City Council Regular Meeting
City Hall - Council Chambers
1900 N. Civic Square
Goodyear, AZ 85395
Monday, December 18, 2023
5:00 PM
AMENDED 12/13/2023

Mayor
Joe Pizzillo

Vice Mayor
Laura Kaino

Councilmember
Sheri Lauritano

Councilmember
Wally Campbell

Councilmember
Bill Stipp

Councilmember
Brannon Hampton

Councilmember
Vicki Gillis

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: 1900 N. Civic Square, Goodyear, AZ 85395 (623) 882-7830
www.goodyearaz.gov/cityclerk
City Council Meeting Live Broadcast: https://www.facebook.com/goodyearazgov/videos

Monday, December 18, 2023	5:00 p.m.	Meeting Agenda

AMENDED TO UPDATE RESOLUTION AND ADD EXHIBIT ON ITEM #11

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE AND INVOCATION BY COUNCILMEMBER LAURITANO

COMMUNICATIONS

1. Recognition of the heroic actions of Fire Department Crew 183, recipients of the Stars of Life Award. (Paul Luizzi, Fire Chief)

CITIZEN COMMENTS/APPEARANCES FROM THE FLOOR

CONSENT

2. **APPROVAL OF MINUTES**
   RECOMMENDATION
   Approve the draft minutes from the Regular Meeting held on December 11, 2023. (Darcie McCracken, City Clerk)

3. **TEMPORARY NON-EXCLUSIVE FIBER OPTIC LICENSE AGREEMENT**
   RECOMMENDATION
   Approve and authorize the City Manager or her designee to execute the Temporary Non-Exclusive Fiber Optic License Agreement. (Sarah Chilton, Deputy City Attorney)

4. **ARIZONA MUTUAL AID COMPACT (AZMAC)**
   RECOMMENDATION
   ADOPT RESOLUTION NO. 2023-2373 APPROVING THE ARIZONA MUTUAL AID COMPACT AGREEMENT FOR PARTICIPATION IN THE ARIZONA DEPARTMENT OF EMERGENCY MANAGEMENT MUTUAL AID COMPACT, PROVIDING FOR EXECUTION AND EFFECTIVE DATE. (Brian Woodard, Emergency Manager)

5. **AUTHORIZATION OF BUDGET AMENDMENTS AND EXPENDITURES FOR CAPITAL IMPROVEMENT PLAN (CIP) RAINBOW VALLEY WATER RECLAMATION FACILITY (WRF) EXPANSION AND PROJECTS**

RECOMMENDATION

Authorize the budget amendment of $12,158,800 for CIP Project #60077 Rainbow Valley Water Reclamation Facility (WRF) Expansion and $3,772,000 for CIP Project #60110 Rainbow Valley Water Reclamation Facility (WRF) Operational Improvements, along with expenditure of funds up to $3,300,000 for design services at the Rainbow Valley WRF. (Barbara Chappell, Water Services Director)

6. **2023 GOODYEAR TRANSPORTATION MASTER PLAN (TMP) CIP PROJECT #42049**

RECOMMENDATION

ADOPT RESOLUTION NO. 2023-2371 ADOPTING THE 2023 GOODYEAR TRANSPORTATION MASTER PLAN. (Chris Bridges, Deputy Director of Engineering - Transportation)

PUBLIC HEARINGS

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 26.4 ACRES FROM PAD (PLANNED AREA DEVELOPMENT) COMMERCIAL TO I-2 (GENERAL INDUSTRIAL) WITH A PAD OVERLAY LOCATED APPROXIMATELY 1,200 FEET WEST OF SOUTH COTTON LANE ON THE NORTH SIDE OF MARICOPA COUNTY ROUTE 85**

RECOMMENDATION

ADOPT ORDINANCE NO. 2023-1598, DECLARING PUBLIC RECORDS AND CONDITIONALLY REZONING APPROXIMATELY 26.4 ACRES OF LAND LOCATED APPROXIMATELY 1,200 FEET WEST OF THE INTERSECTION OF SOUTH COTTON LANE AND MC-85, FROM PAD (PLANNED AREA DEVELOPMENT) TO THE I-2 (GENERAL INDUSTRIAL) ZONING DISTRICT WITH A PAD (PLANNED AREA DEVELOPMENT) OVERLAY, AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGMENT; PROVIDING FOR CORRECTIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR PENALTIES; AND DIRECTING THE CITY CLERK TO RECORD A COPY OF THIS ORDINANCE (David Williams, Contract Planner).

8. **SEDELLA COMMERCIAL RETAIL BUILDING WITH DRIVE-THROUGH USE PERMIT**

RECOMMENDATION

Approve the request for a Use Permit for a Retail/Restaurant Building with a Drive-through on approximately 1.78 acres identified as PAD B in the Preliminary Site Plan (the “Retail/Restaurant Drive-Through Use Permit Site”) subject to stipulations. (Christian M. Williams, AICP, Principal Planner)

9. **SEDELLA COMMERCIAL CONVENIENCE STORE WITH DRIVE-THROUGH USE PERMIT**

RECOMMENDATION

Approve the request for a Use Permit for a Convenience Store with a Drive-through and gas pumps on approximately 1.37-acres identified as PAD A in the Preliminary Site Plan (the “Convenience Store Use Permit Site”) subject to stipulations. (Christian M. Williams, AICP, Principal Planner)

10. **SEDELLA COMMERCIAL CAR WASH USE PERMIT**

RECOMMENDATION

Approve the request for a Use Permit for a Car Wash on an approximate 1.38 acres identified as PAD D in the Preliminary Site Plan (the "Car Wash Use Permit Site") subject to stipulations. (Christian M. Williams, AICP, Principal Planner)

BUSINESS

11. **RETIREE HEALTHCARE**

RECOMMENDATION

ADOPT RESOLUTION NO. 2023-2377, ACCEPTING THE FRAMEWORK AND TRANSITION PLAN FOR THE IMPLEMENTATION OF A RETIREE HEALTHCARE PLAN WITH THE TRANSITION COMMENCING ON DECEMBER 19, 2023 WITH A PLAN EFFECTIVE DATE OF JULY 1, 2024. (Lyman Locket, Human Resources Director, Jared Askelson, Deputy Finance Director)

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.

- Reports from the Mayor and City Council
  This may include current events and activities as well as requests for information or future agenda items.
- Report from the City Manager
  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

Future meetings are tentatively scheduled as follows:

January 8, 2023	Council Meeting	5:00 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.

For Non-English assistance please contact the City Clerk at (623) 882-7830.

Si necesita asistencia o traducción en español, favor de llamar al menos 48 horas antes de la reunión al (623) 882-7830.

POSTING VERIFICATION
This agenda was amended and posted on 12/13/2023 at 5:50 p.m. by VM.

ITEM #: 1.
DATE: 12/18/2023
AI #:1778

CITY COUNCIL COMMUNICATION

STAFF PRESENTER(S): Paul Luizzi, Fire Chief

SUBJECT:

Recognition of the heroic actions of Fire Department Crew 183, recipients of the Stars of Life Award. (Paul Luizzi, Fire Chief)

ITEM #: 2.
DATE: 12/18/2023
AI #:1852

APPROVAL OF MINUTES

SUBJECT

APPROVAL OF MINUTES

RECOMMENDATION

Approve the draft minutes from the Regular Meeting held on December 11, 2023. (Darcie McCracken, City Clerk)

Attachments

December 11, 2023 Draft Regular Meeting minutes

City Council Regular Meeting
City Hall - Council Chambers
1900 N. Civic Square
Goodyear, AZ 85395

Monday, December 11, 2023	**Immediately following the Work Session that began at 5:00 p.m.**	**Meeting Minutes**

CALL TO ORDER

Mayor Pizzillo called the Regular Meeting to order at 7:33 p.m.

ROLL CALL

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

Staff Present: City Manager Wynette Reed; City Attorney Roric Massey; City Clerk Darcie McCracken

PLEDGE OF ALLEGIANCE AND INVOCATION BY VICE MAYOR KAINO

COMMUNICATIONS

1. Mayor Pizzillo will recognize student athletes from Millennium High School and Trivium Preparatory Academy for recently winning high school athletic state championships.

   This item was postponed to a later date.

CITIZEN COMMENTS/APPEARANCES FROM THE FLOOR

Goodyear resident Ignacio Delgadillo spoke about the need for increased safety for bicyclists and pedestrians.

CONSENT

MOTION BY Councilmember Brannon Hampton, SECONDED BY Councilmember Sheri Lauritano to APPROVE Consent Agenda Items 2 through 6. The motion carried as follows:

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

Passed - Unanimously

2. **APPROVAL OF MINUTES**
Approve the draft minutes of the November 27, 2023 Special Meeting and Regular Meeting and the December 4, 2023 Special Meeting. (Darcie McCracken, City Clerk)

3. **APPROVAL OF NEW SERIES 12 (RESTAURANT) LIQUOR LICENSE FOR MACAYO'S MEXICAN FOOD**

RECOMMENDATION
Recommend approval to the Arizona Department of Liquor Licenses and Control (DLLC) of Application No. 266925, a request by Navayogasingam Thuraisingam, agent of Macayo's Mexican Food for a new series 12 liquor license. Macayo's Mexican Food is located at 1474 N Litchfield Road, Goodyear, AZ 85338. (Darcie McCracken, City Clerk)

4. **INTERGOVERNMENTAL AGREEMENT (IGA) WITH MARICOPA COUNTY FOR THE ALLOCATION OF AMERICAN RESCUE PLAN ACT (ARPA) FUNDS TO SUPPORT THE DEVELOPMENT OF AFFORDABLE HOUSING IN GOODYEAR**

RECOMMENDATION
Authorize the Mayor to execute an Intergovernmental Agreement (IGA) with Maricopa County to receive American Rescue Plan Act (ARPA) funds to be used to support the development of affordable housing in Goodyear. (Jenna Goad, Assistant to the City Manager)

5. **SOUTHWEST FAMILY ADVOCACY CENTER INTERGOVERNMENTAL AGREEMENT (IGA) WITH CITY OF AVONDALE**

RECOMMENDATION
Approve the Southwest Family Advocacy Center Intergovernmental Agreement (IGA) with Partnering Agencies and Department of Child Safety. (Art Miller, Interim Chief of Police)

6. **TOHONO O'ODHAM NATION GRANT-IN-AID AGREEMENT**

RECOMMENDATION
Approve the Grant-In-Aid agreement provided by the Tohono O'odham Nation. (Christina Panaitescu, Grants & Neighborhood Services Supervisor)

BUSINESS

7. **ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR) AND AUDIT RESULTS**

Finance Deputy Director Jared Askelson presented the Annual Comprehensive Financial Report (ACFR). He reviewed the standardized reports and the independent auditors' results which included an unmodified opinion, or clean audit, no significant deficiencies or material weaknesses and that the city complied in all material respects.

Jill Shaw, Auditor, representing Heinfeld Meech & Co., presented their findings to the City Council in compliance with Arizona Revised Statute §9-481.

No formal action was required.

8. **2024 STATE AND FEDERAL LEGISLATIVE AGENDA**

Government Relations Manager Ginna Carico presented information to Council about the proposed legislative priorities and upcoming legislative issues. She provided a brief update on the 2023 legislative session which included Prop 479, Residential Rental Tax Cuts, Goodyear efforts on SB1006 and SB1516, and continued discussions around zoning permitting and affordable housing. She spoke about the various committees the Council serves on with multiple community partners, including Maricopa Association of Governments, Arizona Municipal Water Users' Association, Luke West Valley Council, the League of Arizona Cities and Towns, Valley Metro and WESTMARC.

Government Relations Coordinator Haley Rahlf provided an update on upcoming elections and the potential impacts on the 2024 legislative session. Ms. Rahlf also reviewed the guiding principles that include aspects to protect existing state and local revenues.

Council requested a list of our legislators and their contact information. Council spoke about the importance of resident involvement in legislative issues.

In response to Council inquiry, Ms. Carico clarified that any changes to the guiding principles will be brought back to Council for approval. Council thanked staff for their continued efforts to support Goodyear's legislative agenda.

MOTION BY Councilmember Bill Stipp, SECONDED BY Councilmember Vicki Gillis to ADOPT RESOLUTION NO. 2023-2365, ADOPTING A 2024 STATE AND FEDERAL LEGISLATIVE AGENDA AND PROVIDING AUTHORIZATION TO THE CITY MANAGER OR HER DESIGNEE(S) TO TAKE ACTION. The motion carried as follows:

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

Passed - Unanimously

INFORMATION ITEMS

Councilmember Campbell recognized the PebbleCreek Home Tour Committee that raised over $15,500 for Goodyear Police Department's Shop with a Cop program. She also thanked staff and their efforts in facilitating another successful Fill-A-Need Program this holiday season.

City Manager Wynette Reed spoke about the second week of the Holidays on the Square event, which had over 3,000 people in attendance.

FUTURE MEETINGS

Future meetings are tentatively scheduled as follows:

December 18, 2023	Council Meeting	5:00 p.m.

ADJOURNMENT

There being no further business to discuss, Mayor Pizzillo adjourned the Regular Meeting at 8:24 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 December 11, 2023. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this ____ day of _____, 2023. SEAL:

_____

Darcie McCracken, City Clerk

ITEM #: 3.
DATE: 12/18/2023
AI #:1855

CITY COUNCIL ACTION REPORT

SUBJECT: TEMPORARY NON-EXCLUSIVE FIBER OPTIC LICENSE AGREEMENT

STAFF PRESENTER(S): Sarah Chilton

SUMMARY

Approving a Temporary Non-Exclusive Fiber Optic License Agreement allowing Microsoft to install fiber optic conduit banks under four locations within existing but undeveloped city roadways.

STRATEGIC PLAN ALIGNMENT

Economic Vitality

RECOMMENDATION

Approve and authorize the City Manager or her designee to execute the Temporary Non-Exclusive Fiber Optic License Agreement. (Sarah Chilton, Deputy City Attorney)

FISCAL IMPACT

There is no direct fiscal impact from granting this License.

BACKGROUND AND PREVIOUS ACTIONS

Certain real property was dedicated to the city as right-of-way for the development of sections of streets known as W. LaTierra and South 143rd Avenue, generally located south of Maricopa County Road (MC 85) between S. La Cometa and S. 141st Avenue, (collectively the “City Roadways”). City utility infrastructure improvements have been installed within the City Roadways, but the City Roadways have not been improved with street improvements.

STAFF ANALYSIS

The property adjacent to the City Roadways is owned and being developed by Microsoft Corporation, a Washington Corporation ("Microsoft"). Microsoft's development plans require the abandonment of City Roadways. Microsoft has long been aware of the requirements for the abandonment, which included the relocation of all existing utility infrastructure improvements located within the City Roadways.

More than two years ago, Microsoft sought permission from the City to allow it to construct or cause the construction of fiber optic facilities to cross the City Roadways before the relocation of the City's existing water and sewer infrastructure improvements and the abandonment of the City Roadways. Microsoft, however, was unwilling to agree to a license that the City provided in or about December 2021 that included terms that minimized the City's exposure to liabilities associated with damage to the existing city utility infrastructure improvements and to Microsoft's facilities if Microsoft installed its facilities within the City Roadways. Subsequently, fiber optic conduit was installed within two locations within the City Roadways without the city having granted a license or easement.

Microsoft is continuing the development of its property and has asked the City to grant it a license of easement for the existing fiber optic facilities Microsoft installed within the City Roadways and to allow the installation of fiber optic facilities in two additional locations within the City Roadways. Staff is supportive of the request subject to the terms and conditions set forth in the attached Temporary Non-Exclusive Fiber Optic License Agreement. These terms include:

- A requirement that Microsoft complete the relocation of the existing city utility infrastructure improvements and the abandonment of the City Roadways by December 31, 2024;
- A requirement that Microsoft remove its improvements from the City Roadways it Microsoft fails to complete the relocation of the existing city utility infrastructure improvements and the abandonment of the City Roadways by December 31, 2024, or pay the City $5,000 per day until the relocation and abandonment have been completed; and
- Waiver and indemnification provisions that minimize the risk of the City being liable for any damage resulting from work done within the License Areas either to Microsoft's improvements or the city's existing utility infrastructure improvements.

Attachments

Temporary Non-Exclusive Fiber Optic License Agreement with Exhibits A-E

TEMPORARY NON-EXCLUSIVE FIBER OPTIC LICENSE AGREEMENT

This Temporary Non-Exclusive Fiber Optic License Agreement (the "Agreement") is made and entered into December 13, 2023 by and between **City of Goodyear, an Arizona municipal corporation** (the "City") and **MICROSOFT CORPORATION, a Washington corporation** ("Microsoft").

