the COVID-19 pandemic, when many companies were working from home and many people were unemployed. Therefore, the data that was collected would be conservative as residents would be working from home or unemployed.

On November 30th, 2020, and July 12th, 13th, and 14th, 2021, observations and data collection was performed at nearby multi-family developments. Data collection efforts occurred between approximately 7:00pm and 10:00pm, as this is typically considered a time to be peak parking occupancy for residential developments.

During the time of the observations, 18 of the multifamily developments had a unit occupancy of 93% or higher, with an average parking occupancy of 68%. Additionally, on average there was 1.11 occupied parking stalls per available unit, with a maximum of 1.61 occupied parking stalls per available unit

Applying the maximum observed parking occupancy ratios to the proposed development results in 638 parking stalls. This results in a surplus of 78 (12.2%) parking stalls.





Parking Summary

	Reference Table	Estrella Springs Parking Stalls - 716 Stalls Provided
City of Goodyear Code		
Parking Requirement	1	826
ITE Parking Generation		
Weekday	2	519
Saturday	3	484
Comparable Nearby Developments		
Data Collection - Average	5 & 8	440
Data Collection - Maximum	6 & 9	638

In conclusion, the request by the proposed Estrella Springs residential development to provide 716 multifamily on-site parking stalls will provide sufficient parking for this development.



Appendix A – Proposed Site Plan

COTTON LANE

STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)STATE ROUTE 303
(BOB STUMP MEMORIAL HIGHWAY)

SITE AREA:

PARCEL	NET
FAMILY APARTMENT	± 19.04 ACRES
SENIOR LIVING	± 9.82 ACRES
TOTAL	± 28.86 ACRES

*NOTE: WILL NEED TO BE VERIFIED BY OWNER'S CIVIL ENGINEER AND/OR SURVEYOR.

ZONING:

EXISTING:	CANYON TRAILS-
PROPOSED:	COMMERCIAL/COURT HOME
	PADI MF-24

HEIGHT:

EXISTING:	2 STORY OR 30 FEET
PROPOSED:	
FAMILY APARTMENT	3 STORIES
SENIOR LIVING	4 STORIES

UNIT MIX:

FAMILY APARTMENT:

BUILDING TYPE 1	1BD	2BD	3BD	D.U.	GROSS S.F.
UNIT TYPE	-	4	4	8	10,441 S.F.
FIRST FLOOR	-	4	4	8	10,441 S.F.
SECOND FLOOR	-	4	4	8	10,441 S.F.
THIRD FLOOR	-	4	4	8	10,441 S.F.
TOTAL	-	12	12	24	30,123 S.F.
BUILDING TYPE 2	1BD	2BD	3BD	D.U.	GROSS S.F.
UNIT TYPE	4	4	4	8	13,121 S.F.
FIRST FLOOR	4	4	4	8	13,121 S.F.
SECOND FLOOR	4	4	4	8	13,121 S.F.
THIRD FLOOR	4	4	4	8	13,121 S.F.
TOTAL	12	12	12	36	40,363 S.F.

UNIT TYPE	NO.	%
A-1 BEDROOM1 BATH	12 D.U.	4.0%
B-2 BEDROOM2 BATH	192 D.U.	48.0%
C-3 BEDROOM2 BATH	192 D.U.	48.0%
TOTAL	396 D.U.	100%

SENIOR LIVING:

UNIT TYPE	NO.	%
A-1 BEDROOM1 BATH	76 D.U.	39%
B-2 BEDROOM2 BATH	154 D.U.	39%
C-3 BEDROOM2 BATH	32 D.U.	12%
TOTAL	262 D.U.	100%

DENSITY:

EXISTING:	8-15 D.U./NET ACRE
PROPOSED:	
FAMILY APARTMENT	± 20.18 D.U./NET ACRE
SENIOR LIVING	± 28.86 D.U./NET ACRE

OPEN SPACE:

FAMILY APARTMENT	
REQUIRED (MF-24):	396 D.U. x 400 SF/D.U. = 158,400 SF
PROVIDED:	± 197,293 SF

SENIOR LIVING	
REQUIRED (MF-24):	256 D.U. x 400 SF/D.U. = 102,400 SF
PROVIDED:	± 119,255 SF

PARKING:

FAMILY APARTMENT REQUIRED PARKING:	
1 BEDROOM1 BATH (12 D.U. x 1 P.S./D.U.)	± 18 P.S.
2 BEDROOM2 BATH (192 D.U. x 2 P.S./D.U.)	± 384 P.S.
3 BEDROOM2 BATH (192 D.U. x 2 P.S./D.U.)	± 384 P.S.
GUEST PARKING (396 D.U. x 0.1 P.S./D.U.)	± 40 P.S.
TOTAL REQUIRED:	826 P.S. (2.08 P.S./D.U.)

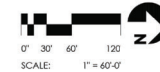
FAMILY APARTMENT PROVIDED PARKING:	
GARAGE	40 P.S.
SURFACE PARKING:	876 P.S.
TOTAL PROVIDED:	716 P.S. (1.81 P.S./D.U.)

SENIOR LIVING REQUIRED PARKING:	
1 BEDROOM1 BATH (76 D.U. x 1 P.S./D.U.)	± 14 P.S.
2 BEDROOM2 BATH (154 D.U. x 2 P.S./D.U.)	± 308 P.S.
3 BEDROOM2 BATH (154 D.U. x 2 P.S./D.U.)	± 308 P.S.
GUEST PARKING (262 D.U. x 0.1 P.S./D.U.)	± 26 P.S.
TOTAL REQUIRED:	512 P.S. (1.95 P.S./D.U.)

SENIOR LIVING PROVIDED PARKING:	
GARAGE	32 P.S.
COVERED PARKING	230 P.S.
SURFACE PARKING	92 P.S.
TOTAL PROVIDED:	354 P.S. (1.35 P.S./D.U.)

GENERAL PARKING DIMENSIONS:

PARKING SPACE	9' x 20'
aisle width	26'



SENIOR/FAMILY HOUSING @ SEC SR-303 & VAN BUREN ST





Appendix B – Goodyear Parking Requirements

ARTICLE 6 OFF-STREET PARKING AND LOADING

- 6-1 Purpose
- 6-2 General Parking Regulations
- 6-3 Parking Design Standards
- 6-4 Parking Requirements
- 6-5 Off-Street Loading
- 6-6 Bicycle Parking

ARTICLE 6-1 PURPOSE

The purpose of this Article is to ensure the provision of adequate off-street parking and loading spaces and vehicular maneuvering areas to those spaces for the uses permitted in this Ordinance in a manner which is safe, efficient, convenient and functional. The provisions contained in this Article are considered reasonable and appropriate, and are established to:

- A. Provide standards for the minimum number of required off-street parking and loading spaces with maneuvering areas, driveways and surface materials for the efficient and safe movement of vehicular traffic.
- B. Provide adequate screening measures for parking and maneuvering areas in a manner that is visually attractive.
- C. Ensure pedestrian-friendly parking areas by providing safe, adequate and convenient pedestrian routes.
- D. Provide for the accessibility needs and requirements of the disabled.
- E. Allow flexible parking standards to improve circulation and promote community character.
- F. Provide adequate on-site bicycle parking facilities.

ARTICLE 6-2 GENERAL PARKING REGULATIONS

- 6-2-1 Off-Street Parking Spaces
- 6-2-2 Residential Vehicular Access

Section 6-2-1 Off-Street Parking Spaces

A. VEHICULAR PARKING

- 1. Vehicular parking for a standard vehicle shall be in the form of a rectangle not less than nine (9) feet in width by twenty (20) feet in depth, excluding driveways or aisles, with access to a public thoroughfare; except that parking spaces abutting

sidewalks, curbs or landscape planters may have a minimum required depth of eighteen and one-half (18.5) feet with a maximum allowed vehicle overhang of one and one-half (1.5) feet.

B. BOAT OR RECREATIONAL VEHICLE SPACE

1. Spaces shall be provided in the form of a rectangle not less than ten (10) feet by twenty-four (24) feet, or larger as may be required to accommodate the unit, subject to the screening requirements of Section 6-3-2-E.

Section 6-2-2 Residential Vehicular Access

A. DRIVEWAYS

1. An improved residential driveway shall be provided between a public or private street or alley and a garage, carport or other parking space. The driveway shall consist of concrete, asphalt or masonry, except as provided in Subsections 10 and 11 below, and shall not be less than twenty (20) feet in length, as measured from the back of sidewalk, or right-of-way line if no sidewalk is provided, to the front face of a garage or carport.
2. Driveways which provide access from a garage to an alley may be less than twenty (20) feet in length, provided that the total width of the alley and the total length of the driveway combine to provide a minimum length of twenty-three (23) feet for the maneuvering area.
3. Driveways shall connect to a public or private street, or may connect to a public or private street by an alley.
4. Driveways shall not be located closer than three (3) feet to an abutting side property line, unless a shared driveway is utilized.
5. When a shared driveway is utilized, the driveway shall be constructed so as to deflect drainage away from contiguous private lots or parcels.
6. The maximum or total defined driveway width may be expanded to accommodate floor plans that offer a combination of both front and side loading garages.
7. The total or maximum width of the driveway within the front yard for lots that are one hundred (100) feet wide or less shall be thirty (30) feet or fifty (50) percent of the lot width, whichever is less.
8. For lots that exceed one hundred (100) feet in width, the total or maximum driveway width shall be forty (40) feet. In no case shall the front yard exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).

9. Lots that exceed one hundred (100) feet in width may incorporate a front yard circular drive provided the maximum driveway width is forty (40) feet. In no case shall the front yard exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).
10. Residential lots in the Agricultural (AG) District accessed from a paved street shall include a paved apron that extends from the street a minimum of twenty (20) feet or to the edge of the public right-of-way, whichever is greater. The driveway may be paved or may contain a stabilized surface of two (2) inches of aggregate over four (4) inches of compacted soil properly treated to prevent dust, and shall extend from the apron to the paved parking spaces as prescribed in Section 6-3-2-C.
11. Driveways on residential lots in the Agricultural Urban (AU) and Agricultural (AG) Districts accessed from an unpaved street may be paved or may contain a stabilized surface of two (2) inches of aggregate over four (4) inches of compacted soil properly treated to prevent dust, and shall extend from the roadway to the paved parking spaces as prescribed in Section 6-3-2.

B. FRONT YARD

1. Any vehicle which is not otherwise prohibited by the provisions of this Ordinance from being parked in the front yard of a single family or two family residence lot may be parked upon a driveway.

ARTICLE 6-3 PARKING DESIGN STANDARDS

- 6-3-1 Parking Standards Pertaining to All Districts
- 6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses
- 6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed Uses

Section 6-3-1 Parking Standards Pertaining to All Districts

A. PERMITS

1. No building permit shall be issued until the applicant has presented satisfactory evidence to the Zoning Administrator that he owns or has otherwise available for his use, sufficient property to provide required parking.
2. No additions to or enlargement of an existing building or use shall be permitted unless the parking requirements are met for the entire building or use.
3. For new buildings, building expansions or conversions, plans must show the arrangement of required parking and loading spaces, and indicate sufficient space

for vehicle maneuvering and adequate ingress and egress by patrons and delivery vehicles to the parking area before a permit is granted. In the design of parking areas, safe, adequate and convenient pedestrian routes shall be provided. Plans shall be submitted, fully dimensioned, to the Zoning Administrator for approval prior to the permit being granted.

B. GENERAL REQUIREMENTS FOR ALL SPACES

1. All parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes shall be paved with an asphalt, concrete, or masonry surface to a sufficient thickness to withstand repeated vehicular traffic based on an engineered design approved by the City Engineer, or his designee, except as provided below:
 - a. The surfacing of the areas referenced above shall not be required by the City during construction on any site or project which is otherwise covered by an individual or general air quality permit issued by the Maricopa County Air Quality Department, but all surfacing improvements related to a specific building permit shall be completed prior to the issuance of a certificate of occupancy for such permit.
 - b. The City Engineer, or his designee, at his discretion, may allow the use of other materials for surfacing the areas referenced above when these areas:
 - (1) are in excess of the minimum number of spaces required by this Article; or,
 - (2) were established and existing as of October 1, 2008; or,
 - (3) are temporary in terms of frequency of use (i.e., infrequent or intermittent use) or duration of use (i.e., only used for a specific period of time until paved or, for model home complexes, until substantial completion of a residential development).
 - c. Any alternative surfacing materials allowed by the City Engineer, or his designee, shall be appropriate to the use for which they are approved and at a minimum shall minimize the generation of dust or particulate matter.
 - d. Any property with parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes that were not surfaced as of the effective date of Ordinance No. 08-1108, April 24, 2008, shall be improved with surfacing to meet the minimum standards specified above no later than October 1, 2008, except for residential property developed with four (4) or fewer dwelling units that has less than three thousand (3,000) square feet of parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes and except for agricultural uses and construction sites operating under an individual or general air quality permit issued by the Arizona Department of Air Quality or the Maricopa County Air Quality Department.

2. All vehicular egress from parking lots to public right-of-way shall be by forward motion only, except in the case of single family and two family residences fronting on a local street or a primary or secondary collector street.
3. The permanent or unauthorized temporary use of off-street parking or loading areas for other than the said purpose shall constitute a violation of this Ordinance. Should the owner or occupants of a building change the use of the building and thus increase the requirement for off-street parking, it shall constitute a violation of this Ordinance, until there is compliance with the parking requirements.

Section 6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses

A. PARKING SPACE LOCATION

1. No motor vehicle shall be parked in a front yard, except on an authorized driveway.
2. No part of any vehicle parked in the front yard of a single family or two family residential lot shall extend over the public or private sidewalk, or street curb where no sidewalk exists; nor shall any such vehicle be parked within the area formed by a ten by ten (10 x 10) foot triangle as measured from the point of intersection of the back of the sidewalk, or street curb where no sidewalk exists, and a side property line extended to the back of the sidewalk, or street curb where no sidewalk exists, when such side property line is within five (5) feet of a driveway or an improved parking surface located on an adjacent lot.

B. ENCLOSED PARKING SPACE DIMENSIONS

1. The number of required parking spaces for all residential uses is identified in Section 6-4-2. Required enclosed parking spaces may be either side-by-side or tandem for single family and two family residential uses. Side-by-side enclosed parking areas shall at a minimum measure eighteen (18) feet wide by twenty (20) feet deep with no obstructions. Enclosed tandem spaces shall at a minimum measure nine (9) feet wide by forty (40) feet deep with no obstructions.

C. RURAL RESIDENTIAL PARKING.

1. For residential lots in the Agricultural (AG) District accessed from a paved street, two (2) paved parking spaces shall be required in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.
2. For residential lots in the Agricultural Urban (AU) and Agricultural (AG) districts accessed from an unpaved roadway, two (2) paved parking spaces shall be required

in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.

D. **COMMERCIAL VEHICLE PARKING.** Parking of more than one commercial vehicle or work trailer of two-ton capacity or less, or one commercial vehicle of more than two-ton capacity on a lot within any residential district shall be considered a commercial use and is prohibited.

E. **RECREATIONAL VEHICLE, BOAT PARKING**

1. Parking a recreational vehicle, travel trailer, unmounted camper/camper shell, accessory trailer, work trailer, inoperable or unlicensed vehicle, or boat under a carport, in a garage, or in a rear yard screened from public view is permissible.
2. Parking in a required front yard or driveway is prohibited, except for loading/unloading or repairs for no more than forty-eight (48) hours. The Zoning Administrator may authorize a longer period of time if an emergency exists, up to a maximum of five (5) days.
3. Parking within the side yard on the carport/garage side of the residence is permissible, if there is sufficient space and the parking area is improved with a paved, uncovered slab and is screened from street view by a minimum six (6) foot high wall and/or gate.
4. The total number of recreational vehicles, travel trailers, unmounted camper/camper shells, accessory trailers, work trailers, inoperable or unlicensed vehicles, and boats parked or stored on any lot outside of a garage shall be restricted to a combination of not more than two (2).

Section 6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed-Use Development

- A. **MAINTENANCE.** It shall be the joint and separate responsibility of the lessee and owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking spaces, access ways, striping, landscaping, and required walls or screening.
- B. **PARKING AREA IMPROVEMENTS.** For multi-family residential, commercial, industrial and mixed-use developments, including non-residential uses in a residential District, all parking areas shall be screened from street view by buildings or by a landscape berm and/or wall with landscaping. Berms and/or walls (including retaining walls) shall be a minimum of three (3) feet in height on the parking lot side, and no higher than four and one-half (4.5) feet in height on the street side. For the purposes of this section, parking areas as used herein shall include all parking spaces, drive aisles and maneuvering areas.

