

Southwest Next City Council

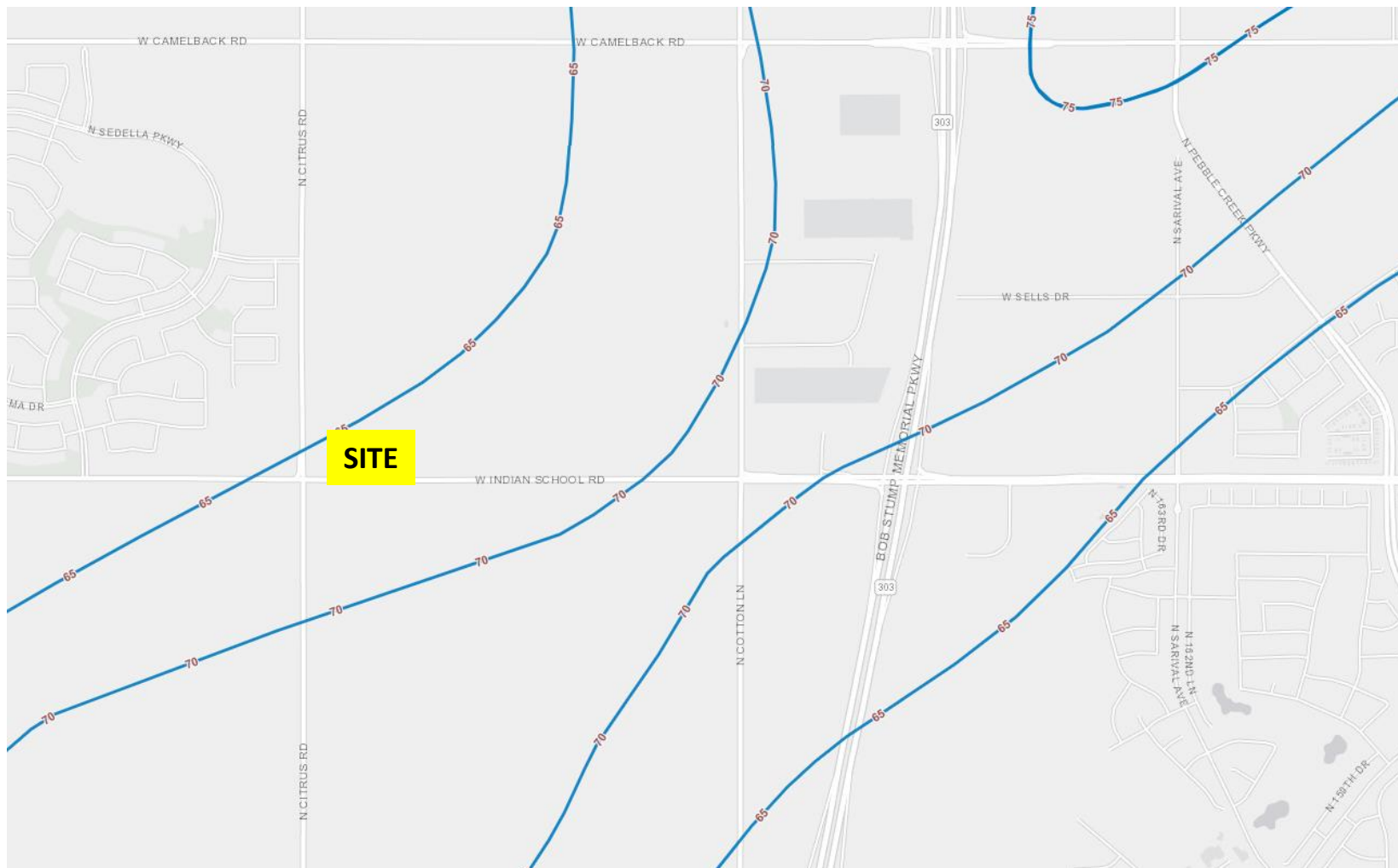
October 30, 2023

- We appreciate Staff's and the Planning and Zoning Commission's unanimous recommendation of approval and accept Stipulations 1-27.
- We respectfully request the City Council's approval in accordance with Staff's and the Planning and Zoning Commission's recommendations.