RECITALS

WHEREAS, the City owns certain real property dedicated as right-of-way commonly known as W. LaTierra and South 143rd Avenue (collectively, the "City Roadways") generally located south of Maricopa County Road (MC 85) between S. La Cometa and S. 141st Ave as reflected in the Final Plat for PHX 10-11 Phase 1 recorded on August 30, 2019 in the Official Records of Maricopa County, Arizona at Book 1481 of Maps page 17 (Instrument 2019 0682117) (the "PHX 10-11 Phase 1 Final Plat");

WHEREAS, although there are city utility infrastructure improvements within the City Roadways, the City Roadways have not been improved with street improvements; and

WHEREAS, the property adjacent to the W. LaTierra and South 141st Avenue as reflected in the PHX 10-11 Phase 1 Final Plat is owned by Microsoft Corporation, a Washington Corporation; and

WHEREAS, Microsoft is in the process of developing the property it owns within the PHX 10-11 Phase 1 Final Plat, and as part of its development plans to seek the abandonment of City Roadways; and

WHEREAS, for the abandonment to occur, Microsoft is required to relocate all existing utility infrastructure improvements located within the City Roadways; and

WHEREAS, Microsoft has represented that the only utility infrastructure improvements located within the City Roadways are water and/or sewer infrastructure improvements; and

WHEREAS, more than two years ago, Microsoft sought permission to construct or cause the construction of fiber optic facilities to cross the City Roadways before the relocation of the City's existing water and sewer infrastructure improvements and the abandonment of the City Roadways but Microsoft was unwilling to agree to a license that the City provided in or about December 2021 that included terms to minimize the City's exposure to liabilities associated with damage to the Existing City Utility Facilities and to Microsoft's facilities if Microsoft installed its facilities within the City Roadways; and

WHEREAS, fiber optic conduit was installed within two locations within the City

Roadways without obtaining a license or easement from the City; and

WHEREAS, Microsoft has asked the City to grant it a license of easement for the existing fiber optic facilities Microsoft installed within the City Roadways and to allow the installation of fiber optic facilities in two additional locations within the City Roadways; and

WHEREAS, the City is willing to grant Microsoft a temporary license subject to the terms and conditions set forth within, which includes a requirement that Microsoft relocate the existing water and sewer infrastructure on or before the deadline set forth below, terms that minimize the risk of the City being liable for any damage resulting from work done within the License Areas, and terms requiring Microsoft to assume responsibility for damages to city owned infrastructure improvements; and

WHEREAS, , the four (4) locations within which fiber optic facilities have been or will be installed (i.e. the two (2) locations where fiber optic facilities have been installed and the two (2) locations where fiber optic facilities will be installed) are generally depicted in Exhibit A, attached hereto; and

WHEREAS, subject to the terms and conditions set forth herein, the City has agreed to provide Microsoft a Temporary Fiber Optic License.

NOW, THEREFORE, in consideration of the mutual covenants, promises, terms and conditions set forth herein, together with other good and valuable consideration provided to the City, the adequacy and receipt of which are hereby acknowledged, the Parties agree as follows:

1. Incorporation of Recitals. The Parties acknowledge the accuracy of the foregoing recitals, which are hereby incorporated into this Agreement as though fully restated herein

2. Definitions. Capitalized terms not defined in the foregoing Recitals or elsewhere in this Agreement are defined as follows:

2.1. Claims means any and all demands, claims, suits, causes of action, requests for mediation, and requests for arbitrations.

2.2. Existing City Utility Facilities means the water and sewer infrastructure currently existing with the City Roadways.

2.3. Grantee means Microsoft Corporation, a Washington corporation.

2.4. Grantor means the City of Goodyear, an Arizona municipal corporation.

2.5. License Areas means collectively that real property described in those certain documents titled: Exhibit B Temporary 10' Utility Easement; Exhibit C Temporary 10' Utility Easement; Exhibit D Temporary 10' Utility Easement, and Exhibit E Temporary 10' Utility Easement, all of which are attached hereto and incorporated herein by this reference.

2.6. Losses means all losses, costs, damages, liabilities, awards, settlements, judgments, bodily injuries, personal injuries (including death), property damage, expenses (including without limitation, court costs, reasonable attorneys' fees, and witness fees), and/or any other damages.

2.7. Fiber Optic License means the License granted to Grantee set forth in Section 3 below.

2.8. Fiber Optic Facilities means one conduit duct bank consisting of nine (9) four-inch (4") conduit ducts constructed within the four License Areas pursuant to construction plans approved by the City Engineer or his/her designee and and the fiber optic lines installed within such conduit duct banks.

3. LICENSE. Subject to the terms and conditions set forth in this agreement and to the extent of its right, title, and interest, the City of Goodyear, an Arizona municipal corporation does hereby grant and convey to Microsoft Corporation, a Washington corporation, a Temporary Non-Exclusive Fiber Optic License under, upon, over, and across the License Areas for the purposes described herein. This Fiber Optic Easement is solely for the purpose of entering upon the License Areas and constructing, installing, operating, maintaining, repairing, replacing, and removing underground Fiber Optic Facilities within the License Areas by Grantee and its employees, agents, representatives and contractors. Subject to the terms and conditions set forth in this agreement, Grantee shall have all rights and privileges necessary or convenient for the full use and enjoyment of the easement, servitude and privileges herein granted for the purposes herein described.

4. DEADLINE AND PENALTIES. Grantee shall complete the relocation of the Existing City Utility Facilities and the abandonment of the City Roadways by December 31, 2024. The relocation of the Existing City Utility Facilities will be deemed complete when the relocated water and sewer infrastructure improvements have been accepted by the City Engineer or his designee subject to completion of the two-year warranty period. The abandonment of the City Roadways will be deemed completed on the date the Mayor and Council of the City of Goodyear adopt a resolution abandoning the City Roadways. If Grantee fails to complete the relocation of the Existing City Utility Facilities and the abandonment of the City Roadways by December 31, 2024, Grantee shall either remove the Fiber Optic Facilities installed within the City Roadways or pay the City $5,000 per day per day until the relocation of the Existing City Utility Facilities has been completed and the abandonment of the City Roadways has been completed.

5. TERM. This Agreement shall terminate on the later of the following: the date the relocation of the Existing City Utility Facilities has been completed and the date the abandonment of the City Roadways has been completed.

6. CITY'S SUPERIOR RIGHTS. The City reserves its prior superior rights to use the public right-of-way and the License Areas, for all public purposes, including, but not limited to the installation, maintenance, operation, repair, and replacement, of City-owned public utilities. The City shall use best efforts to avoid any conflict with the Fiber Optic Facilities due to future installation, construction, maintenance, repair and replacement of City-owned public

utilities, provided however, that in the event such a conflict cannot be reasonably be avoided. Grantee shall, at Grantee's sole cost and expense, cooperate and coordinate with the City and its consultants and contractors to protect and, if necessary, relocate the Fiber Optic Facilities into a replacement license area(s) reasonably acceptable to both parties. When the City exercises its prior superior right reserved herein, Grantee shall at Grantee's sole costs and expense, move the Fiber Optic Facilities located within the License Areas to such location as the City directs. Notwithstanding the foregoing, the City shall bear the entire cost of relocating any of the Fiber Optic Facilities located within the License Areas, the relocation of which is necessitated by the construction of improvements by, or on behalf of the City in furtherance of any non-governmental function. Upon the relocation of the Fiber Optic Facilities, this Agreement shall be amended to revise the legal descriptions of the License Areas to reflect the location of the relocated Fiber Optic Facilities to the replacement license areas.

7. RESPONSIBILITY FOR FIBER OPTIC FACILITIES. Grantee shall be responsible for constructing, maintaining, repairing and replacing the Fiber Optic Facilities within the License Areas. Except as otherwise provided herein, the Fiber Optic Facilities shall be constructed in compliance with all applicable federal, state, and/or local laws, ordinances, policies and procedures, including by way of example, but not limited to, the requirements in the City of Goodyear Engineering Design Standards and Policies Manual and the Maricopa Association of Government Standards, including the minimum separation requirements between water and sewer infrastructure and fiber installations.

8. DAMAGES TO CITY PROPERTY AND FACILITIES. Grantee shall, at its sole cost and expense repair or replace, as determined by the director of the City's Utility Department or her designee, Existing City Utility Facilities damaged in whole or in part during the construction, installation, operation, maintenance, repair, replacement, and/or removal of the Fiber Optic Facilities within the City Roadways. Grantee shall, at its sole cost and expense, restore, to as close to the original condition as is reasonably practicable, any portion of the License Areas that may have been removed, relocated, altered, damaged, or destroyed in connection with Grantee's exercise of its rights under this Agreement

9. ASSIGNMENT. This agreement and the License granted herein are personal to Grantor. Neither this Agreement nor the License granted herein may be assigned.

10. INDEMNITY. In consideration of the City's granting Grantee the Temporary Non-Exclusive Fiber Optic License provided herein, Grantee hereby agrees to waive any and all Claims against the City its officers, directors, employees, representatives, agents and contractors for Losses arising out of, resulting from, relating to, or connected with damage to the Fiber Optic Facilities located within the City Roadways. In addition, Grantee agrees to protect, indemnify, defend, and hold harmless the City, its officers, directors, employees, representatives, agents and contractors from and against any and all Claims and Losses brought or raised against the City its officers, directors, employees, representatives, agents and contractors arising out of, resulting from, relating to, or connected with; (i) damage to the Fiber Optic Facilities located within the City Roadways, (ii) with damage to the Existing City Utility Facilities that occurs during the construction, installation, operation, maintenance, repair, replacement, and/or removal of the Fiber Optic Facilities located within the City Roadways; and (iii) Microsoft's representation that the only utility infrastructure currently existing within

the City Roadways is the City's water and sewer infrastructure. This indemnification provision shall survive the expiration or earlier termination of this Agreement.

11. PAGE NUMBERING. The page numbering of this document is exclusive of the Exhibits attached hereto.

12. COUNTERPARTS. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original and all of which taken together shall constitute one agreement binding on all signatories thereto.

IN WITNESS WHEREOF, this instrument is executed this ____ day of ----------, 2023.

GRANTOR:

CITY OF GOODYEAR, an Arizona municipal corporation

By: _____
Wynette Reed
Its: City Manager

State of Arizona)
)ss.
County of Maricopa)

The foregoing Temporary Non-Exclusive Fiber Optic License Agreement by and between Microsoft Corporation, a Washington corporation and the City of Goodyear, an Arizona municipal corporation was acknowledged before me this _____ day of _____, 2023 by Wynette Reed, City Manager of the CITY OF GOODYEAR, an Arizona municipal corporation, on behalf of said corporation.

_____
Notary Public

Signatures, Acknowledgements and Exhibits Continued on the Following Pages

GRANTEE:

MICROSOFT CORPORATION,
a Washington corporation

By: _____

Name: _____

Its: _____

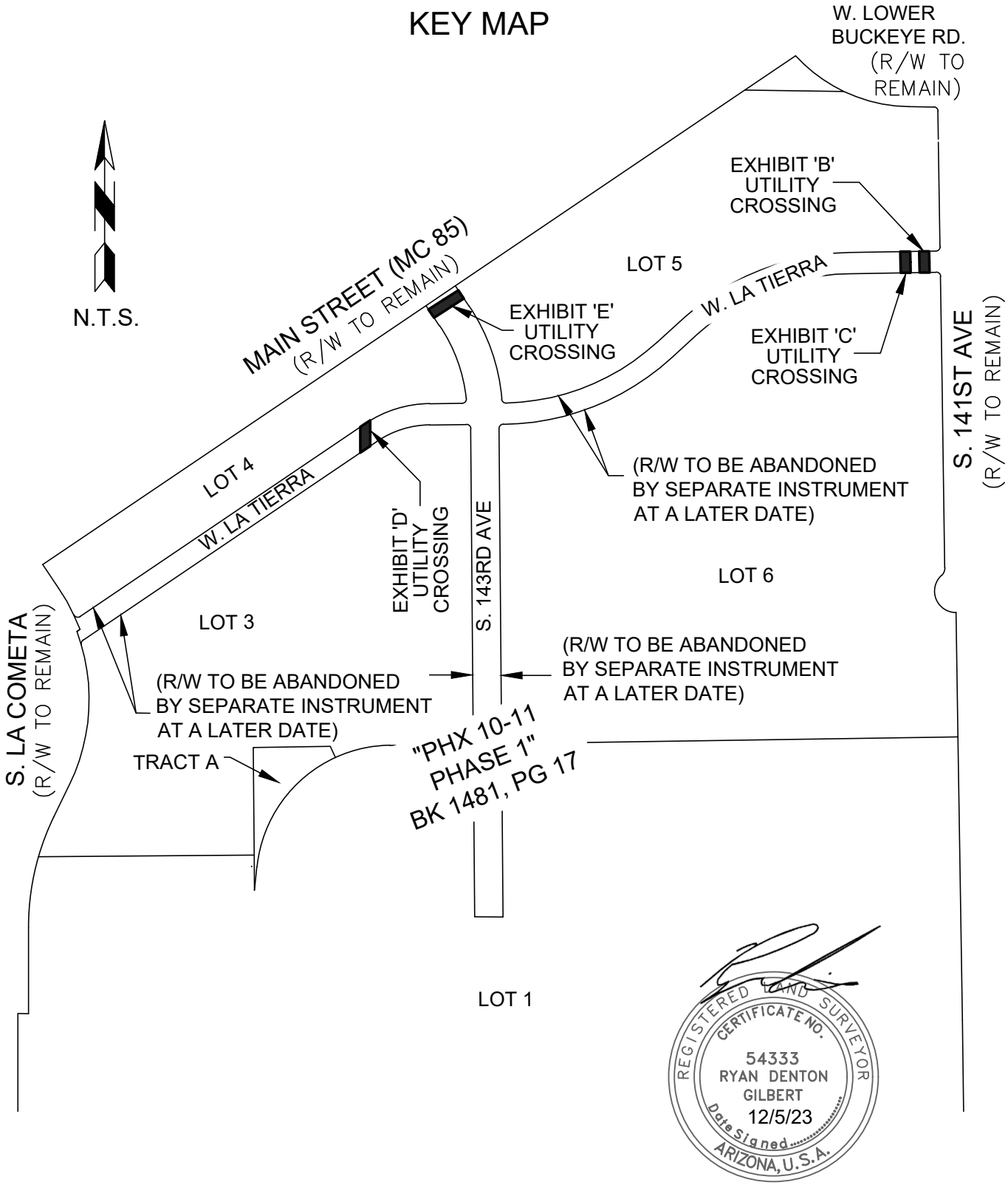
State of _____)
) ss.
County of _____)

The foregoing Temporary Non-Exclusive Fiber Optic License Agreement by and between Microsoft Corporation, a Washington corporation and the City of Goodyear, an Arizona municipal corporation was acknowledged before me this_____day of_____, 2023, by_____, the_____ _____of Microsoft Corporation, a Washington corporation, and who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the and acknowledged to me that he being authorized to do so, executed the foregoing instrument for the purposes therein contained on behalf of Microsoft Corporation, a Washington corporation.

_____
Notary Public

Exhibit(s) on Following Page

EXHIBIT 'A'
KEY MAP



GILBERT LAND SURVEYING, PLC
4361 S. Squires Lane, Gilbert, Arizona 85297
Phone: (480) 275-8020 - info@gibertsurvey.com

PROJ. NO.: 23-0905-A

PAGE: 1 OF 1 PAGES

DATE: 12/05/23

EXHIBIT ‘B’

TEMPORARY 10’ UTILITY EASEMENT

AN EASEMENT LOCATED WITHIN LA TIERRA, A PUBLIC RIGHT-OF-WAY, AS SHOWN ON THE FINAL PLAT OF “PHX 10-11 PHASE 1”, ACCORDING TO BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY, ARIZONA, ALSO LOCATED IN THE NORTH HALF OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 21, FROM WHICH THE NORTHEAST CORNER OF SAID SECTION BEARS SOUTH 89°10’28” EAST, 2630.09 FEET;

THENCE SOUTH 89°10’28” EAST, 1251.99 FEET ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 21;

THENCE SOUTH 00°00’00” EAST, 446.93 FEET TO A POINT LOCATED ON THE NORTH RIGHT-OF-WAY LINE OF SAID LA TIERRA, SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE SOUTH 01°28’52” EAST, 60.00 FEET TO THE SOUTH LINE OF SAID RIGHT-OF-WAY;

THENCE SOUTH 89°07’49” WEST, 10.00 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE;

THENCE NORTH 01°28’52” WEST, 60.00 FEET TO THE NORTH LINE OF SAID RIGHT-OF-WAY;

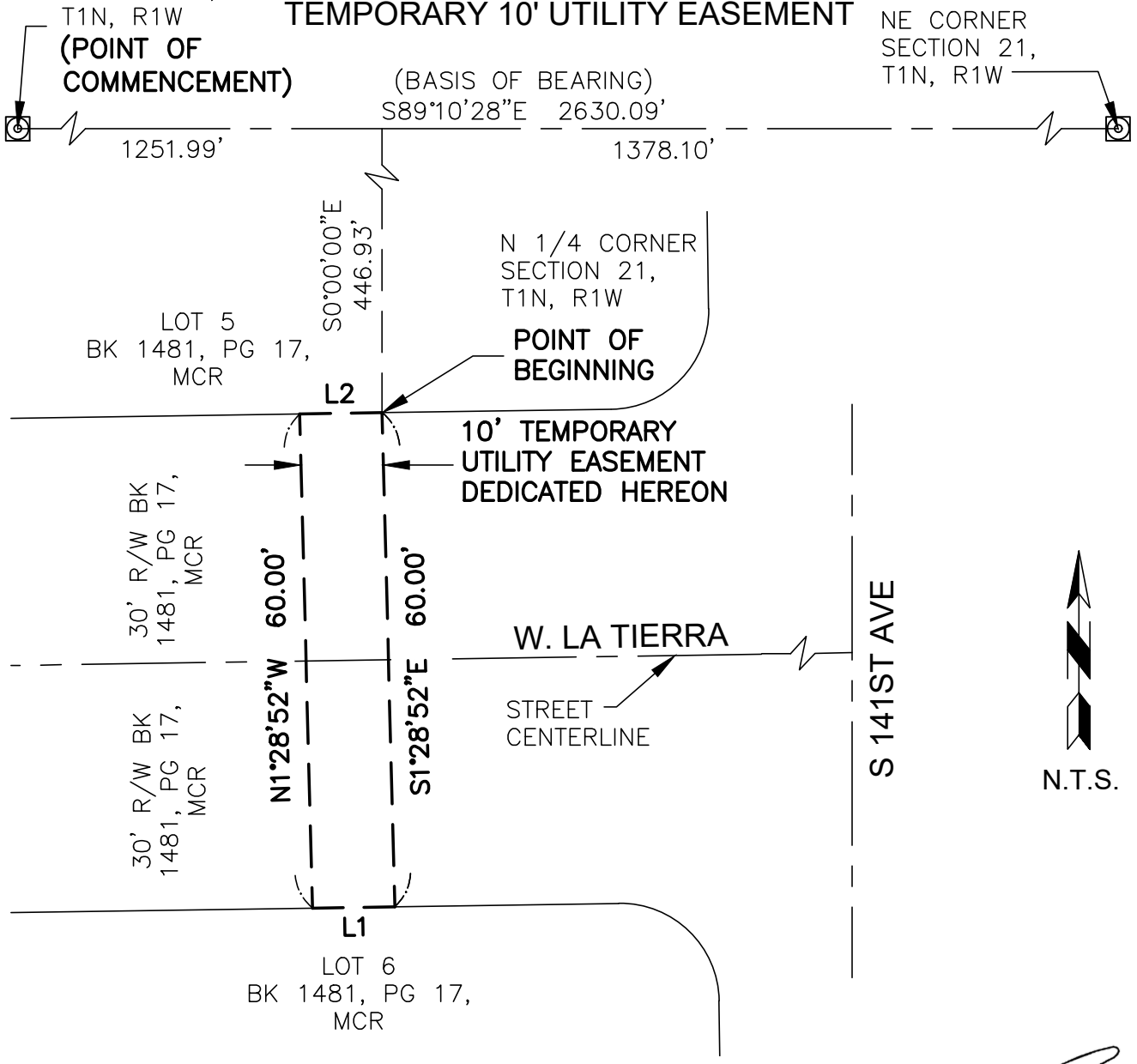
THENCE NORTH 89°07’49” EAST, 10.00 FEET ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE **POINT OF BEGINNING**.