- C. ACCESS. Off-street parking spaces shall be connected with a public street by a paved driveway which affords safe and reasonably convenient ingress and egress. The permissible location and minimum width of driveways shall be as specified in the City of Goodyear Engineering Design Standards and Policies Manual and Standard Details.
- D. PARKING SPACE LOCATION. All required parking spaces shall be located on the lot upon which the use is located or on an adjacent lot if a cross access/parking agreement is provided. Required parking spaces for multi-family, commercial or industrial uses may be located on an adjacent lot in another district (other than in a single family residential district) with a cross access/parking agreement.
- E. PARKING FOR MIXED-USE DEVELOPMENTS
1. The total requirement for off-street parking spaces for mixed-use developments shall be the sum of the requirements of the various uses computed separately.
 2. A mixed-use shared parking program is an option to reduce the total required parking in mixed-use developments in which the uses operate at different times or that have different peak hours of operation from one another throughout the day. If an applicant for a mixed-use development can demonstrate through a shared parking study supplied by the applicant and approved by the Zoning Administrator that the total peak parking demand for the mixed uses will be less than the sum of the parking spaces required for each use served, a reduction in the total number of required spaces may be allowed, subject to the following:
 - a. The approved shared parking plan shall specify a schedule of shared parking calculations identifying the typical hours of operation with anticipated periods of greatest parking demand for all uses within the development; and shall indicate the number, location and convenience of pedestrian access of all spaces available to serve each use. The total number of parking spaces required for all uses within the development per Section 6-4-2 shall not be reduced by a shared parking plan by more than twenty (20) percent.
 - b. The property owners involved in the shared parking plan shall submit a written agreement approved by the Zoning Administrator requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article.
 - c. The shared parking plan shall remain on file with the Community Development Department for the purpose of monitoring the continuing adequacy of available parking.
 - d. At the time of shared parking plan approval, or at any subsequent time when the uses, intensities of the uses, or the or hours of operation of the uses change, or upon findings that the parking facilities are inadequate, the

Zoning Administrator may require additional site area to be provided, and as necessary improved, to supply additional required parking facilities.

F. **CREDIT FOR ON-STREET PARKING.** On-street parking that directly and wholly abuts the subject property may be counted towards the parking requirement, provided that:

1. Such spaces are clearly marked on the site plan and constructed in accordance with City standards.
2. Such spaces are publicly accessible and cannot be reserved or restricted by the owner or tenants of the property.
3. On-street parking on private streets may be counted towards required parking provided that the street is publicly accessible (not gated) and the streets, parking spaces and sidewalks constructed are consistent with the standards for public streets in the City.

G. **CREDIT FOR BICYCLE PARKING FACILITIES.** The City encourages the use of alternative transportation modes such as the bicycle through a reduction in the number of required vehicular parking spaces in favor of additional bicycle parking facilities. The Zoning Administrator may authorize a credit towards on-site parking requirements for all non-residential uses for the provision of bicycle facilities beyond those otherwise required by this Ordinance, subject to the following guidelines:

1. Whenever bicycle parking is provided beyond the amount required per Section 6-6-A, credit toward required on-site vehicular parking may be granted at a rate of one (1) vehicular space per ten (10) additional bicycle spaces provided.
2. The number of required vehicle parking spaces shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less, for any use or building.

ARTICLE 6-4 PARKING REQUIREMENTS

6-4-1 Determination of Required Spaces

6-4-2 Parking Requirements

Section 6-4-1 Determination of Required Spaces. The calculations to determine the required number of parking spaces for a use, building or development shall be in accordance with the following:

- A. In the case of fractional results in calculating parking requirements, the required number shall be rounded up to the nearest whole number if the fraction is one-half (0.5) or greater.
- B. Except as otherwise provided herein, building gross floor area shall be used to calculate parking space requirements.

- C. All uses not specifically designated, or similar to a specified use, shall have parking space requirements as determined by the Zoning Administrator.
- D. Required accessible parking for non-residential developments shall be provided in conformance with all applicable accessibility standards of the prevailing Americans with Disabilities Act (ADA), Arizonans with Disabilities Act (AZDA), and the International Building Code (IBC).
- E. Required accessible parking for multi-family residential developments shall be provided in conformance with all applicable accessibility standards of the prevailing Americans with Disabilities Act (ADA), Federal Fair Housing Act (FFHA), and International Building Code (IBC).
- F. The required minimum number of developed parking spaces for the Manufacturing, Assembling and Processing Use Classification and the Warehouse or Distribution Facility Use Classification set forth in paragraph E. (General Industrial Manufacturing and Warehousing) of the Table in Section 6-4-2 may be reduced for a known user if the known user's operations can demonstrate to the satisfaction of the Zoning Administrator that the user's parking needs can be met with fewer parking spaces because of the nature of the known user's operations (i.e. a user with a highly automated facility that requires minimal employees because of the automation). Although a known user may not be required to build the minimum number of required parking spaces reflected in the Table in Section 6-4-2, the property shall be developed such that additional parking spaces necessary to meet the minimum parking requirements in the Table in Section 6-4-2 below can be developed in the future should the user change. The site plan for the known user shall depict such future additional parking spaces, including the circulation that will be required to access such spaces, and the ability to accommodate the drainage for the additional parking.

Section 6-4-2 Parking Requirements. The number of required parking spaces for each for use, building or development permitted by this Ordinance shall be in accordance with the following parking standards:

<i>Use Classification</i>	<i>Required Minimum Parking</i>
A. Administrative and Financial	
<i>Banks and other financial institutions</i>	1 space per 300 sq. ft. floor area
<i>Professional offices</i>	1 space per 300 sq. ft. floor area
B. Automobile Related	
<i>Automated or self service car wash</i>	2 spaces
<i>Automobile sales and rentals</i>	1 space per 375 sq. ft. indoor floor area of sales and service building, but not less than 4 spaces per use. Outdoor displayed vehicles shall not occupy any required parking spaces for the use or site

<i>General auto repair and service - garage, service station, full service car wash and drive-through oil and lube services</i>	1 space per 300 sq. ft. floor area, including service bays, wash tunnels and retail areas
C. Eating and Drinking Establishments	
<i>Restaurants, cafes, bars and similar uses</i>	1 space per 50 sq. ft. indoor dining/seating floor area 1 space per 150 sq. ft. kitchen and employee service areas 1 space per 150 sq. ft. of outdoor serving (patio) area
D. Entertainment and Recreation	
<i>Bowling alleys</i>	5 spaces per lane plus ancillary use requirements
<i>Golf course</i>	1 space per 2 practice tees in driving range, plus 4 spaces per green plus ancillary use requirements
<i>Health spas/clubs, gyms & tennis, handball, racquetball courts/clubs</i>	1 space per 150 sq. ft. indoor floor area, excluding courts, which require 2 spaces per court
<i>Miniature golf, amusement parks, carnival or circus grounds, water parks</i>	1 space per 500 SF outside recreation area
<i>Skating rinks, teen entertainment centers and similar recreational uses.</i>	1 space per 150 sq. ft. gross floor area used for recreational activities plus ancillary use requirements
<i>Movie theaters</i>	1 space for every 3 patron seats
E. General Industrial, Manufacturing and Warehousing	
<i>Manufacturing, Assembling and Processing</i>	1 space per 1,000 sq. ft. for the 1 st 10,000 sq. ft. of floor area & 1 space per 5,000 sq. ft. for the remaining floor area & 1 space per 300 sq. ft. of office floor area (See Section 6-4-1 (F). for allowed reduction of required parking)
<i>Mini-storage or RV storage</i>	1 space per 300 sq. ft. office area and 1 space per 50 storage units
<i>Warehouse or Distribution Facility</i>	1 space per 1,000 sq. ft. for the 1 st 10,000 sq. ft. of floor area & 1 space per 5,000 sq. ft. for the remaining floor area & 1 space per 300 sq. ft. of office floor area (See Section 6-4-1 (F). for allowed reduction of required parking)
<i>Motion picture or recording studio</i>	1 space per 500 sq. ft. floor area
<i>Other Industrial Uses</i>	1 space per 1,000 sq. ft. for the 1 st 10,000 sq. ft. of floor area & 1 space per 5,000 sq. ft. for the remaining floor area & 1 space per 300 sq. ft. of office floor area
F. General Retail and Personal Services	
<i>Day care facility</i>	1 space per 375 sq. ft. indoor floor area, but not less than 5 spaces
<i>Outdoor sales and service areas (plant nurseries, building supplies)</i>	1 space per 375 sq. ft. of sales and display area, but not less than 4 spaces per use
<i>Personal services</i>	1 space per 300 sq. ft. floor area
<i>Retail</i>	1 space per 300 sq. ft. floor area

G. Institutional	
<i>Auditoriums, theaters, stadiums or similar places of public assembly</i>	1 space for every 3 patron seats
<i>Elementary and junior high schools</i>	1 space per 375 sq. ft. indoor floor area
<i>Funeral home and mortuaries</i>	1 space per 75 sq. ft. of indoor floor area used for public assembly
<i>Government offices</i>	1 space per 300 sq. ft. floor area
<i>High schools, academies, colleges, universities, trade or vocational schools</i>	1 space per 200 sq. ft indoor floor area
<i>Libraries, cultural institutions, museums and art galleries</i>	1 space per 300 sq. ft. floor area
<i>Places of worship, lodges and fraternal buildings, assembly halls and community centers</i>	1 space per 75 sq. ft. of indoor floor area used for public assembly plus 1 space per 300 sq. ft. of other indoor area

H. Lodging	
<i>Hotel and motel</i>	1 space per room or suite of rooms 1 10 x 75 foot space for each 25 rooms for truck trailers and recreational vehicles Meeting rooms, restaurant and drinking establishments open to the public calculated separately
I. Medical	
<i>Assisted living facility</i>	0.75 spaces per unit
<i>Hospitals</i>	1 space per 400 sq. ft. indoor floor area
<i>Medical or dental offices and out-patient</i>	1 space per 150 sq. ft. indoor floor area
<i>Nursing home</i>	1 space per 400 sq. ft. indoor floor area
<i>Veterinary clinic, hospital or office</i>	1 space per 150 sq. ft. indoor floor area
J. Residential Uses	
<i>Manufactured home / RV park</i>	1 space per dwelling unit, plus 1 visitor parking space per 10 units.
<i>Manufactured home subdivision</i>	2 spaces per dwelling unit
<i>Single family</i>	2 enclosed* spaces per dwelling unit, side-by-side or tandem
<i>Two family</i>	2 enclosed spaces per dwelling unit, side-by-side or tandem

**Multi-family:	
<i>Efficiencies, studios</i>	1 space per dwelling unit
<i>One bedroom</i>	1.5 spaces per dwelling unit
<i>Two or more bedrooms</i>	2 spaces per dwelling unit
<i>Townhomes</i>	2 spaces per dwelling unit

*See Section 6-3-2-C for parking standards pertaining to homes accessed from a paved roadway in the Agricultural (AG) District, and for homes accessed from an unpaved roadway in the Agricultural (AG) and Agricultural Urban (AU) districts.

**All multi-family developments with five (5) or more units shall also provide guest parking at one (1) space per ten (10) units. At least one (1) space per multi-family dwelling unit must be covered and assigned to a dwelling unit.

ARTICLE 6-5 OFF-STREET LOADING

6-5-1 Spaces Required

6-5-2 Standards for Off-Street Loading Facilities

Section 6-5-1 Spaces Required. All commercial or industrial uses (except self-storage warehouses) which have an aggregate gross floor area of fifteen thousand (15,000) square feet or more, that require the delivery or distribution of material or merchandise by trucks measuring thirty-six (36) feet or more in length, including cab and trailer, shall provide an adequate number of off-street truck loading or unloading spaces as determined by the City in the Site Plan Review process.

Section 6-5-2 Standards for Off-Street Loading Facilities. All required off-street loading facilities shall conform to the following standards:

A. DIMENSIONS

Required loading spaces shall be at least forty-five (45) feet in length, twelve (12) feet in width and fourteen (14) feet in height, exclusive of aisle and maneuvering space.

B. LOCATIONS

1. Loading spaces shall not be located closer than fifty (50) feet to any existing or planned residentially zoned lot.
2. Sufficient room for turning and maneuvering vehicles shall be provided on the site so that no backing onto or from a public street is required.
3. Off-street loading facilities for a single use shall not be considered as providing required off-street loading facilities for any other use.
4. Off-street loading facilities shall be located on the same site with the use for which the loading spaces are required.

ARTICLE 6-6 BICYCLE PARKING

A. REQUIREMENTS

1. Non-residential uses of land or buildings which are required to provide at least forty (40) vehicle parking spaces shall be required to provide on-site bicycle parking spaces in a bicycle parking facility at a rate of one (1) for every ten (10) required vehicle parking spaces.
2. Non-residential uses of land or buildings which are required to provide less than 40 vehicle parking spaces shall be required to provide a minimum of four (4) on-site bicycle parking spaces in a bicycle parking facility.
3. In no event shall any use or building be required to provide more than one hundred (100) bicycle parking spaces.
4. The following uses are exempt from the foregoing bicycle parking requirements:
 - a. All residential uses.
 - b. Self-storage facilities.
 - c. Other uses as determined by the Zoning Administrator.
5. Common or shared bicycle parking facilities may be provided for attached or in-line uses. Bicycle parking in mixed-use commercial centers shall be distributed throughout the project. A reduction of required bicycle parking spaces may be authorized by the Zoning Administrator.
6. A bicycle parking facility is a stationary object, typically a bicycle rack or locker, permanently affixed to the ground or a structure to which the operator can lock the bicycle frame and wheels to the object.

B. STANDARDS

1. Bicycle parking spaces shall be located on a paved surface within one hundred (100) feet of a primary building entrance. Bicycle parking spaces shall not encroach into any required landscaping or pedestrian access areas.
2. A bicycle parking space shall measure two (2) feet by six (6) feet. A pre-manufactured bicycle rack or locker which differs from these dimensions may be approved by the Zoning Administrator.

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Appendix C

Property Profiles for Comparable Multi-family Communities in Appendix A

Copper Cove – (Dominium)

Tolleson, AZ (Phoenix)



Year Built	2003
# Units	228
Apt. Occupancy	100%
Total Stalls	434
Empty Stalls	129
Parking Occupancy	70%
Parking Utilization / Unit	1.34

East Range Crossings – (Dominium)

Denver, CO



Year Built

2019

Units

252

Apt. Occupancy

98%

Total Stalls

473

Empty Stalls

183

Parking Occupancy

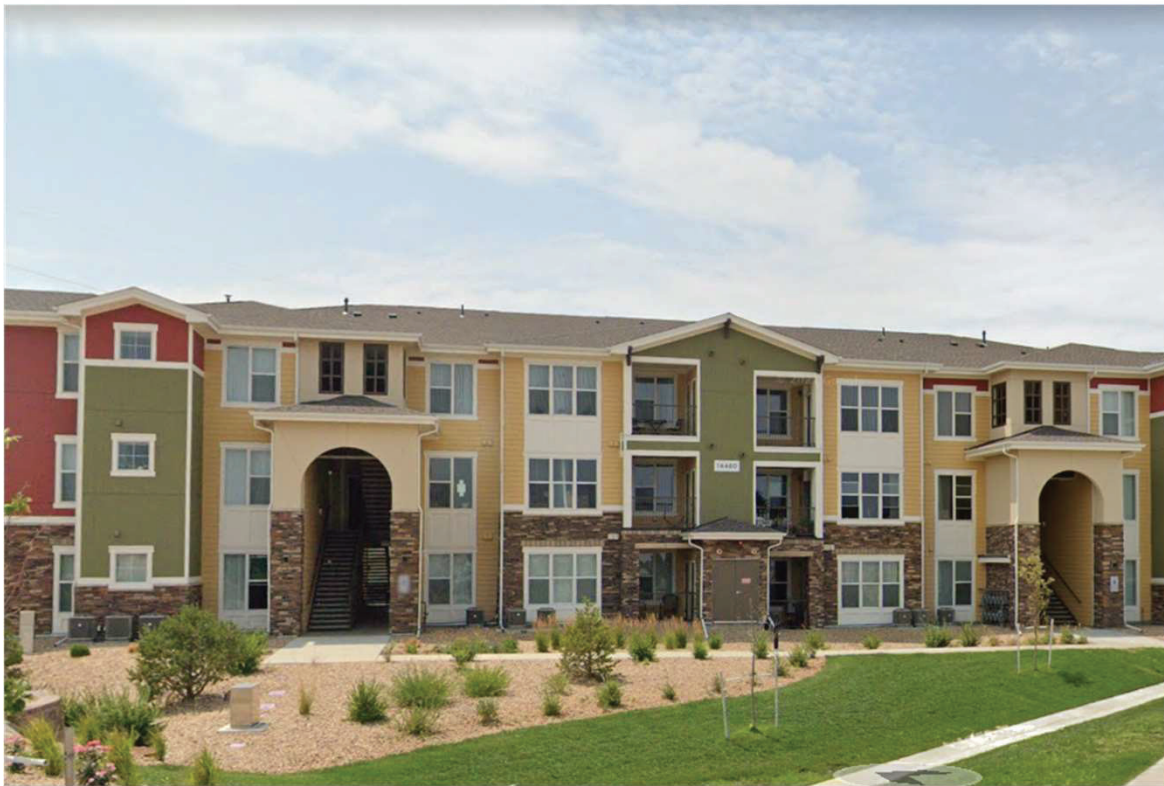
61%

Parking Utilization / Unit

1.15

North Range Crossings – (Dominium)