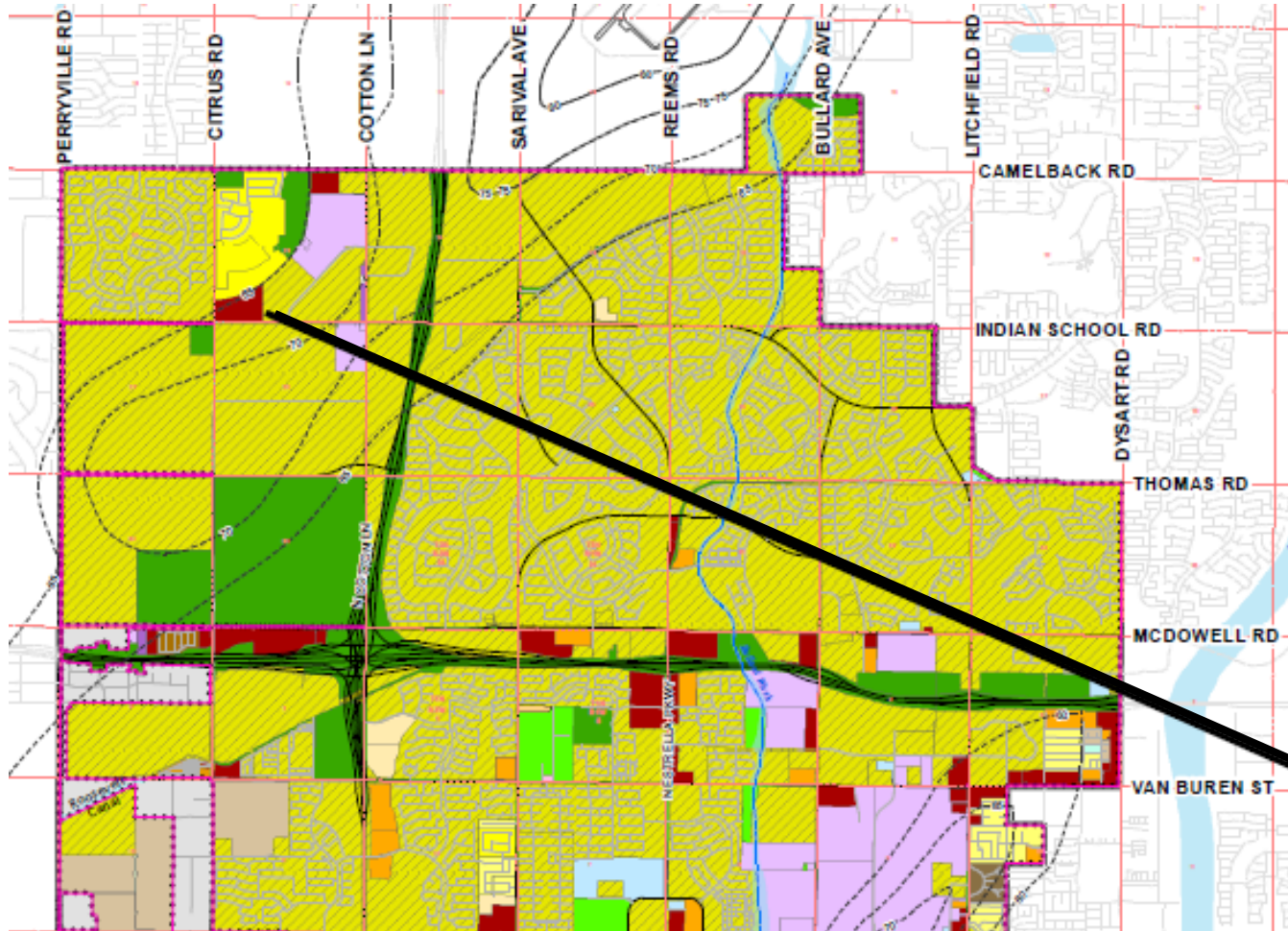
Approximately 32
acres east and
north of the
northeast corner of
Citrus Rd and
Indian School Rd

Development Options are Limited – Proximity to Luke AFB Prohibits Residential Uses