THE ABOVE DESCRIBED CONTAINS 600 SQUARE FEET MORE OR LESS.

SEE ATTACHED EXHIBIT DRAWING BY REFERENCE MADE A PART HERETO.

RYAN D. GILBERT, RLS
GILBERT LAND SURVEYING
4361 S SQUIRES LANE
GILBERT, AZ 85297
480-275-8020
PROJECT NO. 23-0905-B

EXHIBIT 'B'
FOR
TEMPORARY 10' UTILITY EASEMENT



NOTE: THIS EXHIBIT IS MEANT SOLELY AS A REFERENCE TO THE LEGAL DESCRIPTION TO WHICH IT IS ATTACHED.

THE BASIS OF BEARING USED FOR THIS EXHIBIT IS THE NORTH LINE OF THE NORTHEAST QUARTER OF SEC. 21, T1N, R1W, PER THE FINAL PLAT OF "PHX 10-11 PHASE 1", BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY.
SAID BEARING = SOUTH 89°10'28" EAST

LINE TABLE		
LINE	LENGTH	BEARING
L1	10.00'	S89° 07' 49"W
L2	10.00'	N89° 07' 49"E

REGISTERED LAND SURVEYOR
CERTIFICATE NO. 54333
RYAN DENTON GILBERT
Date Signed 12/11/23
ARIZONA, U.S.A.

GILBERT LAND SURVEYING, PLC
4361 S. Squires Lane, Gilbert, Arizona 85297
Phone: (480) 275-8020 - info@gibertsurvey.com

PROJ. NO.: 23-0905-B
PAGE: 2 OF 2 PAGES
DATE: 12/11/23

EXHIBIT 'C'

TEMPORARY 10' UTILITY EASEMENT

AN EASEMENT LOCATED WITHIN LA TIERRA, A PUBLIC RIGHT-OF-WAY, AS SHOWN ON THE FINAL PLAT OF "PHX 10-11 PHASE 1", ACCORDING TO BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY, ARIZONA, ALSO LOCATED IN THE NORTH HALF OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 21, FROM WHICH THE NORTHEAST CORNER OF SAID SECTION BEARS SOUTH 89°10'28" EAST, 2630.09 FEET;

THENCE SOUTH 89°10'28" EAST, 1190.59 FEET ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 21;

THENCE SOUTH 00°00'00" EAST, 448.74 FEET TO A POINT LOCATED ON THE NORTH RIGHT-OF-WAY LINE OF SAID LA TIERRA, SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE SOUTH 01°28'52" EAST, 60.00 FEET TO THE SOUTH LINE OF SAID RIGHT-OF-WAY;

THENCE SOUTH 89°07'49" WEST, 10.00 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE;

THENCE NORTH 01°28'52" WEST, 60.00 FEET TO THE NORTH LINE OF SAID RIGHT-OF-WAY;

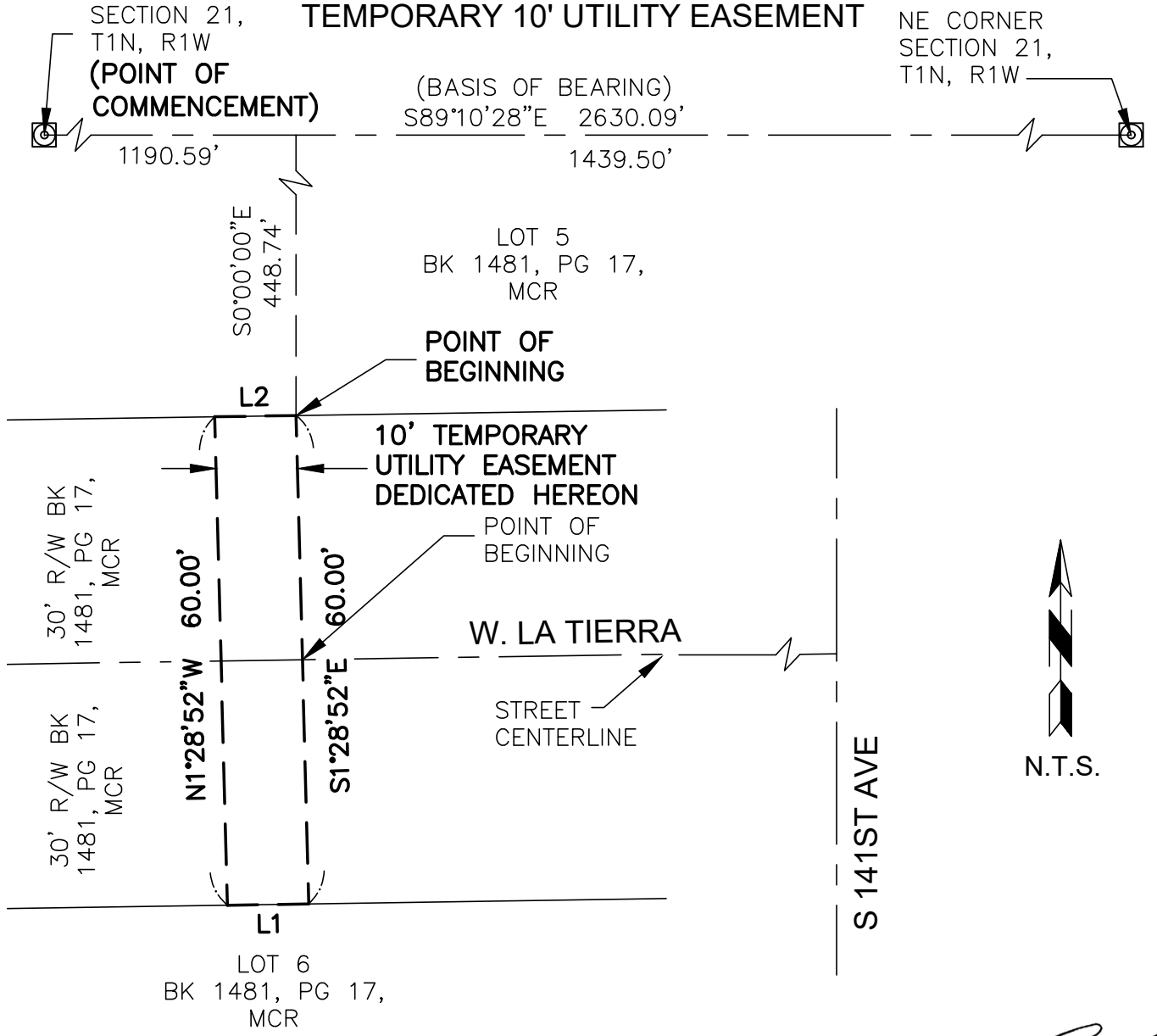
THENCE NORTH 89°07'49" EAST, 10.00 FEET ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE **POINT OF BEGINNING**.

THE ABOVE DESCRIBED CONTAINS 600 SQUARE FEET MORE OR LESS.

SEE ATTACHED EXHIBIT DRAWING BY REFERENCE MADE A PART HERETO.

RYAN D. GILBERT, RLS
GILBERT LAND SURVEYING
4361 S SQUIRES LANE
GILBERT, AZ 85297
480-275-8020
PROJECT NO. 23-0905-C

EXHIBIT 'C'
FOR
TEMPORARY 10' UTILITY EASEMENT



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THE BASIS OF BEARING USED FOR THIS EXHIBIT IS THE NORTH LINE OF THE NORTHEAST QUARTER OF SEC. 21, T1N, R1W, PER THE FINAL PLAT OF "PHX 10-11 PHASE 1", BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY.
SAID BEARING = SOUTH 89°10'28" EAST

LINE TABLE		
LINE	LENGTH	BEARING
L1	10.00'	S89° 07' 49"W
L2	10.00'	N89° 07' 49"E

REGISTERED LAND SURVEYOR
CERTIFICATE NO. 54333
RYAN DENTON GILBERT
Date Signed 12/5/23
ARIZONA, U.S.A.

GILBERT LAND SURVEYING, PLC
4361 S. Squires Lane, Gilbert, Arizona 85297
Phone: (480) 275-8020 - info@gibertsurvey.com

PROJ. NO.: 23-0905-C
PAGE: 2 OF 2 PAGES
DATE: 12/05/23

EXHIBIT 'D'

TEMPORARY 10' UTILITY EASEMENT

AN EASEMENT LOCATED WITHIN LA TIERRA, A PUBLIC RIGHT-OF-WAY, AS SHOWN ON THE FINAL PLAT OF "PHX 10-11 PHASE 1", ACCORDING TO BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY, ARIZONA, ALSO LOCATED IN THE NORTH HALF OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 21, FROM WHICH THE NORTHWEST CORNER OF SAID SECTION BEARS NORTH 89°13'00" WEST, 2627.31 FEET;

THENCE NORTH 89°13'00" WEST, 334.27 FEET ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 21;

THENCE SOUTH 00°00'00" EAST, 959.17 FEET TO A POINT LOCATED ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID LA TIERRA, SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE NORTH 55°57'22" EAST, 5.93 FEET ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO THE BEGINNING OF CURVE TO THE RIGHT, HAVING A RADIUS OF 330.00 FEET;

THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF SAID RIGHT-OF-WAY AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°03'34", AN ARC LENGTH OF 6.10 FEET;

THENCE SOUTH 00°00'00" EAST, 72.34 FEET TO THE SOUTHEASTERLY LINE OF SAID RIGHT-OF-WAY;

THENCE SOUTH 55°57'22" WEST, 12.07 FEET ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE;

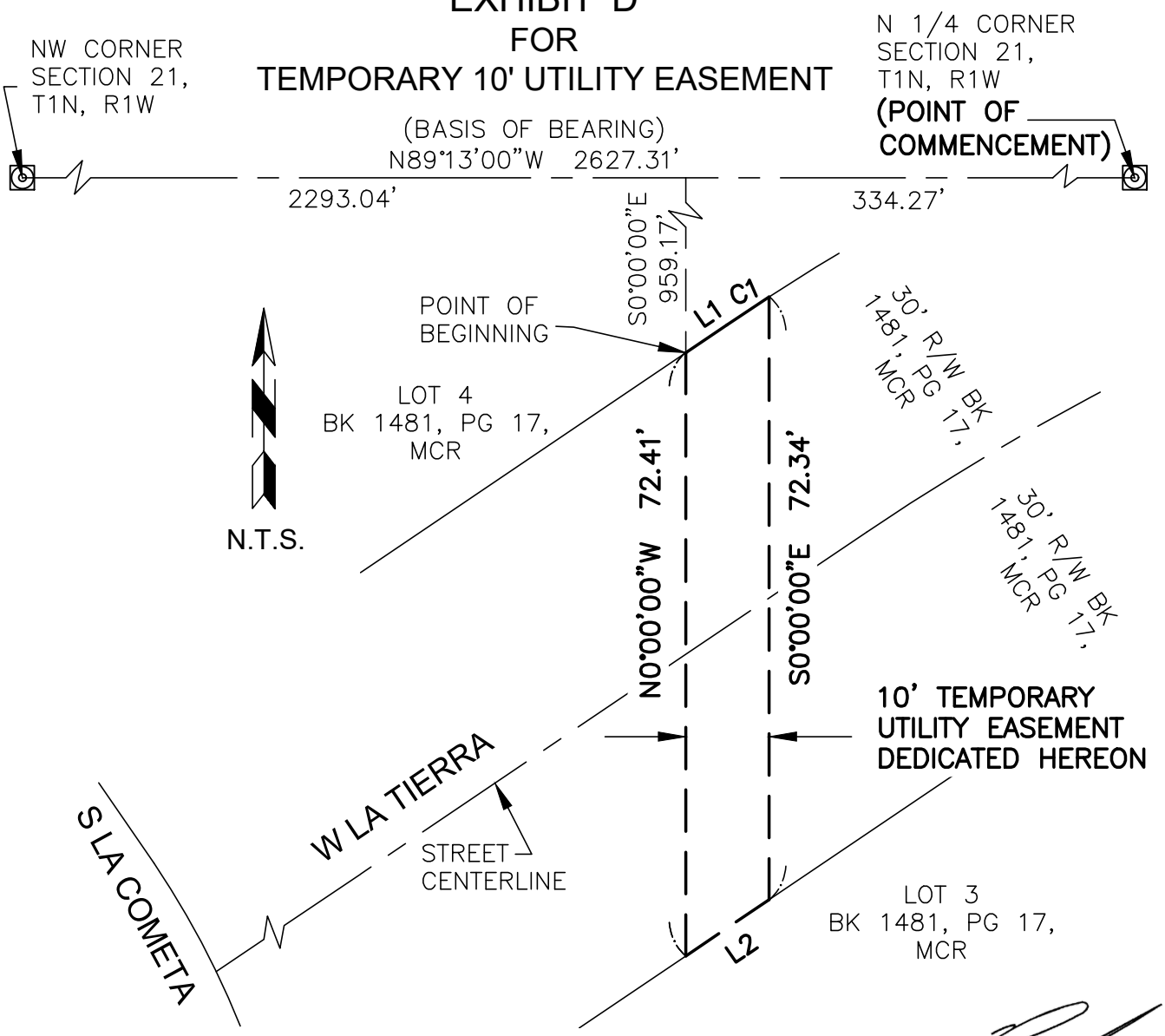
THENCE NORTH 00°00'00" WEST, 72.41 FEET TO THE **POINT OF BEGINNING**;

THE ABOVE DESCRIBED CONTAINS 724 SQUARE FEET MORE OR LESS.

SEE ATTACHED EXHIBIT DRAWING BY REFERENCE MADE A PART HERETO.

RYAN D. GILBERT, RLS
GILBERT LAND SURVEYING
4361 S SQUIRES LANE
GILBERT, AZ 85297
480-275-8020
PROJECT NO. 23-0905-D

EXHIBIT 'D'
FOR
TEMPORARY 10' UTILITY EASEMENT



LINE TABLE		
LINE	LENGTH	BEARING
L1	5.93'	N55° 57' 22"E
L2	12.07'	S55° 57' 22"W

THE BASIS OF BEARING USED FOR THIS EXHIBIT IS THE NORTH LINE OF THE NORTHWEST QUARTER OF SEC. 21, T1N, R1W, PER THE FINAL PLAT OF "PHX 10-11 PHASE 1", BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY.
SAID BEARING = NORTH 89°13'00" WEST

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
54333
RYAN DENTON
GILBERT
Date Signed 12/5/23
ARIZONA, U.S.A.

Curve Table					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD LENGTH
C1	6.10'	330.00'	1°03'34"	S56° 29' 09"W	6.10'

NOTE: THIS EXHIBIT IS MEANT SOLELY AS A REFERENCE TO THE LEGAL DESCRIPTION TO WHICH IT IS ATTACHED.