Commerce City, CO (Denver)



Year Built

2019

Units

216

Apt. Occupancy

98%

Total Stalls

432

Empty Stalls

108

Parking Occupancy

75%

Parking Utilization / Unit

1.50

Vinewood Apartments – (Dominium)

Dallas, TX



Year Built

2005

Units

200

Apt. Occupancy

99%

Total Stalls

398

Empty Stalls

99

Parking Occupancy

75%

Parking Utilization / Unit

1.50

Woodlands of Beaumont – (Dominium)

Beaumont, TX (Houston)



Year Built

2002

Units

140

Apt. Occupancy

99%

Total Stalls

253

Empty Stalls

82

Parking Occupancy

68%

Parking Utilization / Unit

1.22

Vermillion – (Dominium)

Houston, TX



Year Built	2004
------------	------

# Units	260
---------	-----

Apt. Occupancy	88%
----------------	-----

Total Stalls	534
--------------	-----

Empty Stalls	336
--------------	-----

Parking Occupancy	37%
-------------------	-----

Parking Utilization / Unit	0.76
----------------------------	------

Kinwood – (Dominium)

McKinney, TX (Dallas)



Year Built	2001
------------	------

# Units	200
---------	-----

Apt. Occupancy	89%
----------------	-----

Total Stalls	439
--------------	-----

Empty Stalls	185
--------------	-----

Parking Occupancy	58%
-------------------	-----

Parking Utilization / Unit	1.27
----------------------------	------

Laurels at Greenwood – (Dominium)

Austell, GA (Atlanta)



Year Built

2001

Units

174

Apt. Occupancy

95%

Total Stalls

349

Empty Stalls

53

Parking Occupancy

85%

Parking Utilization / Unit

1.70

Wellington Ridge – (Dominium)

Covington, GA (Atlanta)



Year Built

2003/2021

Units

220

Apt. Occupancy

97%

Total Stalls

425

Empty Stalls

235

Parking Occupancy

45%

Parking Utilization / Unit

0.86

Riverstock – (Dominium)

Woodstock, GA (Atlanta)



Year Built	2001
# Units	172
Apt. Occupancy	94%
Total Stalls	330
Empty Stalls	120
Parking Occupancy	64%
Parking Utilization / Unit	1.22

Arbor Lake – (Dominium)

Covington, GA (Atlanta)



Year Built	2002
# Units	250
Apt. Occupancy	99%
Total Stalls	271
Empty Stalls	104
Parking Occupancy	72%
Parking Utilization / Unit	1.07

Village at Delray – (Dominium)

Delray Beach, FL (Ft. Lauderdale)



Year Built

2011

Units

144

Apt. Occupancy

99%

Total Stalls

422

Empty Stalls

195

Parking Occupancy

54%

Parking Utilization / Unit

1.58

Groves of Delray – (Dominium)

Delray Beach, FL (Ft. Lauderdale)



Year Built

1995

Units

158

Apt. Occupancy

97%

Total Stalls

283

Empty Stalls

139

Parking Occupancy

51%

Parking Utilization / Unit

0.91

Chapel Trace – (Dominium)

Melbourne, FL (Orlando)



Year Built	2004
------------	------

# Units	312
---------	-----

Apt. Occupancy	98%
----------------	-----

Total Stalls	592
--------------	-----

Empty Stalls	171
--------------	-----

Parking Occupancy	71%
-------------------	-----

Parking Utilization / Unit	1.35
----------------------------	------

Enclave at Pine Oaks – (Dominium)

Melbourne, FL (Ft. Lauderdale)



Year Built

2004

Units

228

Apt. Occupancy

96%

Total Stalls

529

Empty Stalls

271

Parking Occupancy

49%

Parking Utilization / Unit

1.13

Chariot Pointe – (Dominium)

Murfreesboro, TN (Nashville)



Year Built	1997
------------	------

# Units	184
---------	-----

Apt. Occupancy	97%
----------------	-----

Total Stalls	459
--------------	-----

Empty Stalls	265
--------------	-----

Parking Occupancy	42%
-------------------	-----

Parking Utilization / Unit	1.05
----------------------------	------

Waterview – (Dominium)

Hendersonville, TN (Nashville)



Year Built	1995
# Units	160
Apt. Occupancy	93%
Total Stalls	375
Empty Stalls	239
Parking Occupancy	36%
Parking Utilization / Unit	0.85

Encantada Canyon Trails – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2008

Units

226

Apt. Occupancy

98%

Total Stalls

417

Empty Stalls

135

Parking Occupancy

68%

Parking Utilization / Unit

1.25

Serafina Apartments – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2008
------------	------

# Units	268
---------	-----

Apt. Occupancy	95%
----------------	-----

Total Stalls	389
--------------	-----

Empty Stalls	177
--------------	-----

Parking Occupancy	54%
-------------------	-----

Parking Utilization / Unit	0.79
----------------------------	------

Lunaire Apartments – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2008
------------	------

# Units	240
---------	-----

Apt. Occupancy	98%
----------------	-----

Total Stalls	400
--------------	-----

Empty Stalls	190
--------------	-----

Parking Occupancy	53%
-------------------	-----

Parking Utilization / Unit	0.88
----------------------------	------

The MAXX 159– (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2017

Units

132

Apt. Occupancy

99%

Total Stalls

211

Empty Stalls

68

Parking Occupancy

68%

Parking Utilization / Unit

1.08

Evolution at Estrella Falls – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2018

Units

326

Apt. Occupancy

99%

Total Stalls

527

Empty Stalls

167

Parking Occupancy

68%

Parking Utilization / Unit

1.10

Acero Estrella Commons – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2020

Units

352

Apt. Occupancy

96%

Total Stalls

644

Empty Stalls

195

Parking Occupancy

70%

Parking Utilization / Unit

1.28

Amiya – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built	2020
# Units	188
Apt. Occupancy	94%
Total Stalls	211
Empty Stalls	68
Parking Occupancy	68%
Parking Utilization / Unit	0.76

Park Shadows – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

1943/2013

Units

237

Apt. Occupancy

98%

Total Stalls

365

Empty Stalls

179

Parking Occupancy

51%

Parking Utilization / Unit

0.78

Edgewater – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built	1985/2018
------------	-----------

# Units	196
---------	-----

Apt. Occupancy	97%
----------------	-----

Total Stalls	300
--------------	-----

Empty Stalls	89
--------------	----

Parking Occupancy	70%
-------------------	-----

Parking Utilization / Unit	1.08
----------------------------	------

Newport Apartments – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built

186/2008

Units

204

Apt. Occupancy

95%

Total Stalls

239

Empty Stalls

75

Parking Occupancy

69%

Parking Utilization / Unit

).80

Mountain View Apartments – (non- Dominium)

Avondale, AZ (Phoenix)



Year Built	1984
------------	------

# Units	150
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	234
--------------	-----

Empty Stalls	51
--------------	----

Parking Occupancy	78%
-------------------	-----

Parking Utilization / Unit	1.22
----------------------------	------

1408 Casitas at Palm Valley – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built	1978
# Units	168
Apt. Occupancy	99%
Total Stalls	266
Empty Stalls	70
Parking Occupancy	74%
Parking Utilization / Unit	1.17

Adiamo Palm Valley – (non-Dominium)

Goodyear, AZ (Phoenix)



Year Built

2006

Units

302

Apt. Occupancy

97%

Total Stalls

593

Empty Stalls

169

Parking Occupancy

72%

Parking Utilization / Unit

1.40

Desert Sage Apartments – (non-Dominium)

Avondale, AZ (Phoenix)



Year Built	2002
# Units	208
Apt. Occupancy	98%
Total Stalls	300
Empty Stalls	187
Parking Occupancy	38%
Parking Utilization / Unit	0.54

Town Center– (non-Dominium)

Queen Creek, AZ



Year Built	2009
------------	------

# Units	176
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	332
--------------	-----

Empty Stalls	86
--------------	----

Parking Occupancy	74%
-------------------	-----

Parking Utilization / Unit	1.40
----------------------------	------

San Clemente– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2004
------------	------

# Units	336
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	602
--------------	-----

Empty Stalls	210
--------------	-----

Parking Occupancy	65%
-------------------	-----

Parking Utilization / Unit	1.17
----------------------------	------

Sky View Ranch– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2007
# Units	232
Apt. Occupancy	98%
Total Stalls	444
Empty Stalls	137
Parking Occupancy	69%
Parking Utilization / Unit	1.32

Painted Trails– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2008
------------	------

# Units	196
---------	-----

Apt. Occupancy	99%
----------------	-----

Total Stalls	352
--------------	-----

Empty Stalls	77
--------------	----

Parking Occupancy	80%
-------------------	-----

Parking Utilization / Unit	1.44
----------------------------	------

SanTan Apartments– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2009
# Units	315
Apt. Occupancy	90%
Total Stalls	546
Empty Stalls	39
Parking Occupancy	93%
Parking Utilization / Unit	1.61

Edge at Lyon's Gate– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built	2007
# Units	312
Apt. Occupancy	99%
Total Stalls	508
Empty Stalls	121
Parking Occupancy	76%
Parking Utilization / Unit	1.24

Williams Gateway– (non-Dominium)

Gilbert, AZ (Phoenix)



Year Built

1982

Units

72

Apt. Occupancy

n/a

Total Stalls

108

Empty Stalls

35

Parking Occupancy

68%

Parking Utilization / Unit

1.01

Appendix D

Resident Parking Addendum

Date: _____
(when this Addendum is filled out)

1. APARTMENT UNIT DESCRIPTION.

Apt. No. _____

(street address) in
(city), Arizona, _____ (zip code).

2. LEASE CONTRACT DESCRIPTION.

Lease Contract Date: _____
Owner's name: _____

Residents (list all residents):

The term of this Parking Addendum is as follows:
Begins on _____ and
ending on _____.

This Addendum constitutes an Addendum to the above described Lease Contract for the above described premises, and is hereby incorporated into and made a part of such Lease Contract. Where the terms or conditions found in this Addendum vary or contradict any terms or conditions found in the Lease Contract, this Addendum shall control.

RESIDENT AND OWNER AGREE AS FOLLOWS:

3. You agree to properly register all vehicles with management. If you get a new or replacement vehicle you must notify us and complete a revised agreement.
4. If you are provided with a parking tag or sticker it must be properly installed and displayed.
5. Unless your vehicle(s) has been assigned a specific space(s) you may park in any available space(s) in the parking areas, with the exception of spaces reserved for a particular use or any marked handicap space, unless you possess a government issued handicap decal or similar signage.
6. If you are assigned a specific parking space(s) we shall assign you the space(s) and retain the right to change assigned spaces at our sole discretion.
7. You understand and accept that we have the right at any time, without notice, to tow unauthorized or non-registered vehicles from any parking space on the property.
8. You agree to use parking spaces in accord with the terms of the Lease and Community Rules.
9. Any vehicles which are improperly parked or are in violation of this addendum, the terms of the Lease or Community Rules will be towed at your expense. You agree that we shall not be liable to you for damages related to the physical towing nor any consequential damages you may incur through loss of use of the vehicle(s).
10. You understand that we will not be held liable for any damage or theft that may occur while your vehicle(s) is parked on any part of the property. Upon signing this agreement you knowingly accept the risk of parking any vehicle(s) on the property.

11. Any action by you, any occupant, guest, or visitor that violates this addendum shall constitute a violation of the Lease Contract.

12. You understand and agree that any judgment of possession entered against you shall be a judgment for possession of any parking spaces which you are entitled to under this addendum. Once such judgment is rendered and executed upon you, you shall immediately remove all vehicles from the property parking areas. If you fail to remove your vehicle(s), we shall tow the vehicle(s) at your expense. You agree that we shall not be liable to you for damages related to the physical towing nor any consequential damages you may incur through loss of use of the vehicle(s).

COST FOR PARKING:

Resident agrees to pay a one-time fee of \$ _____ (includes applicable tax) per vehicle on or before the _____ day of _____. In alternative resident agrees to pay \$ _____ (includes applicable tax) monthly per vehicle due on or before the _____ day of the month. The monthly parking fee is included in the Description of Rent Elements subsection of the Rent and Charges paragraph of the Lease Contract. In the event the Description of Rent Elements is missing the total monthly rent authorized by this Addendum, the fees in this Addendum shall be incorporated by reference into the Description of Rent Elements set forth in the Rent and Charges paragraph of the Lease Contract. If no amount is filled in above, parking shall be free for properly registered and authorized vehicles.

Resident understands and accepts that all parking rights and privileges will immediately be revoked in the case that Resident is _____ days delinquent in paying the required parking fee.

Resident agrees to pay \$ _____ NSF fee for all checks returned for non-sufficient funds.

VEHICLE INFORMATION:

Vehicle 1

Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

Vehicle 2

Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

Vehicle 3

Make: _____
Model & Year: _____
State: _____
License Plate: _____
Permit Number: _____
Phone Number: _____
Parking Space: _____

13 ..**PARKING.** We may regulate the time, manner, and place of parking cars, trucks, motorcycles, bicycles, boats, trailers, and recreational vehicles by anyone. We may have unauthorized or illegally parked vehicles towed under an appropriate statute. A vehicle is unauthorized or illegally parked in the apartment community if it:

- (1) has a flat tire or other condition rendering it inoperable; or
- (2) is on jacks, blocks or has wheel(s) missing; or
- (3) has no current license plate or no current registration and/or inspection sticker; or
- (4) takes up more than one parking space; or
- (5) belongs to a resident or occupant who has surrendered or abandoned the apartment; or
- (6) is parked in a marked handicap space without the legally required handicap insignia; or
- (7) is parked in space marked for manager, staff, or guest at the office; or
- (8) blocks another vehicle from exiting; or
- (9) is parked in a fire lane or designated "no parking" area; or
- (10) is parked in a space marked for other resident(s) or unit(s); or
- (11) is parked on the grass, sidewalk, or patio; or
- (12) blocks garbage trucks from access to a dumpster; or
- (13) belongs to a resident and is parked in a visitor or retail parking space.

Estrella Springs and Suncrest Vista at Canyon Trails

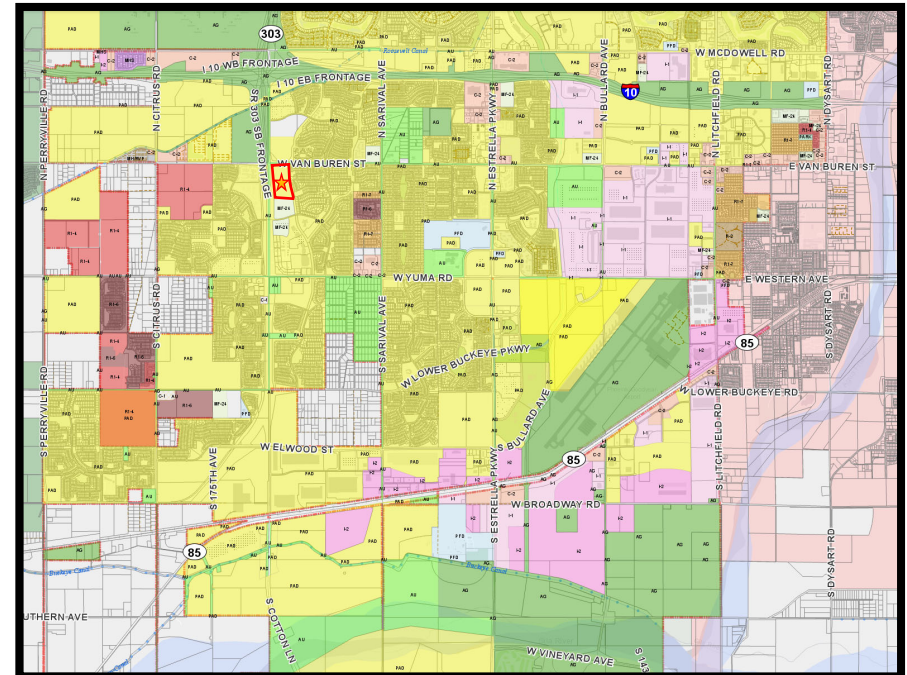
City Council Meeting
January 24, 2022



Location



- Central Goodyear
 - SEC of Cotton Lane and Van Buren Street
 - Approximately 29 Acres
 - Currently zoned PAD



Specific Location



ZOOMED IN

- SEC of Cotton Lane and Van Buren Street
 - North
 - Canyon Trails (commercial) (Vacant)
 - South
 - Future Aviata at Canyon Trails (multi-family) (vacant)
 - East
 - Canyon Trails Unit 3 (single-family)
 - West
 - Cotton Lane and future AZ-State Route 303 Loop
 - TerraLane (multi-family/single-story rentals)