Site is inside
the 65 LDN of
the Luke AFB
Noise Contour

Current Zoning

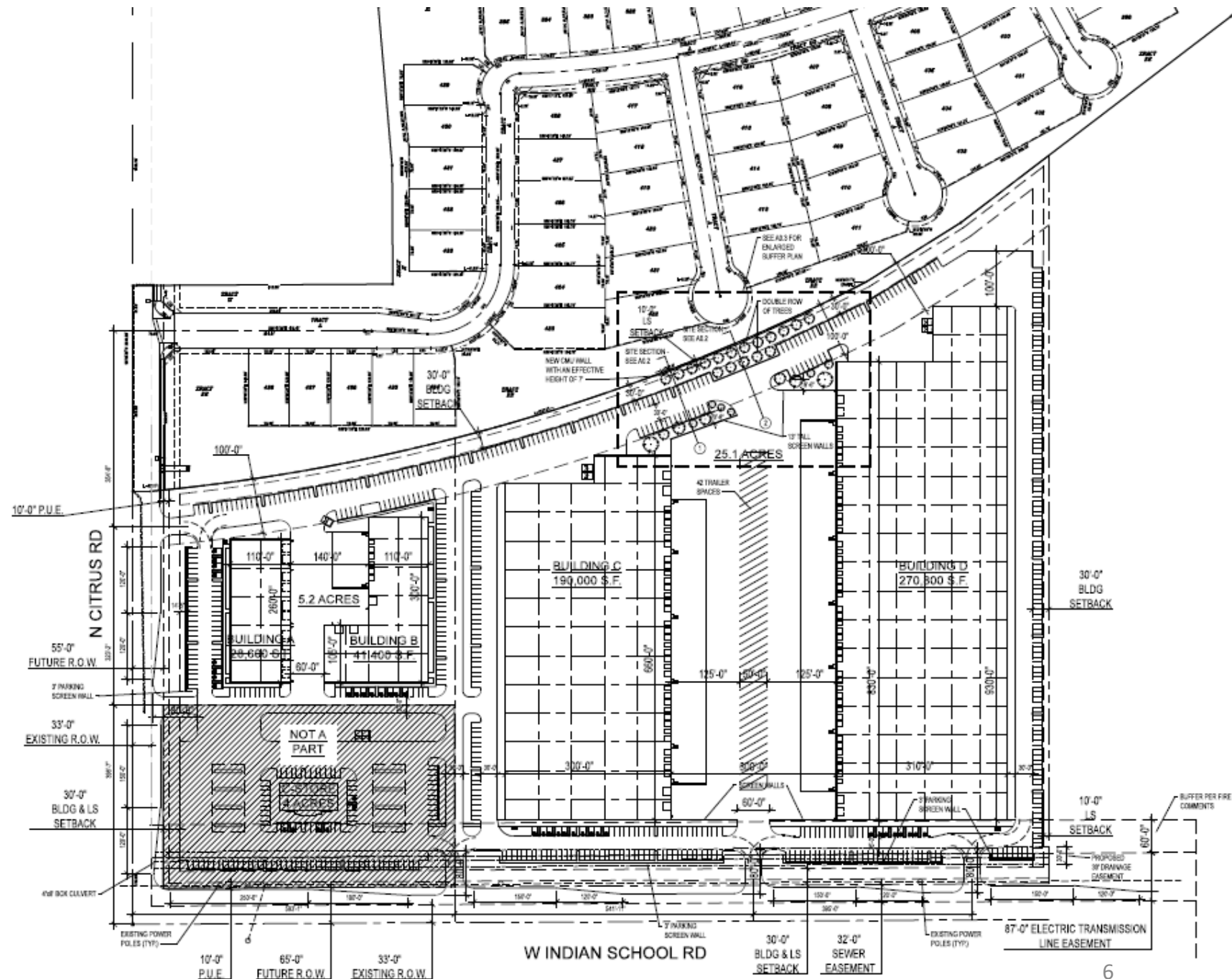


Site has been zoned C-2 and marketed for commercial development and uses for many years, but is not a good location for 36 acres of commercial development