GILBERT LAND SURVEYING, PLC
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Phone: (480) 275-8020 - info@gibertsurvey.com

PROJ. NO.: 23-0905-D
PAGE: 2 OF 2 PAGES
DATE: 12/05/23

EXHIBIT 'E'

TEMPORARY 10' UTILITY EASEMENT

AN EASEMENT LOCATED WITHIN 143RD AVENUE, A PUBLIC RIGHT-OF-WAY, AS SHOWN ON THE FINAL PLAT OF "PHX 10-11 PHASE 1", ACCORDING TO BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY, ARIZONA, ALSO LOCATED IN THE NORTH HALF OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 21, FROM WHICH THE NORTHWEST CORNER OF SAID SECTION BEARS NORTH 89°13'00" WEST, 2627.31 FEET;

THENCE NORTH 89°13'00" WEST, 30.28 FEET ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 21;

THENCE SOUTH 00°00'00" EAST, 629.82 TO A POINT LOCATED ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SAID 143RD AVENUE, SAID POINT BEING THE BEGINNING OF A NON-TANGEN CURVE WHOSE CENTER RADIUS BEARS SOUTH 57°10'32" WEST, 550.00 FEET; SAID POINT ALSO BEING THE **POINT OF BEGINNING**;

THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF SAID RIGHT-OF-WAY AND THE ARC OF SAID CURVE THROUGH A CENTER ANGLE OF 01°02'32", AN ARC LENGTH OF 10.00 FEET,

THENCE SOUTH 55°57'19" WEST, 100.10 FEET TO A PONT LOCATED ON THE SOUTHWESTERLY LINE OF SAID RIGHT-OF-WAY, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE WHOSE CENTER RADIUS BEARS SOUTH 58°43'15" WEST, 450.00 FEET;

THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF SAID RIGHT-OF-WAY AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°16'27", AN ARC LENGTH OF 10.01 FEET;

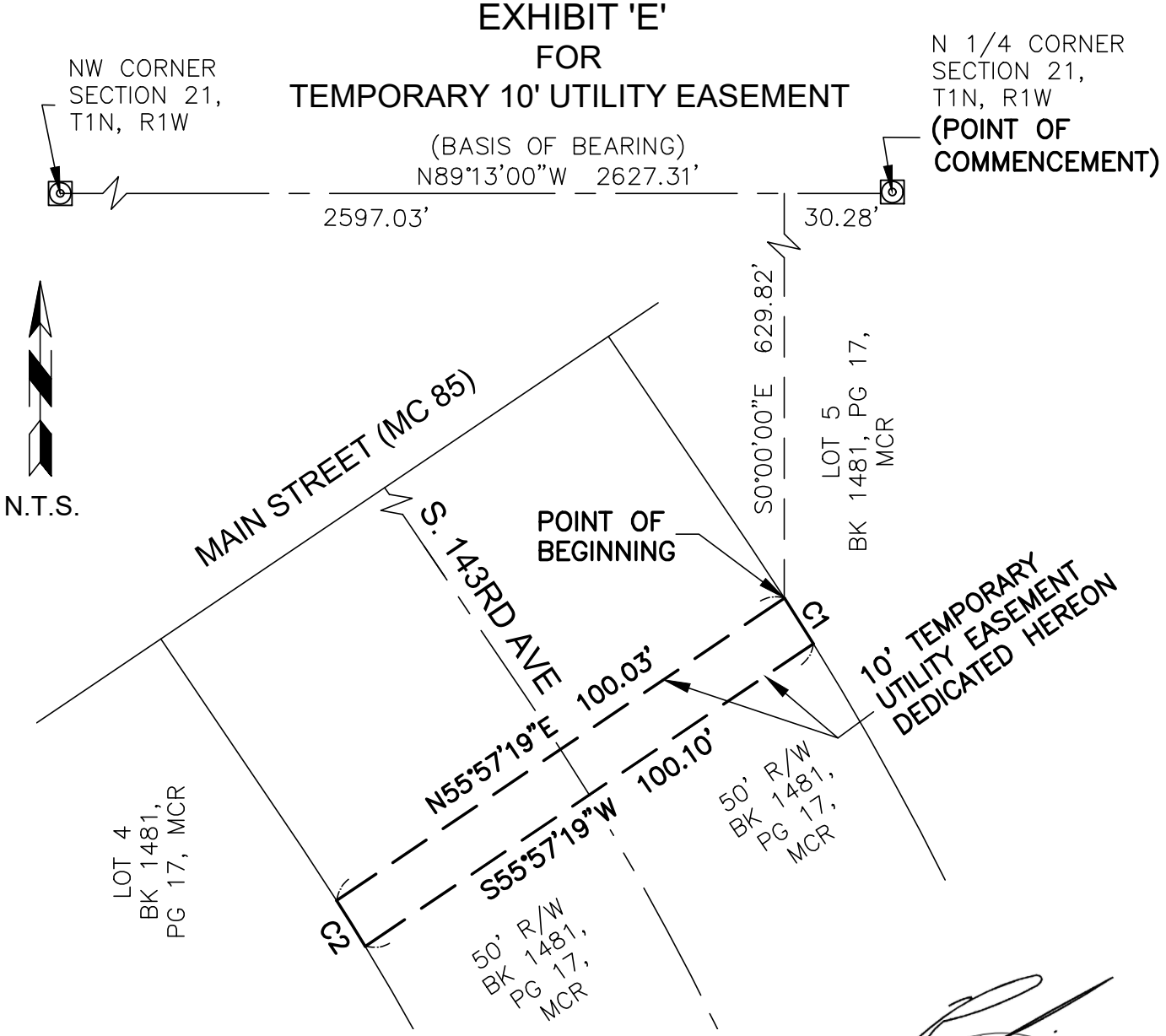
THENCE NORTH 55°57'19" EAST, 100.03 FEET TO THE **POINT OF BEGINNING**.

THE ABOVE DESCRIBED CONTAINS 1,000 SQUARE FEET MORE OR LESS.

SEE ATTACHED EXHIBIT DRAWING BY REFERENCE MADE A PART HERETO.

RYAN D. GILBERT, RLS
GILBERT LAND SURVEYING
4361 S SQUIRES LANE
GILBERT, AZ 85297
480-275-8020
PROJECT NO. 23-0905-E

EXHIBIT 'E'
FOR
TEMPORARY 10' UTILITY EASEMENT



Curve Table					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD LENGTH
C1	10.00'	550.00'	1°02'32"	N32° 18' 12"W	10.00'
C2	10.01'	450.00'	1°16'27"	N31° 54' 58"W	10.01'

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
54333
RYAN DENTON
GILBERT
12/5/23
Date Signed
ARIZONA, U.S.A.

THE BASIS OF BEARING USED FOR THIS EXHIBIT IS THE NORTH LINE OF THE NORTHWEST QUARTER OF SEC. 21, T1N, R1W, PER THE FINAL PLAT OF "PHX 10-11 PHASE 1", BOOK 1481 OF MAPS, PAGE 17, RECORDS OF MARICOPA COUNTY. SAID BEARING = NORTH 89°13'00" WEST

NOTE: THIS EXHIBIT IS MEANT SOLELY AS A REFERENCE TO THE LEGAL DESCRIPTION TO WHICH IT IS ATTACHED.

GILBERT LAND SURVEYING, PLC
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Phone: (480) 275-8020 - info@gibertsurvey.com

PROJ. NO.: 23-0905-E

PAGE: 2 OF 2 PAGES

DATE: 12/05/23

ITEM #: 4.
DATE: 12/18/2023
AI #:1802

CITY COUNCIL ACTION REPORT

SUBJECT: ARIZONA MUTUAL AID COMPACT (AZMAC)

STAFF PRESENTER(S): Brian Woodard, Emergency Manager

SUMMARY

This agreement provides a partnership between the City of Goodyear and participating jurisdictions. In emergency services, mutual aid is a formal agreement among emergency responders to lend and receive assistance across jurisdictional boundaries when required.

STRATEGIC PLAN ALIGNMENT

Quality of Life

Sense of Community

RECOMMENDATION

ADOPT RESOLUTION NO. 2023-2373 APPROVING THE ARIZONA MUTUAL AID COMPACT AGREEMENT FOR PARTICIPATION IN THE ARIZONA DEPARTMENT OF EMERGENCY MANAGEMENT MUTUAL AID COMPACT, PROVIDING FOR EXECUTION AND EFFECTIVE DATE. (Brian Woodard, Emergency Manager)

FISCAL IMPACT

There is no fiscal impact.

BACKGROUND AND PREVIOUS ACTIONS

The Arizona Emergency Management Master Mutual Aid Agreement was signed on March 16, 2004 between the state of Arizona and 15 counties. The purpose of the agreement is to clarify the terms and procedures for executing mutual aid in times of natural and manmade disasters. This mutual aid agreement has been implemented on numerous occasions in the years since its inception. Council approved subsequent agreements on August 27, 2012 and an Amended and Restated Agreement on August 24, 2015. Currently, there are 15 counties, six tribes, 47 cities/towns, and 26 other jurisdiction signatories participating in the AZMAC.

STAFF ANALYSIS

The City's participation in the Arizona Statewide Mutual Aid Compact provides a means to supplement City of Goodyear resources in the event the impacts of an emergency or disaster overwhelm the capabilities of the city.

The purpose of this Compact is to define for the participating parties the emergency management terms and procedures which will be used among participating parties for dispatching mutual aid assistance to any affected area in accordance with local ordinances, resolutions, emergency plans or agreements. Contracting authority for political subdivisions of Arizona for this Compact is based upon A.R.S. §26—308 which provides that each county and incorporated city and town of the state may appropriate and expend funds, make contracts and obtain and distribute equipment, materials and supplies for emergency management purposes.

This agreement improves the resiliency of Goodyear by ensuring the city can request assistance from participating jurisdictions to respond to and recover from an emergency or disaster incident.

Attachments

AZMAC
Resolution

ARIZONA MUTUAL AID COMPACT

This Compact was made and entered into by and among the signatory Parties, including the State of Arizona, through the Emergency Management Division of the Arizona Department of Emergency and Military Affairs (DEMA/EM).

Recitals

WHEREAS one or more Parties may find it necessary to utilize all of their own resources to cope with emergencies, and may require the assistance of another Party or other Parties; and,

WHEREAS it is desirable that all resources of all Parties be available to all other Parties on pre-established terms, in order to respond to such emergencies; and,

WHEREAS it is desirable that each of the Parties should assist one another when such emergency occurs by providing such resources as are available and needed, including, but not limited to, fire, police, medical and health, environmental, communication, and transportation services to cope with the problems of response; and,

WHEREAS it is desirable that a compact be executed for the interchange of such mutual aid; and,

WHEREAS it is desirable to utilize this Compact in exercising adopted emergency plans; and,

WHEREAS it is desirable that the manner of financing of such cooperative undertakings be resolved in advance of such emergency.

NOW, THEREFORE, IT IS HEREBY AGREED by and between each and all of the Parties as follows:

COMPACT

1. Purpose.

The purpose of this Compact is to establish emergency management terms and procedures for participating Parties to provide mutual aid assistance to any affected area in accordance with local ordinances, resolutions, emergency plans, or agreements. This Compact shall be construed in accordance with all applicable laws.

2. Scope.

The Scope of this Compact is to (1) provide the procedures to notify the Providing Parties of the need for emergency assistance; (2) identify available resources; and (3) provide a mechanism for compensation for resources.

3. Definitions.

- **Automatic Mutual Aid** means the dispatch and response of requested resources without incident-specific approvals under an agreement separate from this Compact. These agreements are usually basic contracts; some may be informal accords.
- **Compact** means this document, the Arizona Mutual Aid Compact (AZMAC).
- **Director** means the Director of the Emergency Management Division of the Arizona Department of Emergency and Military Affairs (DEMA/EM).
- **Emergency or Emergencies** means any disaster or contingency situation that requires a collaborative effort among multiple Parties.
- **Local Mutual Aid Agreements** are separate agreements between Parties and/or other entities that involve a formal request for assistance.
- **Party** and **Parties** refers to any entity(ies) that have signed this Compact. All state agencies, tribal nations, and political subdivisions in the State of Arizona are eligible to sign this Compact as Parties.
- **Political Subdivision** means any county, incorporated city or town, or school district, community college district, or other tax-levying public district.
- **Providing Party** means the Party rendering aid under this Compact to another Party in the event of an emergency.
- **Requesting Party** means the Party seeking aid under this Compact from another Party in the event of an Emergency.
- **Self-deploy** refers to the act of a Party responding to another Party's emergency without being requested by the affected Party.

4. Guiding Framework.

Unless otherwise expressly agreed to in writing by a Providing Party and a Receiving Party in a separate agreement, the Parties agree to interpret the language of the Compact as operating consistently with:

- Arizona Revised Statute (A.R.S.), Title 26, Military Affairs and Emergency Management.
- Arizona Administrative Code (A.A.C.), Title 8, Chapter 2, Article 3 (addressing the Governor's Emergency Fund).
- National Incident Management System (NIMS), 2017.

5. Procedures for Requesting Assistance.

Any Party experiencing an emergency may request assistance from any other Party under this Compact. However, when making such requests, consideration should be given to the geographical proximity of the other Parties from which assistance is being requested. All requests for assistance from the State must be coordinated through the Requesting Party's county emergency manager or tribal emergency manager, whichever is applicable.

Any request for assistance must specify:

1. What the emergency is.
2. The amount and type of resources needed.
3. The estimated period during which such mutual aid is required.

Parties must use the Resource Request form provided in Appendix A. Additionally, it is recommended that Parties utilize WebEOC to track requests.

6. Providing Party's Assessment of Availability of Resources and Ability to Render Assistance.

In all instances, the Providing Party shall render such mutual aid as it is able to provide consistent with its own service needs at the time, taking into consideration the Providing Party's existing commitments within its own jurisdiction. The Providing Party shall be the sole judge of what mutual aid it has available to furnish to the Requesting Party pursuant to this Compact.

7. Implementation Plan.

Each Party that plans on retaining or seeking eligibility to receive Emergency Management Performance Grant (EMPG) funds must have an emergency operations plan that includes a process to provide for the effective mobilization of its resources, both public and private, including acceptance of mutual aid to provide or receive assistance under this Compact, and must provide a copy of its most current plan to DEMA/EM Grants Administration upon request.

8. Contact List.

Each Party shall develop a contact list as outlined in Appendix B, which shall be provided to the Director to make available to all other Parties. A minimum of two contacts, preferably

three, must be provided in Appendix B. A Party may update its contact information, at any time, by providing the updated contact information in writing to the Director, who shall make available the updated contact information to all other Parties. The contact list should be updated periodically, when necessary (i.e., personnel change).

9. Reimbursement Procedures between Parties.

If the Providing Party desires reimbursement for the assistance it is providing, the Requesting Party shall reimburse the Providing Party for one hundred percent (100%) of all costs incurred, and as agreed to, within the mutual assistance compact, whether an emergency has been declared or not. The Providing Party must declare its intent to seek reimbursement as part of its response to the Requesting Party's request for assistance (see Appendix A). The Providing Party and the Requesting Party shall agree upon allowable costs, both actual and estimated, for mutual assistance prior to the dispatch of any mutual assistance resources. In the event that the agreement includes reimbursement of all agreed to activities by the Providing Party, the Providing Party must submit a claim for all costs incurred during the execution of the mission assignment to the Requesting Party. The claim must include copies (no original documents) of all documentation to support their claim of reimbursement, including but not limited to timecards, payroll reports, fringe benefits information, pay policies, vehicle/daily logs, maintenance records, equipment lists, invoices, contracts, receipts, procurement policies, inventory reports, proofs of payments, insurance policies, rental agreements, etc.

The Requesting Party shall reimburse the Providing Party for all sufficiently documented submitted costs, as agreed to, regardless of the existence of a State Declaration or a State-Level Emergency, or a federal Emergency or Major Disaster Declaration.

Self-deployed resources will not be reimbursed under this Compact.

10. Reimbursement Procedures from the State or Federal Government.

The Providing Party shall be reimbursed for costs associated with this Compact by the Requesting Party only. The Providing Party is not eligible for reimbursement from the State or federal government under the terms of this Compact; eligibility for reimbursement from the State or federal government is determined solely by state and/or federal laws and policies. Additionally, neither the State nor the federal government is liable for any claim arising from an emergency for which the applicant receives funds from another source.

Costs and work performed by the Providing Party may, or may not, be reimbursable by the State or federal government, if submitted by the Requesting Party for reimbursement under a State Declaration for a State-Level Emergency, or federal Emergency, or Major Disaster declaration. Regardless of eligibility for reimbursement from the State or the federal government under a State Declaration for a State-Level Emergency, or federal Emergency or Major Disaster declaration, the Requesting Party shall fully reimburse the Providing Party’s claim, providing all requirements are met. Failure to fully reimburse claims may establish a history of non-payment of AZMAC claims and may disqualify a Requesting Party from being able to be reimbursed under future State Declaration for a State-Level Emergency, or federal Emergency, or Major Disaster

declaration events.

11. Personnel Compensation and Insurance.

Except to the extent that reimbursement is separately agreed to, the Requesting Party and the Providing Party each shall be responsible for all compensation of their respective employees and insurance coverage for their respective equipment.

12. Immunity.

Notwithstanding the indemnification provision set forth below, the Parties shall have such immunity as provided by applicable state, federal, or tribal law.

13. Indemnification.

To the extent permitted under applicable laws, each Party (as "Indemnitor") agrees to defend, indemnify, and hold harmless the other Party (as "Indemnitee") from and against any and all claims, losses, liability, costs, or expenses (including reasonable attorney's fees) (hereinafter collectively referred to as "Claims") arising out of bodily injury of any person (including death) or property damage, but only to the extent that such Claims are caused by negligent act or omission or other fault of the Indemnitor, its officers, officials, agents, employees, emergency workers, or volunteers. If a Claim or Claims become subject to this indemnity provision, the Parties in question shall expeditiously meet to discuss a common and mutual defense, including proportional liability and payment of possible litigation expense and money damages. Notwithstanding the foregoing, nothing herein shall be construed to modify the gross negligence standard applicable to each Party under the law applicable to that Party. Should a Party to this Compact use a contractor for any purpose, that Party must ensure that its contractor(s) (and all of their subcontractors and materials suppliers, regardless of their degree of removal from the Party's contractor) are required to abide by the insurance requirements which are set forth in Appendix C. The obligations under this Section shall survive termination of this Compact.

14. Term.

This Compact shall terminate ten years after the effective date or until participation in this Compact is terminated by the Party. The 2014 Compact shall cease to be effective as of midnight Arizona time on the evening of December 31, 2023, and this Compact shall go into effect immediately thereafter for all Parties that have signed this Compact before that date and time. This Compact shall continue in effect until midnight Arizona time on the evening of December 31, 2033.

15. Effect of Termination by a Party.

The termination by one or more of the Parties of its/their participation in this Compact shall not affect the operation of this Compact as between the other Parties. The Director shall identify on DEMA's website, with updates as needed, all Parties to this Compact.

16. Compliance with Laws.

Each Party shall comply with all federal, tribal, state, and local laws, rules, regulations, standards, and Executive Orders, as applicable, without limitation to those designated within this Compact. Any changes in such laws, rules and regulations during the terms of this Compact shall apply without the need to amend this Compact.

17. Workers' Compensation.

Each Party shall maintain Workers' Compensation insurance coverage on all of its own employees providing services pursuant to this Compact.

18. Insurance.

Except as expressly provided in this Compact, each Party shall bear the risk of its own actions, as it does with all its operations, and shall determine for itself an appropriate level of insurance coverage and maintain such coverage. Nothing in this Compact shall be construed as a waiver of any limitation on liability that may apply to a Party.