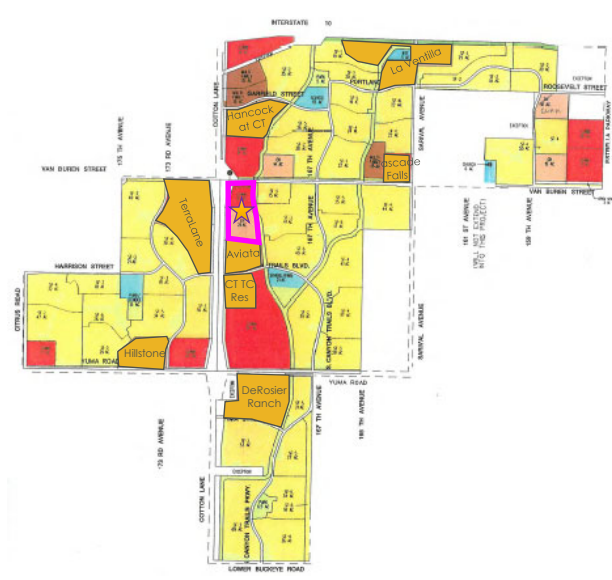
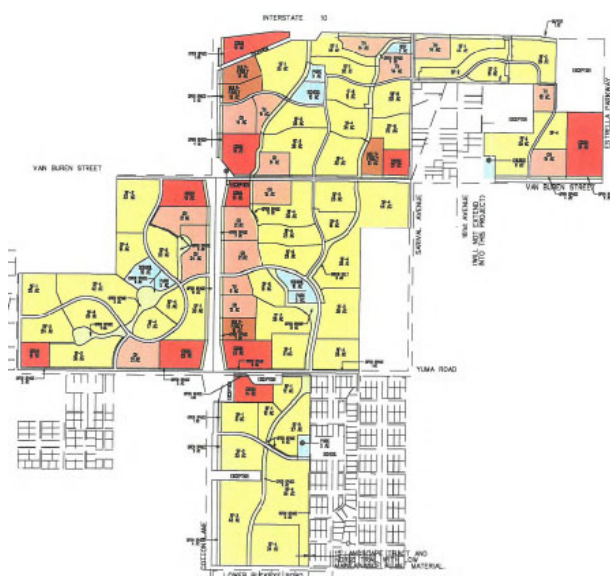
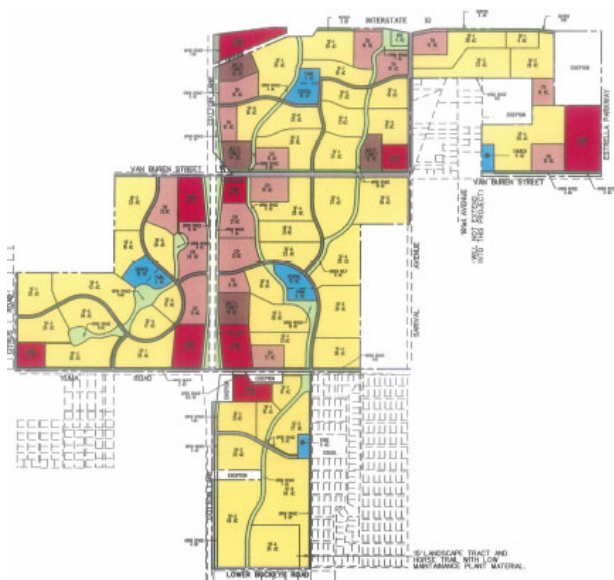
Zoning History



1998

1999-2003

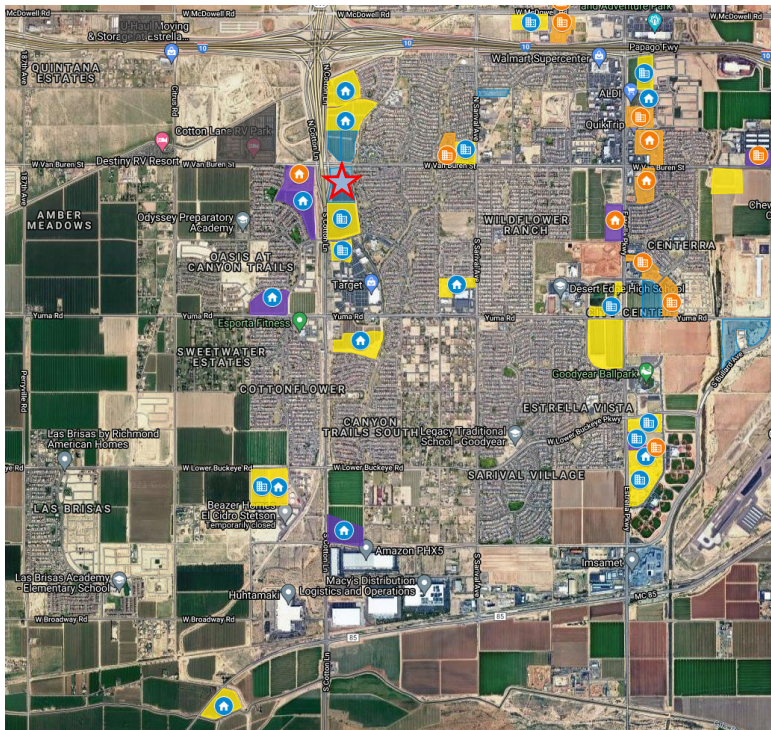
2005/OCT 2021



Area Multi-Family



MCDOWELL TO FUTURE SR 30 – PERRYVILLE TO BULLARD



=Established Multi-Family



=Under Construction or Recently Completed Multi-Family



=Zoned for Multi-Family



=Developer Interest in Multi-Family (Application Submitted)

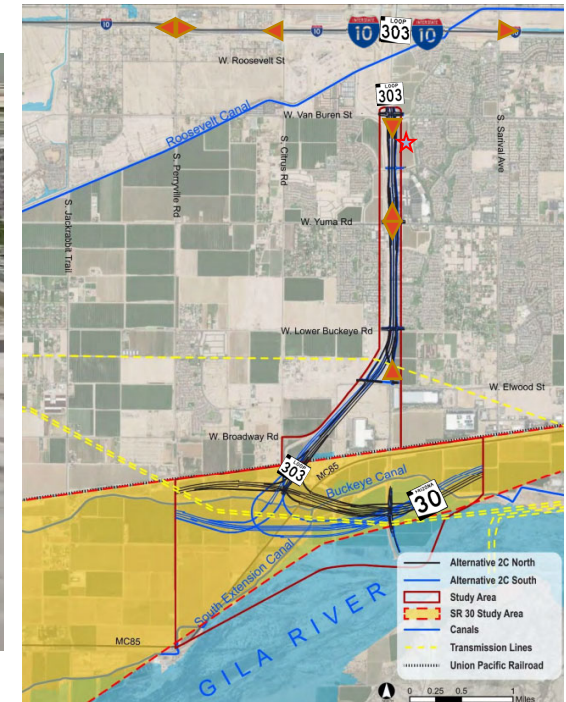
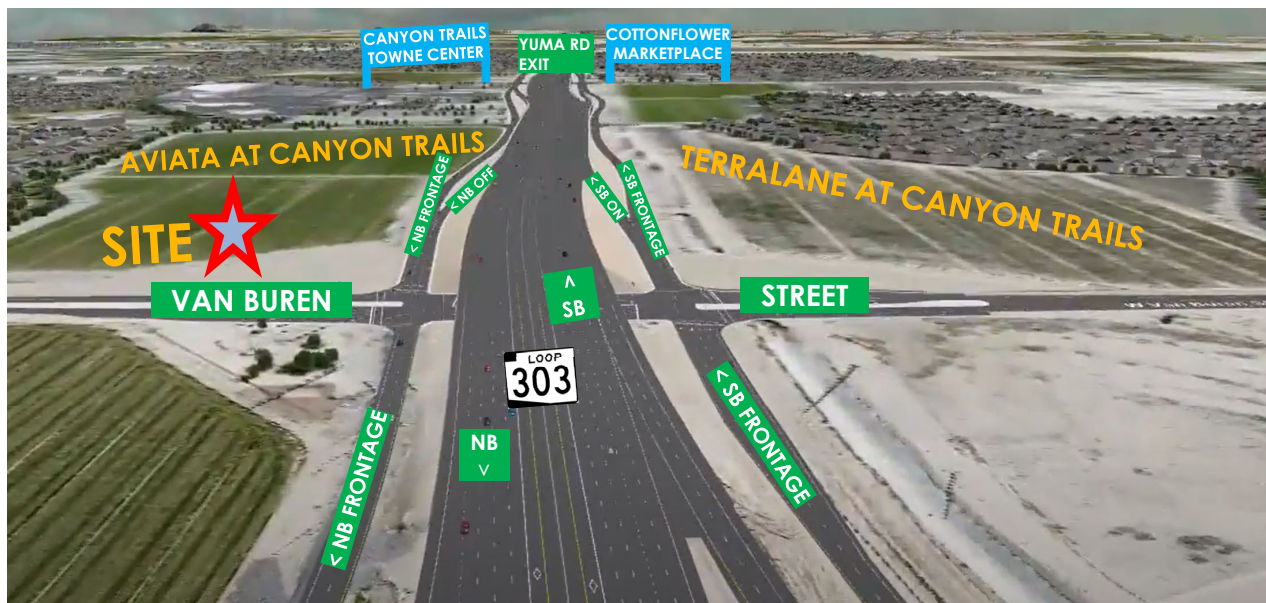


= Estrella Springs and Suncrest Vista at Canyon Trails

Arizona State Route 303 Extension



VAN BUREN STREET TO FUTURE STATE ROUTE 30



*Images Conceptual In Nature

- MF-24 (Multi-Family 24 units per acre)
- Estrella Springs (South Zone)
 - Approximately 19 acres
 - All Ages (Family) Community
- Suncrest Vista (North Zone)
 - Approximately 10 acres
 - Senior (Age-Restricted) Community



PAD Overlay



REQUESTED DEVIATIONS



Height
(North Only)



Setbacks



Parking



Private Outdoor
Space

*Images Conceptual In Nature

PAD Overlay



REQUIRED ENHANCEMENTS



Open Space/Landscape Area



Amenities and Art



Design and Rooflines



Cotton Lane Greenbelt Trail

*Images Conceptual In Nature



Neighborhood Continuity and Colors



Cotton Lane Greenbelt Trail

Letters of Support and Recommendation



RECOMMEND APPROVAL

- To date, 5 Letters of Support Received
- Recommend Approval to Rezone:
 - From Planned Area Development
 - 10 acres of Commercial (North)
 - 19 acres of Medium High Density Residential (South)
 - To MF-24 with PAD Overlay





ITEM #: 8.
DATE: 01/24/2022
AI #:609



CITY COUNCIL ACTION REPORT

SUBJECT: BULLARD AVENUE WIDENING PROJECT AND ASSOCIATED BUDGET TRANSFERS

STAFF PRESENTER(S): Sumeet Mohan, P.E. Director of Engineering

SUMMARY

Approve the creation of the Bullard Avenue Widening project and associated budget transfers.

Recommendation

Approve the creation of the Bullard Avenue Widening project and associated budget transfers.
(Sumeet Mohan, P.E. Director of Engineering)

FISCAL IMPACT

Capital Improvement Program (CIP) Project #42043 Bullard Widening Southbound at Van Buren will be added to the FY2022-26 CIP with a project budget of \$1,555,300. This authorizes required budget transfers to establish funding in FY2022 allowing the project to start.

Proposed Project Budget:

Design: \$100,000 (FY2022)

Land Acquisition: \$415,000 (FY2022)

Construction: \$1,040,300 (FY2023)

BACKGROUND AND PREVIOUS ACTIONS

Council has directed staff to identify and develop CIP projects that will increase transportation efficiencies and eliminate scalloped streets. This project will add approximately 600 linear feet of roadway improvements to Bullard south of Van Buren, eliminating the scalloped roadway. This is a new project with no previous actions.

STAFF ANALYSIS

Staff recommends adding this project into the CIP. If approved, a proposed timeline includes project design beginning March 2022, land acquisition in May 2022, project construction in May 2023, and project completion in December 2023. Depending on land acquisition the construction start may be delayed or advanced.

Completion of this project will benefit property west of the roadway. Of the approximately 600 lineal feet of widening proposed, approximately 125 of those feet are adjacent to what will be

city owned land from CIP project #41003 – Economic Development Department’s Enhanced Bullard Landscape. The remaining approximately 475 feet of improvements will benefit non-city owned land; therefore, a cost recovery will be established to recover costs per the City’s Cost Recovery Ordinance. Requirements to establish a cost recovery are outlined in the “Goodyear Code of Ordinances Chapter 24 Public Improvements Cost Recovery” and are as follows:

- (1) Determination of the Director of [Development Services] or his/her designee that public health, safety, and welfare requires the construction of special public improvements prior to the development of the adjacent or nearby property.
- (2) Creation of a Resolution of Intention (ROI) to approve the special public improvements, and submission to the City Council. The resolution includes supporting materials which explain the methodology used for determining which property was benefited.
- (3) Those owners of real property within the area subject to reimbursement for special public improvements shall receive notice in writing of the public hearing and any continued public hearing not less than 30 days prior to the public hearing or continued public hearing held by the city council.
- (4) After the public hearing is concluded, the City Council shall determine whether the public health, safety, and welfare require the special public improvements. If the City Council so determines, then the City Council shall adopt the ROI to approve the special public improvement.

As soon as this budget transfer is authorized, procurement activities can start for delivering this project utilizing the Job Order Contracting project delivery method. As the design progresses, an actual construction cost will be established within the approved budget. After construction and acceptance of the improvements, final costs (including land acquisition) are submitted and compared to the ROI costs in order for the city to establish a fair and reasonable Reimbursement Agreement per the Cost Recovery Ordinance.

The costs of land acquisition for Economic Development Department’s Enhanced Bullard Landscape & Branding project (CIP project# 41003), are separate from this proposed project, and will not be a part of cost recovery. The scope of CIP project# 41003 has been reduced to just land acquisition, and construction of monument feature(s) has been put on an indefinite hold.

ITEM #: 9.
DATE: 01/24/2022
AI #:647



CITY COUNCIL ACTION REPORT

SUBJECT: APPROVAL TO SUBMIT AN APPLICATION FOR THE STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) GRANT

STAFF PRESENTER(S): Paul Luizzi, Fire Chief

SUMMARY

The SAFER grant is a program which provides funding directly to fire departments to assist in increasing the number of firefighters to help communities meet industry minimum standards and attain 24-hour staffing to provide adequate protection from fire and fire-related hazards, and to fulfill the traditional mission of the fire department. The department is seeking funding for eight new firefighter positions for staffing Fire Station 187.

Recommendation

ADOPT RESOLUTION NO. 2022-2205 AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR THE STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) PROGRAM FUNDS TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AUTHORIZING THE CITY MANAGER TO EXECUTE ALL DOCUMENTS RELATING TO SAID APPLICATION AND AUTHORIZING THE CITY MANAGER TO EXECUTE A GRANT AGREEMENT (IF GRANT FUNDS ARE AWARDED), AND AUTHORIZING THE CITY MANAGER TO APPROVE THE REQUIRED BUDGET TRANSFER (IF GRANT FUNDS ARE AWARDED). (Paul Luizzi, Fire Chief)

FISCAL IMPACT

The SAFER grant provides financial assistance for hiring new full-time firefighters, and for supplementing salaries and benefits for three years. "Usual annual costs" includes the base salary (exclusive of non-FLSA overtime) and standard benefits package (including the average health, dental, and visions costs, FICA, life insurance, retirement/pension, etc.)

There is no cost share or match or position cost limit for the FY2021 SAFER Program. Costs are reimbursable if they are included as part of the standard package, under the SAFER Program grant.

BACKGROUND AND PREVIOUS ACTIONS

The department has conducted research with other Valley Benchmark fire departments such as Scottsdale Fire Department, Avondale Fire, Peoria Fire Department, and Surprise Fire department, who have applied for the SAFER grant and were successfully awarded funds for additional firefighter positions. The community needs vary greatly for each department.

For example in FY2013, the Surprise Fire Department received funding in support of a formal Community Risk Assessment program which would be completed by increasing firefighter staffing levels. There were two main financial factors contributing to the department's need for financial assistance. The City of Surprise experienced layoffs and significant reductions in its operating budget.

The Scottsdale Fire Department received funding in support of bringing the department up to full staffing for the first time in 2019 by adding six additional firefighter positions. The department was preparing for an unprecedented attrition rate of 85% between the years 2020 – 2025. The plan was to hire, train, and deploy six personnel prior to the retirement of veteran sworn personnel.

The Goodyear Fire Department applied for the SAFER grant in FY21 but was unsuccessful. The application focused on the need to staff a new fire station FS188 located in West Goodyear. The area had experienced a 36% call volume increase between 2016-2020. Goodyear Fire presented the case based on the growth in west Goodyear in both residential and commercial, stating the challenges in maintaining current service levels without increasing resources. Federal Management Agency's (FEMA) response to the application explained that due to the 1300 applications received and more than \$2 billion dollars in federal assistance requests submitted, regrettably the Goodyear Fire project was not chosen for funding.