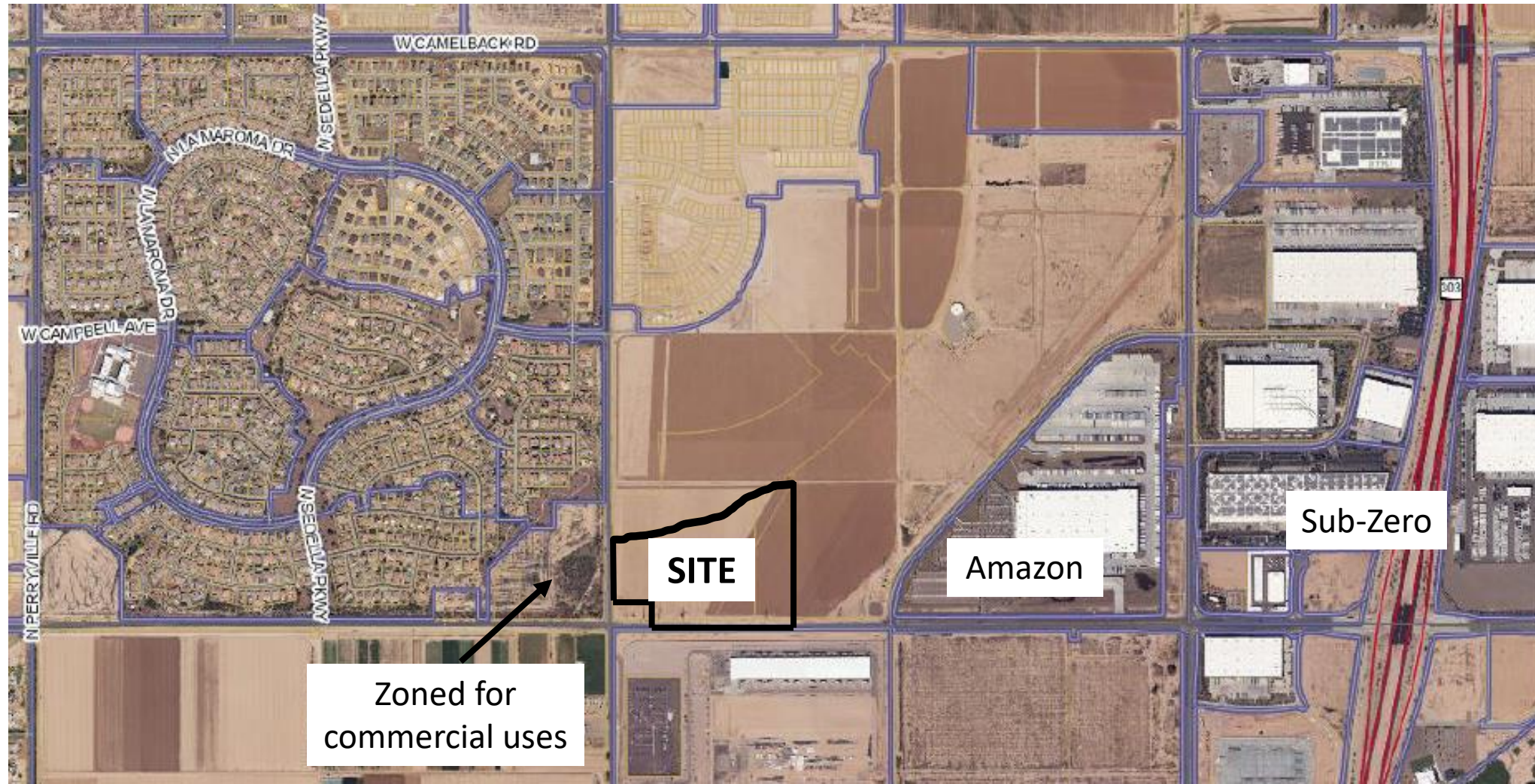


C-2 General Commercial

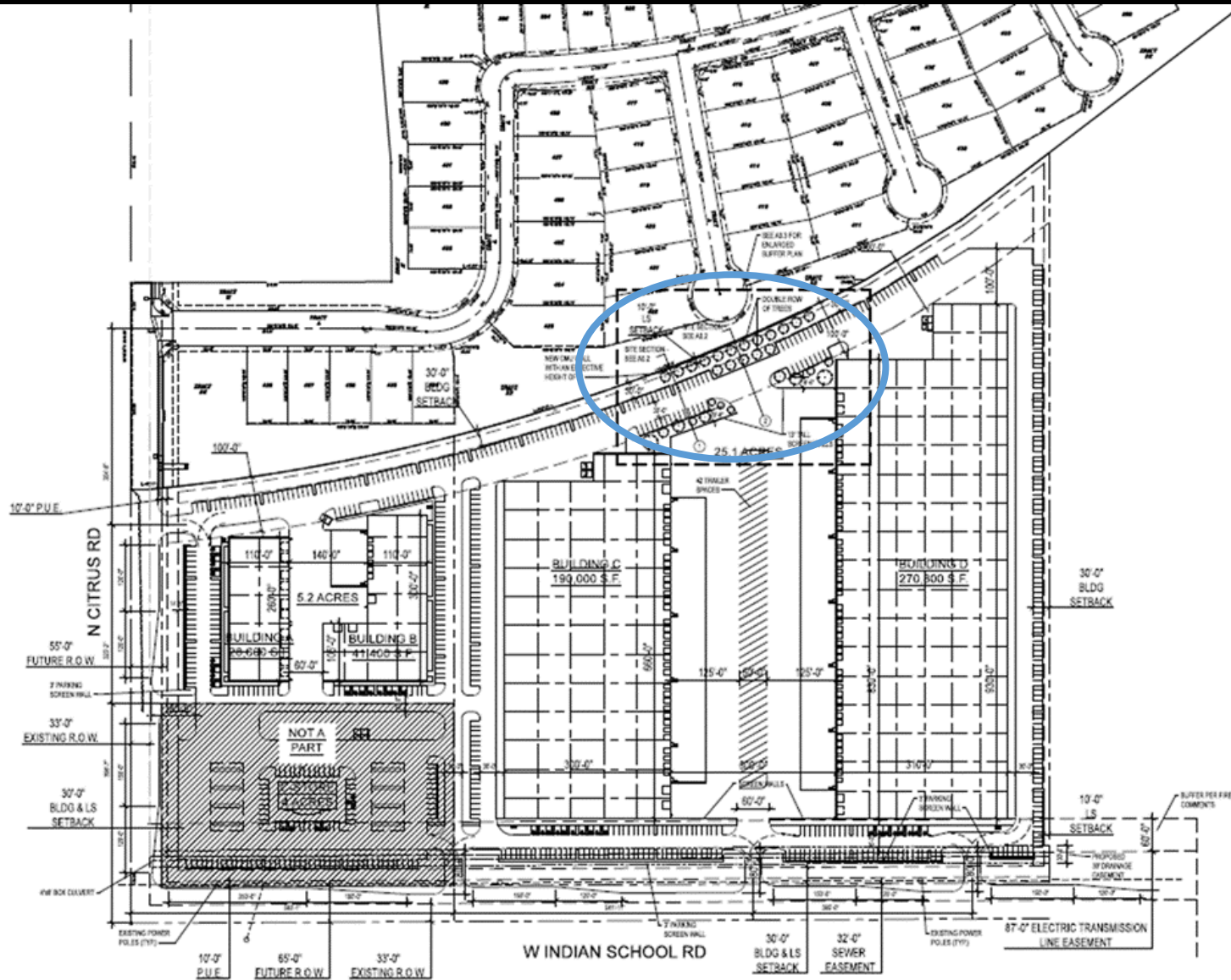
Southwest Next Is Planning this Challenging Site with Light Industrial Uses