19. Non-Appropriation.

Every payment obligation of each of the Parties under this Compact is conditioned upon the availability of funds appropriated and allocated for the payment of such obligation. If a Party's funds are not appropriated, allocated, and available or if the appropriation is changed by the legislature or other governing body resulting in funds no longer being available for the continuance of that Party's participation in this Compact, that Party may terminate its participation in this Compact as of the end of the period for which funds are available by providing written notice in advance to the Director. No liability shall accrue to the Party in question in the event this provision is exercised, and that Party shall not be obligated or liable for any future payments or for any damages as a result of termination under this paragraph.

20. No Third-Party Beneficiaries.

Nothing in this Compact confers any rights or remedies to any person or entity that is not a Party. Nothing in this Compact affects the legal liability of any Party to this Compact by imposing any standard of care different from the standard of care imposed by law.

21. Entire Compact.

This document constitutes the entire Compact between the Parties pertaining to the subject matter hereof. This Compact shall not be modified, amended, or altered.

22. Jurisdiction.

Nothing in this Compact shall be construed as otherwise limiting or extending the legal jurisdiction of any Party.

23. Conflict of Interest.

If applicable to the Party in question, that Party may terminate its participation in this Compact, without penalty or further obligation, if any person significantly involved in initiating, negotiating, securing, drafting, creating, or executing this Compact on behalf of the Party is, at

any time while this Compact or any extension is in effect, an employee, agent or consultant of another Party with respect to the subject matter of this Compact.

24. Supervision and Control.

Management of an emergency shall remain with the Party originally responsible for responding to the emergency. From the time of arrival to the time of departure at the emergency scene, the Providing Party shall be considered for all purposes to be under the direction and control (other than for the purposes of Workers' Compensation, as provided in Section 17 of this Compact) of the Requesting Party. In proceeding to and returning from the emergency scene, the Providing Party shall not be under the direction and control of the Requesting Party. Supervision and control of Providing Parties' personnel and equipment shall be in accordance with the National Incident Management System. All equipment and personnel used pursuant to this Compact shall be returned to the Providing Party upon being released by the Requesting Party or on demand of the Providing Party for such return.

25. Severability: Effect on Other Agreements.

It is expressly understood that this Compact shall not supplant existing agreements between any of the Parties that provide for the exchange or furnishing of goods and/or service.

26. Severability.

If any provision of this Compact is held to be invalid or unenforceable, the remaining provisions shall continue to be valid and enforceable to the fullest extent permitted by law.

27. Responsibility of the Department of Emergency and Military Affairs.

Nothing in this Compact limits or restricts the legal duties and obligations of DEMA/EM when responding to the emergency of any Party.

28. Execution Procedure.

Execution of this Compact shall be as follows:

This Compact, which will be designated as "ARIZONA MUTUAL AID COMPACT," shall be executed in counterparts by the governing body of each Party. Upon execution, the counterpart will be provided to the Director. This Compact will be effective between all Parties that execute this Compact even if it is not executed by all eligible entities.

29. Termination.

Termination of participation in this Compact by any Party may be affected by that Party as follows:

Notice of termination will be given to the Director 20 days prior to termination. Any Party may, by resolution of its governing body or person, terminate its participation in this Compact by providing a copy of such resolution to the Director. The Parties understand and acknowledge that a Party's participation in this Compact may be subject to cancellation or termination by that Party pursuant to the terms of this Compact, or pursuant A.R.S. § 38-511, or applicable tribal law. Pursuant to the provisions of A.R.S. § 11-952(B)(4), in the event of termination by a Providing Party or a Requesting Party, any property belonging to such Party shall be returned to that Party.

30. Dispute Resolution.

The Parties to this Compact agree to resolve all disputes arising out of or relating to this Compact through arbitration, after exhausting applicable administrative review, to the extent required by law.

31. Record Retention.

Each Party shall retain all records relating to this Compact for a period of five (5) years after the expiration of its term. All records shall be subject to review and copying by any other Party that participated in the emergency response to which such records relate (including such entities that are former Parties whose participation in this Compact was terminated within the five years preceding a request to review and copy) at reasonable times.

32. Forced Labor of Ethnic Uyghurs.

To the extent applicable under A.R.S. § 35-394, each Party warrants and certifies that it does not currently, and agrees that it will not for the duration of this Compact, use the forced labor, any goods or services produced by the forced labor, or any contractors, subcontractors, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China. If a Party becomes aware that it is not in compliance with this paragraph, it shall notify all other Parties of the noncompliance within five business days of becoming aware of it. If the offending Party fails to provide a written certification that it has remedied the noncompliance within 180 days after that, said Party's participation in this Compact shall terminate unless the termination date of this Compact occurs before the end of the remedy, in which their participation will terminate on the Compact's termination date.

33. Counterparts.

This Compact may be executed simultaneously or in counterparts, each of which constitutes an original, but all of which together constitute one and the same agreement.

Arizona Mutual Aid Compact

Signature Page

(City of Goodyear)

IN WITNESS WHEREOF, the Party below hereby signs this Arizona Mutual Aid Compact signature page. The signor warrants that he or she has been duly authorized to commit the Party named to participate in this Compact by formal approval of the Party's governing body or person.

_____ _____

(Signing Authority) Date:

ATTEST:

_____ _____

(Attesting Authority) Date:

Date of formal approval by governing body: _____

Pursuant to A.R.S. § 11-952(D) or applicable tribal law, the attorney for the above entity has determined that the foregoing Compact is in proper form and is within the powers and authority of the entity as granted under the laws of this State and the applicable tribal government.

_____ _____

(Attorney) Date:

Appendix A

Arizona Mutual Aid Compact (AZMAC)
Emergency Management Resource Request

Requesting Party:

Point of Contact: _____

Work: _____ Cell: _____

Email: _____

Requested Resource:

Quantity: _____

Unit of Measure: _____

Date/Time Required: _____

Delivery Location: _____

Date of Request: _____

Requesting Party Tracking Number: _____

Mission

Special Instructions

(i.e., delivery instructions, if the resource must come with personnel, fuel, lodging, etc.)

Personnel

Name:				
Phone Number:				
Email Address:				
Regular Salary/ Hourly Rate:				
Regular Fringe Benefit Hourly:				
Overtime Salary Hourly Rate:				
Overtime Fringe Benefit Hourly Rate:				

Estimated Resource Cost:

Request Forwarded to

Contact Name:	
Organization/Agency:	
Date/Time of Submission:	

Request Approved by: Date:

(Name, Title, Signature)

Reimbursement

Providing Party Representative Signature Date:

Requesting Party Representative Signature Date:

Appendix B

Arizona Mutual Aid Compact (AZMAC) Points of Contact

Date: 11/22/2023

Name of Party: City of Goodyear, AZ

Mailing Address: 14455 W. Van Buren St., Suite E-102, Goodyear, AZ 85338

Authorized Representatives to Contact for Mutual Aid Assistance

	Primary Contact	1st Alternate	2nd Alternate
Name	Brian Woodard	Paul Luizzi	
Title	Emergency Manager	Fire Chief	
24hr	623-606-0374	623-606-0598	
Day	623-882-7112	623-882-7109	
Night	623-606-0374	623-606-0598	
Fax			
Email	brian.woodard@ goodyearaz.gov	paul.luizzi@goodyearaz.gov	

Appendix C

Arizona Mutual Aid Compact (AZMAC)
Use of A Contractor

Each Party shall cause all of its contractor(s) and subcontractors performing any service or work or providing any equipment or material relating to an emergency response undertaken through this Compact to defend, indemnify, and hold harmless the State of Arizona, all Requesting Parties, and all Providing Parties participating in responding to the emergency in question under this Compact, and their respective directors, officers, officials, agents, and employees (hereinafter referred to as "Indemnitee") from and against any and all claims, actions, liabilities, damages, losses, or expenses (including court costs, attorneys' fees, and costs of claim processing, investigation and litigation) (hereinafter referred to as "Claims") for bodily injury or personal injury (including death), or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of that Party's contractor or any of the directors, officers, agents, or employees or subcontractors of such contractor. This indemnity includes any claim or amount arising out of or recovered under the Workers' Compensation Law or arising out of the failure of such contractor to conform to any applicable federal, state, tribal or local law, statute, ordinance, rule, regulation, or court decree. It is the specific intention of the Parties that the Indemnitee shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the Indemnitee, be indemnified by such contractor from and against any and all claims. It is agreed that such a contractor will be responsible for primary loss investigation, defense, and judgment costs where this indemnification is applicable. Nothing herein shall be construed to expand or modify the gross negligence or immunity standard as set forth in the state, federal, or tribal law applicable to the Party in issue.

Insurance Requirements for Parties:

None.

Insurance Requirements for Any Contractors Used by a Party to this Compact:

(Note: this applies only to Contractors used by a Party, not to the Party itself.) The insurance requirements herein are minimum requirements and in no way limit the indemnity covenants contained in this Compact. The State of Arizona in no way warrants that the minimum limits contained herein are sufficient to protect the Party or Contractor from liabilities that might arise out of the performance of the work under this Contract by the Contractor, its agents, representatives, employees or subcontractors, and Contractor and the Party are free to purchase additional insurance.

A. Minimum Scope and Limits of Insurance: Contractor shall provide coverage with limits of

liability not less than those stated below.

1. Commercial General Liability- Occurrence Form

Policy shall include bodily injury, property damage, personal and advertising injury, and broad form contractual liability.

a. The policy shall be endorsed (Blanket Endorsements are not acceptable) to include the following additional insured language: "The State of Arizona, [insert names of the Requesting Party(ies) and Providing Party(ies) in issue], and their departments, agencies, boards, commissions, universities, officers, officials, agents, and employees shall be named as additional insureds with respect to liability arising out of the activities performed by or on behalf of the Contractor." Such additional insured shall be covered to the full limits of liability purchased by the Contractor, even if those limits of liability are in excess of those required by this Contract.

b. The policy shall contain a waiver of subrogation endorsement (Blanket Endorsements are not. acceptable) in favor of the "State of Arizona, [insert names of the Requesting Party(ies) and Providing Party(ies) in issue], and their departments, agencies, boards, commissions, universities, officers, officials, agents, and employees" for losses arising from work performed by or on behalf of the Contractor.

2. Business Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and/or non-owned vehicles used in the performance of this Contract.

- Combined Single Limit (CSL) $1,000,000

a. The policy shall be endorsed (Blanket Endorsements are not acceptable) to include the following additional insured language: "The State of Arizona, [insert names of the Requesting Party(ies) and Providing Party(ies) in issue], and their departments, agencies, boards, commissions, universities, officers, officials, agents, and employees shall be named as additional insureds with respect to liability arising out of the activities performed by or on behalf of the Contractor, involving automobiles owned, leased, hired or borrowed by the Contractor". Such additional insured shall be covered to the full limits of liability purchased by the Contractor, even if those limits of liability are in excess of those required by this Contract.

b. Policy shall contain a waiver of subrogation endorsement (Blanket Endorsements are not acceptable) in favor of the "State of Arizona, [insert names of the Requesting Party(ies) and Providing Party(ies) in issue], and their departments, agencies, boards, commissions, universities and its officers,

officials, agents, and employees" for losses arising from work performed by or on behalf of the Contractor.

c. Policy shall contain a severability of interest provision.

3. Workers' Compensation and Employers' Liability

- Workers' Compensation — Statutory
- Employers' Liability

Each Accident	$1,000,000
Disease - Each Employee	$1,000,000
Disease - Policy Limit	$1,000,000

a. Policy shall contain a waiver of subrogation endorsement (Blanket Endorsements are not acceptable) in favor of the "State of Arizona, [insert names of the Requesting Party(ies) and Providing Party(ies) in issue], and their departments, agencies, boards, commissions, universities and its officers, officials, agents, and employees" for losses arising from work performed by or on behalf of the Contractor.

B. Additional Insurance Requirements: The policies are to contain, or be endorsed (Blanket Endorsements are not acceptable) to contain, the following provisions:

1. The Contractor's policies shall stipulate that the insurance afforded the Contractor shall be primary insurance and that any insurance carried by the State of Arizona, [insert names of the Requesting Part(ies) and Providing Part(ies) in issue], and their departments, agencies, boards, commissions, universities and its officers, officials, agents, and employees shall be excess and not contributory insurance.

2. The Contractor's insurance shall apply separately to each insured against whom a claim is made, or suit is brought, except with respect to the limits of the insurer's liability. Coverage provided by the Contractor shall not be limited to the liability assumed under the indemnification provisions of its Contract with the other Parties.

C. Notice of Cancellation: With the exception of (10) day notice of cancellation for non-payment of premium, any changes material to compliance with this Contract in the insurance policies above shall require (30) days written notice to the [insert names of the Requesting Party(ies) and Providing Party(ies) in issue].

D. Acceptability of Insurers: Contractor’s insurance shall be placed with companies licensed in the State of Arizona. Insurers shall have an "A.M. Best" rating of not less than A-VII or be duly authorized to transact Workers' Compensation insurance in the State of Arizona. The State of Arizona in no way warrants that the above-required minimum insurer rating is sufficient to protect the Contractor from potential insurer insolvency.

E. Verification of Coverage: Contractor shall furnish the Parties retaining the contractor in question with certificates of insurance (ACORD form or equivalent approved by the State of Arizona) as required by this Contract. The certificates for each insurance policy are to be signed by an authorized representative.

   All certificates and endorsements (Blanket Endorsements are not acceptable} are to be received and approved by the Parties retaining the contractor in question before work commences. Each insurance policy required by this Contract must be in effect at or prior to the commencement of work under this Contract and remain in effect for the duration of the project. Failure to maintain the insurance policies as required by this Contractor or to provide evidence of renewal is a material breach of contract.

   All certificates required by this Contract shall be sent directly to the Parties retaining the contractor in question.

F. Subcontractors: Contractor's certificate(s) shall include all subcontractors as insureds under its policies or Contractor shall furnish separate certificates for each subcontractor to the Party to this Compact that the contractor in question has contracted with. All coverage for subcontractors shall be subject to the minimum requirements identified above.

G. Exceptions: In the event the Contractor or subcontractor(s) is/are a public entity, then the Insurance Requirements shall not apply. Such a public entity shall provide a Certificate of Self-Insurance. If the contractor or subcontractor(s) is/are a State of Arizona agency, board, commission, or university then none of the above shall apply.

Addendum #1

Arizona Mutual Aid Compact (AZMAC)

Cyber-Related Mutual Aid For Participating Tribal Parties

1. Purpose.

The purpose of this Addendum #1 ("Addendum") to the Arizona Mutual Aid Compact is to define for the participating Parties the Arizona National Guard Cyber Joint Task Force of the Arizona Department of Emergency and Military Affairs (AZNG-CJTF) terms and procedures which will be used among the participating Parties for dispatching cyber-related mutual aid assistance to any affected area in accordance with tribal laws, resolutions, and emergency plans or agreements. The AZNG-CJTF may work with other applicable State and federal cybersecurity entities, as needed. Except as expressly stated in this Addendum, all of the terms of the Arizona Mutual Aid Compact itself apply to this Addendum as if set forth in this Addendum in full.

2. Scope.

The scope of this Addendum is to (1) identify the available cyber resources of the AZNG-CJTF; (2) identify the terms and conditions for Requesting Parties to utilize those resources; and (3) provide a mechanism for compensation for those cyber resources.

3. Definitions.

In addition to the definitions listed below, all of the definitions set forth in the Arizona Mutual Aid Compact shall apply here.

- **Cyber** refers to both information and communications networks.
- **Cyber Attack** means any kind of malicious activity that attempts to collect, disrupt, deny, degrade, or destroy information system resources or the information itself.
- **Cyber Emergency** means any actual, imminent, or potential cyber-related incident that will adversely affect public health, safety, or security; the environment; or economic prosperity on a level materially significant.
- **Cyber Incident** means actions taken through the use of an information system or network that result in an actual or potentially adverse effect on an information system, network, and/or the information residing therein.
- **Cyber Threat** means any circumstance or event with the potential to adversely impact organizational operations (including mission, functions, image, or reputation), organizational assets, or individuals through an information system via unauthorized access, destruction, disclosure, modification of information, and/or denial of service. Also, the potential for a threat-source to successfully exploit a particular information system vulnerability.
- **Cybersecurity** means prevention of damage to, protection of, and restoration of computers, electronic communications systems, electronic communications services, wire communication, and electronic communication, including information contained

therein, to ensure its availability, integrity, authentication, confidentiality, and nonrepudiation.

4. Types of Assistance.

The AZNG-CJTF offers two types of assistance, (1) vulnerability assessment and (2) cyber incident response. Vulnerability assessments are pre-emptive examinations of a party's physical and electronic safeguards in place protecting the party's information system or network. Vulnerability assessments are not done in response to a particular cyber incident. Cyber incident response is assistance provided following a cyber-attack or intrusion on a party's information system or network.

Regardless of whether a party requests AZNG-CJTF assistance to conduct either a vulnerability assessment or a cyber incident response, AZNG-CJTF assistance is limited to examinations of relevant physical and electronic security measures for an information system or network, an outline of AZNG-CJTF identified risks, threats, or breaches that were found as a result of any examination, and AZNG-CJTF recommendations to either address or minimize any identified risks, threats, or breaches and how a party could undertake such measures. AZNG-CJTF assistance does not include implementing any cyber security recommendation it or its personnel make, nor does it include directly thwarting or eliminating any ongoing cyber incident.

To request a vulnerability assessment from the AZNG-CJTF, contact AZCyberJointTaskForce@arizona.gov. For cyber incident response, refer to section 5.

5. Procedures for Requesting Assistance.

All procedures for requesting cyber-related assistance should follow the provisions outlined below:

1. Notify the DEMA/EM Duty Officer of the incident via phone at (602) 469-3401.
2. Submit a Resource Request into WebEOC detailing:
    a. When the Cyber Incident began,
    b. what the Indicators of Compromise (IoCs) are,
    c. the systems that have been affected (i.e., host machines, servers, other devices),
    d. the steps that have been taken, and
    e. what assistance is being requested.