The city of Goodyear has had a fire station in Mobile (FS187) since 2007. Initially, we had 4 person staffing per shift. When the recession impacted the city in 2009 we looked to the city of Maricopa to help staff that station through an IGA. Within a year the city of Goodyear decided it would be best if we staffed our own station. In 2010 we returned to staffing FS 187, and we have staffed it with 2 personnel in a brush truck since then. While the station doesn't have many calls, the calls that they do encounter are significant and their automatic aid support is more than 20 minutes away. By staffing this station with 4 personnel it will allow for more effective delivery of emergency services similar to what citizens in northern areas of Goodyear receive.

STAFF ANALYSIS

Fiscal prudence is a high priority as well as compliance with the National Fire Protection Association (NFPA) guideline 1710, section 5.2.2 which states, "the number of on-duty fire suppression members shall be sufficient to perform the necessary fire-fighting operations given the expected fire-fighting conditions." In order to meet this criterion, it is essential to staff these additional firefighter positions for Fire Station 187. Due to the significant expenditures associated with eight new firefighter positions, the fire department determined it would be prudent to seek additional funding sources to offset the initial costs for these positions.

The application deadline is February 4, 2022. If the application is successful, the period of performance is 36 months from the date of the award. The anticipated award date is May 2022 with the projected period of performance beginning August or September 2022. Our 180-day recruitment period begins when we receive notice of award.

If successful in obtaining grant funding for the eight new firefighter positions, recruitment would

begin in August of 2022 with the new firefighters attending fire academy in January of 2023 with anticipated graduation in the spring of 2023. After graduation from the academy, the crew will begin staffing fire station 187 to provide four-person staffing per shift.

If funding is not obtained through the grant process, the department will request the positions through the FY 23 supplemental process. If the supplemental process is funded, then recruitment for the positions would begin in the fall of 2022 with the new recruits attending a fire academy in the winter of 2023 with anticipated graduation in the spring of 2024. After graduation from the academy, they will staff FS 187 and build the current staffing to four firefighters.

Attachments

Resolution #2022-2205

SAFER PowerPoint Presentation

RESOLUTION NO. 2022 - 2205

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR THE STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) PROGRAM FUNDS TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AUTHORIZING THE CITY MANAGER TO EXECUTE ALL DOCUMENTS RELATING TO SAID APPLICATION, AND AUTHORIZING THE CITY MANAGER TO EXECUTE A GRANT AGREEMENT (IF GRANT FUNDS ARE AWARDED), AND AUTHORIZING THE CITY MANAGER TO APPROVE THE REQUIRED BUDGET TRANSFER (IF GRANT FUNDS ARE AWARDED).

WHEREAS, it is in the best interest of the City to apply for the Staffing for Adequate Fire and Emergency Response (SAFER) grant program funding which provides assistance for the recruitment and hiring of eight firefighter positions to staff Fire Station 187; and

WHEREAS, the recruitment and hiring of eight firefighter positions qualifies as an eligible project under the SAFER Grant program; and

WHEREAS, there is no match requirement for this application.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

SECTION 1. The City Manager, or her designee, is hereby authorized to submit an application to Federal Emergency Management Agency (FEMA) for the Staffing for Adequate Fire and Emergency Response (SAFER) grant program to provide funding assistance for the recruitment and hiring of eight firefighter positions to staff Fire Station 187.

SECTION 2. If the grant application is awarded, the City will enter into a Grant Agreement with FEMA for the SAFER grant program.

SECTION 3. The City Manager is hereby authorized to execute all documents relating to this application and any grant offer resulting from such application.

SECTION 4. If grant funds are awarded to the City of Goodyear, the City Council hereby approves necessary budget transfers in the amount of the awarded funds.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 20____.

Joe Pizzillo, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Darcie McCracken, City Clerk

Roric Massey, City Attorney

A yellow and white fire truck is parked in front of a fire station. The truck has 'GOODYEAR' and 'PARAMEDIC' written on its side. The number '383' is visible on the front bumper. The truck is equipped with various emergency lights and a large American flag is mounted on the side. The background shows a fire station building and some trees.

Staffing for Adequate Fire & Emergency Response (SAFER)

Objectives



- SAFER Overview
- Funding for additional firefighters in Mobile
- Questions

ASSISTANCE TO FIREFIGHTERS GRANT PROGRAM (AFGP)

- The Staffing for Adequate Fire and Emergency Response Grants (SAFER) is a Federal grant funded program.
- Provides funding directly to fire departments to help them increase or maintain the number of trained, "front line" firefighters
- Pays for operational firefighter positions

ELIGIBLE COSTS

- Only new full-time positions
- Salaries and benefits for firefighters during their initial recruit training
- Fair Labor Standards Act (FLSA) overtime is eligible.
- This is a “Reimbursable” grant: Goodyear expends the resources, then draws down reimbursement from the award.

MATCH

- City match is not required for this grant
- 100% of salary and benefits are covered by SAFER grant program for 36 months

INELIGIBLE EXPENSE

- Pre-application costs, administrative costs (e.g., physicals/medical exams, background checks, etc.), and indirect costs associated with hiring firefighters are ineligible.
- Costs to train and equip firefighters (e.g., Personal Protective Equipment (PPE)/Turnout Gear) are ineligible

TIMELINE

Date	Action
February 4, 2022	Application Deadline
April 2022	1 st round of Awards Announced
August-September 2022	Last round of Awards Announced
August-December 2022	Recruitment Period
November 2022	Earliest that Grant Performance Period can begin
January 2023	Anticipate Academy

IMPLEMENTATION TIMELINE

- A default 180-day recruitment period begins when the application is approved for award (the award date)
- The duration of the performance period is 36 months and begins after the 180 recruitment period
- There are no extensions to the period of performance. Any delays in filling the SAFER positions may lead to unexpended grant funds.

OTHER CONDITIONS

- Operational staffing levels must be *maintained at the level that existed* at the time of award, *in addition to* SAFER-funded positions
- Applies to all 36 months of the grant period of performance
- Must take active and timely steps to backfill any operational vacancies
- Governing body must be aware of staffing requirement

UNSUCCESSFUL OR CHOOSE NOT TO APPLY TIMELINE

Date	Action
July 2022	Request staff in FY 23 Budget
September 2022	Recruitment
January 2023	Academy for new recruits
Spring of 2023	Academy Graduation
Spring of 2023	Full staffing at FS 187

SAFER



- Questions

ITEM #: 10.
DATE: 01/24/2022
AI #:620



CITY COUNCIL ACTION REPORT

**SUBJECT: USE PERMIT FOR A CONVENIENCE USE (BIKINI BEANS
DRIVE-THROUGH COFFEE SHOP)**

STAFF PRESENTER(S): Steve Careccia, Interim Planning Manager

OTHER PRESENTER(S):

Joshua Oehler, Arc One Associates

SUMMARY

A request for use permit for a convenience use (Bikini Beans drive-through coffee shop) proposed on a 1.1-acre parcel within the Cobblestone Creek commercial center located at the northwest corner of Pebblecreek Parkway and McDowell Road. The commercial center is located within the Palm Valley Phase VIII Planned Area Development (PAD).

Recommendation

Approve the request for a use permit for a convenience use (Bikini Beans drive-through coffee shop) on a 1.1-acre parcel in the Cobblestone Creek commercial center located at the northwest corner of Pebblecreek Parkway and McDowell Road within the Palm Valley Phase VIII PAD, subject to stipulations. (Steve Careccia, Interim Planning Manager)

STIPULATIONS

1. All future development on the subject property (Property) will be subject to site plan review and approval by city staff, at which time all elements of site development will be reviewed, including, but not limited to, architecture, landscaping, grading and drainage, lighting, infrastructure, parking, access and circulation;
2. The configuration and location of the proposed drive-through lanes and pick-up window and resultant traffic patterns shall be developed in substantial conformance with the preliminary site plan attached hereto. An amendment to the use permit shall be required if the Zoning Administrator determines that the site plan submitted for approval is not in substantial conformance with the preliminary site plan attached hereto;
3. In no instance shall queued vehicles obstruct designated fire lanes or public streets. Any observed obstruction by city staff shall be immediately remediated by the owner/operator and owner/operator shall prepare a traffic management plan to prevent future obstructions, which shall be completed and submitted to the Fire Chief and Director of Engineering or their respective designees within 30 days of city staff's observation of the obstruction of the fire lanes and/or public streets. Said plan shall require approval from the Fire Chief and

Engineering Director, or designees. The failure to comply with the requirements set forth herein can result in the termination of this use permit if the approved traffic management plan required herein is not in place and implemented in a timely fashion following city staff's observations of obstructions to designated fire lanes and/or public streets;

4. Three-foot high masonry screen walls, designed to match the existing screen walls within the Cobblestone Creek commercial center, shall be installed along the drive-through lane, at the locations shown on the preliminary site plan attached hereto;

5. Existing plant material and trees shall be protected in place, as shown on the preliminary landscape plan, attached hereto. Any existing plant material or trees that do not survive shall be replanted with like species and size, within 30 days of notice provided by the city;

6. The development of the Property shall be in substantial conformance with the conceptual building elevations attached hereto and shall comply with the Cobblestone Creek Design Guidelines that were approved for the center on April 2, 2007;

7. No fixed, permanent exterior ladder for roof access shall be permitted;

8. If provided, outdoor music shall not be audible at any residential property line;

9. No signage is approved as part of this use permit. All signage proposed on the Property shall require separate submittal and review of sign permits, and shall comply with the Comprehensive Sign Package approved for the Cobblestone Creek Center as it may be amended; and,

10. If menu boards are installed in the future, then a minimum stacking distance of five cars shall be provided from the menu boards to the entrance of the drive-thru lanes.

FISCAL IMPACT

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

BACKGROUND AND PREVIOUS ACTIONS

The Property is located within Phase VIII of the Palm Valley PAD. The PAD zoning for Palm Valley Phase VIII was approved on May 9, 2005. Pursuant to the PAD, mixed-use commercial uses are permitted on the Property.

The Property is part of a commercial center known as Cobblestone Creek. Design guidelines and a comprehensive sign package (Case No. 06-950-00001) for the center were approved on April 2, 2007. A master site plan (Case No. 07-600-00019) for the center was approved on October 29, 2007.

The Property is currently undeveloped. However, the off-site and most on-site improvements have been completed for this commercial center.

The Planning and Zoning Commission considered this item at their regular meeting of January 12, 2022. The Commission voted 5-1 to forward a recommendation of approval to the City Council.

STAFF ANALYSIS

Current Policy:

A use permit requires review by the Planning and Zoning Commission and approval by the City Council following required public hearings. The process for the review of a use permit is set forth in section 1-3-2 of the Goodyear Zoning Ordinance and in the City of Goodyear Administrative Process Manual.

Details of the Request:

The applicant is requesting a use permit for a convenience use (Bikini Beans drive-through coffee shop) on a 1.1-acre parcel within the Palm Valley Phase VIII PAD. As previously noted, the Property is designated for commercial use and will be developed in accordance with the PAD's design guidelines and city's C-2 (General Commercial) zoning district. As required in the C-2 zoning district, a restaurant with a drive-through must obtain approval of a use permit prior to development.

The proposed convenience use will be a Bikini Beans drive-through coffee shop. As shown on the preliminary site plan submitted with the use permit, the restaurant will consist of a single-story, 830 square-foot building. Beverages (coffee and energy drinks) and pre-packaged food products may be obtained from the drive-through window or walk-up window. A 760 square-foot outdoor seating area will be provided. There is no indoor dining. Remote ordering is not offered at this time.

As noted in the project narrative, the site will include a double lane drive-through. Customers will enter the drive-through lane and place their order at the drive-through window. Beverages and food products will be picked-up and paid for at that same window.

Parking for the proposed convenience use will be provided onsite in conformance with city standards. But if additional overflow parking should be needed, cross access and shared parking agreements exist for the center.

As shown on the conceptual building elevations submitted with the use permit, the building design will utilize the materials and colors approved for the Cobblestone Creek center. Final building design will be approved at time of site plan review and approval.

Section 1-3-2 (Use Permits) of the Zoning Ordinance requires that the Planning and Zoning Commission and City Council determine that the proposed use meets the following findings prior to granting a Use Permit:

1. The Use Permit will not be materially detrimental to persons residing or working in the vicinity adjacent to the property, to the neighborhood, or to the public welfare;

As described in the materials provided with the use permit, the proposed use should not

generate excessive odors, noise or light to the detriment of the surrounding area. Traffic impacts have been reviewed and determined to be in conformance with the roadway capacity and improvements for this area. The drive-through lanes and queue have been internalized to the Property and should not detrimentally affect surrounding properties or public streets. Vehicular queuing space has been provided in excess of city standards.

2. The proposed use is reasonably compatible with uses permitted in the surrounding area;

The proposed use is located within a commercial center intended for similar commercial uses, including those uses with drive-through facilities (as allowed with a use permit). Surrounding development includes a Walgreens Pharmacy along with several other drive-through restaurants and vehicle repair/service facilities. Furthermore, the proposed use is located within a commercial corridor and within close proximity to a freeway interchange. As such, the proposed use will be compatible with the existing uses in the surrounding commercial area in terms of hours of operation, traffic generation, and intensity (noise, light, etc.). The nearest residential development (± 600 feet) is located to the west, within Palm Valley Phase VIII. Given this large separation, there should be no adverse effects from the operation of the proposed use on these residential properties.

Section 4-2-2 (Convenience Uses) of the Zoning Ordinance provides the following additional evaluation criteria for convenience uses regarding their potential impact on traffic congestion, the neighborhood in general, and their appropriateness for the site:

1. Adequacy of the parcel size and configuration to provide for proper access and internal circulation.

The 1.1-acre parcel is of sufficient size and configuration to accommodate the proposed restaurant with drive-through. The proposed access and internal traffic circulation pattern have been designed to be consistent with the overall master site plan. Queuing space for the drive-through exceeds city standards and, pursuant to the traffic study, can be accommodated onsite without adversely impacting any public streets or adjacent land uses.

2. Compatibility of the proposed hours of operation with adjacent residential areas.

Hours of operation are intended to be from 5 AM to 10 PM, Monday through Friday and 7 AM to 10 PM Saturday and Sunday. Given the proposed use's location within a developed commercial center, and with no adjacent residential uses, staff does not recommend any restrictions on hours of operation.

3. Required traffic mitigation measures, if any.

A traffic study was submitted with the application for use permit. The study indicated the proposed coffee shop would generate traffic similar to a small chain rather than a larger regional or national chain. As such, the study concluded that the use was not expected to create queues that would obstruct internal drive aisles during peak hours. The traffic study for the site was approved by the Engineering Department.

Off-site street and access improvements adjacent to the commercial center have been completed. A majority of the center's internal improvements for circulation have also been completed.

Ingress/egress is provided from Pebblecreek Parkway and McDowell Road. Both full turning movements at signalized intersections and right-in/right-out turning movements are provided to each roadway.

4. Other concerns, which may place the advisability of the proposed convenience use in question.

Staff found no other concerns with the development of a convenience use on the Property.

Fire Department:

Emergency response times and distances are provided below:

Nearest Goodyear Fire Station	Shortest path		Longest path	
	Mins	Miles	Mins	Miles
#185	3.44	1.72	3.44	1.72

2nd nearest Fire Station	Shortest path		Longest path	
	Mins	Miles	Mins	Miles
#181	5.55	2.77	5.55	2.77

Public Participation:

In accordance with the city's Citizen Review Ordinance, a notice was sent to all property owners within 500 feet of the Property. To date, staff has not received any inquiries on the project.