Appropriate Buffer Between Industrial to the East and South, and Residential Properties to the North, and Commercial/Residential Properties to the West



Transition from West to East and Enhanced Buffer to the North

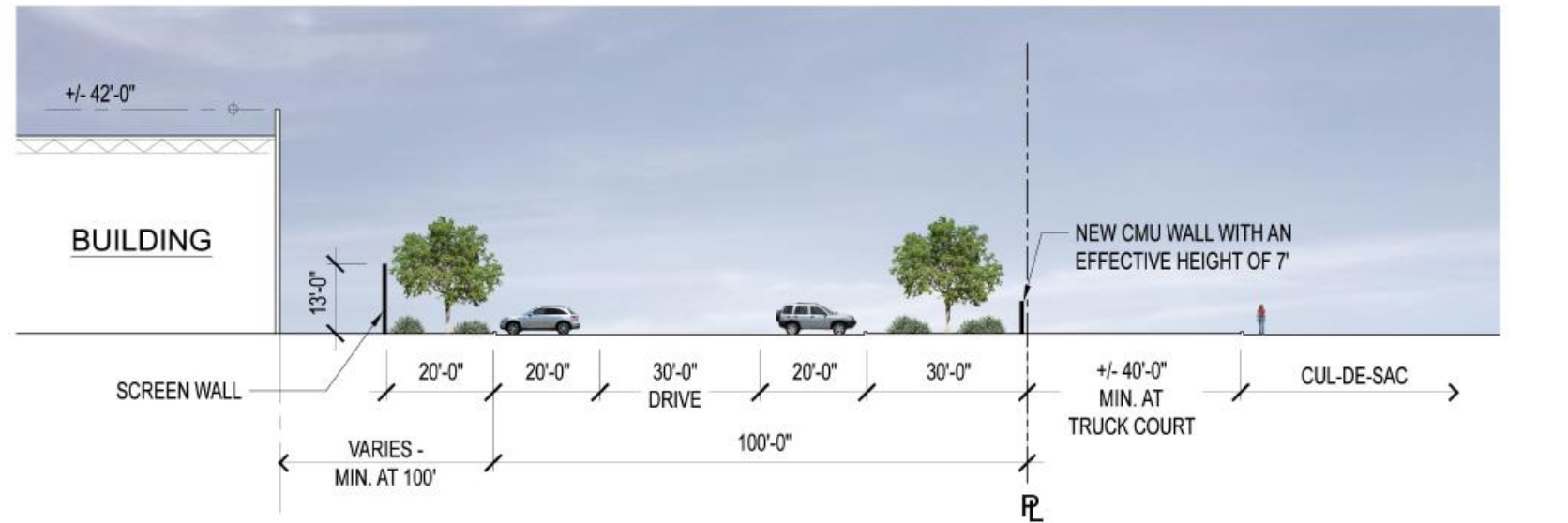


Significant Buffer Between Site and Abel Ranch to the North



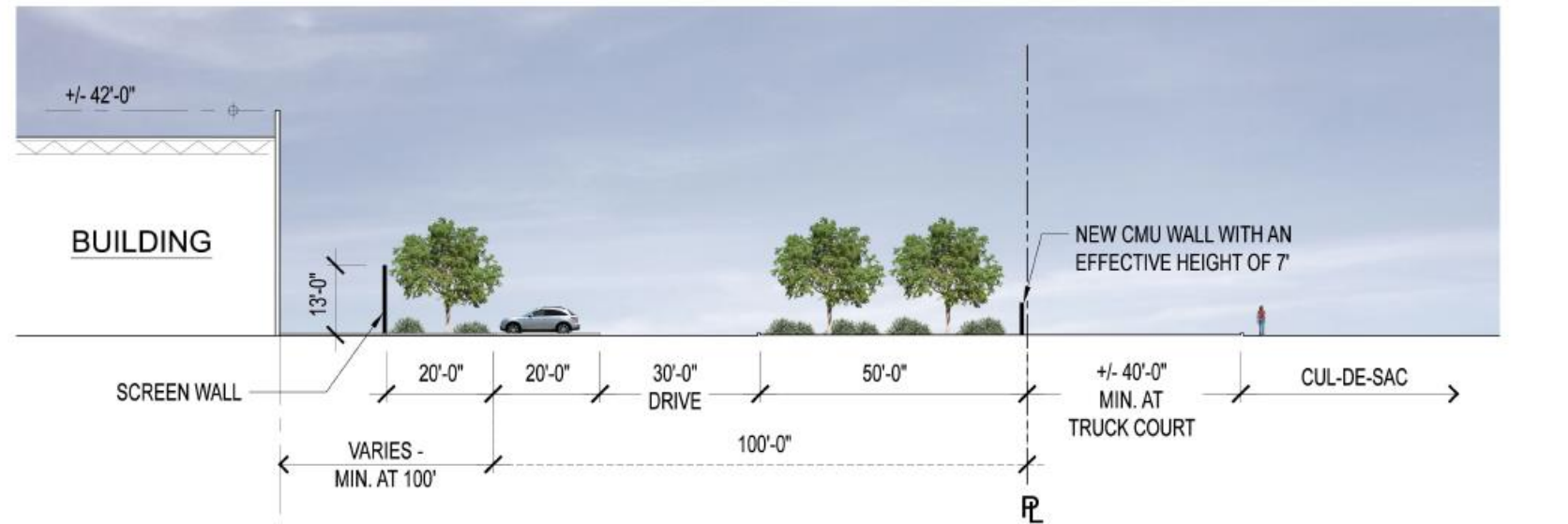
- Distance (160'+)
- Perimeter wall
- Screen walls
- Two rows of parking
- Drive aisle
- Double row of trees adjacent to future houses

Per an acoustical study, the proposed screen walls and perimeter wall will ensure noise levels will be quieter than the average Arizona noise level limits.



PRELIMINARY SITE SECTION - 1

SCALE: 1" = 10'-0"



PRELIMINARY SITE SECTION - 2

SCALE: 1" = 10'-0"

Acoustical Study Looking at the Impact of Truck Noise on the Properties to the North



acoustical consulting services

Burch & Cracchiolo
1850 N. Central Avenue, Suite 1700
Phoenix, AZ 85004

April 4, 2023

Attn: Ed Bull

ACS has been asked to **assess the potential noise impact from the truck yard/loading dock area of the proposed facility east of the NEC of Citrus Road and Indian School Road (Goodyear, AZ) to the future residential properties to the north.** See attached Site Plan.

TECHNICAL TERMS:

Decibel - A unit for measuring the intensity of sound. The human hearing range is from 0 dB (the theoretical threshold of audibility) to 130 dB (the average pain threshold). (The sound pressure level in decibels is equal to 10 times the logarithm (to the base 10) of the ratio between the pressure squared divided by the reference pressure squared. The reference pressure used in acoustics is 20 microPascals.)

dBA - Sound pressure level expressed in decibels, filtered or weighted at the various frequencies to approximate the response of the human ear.

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Almost imperceptible
3	Barely noticeable
5	Clearly noticeable
10	Twice (or half) as loud

NOISE STANDARDS:

City of Goodyear

Goodyear's noise ordinance does not set quantifiable noise limits and only pertains to music or amplified loud, raucous noises. This project is not subject to any other municipal noise ordinance. However, I wanted to provide typical municipal noise level limits for comparison purposes. The average noise level limits for Arizona's quantifiable municipal noise ordinances is 64.5 dBA (daytime – typically 7am-10pm) and 54 dBA (nighttime – typically 10pm-7am).