Additionally, prior to any cyber-related assistance is provided, the Requesting Party and AZNG-CJTF must enter into either a Memorandum of Understanding (MOU) or a Memorandum of Agreement (MOA). These Memoranda will outline the scope of the cyber-related assistance that the Requesting Party desires from the AZNG-CJTF and the conditions under which this assistance will be conducted. These conditions can include terms or limitations from both the Requesting Party and the AZNG-CJTF.

An MOU will be entered if the cyber-related assistance being requested relates to a preventative computer and network vulnerability assessment that is not in response to a particular Cyber Incident. Any cyber-assistance provided by the AZNG-CJTF pursuant to an MOU will not involve reimbursement or any other form of cost-sharing by the Requesting Party. An MOA will be entered if the cyber-related assistance being requested relates to a particular Cyber Incident and not merely preventative assessments or examinations. Cyber-related assistance conducted pursuant to an MOA may require the Requesting Party to reimburse some or all of the AZNG-CJTF costs to conduct such assistance.

Any cyber-related assistance may be available regardless of whether there has been a federal declaration of emergency. However, if the AZNG-CJTF provides cyber-related assistance pursuant to an MOA that requires the Requesting Party to reimburse assistance costs to DEMA, the Requesting Party shall be solely responsible for determining whether these costs can be reimbursed by the federal government. Whether or not any cyber-assistance costs incurred by the Requesting Party to the AZNG-CJTF are reimbursable by the federal government shall not be a basis by the Requesting Party to delay reimbursing these costs to the Arizona National Guard Cyber Response Revolving Fund in the timely manner outlined in the respective MOA.

RESOLUTION NO. 2023-2373

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, APPROVING THE ARIZONA MUTUAL AID COMPACT AGREEMENT FOR PARTICIPATION IN THE ARIZONA DEPARTMENT OF EMERGENCY MANAGEMENT MUTUAL AID COMPACT, PROVIDING FOR EXECUTION AND EFFECTIVE DATE.

WHEREAS, one or more Parties may find it necessary to utilize all of their own resources to cope with emergencies, and may require the assistance of another Party or other Parties; and

WHEREAS, it is desirable that all resources of all Parties be available to all other Parties on pre-established terms, in order to respond to such emergencies; and

WHEREAS, it is desirable that each of the Parties should assist one another when such an emergency occurs by providing such resources as are available and needed, including, but not limited to, fire, police medical and health, environmental, communication, and transportation services to cope with the problems of response; and

WHEREAS, it is desirable that a compact be executed for the interchange of such mutual aid; and

WHEREAS, it is desirable to utilize this Compact in exercising adopted emergency plans; and

WHEREAS, it is desirable that the manner of financing of such cooperative undertakings be resolved in advance of such emergency; and

WHEREAS, the Mayor and City Council of the City of Goodyear have determined that the approval and execution to participate in the Arizona Mutual Aid Compact is in the best interest of the City and its citizens.

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

SECTION 1. The Arizona Mutual Aid Compact Agreement for participation in the Arizona Department of Emergency Management Mutual Aid Compact is hereby approved.

SECTION 2. The Mayor is hereby authorized to sign and execute the Arizona Mutual Aid Compact Agreement between the City of Goodyear, Arizona, and the Arizona Division of Emergency Management for participation in the Arizona Emergency Management Mutual Aid Compact, attached hereto as Exhibit “A” to this Resolution.

SECTION 3. Resolution 2023-2373 shall be effective upon the date of its adoption.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 2023.

_____
Joe Pizzillo, Mayor

Date: _____

ATTEST:

_____
Darcie McCracken, City Clerk

APPROVED AS TO FORM:

_____
Roric Massey, City Attorney

EXHIBIT ‘A’

ARIZONA MUTUAL AID COMPACT AGREEMENT

(ON THE FOLLOWING PAGES)

ITEM #: 5.
DATE: 12/18/2023
AI #:1765

CITY COUNCIL ACTION REPORT

SUBJECT: AUTHORIZATION OF BUDGET AMENDMENTS AND EXPENDITURES FOR CAPITAL IMPROVEMENT PLAN (CIP) RAINBOW VALLEY WATER RECLAMATION FACILITY (WRF) EXPANSION AND PROJECTS

STAFF PRESENTER(S): Barbara Chappell, Water Services Director; Lisa Melton, Senior Project Manager

SUMMARY

This is a budget amendment and expenditure request for CIP Project #60077 Rainbow Valley WRF Expansion and Project #60110 Rainbow Valley WRF Operational Improvements to initiate design of the expansion for the Rainbow Valley Water Reclamation Facility.

STRATEGIC PLAN ALIGNMENT

Quality of Life | Fiscal Resource Management | Economic Vitality

RECOMMENDATION

Authorize the budget amendment of $12,158,800 for CIP Project #60077 Rainbow Valley Water Reclamation Facility (WRF) Expansion and $3,772,000 for CIP Project #60110 Rainbow Valley Water Reclamation Facility (WRF) Operational Improvements, along with expenditure of funds up to $3,300,000 for design services at the Rainbow Valley WRF. (Barbara Chappell, Water Services Director)

FISCAL IMPACT

The Rainbow Valley WRF Expansion (#60077) was approved as a part of the FY2024 budget. The current total project budget is $34,000,000, including $3,686,200 for design. This item will increase the budget by $12,158,800, bringing the total project budget to $46,158,800. During the master planning phase in June 2023, the cost and capacity of the facility were evaluated, determining a 1,250,000 gpd expansion aligned with the 10-year growth needs, representing a decrease of 500,000 gpd from the project scope included in the FY2024 budget. The reduction in capacity and increase in project budget were included in the proposed development impact fees that are scheduled to be implemented on April 1, 2024. The project will be funded by wastewater development impact fees, including a portion of fees prepaid by

the developer of Estrella. Due to prior year expenditures, the remaining FY2024 budget will be $46,410,800.

The Rainbow Valley WRF Operational Improvements (#60110) was also approved as a part of the FY2024 budget. The current total project budget is $5,000,000, including $1,322,400 for design. This item will increase the budget by $3,772,000, bringing the total project budget to $8,772,000. The increase is specifically for noise and odor control improvements that will reduce the set-back distances for adjacent development. The project is funded with wastewater operating funds with reimbursements being paid by the developers of Estrella and Canta Mia for odor control components. Due to prior year expenditures, the remaining FY2024 budget will be $8,612,500.

BACKGROUND AND PREVIOUS ACTIONS

CIP Projects 60077 and 60110 are approved in FY2024 to increase capacity for growth and address operational improvements, respectively, at the Rainbow Valley WRF. On October 24, 2022, Council authorized the expenditure for master planning and design of influent pump station (60077) and conceptual design of operational improvements (60110). On March 20, 2023, Council authorized the expenditure for construction of operational improvements.

STAFF ANALYSIS

The Rainbow Valley WRF is currently committed above 80% of the plant capacity and expansion is required to continue to support growth in Estrella and Canta Mia. During the master planning effort, the technology, buildout capacity, site layout and cost of the next expansion were evaluated. The ultimate build-out was identified at 3.0 MGD for Estrella, with 10-year growth projected at 1.25 MGD. This request will increase the budget to align with planned expansion costs and allow the initiation of design and pre-construction services for the plant expansion.

ITEM #: 6.
DATE: 12/18/2023
AI #:1702

CITY COUNCIL ACTION REPORT

SUBJECT: 2023 GOODYEAR TRANSPORTATION MASTER PLAN (TMP) CIP PROJECT #42049

STAFF PRESENTER(S): Chris Bridges, Deputy Director of Engineering-Transportation

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OTHER PRESENTER(S):

Michael LaBianca, with HDR Engineering, Inc. (TMP Consultant)

SUMMARY

Presenting the 2023 Goodyear Transportation Master Plan for City Council consideration and adoption of the 2023 Goodyear Transportation Master Plan.

STRATEGIC PLAN ALIGNMENT

RECOMMENDATION

ADOPT RESOLUTION NO. 2023-2371 ADOPTING THE 2023 GOODYEAR TRANSPORTATION MASTER PLAN. (Chris Bridges, Deputy Director of Engineering - Transportation)

FISCAL IMPACT

There is no immediate fiscal impact to adopt the 2023 Goodyear Transportation Master Plan (TMP), however, the TMP will be the guide on the City's future investments in transportation infrastructure.

BACKGROUND AND PREVIOUS ACTIONS

On July 14, 2014 (COAC 14-5298), the Goodyear City Council adopted the 2014 Transportation Master Plan by Resolution No. 14-1640.

In June 2022, as part of the budget process, City Council approved CIP projects for fiscal year 2023, which included funding for the TMP.

On July 18, 2022, City Council approved expenditure of $530,000 for the TMP.

On July 27, 2022, a Notice to Proceed was issued to HDR Engineering, Inc. (HDR) to begin working on the TMP. Michael LaBianca, a Project Manager with HDR, is not only the current Project Manager/Consultant, but also was the original consultant to prepare the 2014 Transportation Master Plan for the city of Goodyear.

Beginning in August 2022, the TMP Project Team began public engagement through specific outreach, focused meetings, and in-person engagement including:

- TMP Study Team – bi-weekly interactions
- General Plan Study Team – 6 meetings
- Project Working Group – 6 meetings
    - Group included the Planning Manager, City Traffic Engineer, Transportation Planning Manager, and HDR
- Focused Interviews: Regional Partner Stakeholders – 1 meeting
    - Including surrounding jurisdictions, ADOT, MAG, FHWA, FTA, and McDOT
- Focused Interviews: Stakeholders – 2 meetings
    - Including local businesses and large developers such as Harvard Investment, Amazon, Abrazo, Commercial Property Managers, HOA's, etc.
- Online Public Surveys – 2 surveys
- Project Webpage with Goodyear Story Map engagement
- Social Media posts (multiple platforms) – 10 posts
- InFocus Ads – 2 issues
- General Plan public Meetings – 3 meetings
- General Plan Committee – 2 meetings
- Parks and Recreation Plan Public Meetings – 3 meetings
- Citizen Bond Committee – 2 meetings
- Council Presentations – 3 meetings
- Draft of TMP made available for Public Review in December 2023.

On June 25, 2023, staff presented an update of the TMP to Council at a Work Session. The project team presentation included an update on the activities and information that had been collected and evaluated, including public feedback. Staff also provided a synopsis of what to expect as the completion of the TMP would be in December 2023.

On November 13, 2023, the Goodyear City Council approved the Goodyear General Plan 2035 by Resolution No. 2023-2362, including transportation system goals incorporating a multimodal transportation system, a well-functioning transportation system, and interagency transportation planning collaboration as required by A.R.S. §9-461.05.

On December 11, 2023, City staff and HDR presented the TMP to City Council at a Work Session and provided a recommendation of roadway, transit, and active transportation priorities. During the Work Session, Council expressed that safety is important (including bicycle safety, red light running, and speeding), as well as dedication of transportation funding and expansion of the WeRIDE service.

STAFF ANALYSIS

The Goodyear City Council identified the need to take a proactive approach towards the development of the City’s transportation network. As a result, the TMP includes planning the City's overall transportation network for the next 20 years, reviews the development of previous projects from the 2014 Transportation Master Plan, evaluates current capital improvement projects, identifies needs for the City's transportation network, evaluates the efficiency and safety of the City's transportation network, integrates the most recent multimodal planning efforts, and coordinates the TMP with the Goodyear Parks and Recreation Master Plan and General Plan 2035.

The goal of the TMP is to put an emphasis on the safe and efficient movement of people, goods, and services in a proactive and fiscally responsible manner.
The deliverables for the TMP include the following:

- Conducting a Full Multimodal Transportation Assessment
- Analyzing a Traffic Demand Forecast Model
- Evaluating Current Socioeconomic and Transportation Network Conditions
- Public Involvement
- Stakeholder and Regional Partner Engagement
- Prioritizing Current and Future Transportation Network Needs
- Identifying Potential Funding Opportunities
- Creating Prioritized Project Recommended Investment Choices

The TMP contains existing and future conditions analysis, socioeconomic and population analysis and projections, regional travel demand modeling, prioritizing transportation projects for the next 5-years, planning level cost estimates, and identifying projects to monitor for the long term.

City staff recommends approving the Transportation Master Plan (TMP) for final adoption and will begin to implement the TMP through the CIP process. One of the key recommendations in the TMP is to pursue funding through the United States Department of Transportation (USDOT) to create a citywide Safety Action Plan focusing on the four E's (evaluation, enforcement, engineering, and education) to identify the most critical safety needs with recommended solutions under each of the four 'E' categories. The SS4A grant cycle opens in February 2024. Based on the Work Session conversation, City staff will also be researching opportunities related to dedicated funding sources for transportation and what other jurisdictions do as well and communicating that with CMO and Council in the future. Lastly, City staff is advancing an opportunity to do an independent analysis of our Traffic Management Center (TMC) and entire transportation network in January to identify opportunities for improvement related to the TMC and Intelligent Transportation System (ITS) operations using nationwide key performance indicators. City staff will update the Council on this effort at the Council Retreat on January 11, 2024.

Attachments

Resolution 2023-2371

DRAFT 2023 Goodyear Transportation Master Plan

RESOLUTION NO. 2023-2371

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, ADOPTING THE 2023 GOODYEAR TRANSPORTATION MASTER PLAN.

WHEREAS, the purpose of the City of Goodyear's Transportation Master Plan is to proactively create transportation network goals that include a multimodal transportation system, a well-functioning transportation system, and interagency transportation planning collaboration; and

WHEREAS, on July 27, 2022, the City of Goodyear contracted with HDR Engineering, Inc. to assess and update the 2014 Transportation Master Plan; and

WHEREAS, significant public outreach was conducted with a TMP Study Team, General Plan Study Team, Project Working Group, interviews, public surveys, project webpage, social media posts, and in-person meetings; and

WHEREAS, on November 13, 2023, by Resolution 2023-2362, the Mayor and City Council adopted the Goodyear General Plan 2035, which includes transportation system goals; and

WHEREAS, the 2023 Goodyear Transportation Master Plan aligns with the adopted Goodyear General Plan 2035; and

WHEREAS, the 2023 Goodyear Transportation Master Plan identifies immediate and future Capital Improvement Program projects related to accomplishing the transportation system goals in the Goodyear General Plan 2035; and

WHEREAS, the Mayor and City Council find adopting the 2023 Goodyear Transportation Master Plan is in the best interest of the City of Goodyear.

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

SECTION 1. The "2023 Goodyear Transportation Master Plan", a copy of which is attached hereto as Exhibit A and incorporated herein by reference, is hereby adopted by the City Council.

SECTION 2. Resolution 2023-2371 shall be effective upon the date of its adoption.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 2023.

_____
Joe Pizzillo, Mayor

Date: _____

ATTEST:

_____
Darcie McCracken, City Clerk

APPROVED AS TO FORM:

_____
Roric Massey, City Attorney

Goodyear Transportation Master Plan

12.1.2023

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Introduction

The Goodyear Transportation Master Plan (the Plan) is the City of Goodyear's plan for maintaining and enhancing its transportation system.

The Plan addresses all transportation modes in Goodyear—vehicular, nonmotorized, micromobility, transit, and aviation—and provides the City with direction on specific improvements to enhance the ability of residents and visitors to navigate the community.

The Plan provides the City with policy direction and guidance for a range of transportation improvements. Planning-level cost estimates are discussed, and improvement projects are prioritized to assist with project programming and implementation. The planned improvements identified in the Plan will be implemented by the City through capital project construction, by private development (through development agreements with the City), and through regional improvements funded through the Arizona Department of Transportation (ADOT) and the Maricopa Association of Governments (MAG), a Council of Governments that serves as the regional planning agency for the 27 cities and towns and 3 Native nations which comprise the metropolitan Phoenix area.

Goodyear in Context

Place in the Valley

The City of Goodyear is located in the southwestern Phoenix Metropolitan Area in Maricopa County. Set against the western foothills of the Sierra Estrella mountains, Goodyear extends across Rainbow Valley and the edge of the Sonoran Desert National Monument to the southwest. The City is bordered to the east by Avondale and west by Buckeye. Glendale and the Luke Air Force Base are located to the north, and the Town of Litchfield Park borders the community to the northeast. The City is bisected by the Gila River, and served by the regional freeway system with interchanges with the Interstate 10 (I-10) and the State Route 303 Loop (Loop 303).

Goodyear's location within the Phoenix metropolitan area has significant bearing on its transportation system.

Goodyear is located in the southwestern portion of the Phoenix metropolitan area, and the northern portion of the City is well served by the regional freeway system. Source: Goodyear Economic Development.