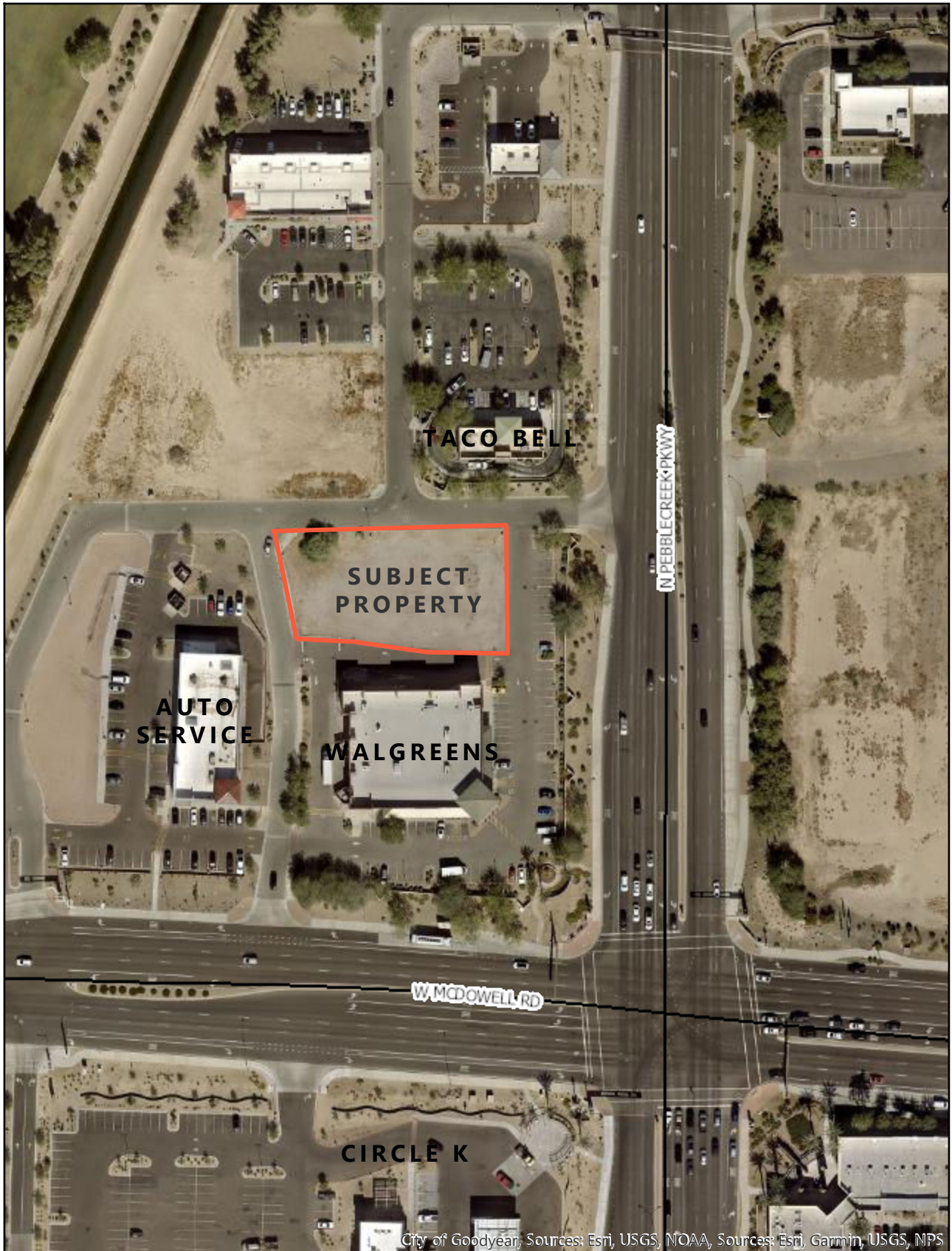
Notice for the public hearings before the Planning and Zoning Commission and City Council included the following: a notice mailed to surrounding property owners; a sign posted on the property; and a legal notice published in the Arizona Republic, Southwest Edition.

The Planning and Zoning Commission considered this item at their regular meeting of January 12, 2022. Upon conclusion of the staff presentation, a Commissioner inquired on the specific user for the site. Staff responded that the user was intended to be a Bikini Beans Coffee Shop. A Commissioner also inquired if the screen wall along PebbleCreek Parkway was adequate to screen the headlights of parked vehicles. Staff responded in the affirmative. The Commission then voted (5-1) to forward a recommendation of approval to the City Council. Commissioner Molony voted nay but did not provide a reason for her vote during the Commission's deliberations. There was no public opposition to the item voiced at the hearing.

Attachments

1. Aerial Photo
2. Project Narrative
3. Preliminary Site Plan
4. Conceptual Building Elevations
5. Preliminary Landscape Plan
6. Staff Presentation

AERIAL PHOTO





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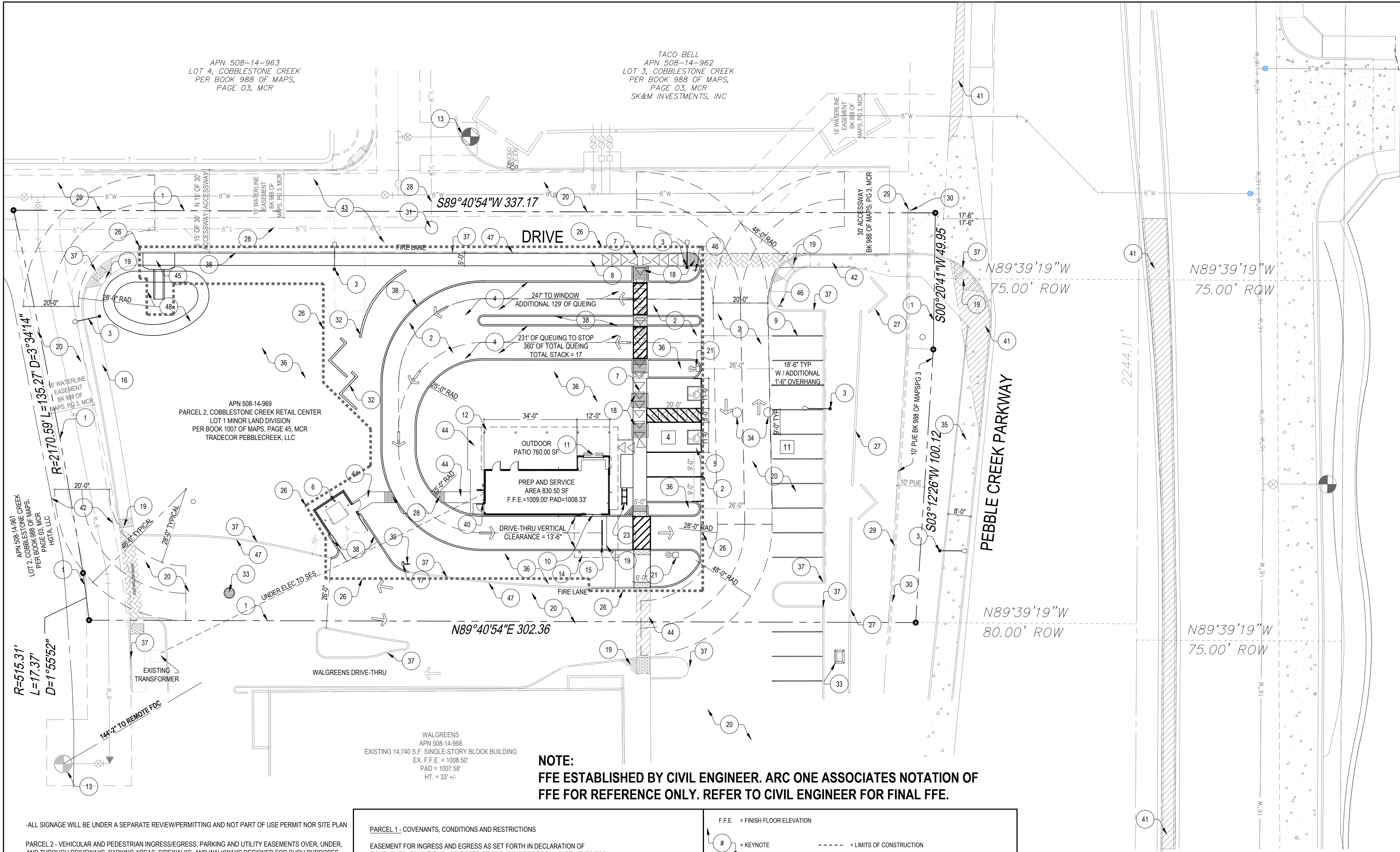
Project narrative for PebbleCreek Drive-Thru Coffee Shop

We are proposing drive-thru coffee shop with outdoor dining patio for a coffee shop on a 40,505-sf lot (.929 acres –APN 508-14-969) in a re-developed commercial center. This will be built on an existing pad site on the Northwest corner of Pebblecreek Parkway & W. McDowell Rd. Goodyear, Arizona 85395

The zoning designation of the site is PAD (MUC) (C-2). The new building will be 830.50 square feet and the new outdoor patio will be 760.00 square feet. The outdoor patio will be full open air with no obstructions for public seating. Service for the outdoor patio will be through the pick-up window, and there will be tables and chairs. There is no remote ordering for pick up. Orders are taken at drive-thru and patio window only and delivered to customers at same windows promptly upon order and payment is made. There will be pre-packaged food served along with a unique drink and coffee menu. There will be no alcohol served or allowed on premise. The coffee shop building will have two drive thru lanes to provide for extra queueing and will be able to stack 17 vehicles at any given time without causing any circulation or traffic issues. There will be two lanes and one ordering point located at the pickup/pay window. Site and building will be ADA compliant.

The hours of operation of the coffee shop and patio will be 5am to 10pm Monday through Friday and Saturday and Sunday from 7am to 10pm, the speakers for ambient music will be limited, starting at 7am and ending 10pm Monday through Sunday.

This development does not adversely affect the community of Goodyear. First is the fact that this is proposed on pre-existing pad that has existing paved roads, utility stubs, access, and parking, therefore the environmental impact is minimal compared to developing a site where no civil improvements exist. The new drive-thru Coffee Shop Will provide immediate gainful employment opportunities for the surrounding community. This proposed Coffee Shop when developed will enhance the City of Goodyear by providing delicious coffee and energy drinks, a service that is currently in high demand that will continue to grow as the community of Goodyear grows. There are many reasons for which this proposed drive thru coffee shop does not harm but rather enhances the surrounding community of Goodyear.



ALL SIGNAGE WILL BE UNDER A SEPARATE REVIEW/PERMITTING AND NOT PART OF USE PERMIT NOR SITE PLAN

PARCEL 2 - VEHICULAR AND PEDESTRIAN INGRESS/EGRESS, PARKING AND UTILITY EASEMENTS OVER, UNDER, AND THROUGH DRIVEWAYS, PARKING AREAS, SIDEWALKS, AND WALKWAYS DESIGNED FOR SUCH PURPOSES.

1. IMPROVEMENTS MADE WITHIN A CITY RIGHT-OF-WAY, TRACT, OR EASEMENT THAT WILL BE MAINTAINED IN THE FUTURE BY THE CITY OF GOODYEAR SHALL BE CLEARLY IDENTIFIED ON THE APPROVED PLANS AND ARE SUBJECT TO THE FOLLOWING REQUIREMENTS: IMPROVEMENTS MAY INCLUDE BUT ARE NOT LIMITED TO STREET SURFACES, CURB, GUTTER, SIDEWALKS, RAMPS, DRIVEWAYS, TURN BAYS, BUS BAYS, STREET LIGHTING, SIGNAGE, AND STRIPING. LANDSCAPE RESPONSIBILITIES ARE IDENTIFIED UNDER SEPARATE NOTE:
- A. THE DEVELOPER SHALL MAINTAIN AND WARRANTY ALL IMPROVEMENTS FOR A PERIOD OF TWO YEARS BEGINNING IMMEDIATELY AFTER THE CITY ISSUES THE NOTIFICATION OF APPROVAL FOR THE PROJECT.
- B. DURING THE MAINTENANCE AND WARRANTY PERIOD, THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE PROTECTION OF ALL IMPROVEMENTS. ANY DAMAGED IMPROVEMENTS SHALL BE IMMEDIATELY REPAIRED OR REPLACED AT THE DEVELOPER'S EXPENSE.
- C. MAINTENANCE SHALL INCLUDE BUT IS NOT LIMITED TO STREET SWEEPING, APPLICATION OF SEALANT IN ALL PAVEMENT CRACKS AND JOINTS, AND APPLICATION OF SEALANT OVER ALL ASPHALT PAVEMENTS.
- D. AT THE TERMINATION OF THE MAINTENANCE AND WARRANTY PERIOD, ALL IMPROVEMENTS SHALL BE UNDAMAGED AND SHALL MEET CITY STANDARDS.
- E. IF ALL IMPROVEMENTS ARE NOT ACCEPTABLE AT THE END OF THE TWO-YEAR PERIOD, THE MAINTENANCE AND WARRANTY PERIOD SHALL CONTINUE UNTIL THE IMPROVEMENTS MEET CITY APPROVAL.
2. LANDSCAPED AREAS THAT WILL BE MAINTAINED IN THE FUTURE BY THE CITY OF GOODYEAR SHALL BE CLEARLY IDENTIFIED ON THE APPROVED PLANS AND ARE SUBJECT TO THE FOLLOWING REQUIREMENTS. THESE AREAS MAY INCLUDE RETENTION BASINS, PARKS, RIGHTS-OF-WAY, AND STREET CENTER MEDIAN LANDSCAPING:
- A. THE DEVELOPER SHALL MAINTAIN AND WARRANTY ALL LANDSCAPE IMPROVEMENTS, INCLUDING PLANTED AREAS AND IRRIGATION SYSTEMS, FOR A PERIOD OF TWO YEARS BEGINNING IMMEDIATELY AFTER THE CITY ISSUES THE NOTIFICATION OF APPROVAL FOR THE PROJECT.
- B. DURING THE MAINTENANCE AND WARRANTY PERIOD, THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE PROTECTION TO ALL AREAS. ANY DAMAGED PLANTING AND/OR IRRIGATION SYSTEMS SHALL BE IMMEDIATELY REPAIRED OR REPLACED AT THE DEVELOPER'S EXPENSE.
- C. MAINTENANCE SHALL INCLUDE CONTINUOUS OPERATIONS OF WATERING, WEEDING, REMOVAL OF DEAD PLANT MATERIAL, MOWING, ROLLING, FERTILIZING, SPRAYING, INSECT AND PEST CONTROL, RE-SEEDING, REPLACEMENT, AND ALL OTHER MEASURES NECESSARY TO ENSURE NORMAL, HEALTHY GROWTH.
- D. WHEN THE TURF HAS ESTABLISHED SUFFICIENT ROOT STRUCTURE AND HAS OBTAINED AN APPROXIMATE HEIGHT OF 3 INCHES, MOWING SHALL BEGIN IMMEDIATELY TO ACHIEVE A TURF HEIGHT OF 2 INCHES; THE TURF SHALL BE MOVED THEREAFTER TO SAFELY MAINTAIN THE 2-INCH HEIGHT.
- E. AT THE TERMINATION OF THE MAINTENANCE AND WARRANTY PERIOD, ALL TURF AREAS SHALL BE LIVE, HEALTHY, UNDAMAGED, AND FREE OF INFESTATIONS. ALL AREAS SHALL BE COMPLETELY VOID OF BARREN SPOTS LARGER THAN 3 INCHES BY 3 INCHES.
- F. IF ALL PLANTINGS ARE NOT ACCEPTABLE AT THE END OF THE TWO-YEAR PERIOD, THE MAINTENANCE AND WARRANTY PERIOD SHALL CONTINUE UNTIL THE LANDSCAPING MEETS CITY APPROVAL.

PARCEL 1 - COVENANTS, CONDITIONS AND RESTRICTIONS

EASEMENT FOR INGRESS AND EGRESS AS SET FORTH IN DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS AND RECIPROCAL EASEMENTS FOR COBBLESTONE CREEK, RECORDED JULY 25, 2006 IN INSTRUMENT NO. 2006-0992277; SUPPLEMENTAL DECLARATION RECORDED SEPTEMBER 15, 2006, IN INSTRUMENT NO. 2006-1229345; FIRST AMENDMENT RECORDED JULY 30, 2007 IN INSTRUMENT NO. 2007-0859111, RECORDS OF MARICOPA COUNTY, ARIZONA AND SECOND AMENDMENT RECORDED OCTOBER 16, 2007 IN INSTRUMENT NO. 2007-1125890

7 CC&R'S

CIVIL - KEOGH ENGINEERING, INC.
650 N. 137TH AVE.
GOODYEAR, AZ 85338
CONTACT: DENNIS KEOGH
PHONE: (602) 535-7260

LANDSCAPE - arc one associates LLC
1427 N. 3RD STREET, SUITE 110
PHOENIX, ARIZONA 85004
CONTACT: RICHARD OEHLER AIA
PHONE: (602) 242 7871

ARCHITECT - arc one associates LLC
1427 N. 3RD STREET, SUITE 110
PHOENIX, ARIZONA 85004
CONTACT: RICHARD OEHLER AIA
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MECHANICAL - arc one associates LLC
1427 N. 3RD STREET, SUITE 110
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CONTACT: RICHARD OEHLER AIA
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ELECTRICAL - arc one associates LLC
1427 N. 3RD STREET, SUITE 110
PHOENIX, ARIZONA 85004
CONTACT: RICHARD OEHLER AIA
PHONE: (602) 242 7871

NOTE: ALL RAMPS MUST MEET ADA ACCESSIBILITY GUIDELINES (ADAAG) STANDARDS, ACCESSIBLE ROUTE SLOPE NOT TO EXCEED 1:20 WITH A CROSS SLOPE NOT TO EXCEED 1:50 (ADAAG 4.3.7). TRUNCATED DOMES, AS DETECTABLE WARNINGS ARE REQUIRED ON ALL ON-SITE RAMPS PER ADAAG SECTION 4.7.7. TRUNCATED DOMES, AS DETECTABLE WARNINGS ARE ALSO REQUIRED ON ALL ON-SITE WALKWAYS THAT CROSS OR ADJOIN AN ADJACENT WAY PER ADAAG SECTION 4.29.5.