FINDINGS:

Ambient Noise Levels

Since neither the industrial nor residential site are developed yet, ACS did not conduct ambient noise level measurements for this area. However, for another project, ACS conducted Luke Air Force F35 measurements near Cotton Lane and Indian School Road. In this area, the jet noise levels ranged from 98-102 dBA.

Noise Source

Source level measurements were performed at a substantially larger/busier truck yard with a mix of numerous trucks loading/unloading and idling (including numerous refrigerated trucks). These measurements were used to help determine the potential noise impact from the Citrus & Indian School truck yard to the future residential site to the north.

Projected Noise Impact

Based on the (likely overstated) source measurements, the projected truck yard noise level at the nearest future residential property is 54.5 dBA (without any barrier).

ACS has been informed that 13' high screen walls will be constructed on the north side of the yard. (See attached Screen Wall exhibit.) This will substantially protect the majority of the future residential properties to the north. However, the few homes closest to the opening in the screen wall will not be as protected. ACS has been informed that in addition to the screen walls, there will be a property line perimeter wall. I recommend this perimeter wall be 7' high* where it overlaps the screen wall opening.

*Note: The wall itself does not need to be 7' high, the top of the wall should be 7' above the surface elevation at the truck yard. For example, if the grading at this portion of the perimeter wall is 1' higher than the surface elevation of the truck yard, the wall could be 6' high.

With the perimeter wall, the projected potential noise level at the nearest worst-case lot would be approximately 50 dBA. This is substantially quieter than the average Arizona daytime noise limits and noticeably quieter than the average Arizona nighttime noise limits.

CONCLUSIONS:

With the proposed 13' high screen walls and the 7' (effective height) perimeter wall overlapping the screen wall opening, the expected noise level at all future residential properties will be quieter than the average Arizona noise level limits.

Please contact me if you have any questions or need additional information.

Respectfully,

Tony Sola
Acoustical Consulting Services

CONCLUSIONS:

With the proposed...screen walls and...perimeter wall...the expected noise level at all future residential properties will be quieter than the average Arizona noise level limits.

Modern, Attractive Conceptual Architectural Design, Materials, and Color Palette



The Proposed Development Will Benefit the Site, Area, and City

- Viable, sustainable “Employment Center” on a vacant, undeveloped Site
 - Jobs
 - Conforms to General Plan
 - Not mega-warehouses
 - Tax revenue
- Site has not and will not develop with C-2 uses
- Other commercial sites at the NWC, NEC, etc.
- Street improvements and sidewalks
- Transition and buffers between development and residential zoning
- Less traffic than retail uses
- Compatibility is further assured by Recommended Rezoning Stipulations 1-27



Neighborhood Outreach and Design Modifications

- Notices were sent to property owners within 500 ft of the Site
- Door-to-door outreach
- Reached out to those who voiced questions or concerns
- Added additional buffers to the northern portion of the Site to reduce truck noise
 - Screen walls
 - Trees
- Reconfigured the truck bays to reduce noise/disturbance
- Retained the commercial zoning on the NEC of Citrus Rd and Indian School Rd
- Offered to meet with any neighbors that attended the Planning and Zoning Commission Hearing
 - Followed up with neighbors that provided their contact information

Thank you

- We appreciate Staff's and the Planning and Zoning Commission's unanimous recommendation of approval and accept Stipulations 1-27.
- We respectfully request the City Council's approval in accordance with Staff's and the Planning and Zoning Commission's Recommendations.



Large Powerlines
and Drainage
Along the Indian
School Rd
Frontage Pose
Additional
Challenge for
Commercial
Development



Table 1 provides the proposed trip generation for the proposed development on the NEC of Citrus Road and Indian School Road.

Table 1: Trip Generation with Warehousing and Office

Land Use	ITE Code	Units	Total Size	Daily*	AM Peak*			PM Peak*		
					Total	in	Out	Total	In	Out
Phase I										
Warehousing	150	1,000 sqft	460.8	788	78	60	18	83	23	60
Phase I Subtotal				788	78	60	18	83	23	60
Phase II										
Convenience Store with Gas**	945	Fueling Stations	16	5,532	506	253	253	430	215	215
General Office	710	1,000 sqft	70	851	123	108	15	124	21	103
Phase II Subtotal				6,383	629	361	268	554	236	318
Interaction (10% of site)				-717	-70	-42	-28	-63	-26	-37
TOTAL				6,454	637	403	258	574	233	341

*The higher rates of the fitted curve equation or the average were used to calculate trip generation for the land uses by independent variable shown in the table.

**GFA (5.5-10k)

Two additional trip generation comparison scenarios are presented below. The first scenario assumes that the entire site is developed as retail plus the convenience store with gas, as shown in Table 2. Table 3 assumes that the office and convenience store are constructed and the remaining land that was proposed as industrial is shopping.