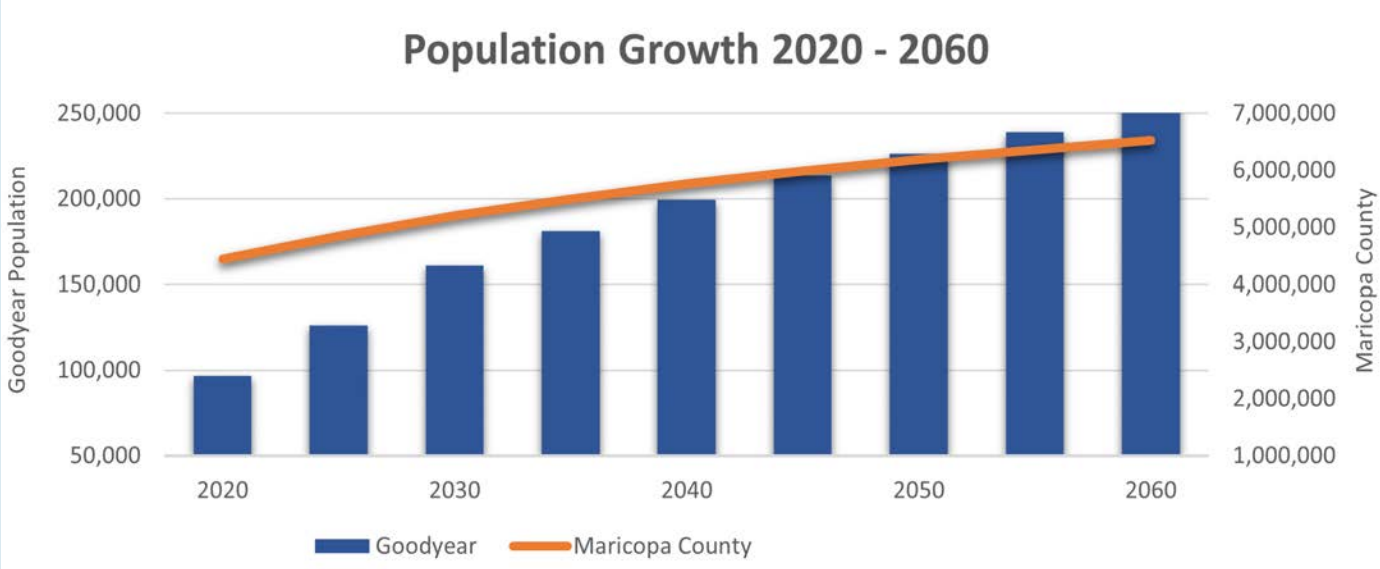
Community Profile

For the past decade, Goodyear has been one of the fastest growing communities in the nation.

Since 2010 Goodyear has seen a 57 percent increase in age 65+ population. Today, nearly 25 percent of the population is under 18. Providing transportation options such as bicycle and pedestrian facilities and transit options such as WeRIDE ensures the community is able to access the resources and mobility necessary for the quality of life Goodyear residents enjoy today.

In addition to recreation and health purposes, residents would like safe and efficient bicycling and walking options to destinations, including shopping, schools, employment, and entertainment destinations throughout the City. The Plan recommends improvements to help meet this growing demand for active transportation choices.

Figure 1. Goodyear and Maricopa County Projected Population Growth
Source: Arizona Commerce Authority (2023)



Growth Patterns

Projections for growth in Goodyear show the City both north and south of the Gila River increasing in population and employment through the Plan's 20-year planning horizon.

The 2022 and 2045 projected population (Figures 2 and 3) and 2022 and 2045 projected employment (Figures 4 and 5) at right show the current and projected population and employment density across the developing portions of Goodyear through the 2045 plan horizon.

Today, less than a quarter of privately owned land in Goodyear's planning area is developed, with much of the developable private land existing south of the Gila River.

As density increases with build-out of neighborhoods, the city's developing transportation network will support more travel. The density south of the Gila River and to the west (Buckeye, not shown) is projected to increase substantially, necessitating new roadway projects such as the Estrella Parkway bridge widening (in design) and the planned State Route 30 (SR 30) regional freeway.

The average population density in Goodyear north of the Gila River is anticipated to be nearly 3,200 people per square mile in 2045; population density in the area south of the Gila River is anticipated to be approximately 1,100 people per square mile in 2045.

Changes in the regional population have resulted in the combination of the small Avondale-Goodyear Urbanized Area (UZA) with the Phoenix-Mesa UZA. This change has implications for how regional resources are allocated, and in particular, transit funding. With the combining of UZAs, Goodyear will lose access to federal funds to support transit operations in the City, shifting costs to the City.

Figure 2. 2022 Population Density (left)
Figure 3. 2045 Population Density (right) Source: MAG

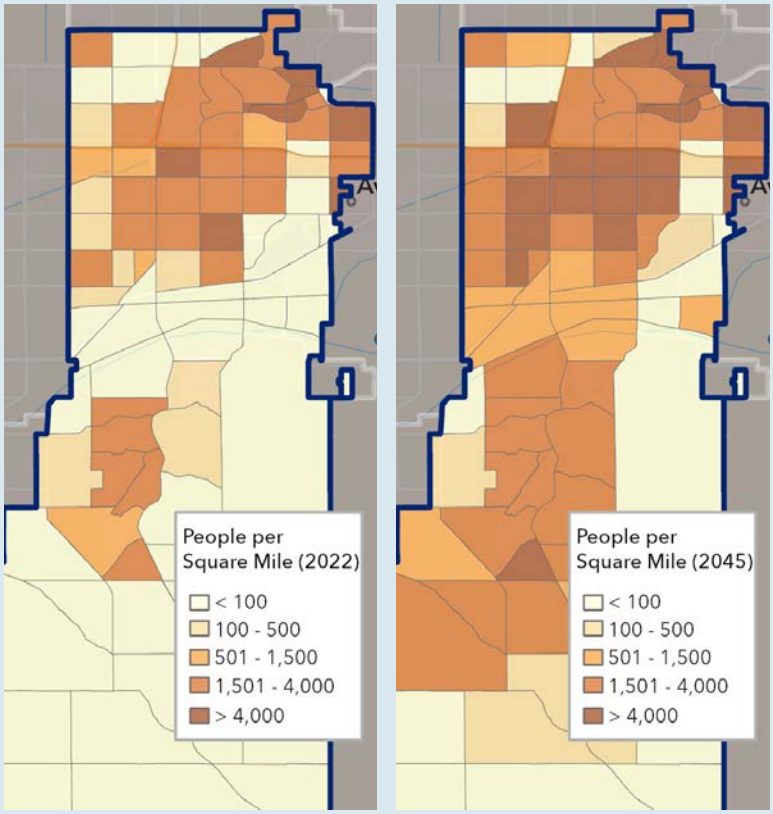
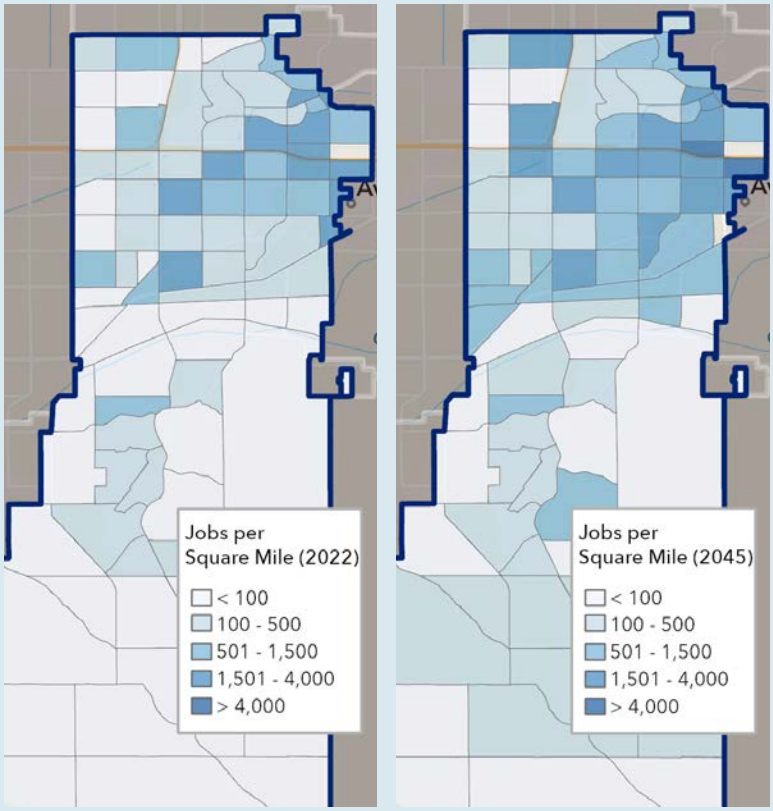


Figure 4. 2022 Employment Density (left)
Figure 5. 2045 Employment Density (right) Source: MAG



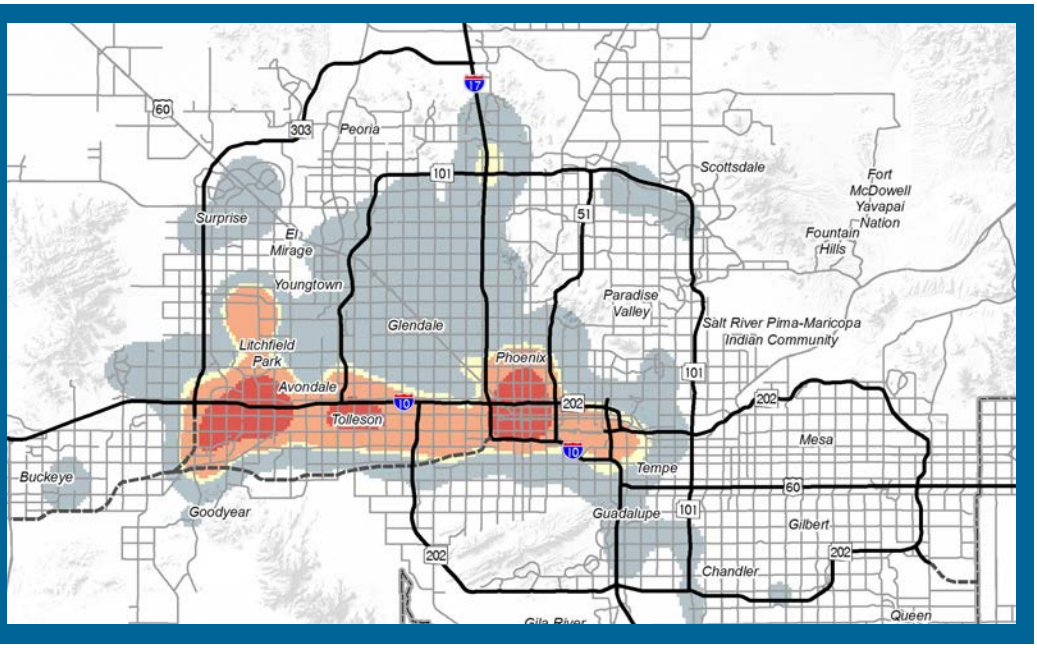
Commute Patterns

The following maps analyze live-work patterns for the City of Goodyear. The data used for these maps comes from an annual survey conducted as part of the Maricopa County Travel Reduction Program (TRP) and provides a sampling of the overall commute picture of Goodyear residents and workers.

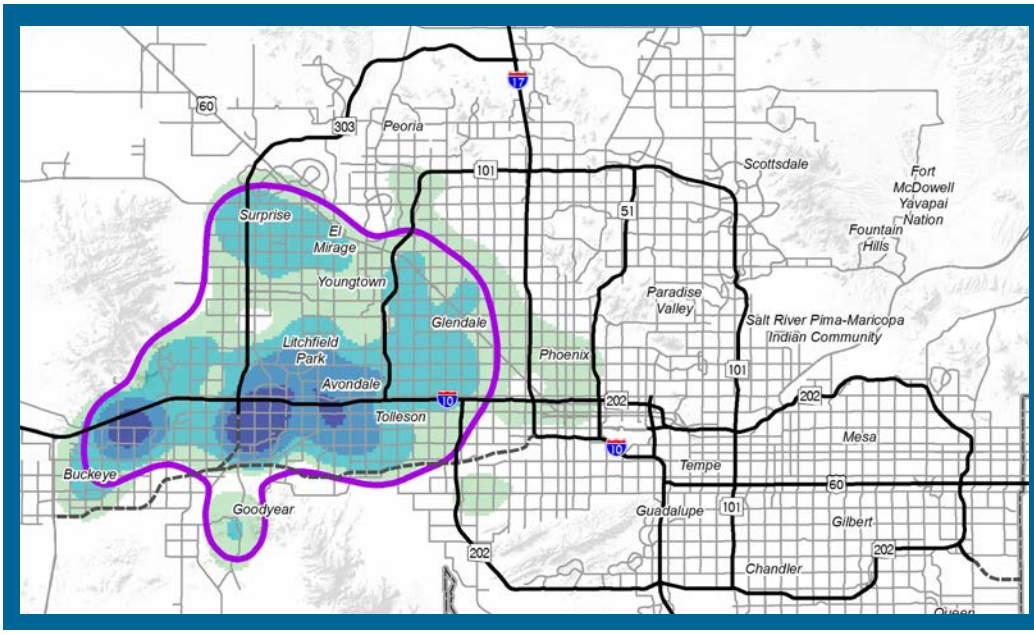
According to the U.S. Census Bureau, over 90 percent of people living in Goodyear commute outside the city for work. At the same time, as can be seen in the TRP data, the commute region for Goodyear employment draws from a large area outside the City as well.

An efficient and regionally connected transportation system is vital to Goodyear. Goodyear works closely with neighboring jurisdictions, Maricopa County, MAG, and ADOT to ensure the transportation needs of its residents are met today and in the future. A number of the improvements identified in the Plan are under the jurisdiction of other agencies, and are included to emphasize the importance of these projects to both Goodyear residents and the greater region. The following maps analyze live-work patterns for the City of Goodyear.

Where people living in Goodyear work



Source: MAG (2023)



Where people working in Goodyear live

Source: MAG (2023)

Goals and Objectives

Introduction

The goals, objectives, and policies outline the framework for implementing the Plan and achieving Goodyear's "Guiding Vision". Goals are general in nature and describe the ideal future situation. The objectives identified under each goal provide intermediate milestones that are essential to ultimately achieving the City's goals. The objectives are expressed in terms that are measurable and achievable. In some instances, several objectives may apply to each goal. Policies are the actions to be followed to accomplish the objectives.

Goodyear's Major Arterials include generous 8-foot wide sidewalks (pictured McDowell Road.)

Overall, the goals are aligned with those identified in Goodyear's General Plan 2035, and in particular, with those goals identified in the "Livable and Connected" fundamental strategy. The City has made substantial progress since the last Plan update. Goals and objectives were updated to address this progress and the evolving needs of transportation system users and to incorporate public engagement in that process.

The goals, objectives, and policies were carried forward from the 2014 Plan, and were revised to address accomplishments since that time, changing conditions (for example, delays in the implementation of improvements such as SR 30 on account of regional funding shortfalls), and stakeholder and City Council input.

The goals for roadways, transit, active transportation (walking and bicycling), and aviation are discussed in the following sections.

Roadway Goal

A well-functioning roadway network that effectively and efficiently serves Goodyear's residents, visitors, and employers.

Roadway Objective 1: Continue to coordinate with MAG, ADOT, the Federal Highway Administration (FHWA), and other agencies to enhance regional connectivity.

Policy 1a: The City shall partner with MAG, ADOT, FHWA, and the Maricopa County Department of Transportation (MCDOT) to implement the design and construction of the planned extension of SR 303 Loop (Loop 303) from its current terminus at Van Buren Street to an interim at-grade intersection with Maricopa County Route 85 (MC 85).

Policy 1b: Continue to partner with said agencies for the eventual continuation of Loop 303 to the planned SR 30 (east- and westbound access). (Search for "SR 30" at azdot.gov for more information.)

Note: Recommendations for Loop 303 south of the proposed SR 30 follow those identified in MAG's framework studies and are beyond this Plan's 2045 horizon.

Policy 1c: The City shall collaborate with MAG, ADOT, FHWA, and MCDOT to ensure that a 300- to 350-foot right-of-way is preserved for development of Loop 303.

Policy 1d: For properties or existing master plans that currently have designated the need for a freeway or high-capacity road corridor, the City shall require that the property owners acquire (or provide resources for the City to acquire) necessary on- or off-site rights-of-way for the designated freeway or road corridor in an amount that is roughly proportional to the development's traffic on such a freeway or road corridor.

Policy 1e: The City shall continue to use its adopted cross sections for arterial, collector, and residential roadways.

Policy 1f: The City shall regularly monitor its roadway and intersection levels of service to implement lane additions, lighting improvements, and traffic control upgrades within a reasonable cost.

Policy 1g: The City shall continue to use roadway construction standards produced by MAG.

Policy 1h: The City shall implement the projects listed in its Capital Improvement Plan (CIP) to install illuminated street signs for traffic signals at the intersections of major arterial roadways.

Policy 1i: The City shall partner with MAG, ADOT, FHWA, and MCDOT to facilitate the development of a West Valley Maintenance Facility adjacent to the Goodyear I-10 Park-and-Ride at 133rd Avenue. Future consideration should be given to the design and construction of high-occupancy vehicle direct access ramps from I-10.

Policy 1j: The City shall develop and maintain a roadway network consistent with the Roadway Functional Classification Map shown in the Plan.

Roadway Objective 2: Effectively transport truck traffic through the City with minimal adverse impacts on residential areas and pedestrians.

Policy 2a: The City shall enforce the Goodyear Code of Ordinances 13-2-13: Truck Routes.

Policy 2b: The City shall install truck route signs to denote through routes and bypass routes in the City.

Policy 2c: The City shall review and periodically monitor the impact of truck routing on city-wide traffic mobility and circulation.

Roadway Objective 3: Evaluate the need for enhanced mobility throughout the community.

Policy 3a: The City shall support the expansion of existing bridges and addition of future bridges across the Gila River to provide high-capacity corridors that connect the central and southern regions of its planning area.

Policy 3b: The City shall partner with the Cities of Phoenix and Avondale, the Town of Buckeye, and other agencies to establish SR 30—a high-capacity east-to-west corridor through the City—as identified in ADOT's Final Location/Design Concept Report, issued on April 28, 2020.

Aerial view of the I-10 and Loop 303 interchange during construction. The freeway has since been built to Van Buren Street, with plans underway to extend the Loop 303 to MC 85 by 2028.

Transit Goal

A community linked internally and externally with adequate transit service to meet the needs of its residents, workers, and visitors.

The 2018 MAG Commuter Rail System Study proposed rail service between Buckeye and downtown Phoenix, with two stops in Goodyear. (Pictured New Mexico Rail Runner Express commuter rail)

Transit Objective 1: Continue to provide transit service, extend the transit system, and make transit facility improvements in Goodyear.