13 PROJECT DIRECTORY

F.F.E. = FINISH FLOOR ELEVATION

= KEYNOTE

— = LIMITS OF CONSTRUCTION

— = FIRE HYDRANT

— = INTERSECTION SIGHT VISIBILITY TRIANGLE PER CITY OF GOODYEAR STD. DETAIL NO. G-3232

— = ADA ACCESSIBLE ROUTE

10 LEGEND

- 1 PROPERTY LINE
- 2 NEW ASPHALT PAVING
- 3 EXISTING 20' STREET LIGHT WIPOLE ON 3' CONC BASE
- 4 DRIVE-THRU DRIVE ISLE 12'-0"
- 5 ACCESSIBLE PARKING SPACE
- 6 TRASH ENCLOSURE CITY OF GOODYEAR DETAIL G-3162-1
- 7 ADA ACCESSIBLE ROUTE - WALKWAY CONCRETE MEETING ADA - MUST MEET ALL ADA REQUIREMENTS WITH MAX. 2% SLOPE IN ALL DIRECTIONS
- 8 NEW 5'-0" CONCRETE SIDEWALK
- 9 NEW 4" WIDE PAINTED PARKING STRIPE
- 10 FIRST STOP IN QUEUE ALSO ONLY ORDERING POINT AND POINT OF SALE
- 11 WALK UP ORDERING, PAYMENT, PICK UP & SERVING WINDOW
- 12 NEW CANOPIES - OUTDOOR PATIO AND OUTDOOR DINING
- 13 EXITING FIRE HYDRANT LOCATION
- 14 NEW CANOPY AT DRIVE-THRU - VERTICAL CLEARANCE NO LESS THAN 13'-6"
- 15 DRIVE-THRU ORDERING, PAYMENT, PICK UP & SERVING WINDOW
- 16 EXISTING 5'-0" CONCRETE SIDEWALK
- 17 NEW FDC REMOTE
- 18 NEW ADA RAMP
- 19 EXISTING ADA RAMP
- 20 EXISTING ASPHALT PAVEMENT
- 21 15'-0" PARKING LIGHT POLE WITH FULL CUTOFFS. LIGHT ON TIMER CONTROLS
- 22 NEW CONCRETE CURB
- 23 NEW BIKE RACK
- 24 NEW LANDSCAPE AREA
- 25 NOT USED
- 26 LIMITS OF CONSTRUCTION
- 27 EXISTING 3'-4" CMU SCREEN - STUCCO PAINTED TO MATCH BUILDING
- 28 EMPLOYEE WALKWAY RAMP
- 29 EXISTING GAS LINE
- 30 EXISTING TELEPHONE LINE
- 31 EXISTING MANHOLE
- 32 NEW 3'-4" CONCRETE MASONRY UNITS (CMU) SCREEN - STUCCO PAINTED TO MATCH BUILDING
- 33 EXISTING CATCH BASIN
- 34 EXISTING UNDERGROUND RETENTION
- 9 SITE PLAN KEYNOTES

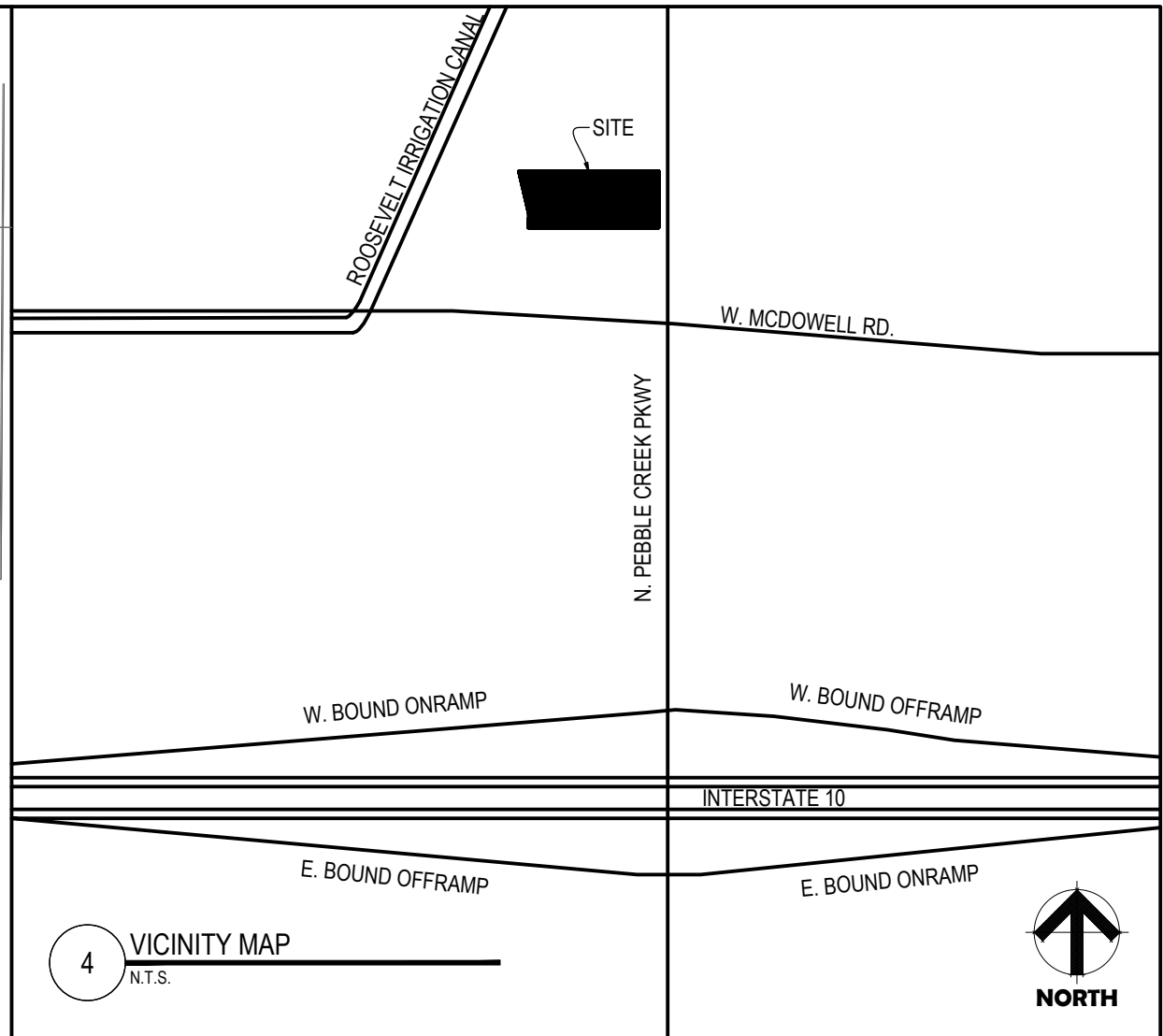
11 SITE PLAN
1" = 20'-0"

0 10' 20' 40'

1" = 20'-0"

NORTH

- 35 EXISTING 8'-0" CONCRETE SIDEWALK
- 36 NEW LANDSCAPING
- 37 EXISTING 0'-6" CONCRETE CURB
- 38 NEW 0'-6" CONCRETE CURB
- 39 REMOTE FDC SIGN WITH BUILDING ADDRESS
- 40 KNOX BOX LOCATION
- 41 INTERSECTION SIGHT VISIBILITY TRIANGLE PER CITY OF GOODYEAR STD. DETAIL NO. G-3232
- 42 EXISTING 24' ACCESSWAY PER BOOK 988 OF MAPS, PAGE 3, MCR
- 43 EXISTING 30' ACCESSWAY PER BOOK 988 OF MAPS, PAGE 3, MCR
- 44 5'-0" STAFF WALKWAY
- 45 NEW SCUPPER PER MAG DETAIL 206
- 46 SIGNAGE TO STATE: "VEHICLES WAITING CANNOT STOP IN THE DRIVE AISLES"
- 47 FIRE LANES ARE TO BE IDENTIFIED AND PROPERLY MARKED WITH RED PAINTED CURBING WITH WHITE LETTERING
- 48 STORM RETENTION AREA



PROJECT LOCATION: NEW DRIVE THRU COFFEE SHOP WITH OUTDOOR DINING NORTHWEST CORNER OF PEBBLECREEK PARKWAY & W. MCDOWELL RD. GOODYEAR, ARIZONA 85395

ADDRESS: GOODYEAR, ARIZONA

PROJECT NARRATIVE: THIS PROJECT IS THE CONSTRUCTION OF A NEW ONE STORY FREE STANDING DRIVE THRU COFFEE SHOP WITH OUTDOOR DINING

ZONING: PAD (MUC) (C-2)

USE: COFFEE SHOP/OUTDOOR DINING

ASSESSOR PARCEL #.: 508-14-969

PARCEL SIZE: 47,805.00 SF (1.097 AC) GROSS
40,505.27 SF (0.929 AC) NET

BUILDING AREA: 830.50 SF

OUTDOOR PATIO: 760.00 SF

LOT COVERAGE: 1,590.50 SF/47,805.00 SF = 3.33% GROSS
1,590.50 SF/40,505.00 SF = 3.90% NET

UTILITIES: WATER - LIBERTY WATER COMPANY
SEWER - LIBERTY WATER COMPANY
ELECTRIC - ARIZONA PUBLIC SERVICE (APS)
GAS - SOUTHWEST GAS
CABLE TV - COX
TELEPHONE - QWEST
FIRE - CITY OF GOODYEAR
POLICE - CITY OF GOODYEAR

HEALTH DEPARTMENT: MARICOPA COUNTY HEALTH DEPARTMENT PHOENIX, AZ, (602) 506-6616

TYPE OF CONSTRUCTION: TYPE VB (WITH SPRINKLER SYSTEM)

TYPE OF OCCUPANCY: RESTAURANT (B - LESS THAN 50 OCCUPANTS)

BUILDING HEIGHT: 22'-9" A.F.F. TO TALLEST POINT

PARKING CALCULATIONS PER CITY OF GOODYEAR ARTICLE 6-4-2:

PARKING REQUIRED FOR PREP AND SERVING AREA: 1 SPACE PER 150 SF. (NO INDOOR DINING)

PARKING REQUIRED FOR OUTDOOR SERVICE AREA (PATIO): 1 SPACE PER 150 SF. OF PUBLIC AREA

PARKING REQUIRED: 830.50 S.F. (PREP AND SERVING AREA) @ 1/150 S.F. = 6 (5.54) SPACES (NO INDOOR DINING)
760.00 S.F. (OUTDOOR PATIO) @ 1/150 S.F. = 6 (5.06) SPACES (NO INDOOR DINING)

12 SPACES REQUIRED
15 SPACES PROVIDED

BICYCLE PARKING PROVIDED: 3 RACKS (6 BICYCLES)

ACCESSIBLE PARKING SPACES REQUIRED: 1 SPACE PER 25 SPACES PROVIDED
2 SPACES PROVIDED

NOTE: BUILDING WILL HAVE FIRE SPRINKLER & FIRE INDICATOR

2 SITE PROJECT DATA & PROJECT INFORMATION
N.T.S.

PARCEL 2 - COBBLESTONE CREEK RETAIL CENTER

A PORTION OF LOT 1, COBBLESTONE CREEK, AS RECORDED IN BOOK 988 OF MAPS, PAGE 3, RECORDS OF MARICOPA COUNTY, ARIZONA BEING SITUATED IN A PORTION OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 2 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE NORTH 0°20' 41" EAST ALONG THE EAST LINE OF SAID SECTION 31, A DISTANCE OF 181.10 FEET; THENCE NORTH 89°39' 19" WEST PERPENDICULAR TO SAID EAST LINE, A DISTANCE OF 80.00 FEET; THENCE NORTH 0°20' 41" EAST, A DISTANCE OF 216.11 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, THENCE SOUTH 88°40' 54" WEST, A DISTANCE OF 302.36 FEET TO A POINT ON A CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 515.31 FEET AND WHOSE CENTER BEARS SOUTH 86°33' 49" WEST FROM THE LAST DESCRIBED POINT; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 1°56' 02", AN ARC LENGTH OF 17.39 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 2170.59 FEET AND WHOSE CENTER BEARS SOUTH 80°01' 11" WEST FROM THE LAST DESCRIBED POINT; THENCE NORTH WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°34' 14", AN ARC LENGTH OF 152.77 FEET TO A POINT OF NON-TANGENCY; THENCE NORTH 89°40' 57" EAST, A DISTANCE OF 337.17 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF PEBBLE CREEK PARKWAY, THENCE SOUTH 0°20' 41" WEST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 49.95 FEET; THENCE SOUTH 3°12' 26" WEST CONTINUING ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 100.12 FEET TO THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINS 47,813 SQUARE FEET OR 1.097 ACRES, MORE OR LESS.

ALSO KNOWN AS PARCEL 1 OF MINOR LAND DIVISION MAP FOR COBBLESTONE CREEK RETAIL CENTER - LOT 1, ACCORDING TO BOOK 1007 OF MAPS, PAGE 45, RECORDS OF MARICOPA COUNTY, ARIZONA.

1 LEGAL DESCRIPTION
N.T.S.

4 CITY OF GOODYEAR GENERAL SITE PLAN NOTES

Arc one ASSOCIATES

1427 N. 3rd Street
Phoenix, Arizona 85004
Phone: 602 241 7871
Fax: 602 241 7874
info@arconeassociates.com

NEW DRIVE-THRU COFFEE SHOP
NWC MCDOWELL & PEBBLE CREEK PKWY
PARCEL 2
GOODYEAR, ARIZONA 85395
508-14-969

design: RDO
drawn: JO
check: JDO

revisions:

9-8-21 CITY COMMENT CORRECTIONS

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date: 03/12/21

SHEET SP100
of PROJECT: A0080121



3836 W BUCKEYE RD
BUILDING C
PHOENIX, AZ 85009
623-328-5196

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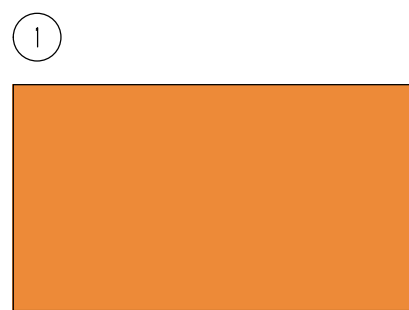
1/4" = 1' - 0"
1
A4.1 EAST EXTERIOR ELEVATION

1/4" = 1' - 0"
3
A4.1 NORTH EXTERIOR ELEVATION



1/4" = 1' - 0"
2
A4.1 SOUTH EXTERIOR ELEVATION

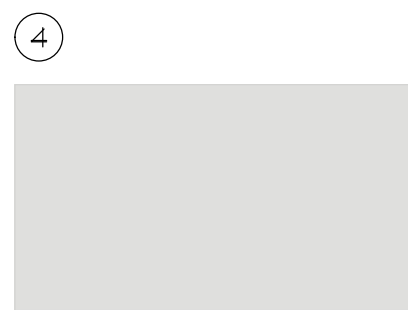
1/4" = 1' - 0"
4
A4.1 WEST EXTERIOR ELEVATION



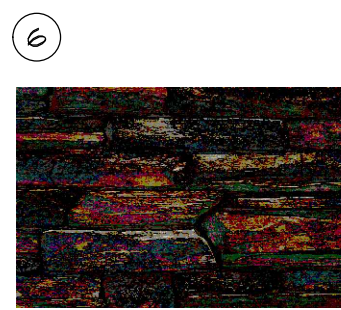
MANUFACTURER: NICHHA
(STOCK ILLUMINATION) PRIMED
PAINTED COLOR: 0970 (ORANGE)
LOCATION: TOWER



MANUFACTURER: NICHHA
(STOCK ILLUMINATION) PRIMED
PAINTED COLOR: SHERWIN WILLIAMS
SW 6099 (SAND DOLLAR)
LOCATION: MAIN BUILDING



MANUFACTURER: OLD CASTLE
COLOR: CLEAR ANODIZED
LOCATION: DOOR AND WINDOW FRAMES



MANUFACTURER: EL DORADO STONE
MODEL: SAWTOOTH
LOCATION: BASE OF BUILDING



PAINT MANUFACTURER: BENJAMIN MOORE
COLOR: 2094-30 (GIANT SEQUOIA)
LOCATION: CAP AT STONE, TOP OF PARAPET AND ACCENT SCREENS

DRIVE THRU COFFEE SHOP
MODULAR BUILDING



REVISION DATE

NOT FOR
CONSTRUCTION

JOB NUMBER: 21-000195
DATE: 11-21-21
CONTENTS:
EXTERIOR ELEVATIONS

A4.0

120 VOLT POWER FOR CONTROLLER(S) IS TO BE PROVIDED BY OTHERS ON A SEPARATE CIRCUIT BREAKER. IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING CONNECTIONS TO CONTROLLER. CONTROLLER FINAL LOCATION SHALL BE DETERMINED BY OWNER'S AUTHORIZED REPRESENTATIVE.

ARC ONE ASSOCIATES LLC. SHALL NOT BE RESPONSIBLE FOR IMPROPER OPERATION OF SYSTEM DUE TO CONTRACTOR NOT FOLLOWING PLAN PIPE SIZING OR INADEQUATE STATIC PRESSURE OR INFIELD DESIGN CHANGES WITHOUT APPROVAL.