Table 2 estimates the trips that could be generated by the proposed development if the site is developed as a shopping center with a convenience store with gas. Because a site plan was not provided, it is assumed that a FAR of 0.25 and 32.43 acres of land was used to estimate the 355,000 square feet of shopping that could be developed on the site.

Table 2: Trip Generation with Retail Shopping and Convenience Store

Land Use	ITE Code	Units	Total Size	Daily*	AM Peak*			PM Peak*		
					Total	in	Out	Total	In	Out
Shopping Center	820	1000 sqft	355	15,133	343	213	130	1405	674	731
Convenience Store with Gas**	945	Fueling Stations	16	5,532	506	253	253	430	215	215
<i>Interaction (15% of convenience store traffic interacts with shopping center)</i>				-830	-76	-38	-38	-65	-32	-32
TOTAL				19,835	773	428	345	1,771	857	914

*The higher rates of the fitted curve equation or the average were used to calculate trip generation for the land uses by independent variable shown in the table.

**GFA (5.5-10k)

Table 3 estimates the trips that could be generated if the proposed industrial portion of the site were changed to a shopping center. Because a site plan was not provided, it is assumed that a FAR of 0.25 and 25.1 acres of land was used to estimate the 273,339 square feet of shopping that could be developed on the site.

Table 3: Trip Generation with Retail, Office, and Convenience Store

Land Use	ITE Code	Units	Total Size	Daily*	AM Peak*			PM Peak*		
					Total	in	Out	Total	In	Out
Shopping Center	820	1,000 sqft	275	13,044	296	183	113	1169	561	608
Convenience Store with Gas**	945	Fueling Stations	16	5,532	506	253	253	430	215	215
General Office	710	1,000 sqft	70	851	123	108	15	124	21	103
<i>Interaction (10% of site)</i>				-1,943	-93	-54	-38	-172	-80	-93
TOTAL				17,484	833	490	343	1,551	717	833

*The higher rates of the fitted curve equation or the average were used to calculate trip generation for the land uses by independent variable shown in the table.

**GFA (5.5-10k)

In summary, Table 4 presents the comparison trip generation for the proposed conditions with industrial uses and two scenarios where shopping/retail is included on site and the industrial use is omitted.

Table 4: Trip Generation Comparison

Land Use	Daily*	AM Peak*			PM Peak*		
		Total	in	Out	Total	In	Out
Proposed – Convenience with gas, office and industrial	6,454	637	403	258	574	233	341
Scenario 1 – Convenience with gas and shopping/retail	19,835	773	428	345	1,771	857	914
Scenario 2 – Convenience with gas, office and shopping/retail	17,484	833	490	343	1,551	717	833
<i>Difference between Scenario 1</i>	<i>13,381</i>	<i>136</i>	<i>25</i>	<i>87</i>	<i>1,197</i>	<i>624</i>	<i>573</i>
<i>Difference between Scenario 2</i>	<i>11,030</i>	<i>196</i>	<i>87</i>	<i>85</i>	<i>977</i>	<i>484</i>	<i>492</i>

As shown, when the industrial use is replaced with shopping the traffic generation increases into and out of the site by over 150 percent per day, according to the Trip Generation Manual 11th Edition. More specifically, the daily trip percentage increase for scenario 1 is 207 percent and the increase for scenario 2 is 171 percent, daily.

Accordingly, the shopping land use also increases trips during the morning and evening peak hours. For scenario 1, the trips are increased by 21 percent in the morning peak hour and 208 percent in the evening peak hour. For scenario 2, the trips are increased by 31 percent in the morning peak hour and 170 percent in the evening peak hour.

Overall, when shopping/retail replaces the industrial land use, the vehicle trips are increased daily and in the morning and evening peak hours.

**Retail
Commercial
Generates 3x
More Traffic
Than I-1**

From: **Andy Sommer** <andysommer47@gmail.com>

Date: Wed, Oct 11, 2023 at 7:37 AM

Subject: Rezoning issue

To: <karen.craver@goodyearaz.gov>

CC: Tom Bilsten <tom.bilsten@gmail.com>

Dear Members of the Goodyear Planning Commission,

My name is Charles “Andy” Sommer and I am a resident of the Sedella Community. I originally sent in an email to the City of Goodyear with some questions, concerns and to voice my opposition regarding the proposed development. The developer’s team reached out to me when they heard about my opposition and offered to come sit in my kitchen and go over all the details of this proposal. After meeting with the developer, I no longer have concerns and I am supportive of this project. Furthermore, given the constraints of Luke Airforce Base I think this is likely the best plan available to our community.

Respectfully,

Charles “Andy” Sommer