ARC ONE ASSOCIATE LLC IS NOT RESPONSIBLE FOR ERROR IN INSTALLATION IF THEY HAVE NOT BEEN RETAINED FOR INSTALLATION OBSERVATION.

LANDSCAPE CONTRACTOR SHALL REFER TO SPECIFICATIONS FOR DETAILS, STANDARDS OF MATERIAL SAND WORKMANSHIP.

12 LANDSCAPE SPRINKLER PLAN NOTES

SPECIAL NOTES:

1. SHRUB SPRAY HEADS ON A RISER WILL ONLY BE PERMITTED NEXT TO A WALL, A FENCE OR OTHER AREA WHERE THEY ARE OUT OF CLEAR VIEW. AN APPROPRIATE HEIGHT POP-UP SPRINKLER SHALL BE INSTALLED ADJACENT TO ALL WALKS, DRIVES, PATIO AREAS AND ALL AREAS OF PEDESTRIAN TRAFFIC. FINAL INSTALLATION IN LAWN SHALL BE FLUSH AND IN SHRUB BEDS ONE INCH ABOVE GRADE.

2. CONTRACTOR SHALL PROVIDE ONE BUBBLER AT THE BASE OF EACH FIELD GROWN OR 24" AND LARGER BOXED TREE OR OTHER TREE AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.

EMITTER SCHEDULE:

AT SHRUBS AND GROUND COVER	ONE (1) 1 GPH EMITTER AT
TREES	THREE (3) 1 GPH EMITTER AT
CACTI	ONE (1) 1 GPH EMITTER

8 LANDSCAPE SPECIAL NOTES

LANDSCAPE AND IRRIGATION 1. All landscape and irrigation installed within the public right-of-way or other City maintained area shall be installed per the approved plans. All landscaping approved as a part of the site plan process shall be installed per the approved plans. Any deviations to the approved plans require City approval.

2. Permits are required for electrical connections, including electric meter installation, backflow preventers, and work within the City right-of-way or City dedicated property. The Contractor is responsible for obtaining these permits prior to the commencement of any work.

3. All landscape projects requiring City maintenance or within the City right-of-way shall be inspected for the following:

A. Plant locations: these locations shall be staked in the field with identification as to trees or shrubs, or holes for the plant materials may be dug with identification of plant type. Use of this method does not relieve the Contractor of any plant relocations made by the City.

B. Irrigation installation: Inspections shall be made at the point the irrigation system is installed. Inspections of the pipe depth, automatic valve installation and emitter/spray installations will be made.

C. Substantial Completion: An inspection at completion of the landscape and irrigation installation will be made. Any deficiencies in the installation will be noted and corrected by the Contractor during the maintenance period.

D. Final Acceptance: A final inspection is required prior to City acceptance of the landscape and irrigation improvements.

Call the City of Goodyear Development Services Building Safety Division at (623) 923-3494 to use the city's Interactive Voice Response System (IVR) to schedule building inspections and obtain inspection history - 24 hours a day, 7 days a week. Inspections can be scheduled three days in advance.

4. Separate inspections are required for the backflow preventer and electrical connections. Please schedule inspections via Interactive Voice Response System (IVR) at (623) 932-3494 a minimum of 24hours prior.

5. Landscape and irrigation, which is installed on private property in conjunction with a City approved site plan, will be inspected by the Community Development Department for conformance to the approved site plan prior to issuance of a Certificate of Occupancy (C of O).

6. The landscape and irrigation for this project will be maintained by the Homeowners Association per the approved plans.

7. All City maintained projects require a 90-day maintenance period to begin at the date of substantial completion as determined by the City.

8. Right of way and City maintained areas require separate water meter connections. Right-of-way areas designated for maintenance by the adjacent property owners for commercial, industrial and multi-family developments shall have the right-of-way irrigation isolated or separated from the onsite irrigation system.

9. The Contractor shall be responsible for installation, cost and required permit fees for the water meter(s) designated to serve the irrigation system

10. All plantings at maturity shall maintain a minimum 7-foot clearance around all fire hydrants and fire suppression devices.

11. Plantings shall not interfere with any traffic control signs and shall maintain a maximum height of 2.5-feet within any sight distance triangles.

12. Installation of the landscape and irrigation system including addition of ground plant materials shall not impede the flow of designed drainage facilities nor decrease the design volume of any detention/retention basins.

13. The Contractor is responsible for the location and protection of all underground utilities during the landscape and irrigation installation.

14. All trees shall maintain a minimum of 6-foot clearance from any City water or wastewater line. All plantings shall maintain a sufficient distance to any sanitary and storm sewer manholes to allow access by maintenance vehicles.

15. A swale a minimum of 6-inches in depth shall be provided in all landscape areas within the City right-of-way per City detail to promote water harvesting.

16. All planting areas (except turf areas) to be maintained by the City shall be treated with a preemergent herbicide by a licensed applicator prior to and after the placement of the decomposed granite, river rock etc. Application documentation will be required prior to acceptance of the landscaping by the City.

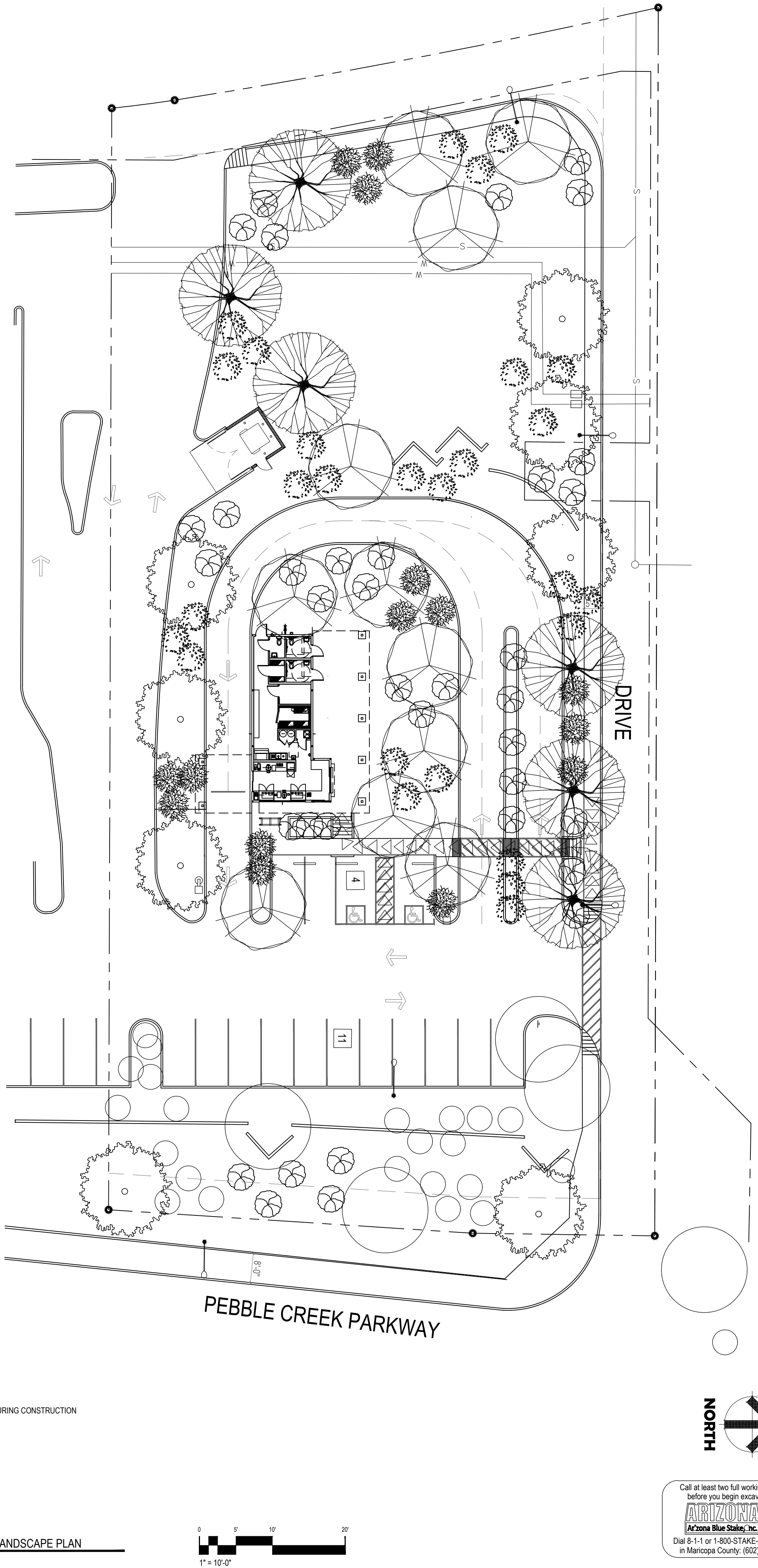
17. As-built drawings of the landscape and irrigation system are required prior to acceptance by the City and for projects within the City right-of-way or City owned property. The as-built drawings shall show the locations of all plantings and the dimensions to fixed points of all irrigation equipment, piping etc.

6 PLANTING DATA TABLE

PROJECT DATA TABLE		REQUIRED	SUPPLIED
NET SITE AREA		1,344 S.F.	6,720 S.F. (ON SITE)
TOTAL LANDSCAPE AREA			3,747 S.F.
LANDSCAPE COVERAGE			56%
TOTAL TREES REQUIRED (3/1000 SF)		= 7	19
TOTAL SHRUBS REQUIRED (5/1000 SF)		= 32	81
TOTAL CACTII			30
3/4" DG GROUND COVER			100%
VEGETATIVE GROUND COVER		20% REQ	48% SUPPLIED

NOTE:
PROTECT FROM DAMAGE DURING CONSTRUCTION

5 PROPOSED LANDSCAPE PLAN



BOTANICAL NAMES	COMMON NAMES	SIZES	QTY
NEW TREES:			
PITHECELLOBIUM FLEXICAULE	TEXAS EBONY	2" CAL	11
PROSOPIS CHILENSIS	CHILEAN MESQUITE	2" CAL.	6
ACACIA FARNESIANA	SWEET ACACIA	2" CAL.	8
EXISTING TREE	EXISTING	EXISTING	4
TOTAL TREES			29
NEW SHRUBS:			
RUPELLIA PENINSULARIS	DESERT RUELLIA	5 GAL	12
CASSIA WISLZENII	SHRUBBY SENNA	5 GAL	36
LEUCOPHYLLUM CANDIDUM	SILVER CLOUD SAGE	5 GAL	27
EXISTING SHRUB	EXISTING	EXISTING	22
TOTAL SHRUBS			97
GROUND COVER: 1/2" SCREENED MADISON GOLD DECOMPOSED GRANITE - 2" THICK LAYER ON ALL LANDSCAPE AREAS			

2 LANDSCAPE PLANTING LEGEND

- PROPERTY LINE
- EXISTING CONCRETE SIDEWALK
- EXISTING 6" CONCRETE CURB (TYP.)
- EXISTING ASPHALT PAVED PARKING AREA
- NEW LANDSCAPE AREA
- NEW ASPHALT PAVING - SEE CIVIL
- EXISTING 20' HT. STREET LIGHTING IN COMPLIANCE WITH DARK SKY CODE TO BE RELOCATED
- NEW ADA PARKING SPACE OVER EXISTING PARKING AREA
- ADA ACCESSIBLE ROUTE
- NEW 6" CONCRETE CURB
- NEW CANOPY AT DRIVE-THRU

1 SITE PLAN KEYNOTES

ARC ONE ASSOCIATES

1427 N. 3rd Street
Phoenix, Arizona 85004
Phone: 602 241 7871
Fax: 602 241 7874
info@arconeassociates.com

NEW DRIVE-THRU COFFEE SHOP
NWC McDOWELL & PEBBLE CREEK PKWY
PARCEL 2
GOODYEAR, ARIZONA 85395
508-14-969

design: RDO
drawn: AK
check: JDO

revisions:

1	11-24-21	CITY COMMENTS CORRECTIONS
2	8-31-21	CITY COMMENTS CORRECTIONS

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EXP. 12/31/21

date: 03/12/21

SHEET
LS100
of 1 OF 4
PROJECT: A0080121



Use Permit Pebblecreek Drive-Through Coffee Shop

**City Council
January 24, 2022**

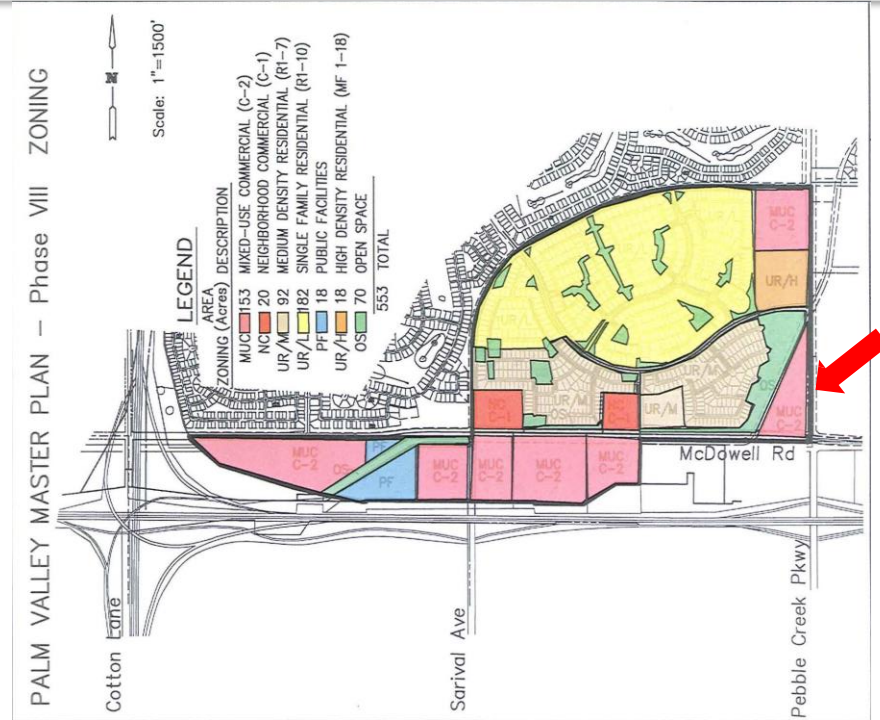


Pebblecreek Coffee Use Permit



BACKGROUND

- Palm Valley Phase 8
- Zoning approved 2005
- Mixed-use commercial
- Cobblestone Creek 2007



Pebblecreek Coffee Use Permit



REQUEST

- Use Permit for convenience use
- Only drive-through portion of use
- 1.1-acre parcel within existing commercial center
- Surrounding site improvements completed
- 830 SF building
- 760 SF outdoor patio
- No indoor seating



- | | | | | |
|---|---|---|---|---|
| 1 | 2 | 4 | 6 | 7 |
| | | | | |
| MANUFACTURED: MCM-06
COLOR: BURNING BROWN
PAINTED COLOR: BURNING BROWN
LOCATION: TOWER | MANUFACTURED: MCM-06
COLOR: BURNING BROWN
PAINTED COLOR: BURNING BROWN
LOCATION: TOWER | MANUFACTURED: MCM-06
COLOR: BURNING BROWN
PAINTED COLOR: BURNING BROWN
LOCATION: TOWER | MANUFACTURED: MCM-06
COLOR: BURNING BROWN
PAINTED COLOR: BURNING BROWN
LOCATION: TOWER | MANUFACTURED: MCM-06
COLOR: BURNING BROWN
PAINTED COLOR: BURNING BROWN
LOCATION: TOWER |

Pebblecreek Coffee Use Permit



USE PERMIT EVALUATION CRITERIA

1. Use will not be materially detrimental
2. Use is reasonably compatible with uses in surrounding area
 - Property & surrounding center intended for commercial uses
 - Proposed use will be similar to other uses permitted in commercial area
 - Traffic and queuing internalized
 - Queue exceeds city standards
 - No nearby residential (~600')

Pebblecreek Coffee Use Permit



CONVENIENCE USE EVALUATION CRITERIA

Adequacy of parcel size

- Sufficient for proposed use
- Queuing to occur onsite

Hours of operation

- 5-7 AM to 10 PM, 7 days a week
- No recommended restriction on hours

Required traffic mitigation

- Off-site improvements complete

Other concerns

- Use permit for drive-through only – no other concerns at this time

Pebblecreek Coffee Use Permit



PUBLIC PARTICIPATION

- Citizen review notice
- Notice provided for public hearings:
 - Property posted
 - Legal advertisement
 - Mailing to surrounding property owners & stakeholders
- Website: Current Development Applications
- No public inquires on project
- No public opposition to project to date
- Commission voted 5-1 forward recommendation of approval

Pebblecreek Coffee Use Permit



RECOMMENDATION

- Proposal complies with all evaluation criteria
- Staff & PZC recommend approval
- 10 stipulations in staff report