Policy 1a: The City shall ensure that the rail and bus transit modes will be fully incorporated into an integrated multimodal transportation system.

Policy 1b: The City shall preserve rail corridors and evaluate other existing corridors for potential use for future rail transit or for "rails-to-trails" recreational use.

Policy 1c: The City shall reduce its internally generated vehicle trips per day leaving and returning to the community by improving Goodyear's employment base.

Policy 1d: The City shall continue to locate, design, and improve (where necessary) bus bays along transit corridors (for example, McDowell Road, Van Buren Street, and Estrella Parkway) to provide bus patrons with access, shelter, and safety.

Policy 1e: The City shall continue to partner with Valley Metro to investigate and implement accessible, on-demand transit services for older individuals and special needs residents and to expand local fixed transportation routes.

Policy 1f: The City shall encourage ride sharing and shall coordinate with ADOT and MAG to promote the development of high-occupancy vehicle lanes in freeway corridors.

Policy 1g: The City shall identify I-10 and Loop 303 as preferred corridors for express bus routes within and outside the City.

Transit Objective 2: Evaluate the cost and public benefit of continuing a community- or subcommunity-wide microtransit circulator system.

Policy 2a: The City shall continue to monitor the cost and benefits of continuing the WeRIDE microtransit service currently piloted in the City and consider expanding it to other areas of the City if survey data suggest sufficient patron demand and need.

Transit Objective 3: Continue to promote the potential for commuter rail through the City.

Policy 3a: The City shall continue to support regional efforts to implement the Union Pacific Railroad (UPRR) as a commuter rail corridor serving the transportation needs of residents, workers, and visitors between southern Arizona (Tucson), Sky Harbor International Airport, downtown Phoenix and Goodyear.

Policy 3b: The City shall evaluate the potential of a commuter rail station north and east of the intersection of MC 85 and Estrella Parkway, as identified in MAG's Commuter Rail System Study.

Active Transportation Goal

More sustainable transportation options for residents and visitors.

Active Transportation Objective 1: Encourage bicycling for commuting and recreation.

Policy 1a: The City shall implement bicycle lanes as identified in the adopted Parks, Trails, and Open Space Plan.

Policy 1b: The City shall provide bicycle lanes for the safe operation of bicycles on all identified collector and arterial roadways when they are widened or newly built and, if possible, when they are repaved or reconstructed.

Policy 1c: The City shall expand on the identified regional bicycle system with additional active transportation linkages in Goodyear including the Roosevelt Irrigation District (RID) canal, along the Gila River, and a multiuse path along the future SR 30.

Policy 1d: The City shall collaborate with private developers to identify opportunities to reduce gaps in the active transportation network between residential neighborhoods, key activity centers, and connection points to the main roadway network.

Goodyear's street standards call for bicycle lanes on all arterial and collector streets.

Policy 1e: The City shall identify opportunities to create safer crossings for nonmotorized transportation users and implement safety countermeasures such as midblock crossings and grade-separated crossings where feasible and appropriate.

Active Transportation Objective 2: Explore options for offering bicycle and micromobility sharing options.

Policy 2a: The City shall investigate the installation of mobility hubs as identified in the Avondale-Goodyear Transit Study and this Plan.

Active Transportation Objective 3: Continue to promote a safe, walkable community.

Policy 3a: The City shall continue to follow principles established by Crime Prevention Through Environmental Design.

Policy 3b: The City shall investigate locating park benches every quarter mile along major walking corridors in the City.

Policy 3c: The City shall use design provisions to ensure that pathways and walkways are in accordance with Americans with Disabilities Act (ADA) requirements.

Aviation Goal

A functional and economically successful airport.

Aviation Objective 1: Support the realignment of the Phoenix-Goodyear Airport main entrance to Bullard Avenue.

Policy 1a: The City of Goodyear will continue to partner with the City of Phoenix in planning for establishing the main entrance to the Phoenix-Goodyear Airport from Bullard Avenue.

Aviation Objective 2: Support airport-compatible development.

Policy 2a: The City of Goodyear will respect noise contour lines established by past and updated aviation studies in siting appropriate adjacent and proximate land uses.

The Phoenix Goodyear Airport Master Plan guides airport development. 2023 was the facility's busiest year ever with 220,000 takeoffs/landings.

The Phoenix-Goodyear Airport supports over 700 jobs in Goodyear.

Planning Process

This update builds on the 2014 Plan, which lays the foundation for transportation planning in Goodyear. Much has been accomplished since 2014, and the Plan seeks to validate and update the recommendations made at that time to advance the City's transportation goals.

Public Involvement

Incorporating public input was an important aspect of the planning process. The plan was developed over a year, and during that time several touchpoints allowed for engagement. A summary of the project's public involvement activities is found in Appendix A.

General Plan 2035

This Plan was developed in coordination with the Goodyear General Plan 2035, which was being updated concurrently with the Plan. In November 2022, the study team discussed transportation issues and concerns with the General Plan Committee (committee members, who were appointed by the Goodyear City Council, provided input and guidance for General Plan 2035). The study team consulted with the General Plan team throughout the planning effort to ensure that the plans reinforced and reflected consistent goals and objectives.

Goodyear Transportation Master Plan StoryMap

The centerpiece of the effort to engage Goodyear community members in the update was the Goodyear Transportation Master Plan StoryMap, an interactive webpage created to provide information on the study and solicit input. The StoryMap was launched in January 2023 and was updated with schedule information and opportunities to provide input on issues, concerns, and opportunities for the Plan to consider. The StoryMap has received over 2,200 visits through October 2023.

The Goodyear Transportation Master Plan StoryMap is a web map that has been created to give context and provide information on the Plan. It integrates maps, legends, text, and photos with added functionality, such as swipe, pop-ups, and time sliders, that helps users explore its content.

Surveys

Two surveys were conducted during the Plan's development. These surveys were linked through the Plan webpage and the StoryMap, and pushed out to the community through the City's social media sites (Facebook, Twitter [now X], and Nextdoor). A summary of the survey responses is found in Appendix A.

Goodyear is well connected. In addition to traditional open house meetings, the project included a mobile-device friendly web site with a StoryMap, email blasts, and social media campaigns to engage the public.

SURVEY 1

The Existing and Future Conditions Survey was launched on January 17, 2023, and open through February 17, 2023. The survey questions gauged issues and concerns and was organized around the StoryMap content so that respondents had access to transportation information to assist with their comments. Nearly 400 responses were received, with respondents providing information that helped to inform the key study issues.

SURVEY 2

The Second Transportation Survey was launched on September 12, 2023, and open through October 8, 2023. The Second Transportation Survey presented respondents with follow-up questions about major concerns identified by the community from the first survey (such as safety, truck traffic, and signal timing). The second survey also gathered community feedback and views on transit and bicycle and pedestrian facilities. The survey received 267 responses that helped inform and guide the recommendations.

Focus Group Meetings

Since the business community does not necessarily participate in community outreach activities, input on the Plan was solicited from representatives of key industries and businesses in Goodyear, including those in the categories of retail/higher learning, office/medical/distribution, and industrial. A summary of the information collected is included in Appendix A.

City Council Work Session

A Plan update was provided to the City Council at the Work Session meeting on June 5, 2023. Council members provided valuable input on the study effort, issues identified, and their priorities. This guidance was reflected in the Plan recommendations and priorities.

General Plan Open Houses and Virtual Meeting

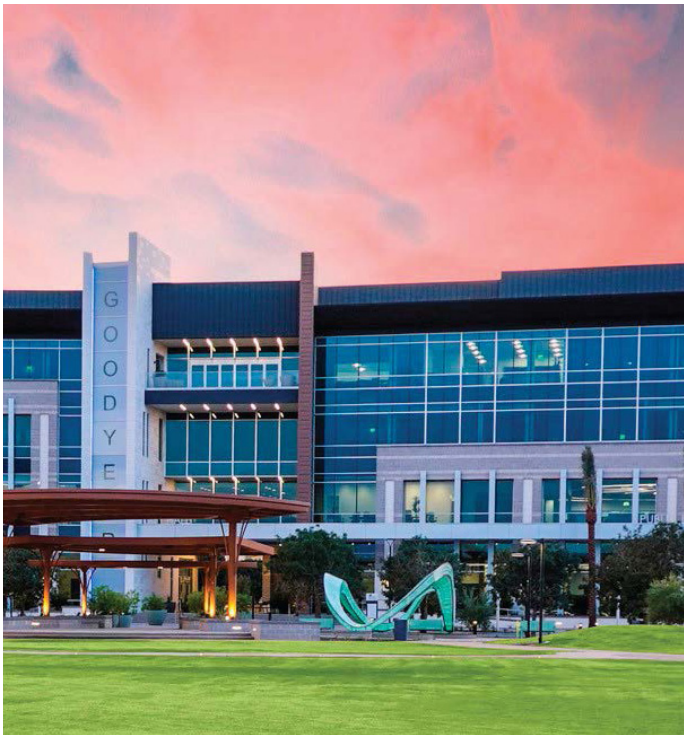
Information was presented at three open houses held on June 6, 7, and 8, 2023 at the Estrella Foothills High School, Goodyear Recreation Campus, and Mabel Padgett Elementary, respectively. Representatives from the study team were on hand to discuss the Plan and document concerns and issues raised.

On June 14, 2023, a virtual public meeting was held (via Zoom). The meeting included an overview and update of the Plan process and a question-and-answer session.

Relationship to Other Plans, Policies, and Guidance Documents

General Plan

The Plan supports the City's General Plan, and the objectives outlined in the Plan implement the General Plan. The General Plan describes the City's vision for future community development and identifies the goals set to achieve that vision. This Plan provides greater detail with regard to transportation infrastructure to achieve the City's vision as embodied in the General Plan. The General Plan elements address every facet of City planning. The General Plan Land Use and Transportation Plan map is consistent with the Plan's Functional Classification Map, with the exception that the Transportation Master Plan is recommending the conversion of the "Parkway" concept to "Major Arterial" (the rationale for this change is found in the discussion of Functional Classification). It should be noted that the General Plan Amendment process defines changes to the roadway plan, separate from a land use change, as a Minor Amendment. The Minor Amendment process is defined in the General Plan document.



Public hearings for the draft General Plan 2035 were held in October 2023, and a special election will be held in 2024 for Goodyear voters to vote on the updated General Plan.

2023 Parks and Recreation Master Plan

The City adopted the 2023 Parks and Recreation Master Plan at the November 13, 2023 City Council meeting. The off-street facilities identified in the Parks, Recreation, Trails and Open Space Master Plan play an important role in the city's active transportation network. An example is the Bullard Wash linear path, which is being implemented in phases across Goodyear from north to south. Over half of respondents to the first survey reported the need for more active transportation connections off main roadways as best representing their views regarding pedestrian and bicycle transportation in the City. Based on the unofficial election results of the City's November 7 parks and recreation projects bond measure, residents voted to extend the Bullard Wash trail system from McDowell Road and 150th Avenue south to connect to Goodyear Ballpark.

Engineering Design Standards and Policy Manual

The Design Standards and Policies Manual informs the planning and design of public and private infrastructure. Design concepts and specific technical data are outlined. Chapter 4, Transportation, describes the requirements for street classifications within the City (standard street cross sections are illustrated in the City's Standard Engineering Details). The existing streets and proposed streets shown in the Plan's Functional Classification Map are required to be incorporated into the design of new development.

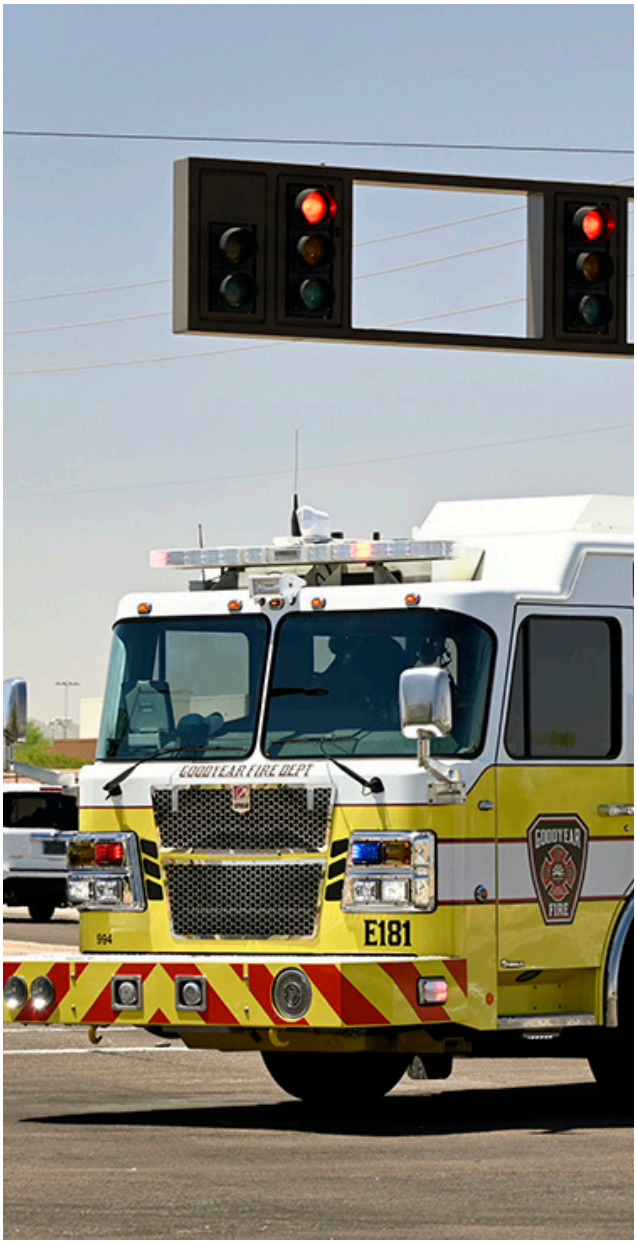
Key Study Issues

As part of the planning process, existing and future transportation needs were evaluated. Information on existing and future conditions is documented in the Plan's Existing and Future Conditions report (see Appendix B). This information was shared with the community through a StoryMap on the Plan's webpage. This document (and the accompanying StoryMap) provides background information for the Plan.

Community outreach was conducted to understand residents' concerns and ideas regarding Goodyear's transportation system. Outreach activities included two community surveys, focus group meetings with businesses representing key sectors in Goodyear (retail/higher learning, office/medical/distribution, and industrial), and open houses conducted in tandem with the General Plan 2035 update. Based on this understanding, key study issues emerged, as discussed in the following sections.

Areas of Focus:

- Congestion
- Gila River Crossings
- Truck Traffic
- Bicycle and Pedestrian Facilities
- Transit
- Speeding



Congestion

Traffic in Goodyear has grown as a result of substantial community and regional growth. As noted in the introduction, many Goodyear residents travel outside of the City for their daily commutes—similar to the growing Buckeye population to the west of Goodyear. While Goodyear is making significant advances in fostering employment in the City, most residents will continue to commute out of the city for work.

Numerous factors, including the City's pattern of growth and location in the Phoenix metropolitan area, have contributed to the congestion residents experience. The level of construction activity in the City supporting this growth also results in roadway restrictions that affect travel (nearly two-thirds of the transportation survey respondents stated that construction phasing should be a consideration when planning street improvements to mitigate construction-related traffic impacts). Roadway improvements planned or underway will go a long way toward improving traffic conditions.

The City's strategic roadway improvements will improve mobility; however, ever-increasing roadway capacity projects alone will not resolve the congestion Goodyear and regional residents are experiencing. In addition to the City's continued improvements to the roadway network, investments in Intelligent Transportation Systems (ITS; to optimize roadway operations, safety, and efficiency), active transportation projects to encourage bicycling and walking, and transit options recommended by the Plan are intended to strengthen the community's transportation network. Through this ongoing investment, the City can effectively mitigate the impact of increasing congestion while maintaining and enhancing the quality of life Goodyear residents enjoy today.

INRIX Data

INRIX real-time traffic flow uses anonymous, real-time Global Positioning System data from millions of connected vehicles and devices to deliver traffic information on major arterial roads. INRIX data, provided as part of a cooperative agreement with ADOT, was used to determine real-time traffic congestion during the peak morning (AM) and afternoon (PM) periods (see Figures 6 and 7). INRIX data, among other criteria, were used to prioritize roadway projects.

Figure 6. Average AM Peak Travel Time
Source: ADOT INRIX data (April 2022)

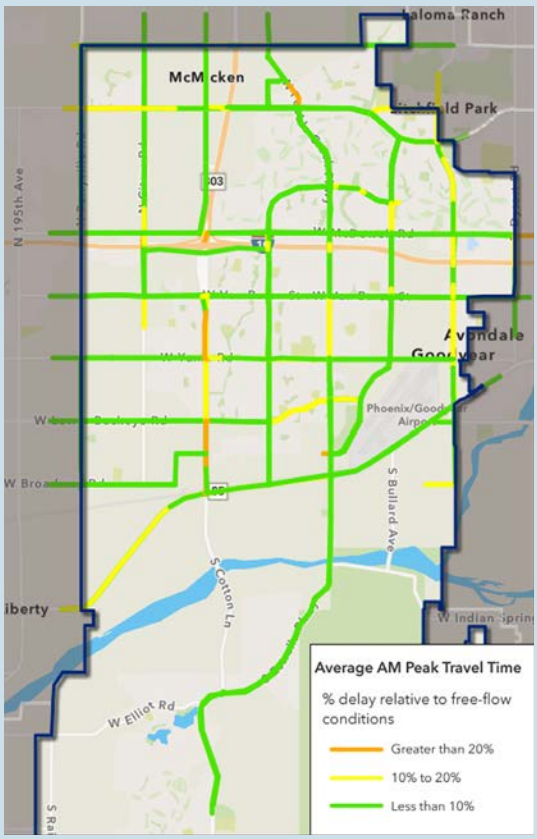


Figure 7. Average PM Peak Travel Time
Source: ADOT INRIX data (April 2022)

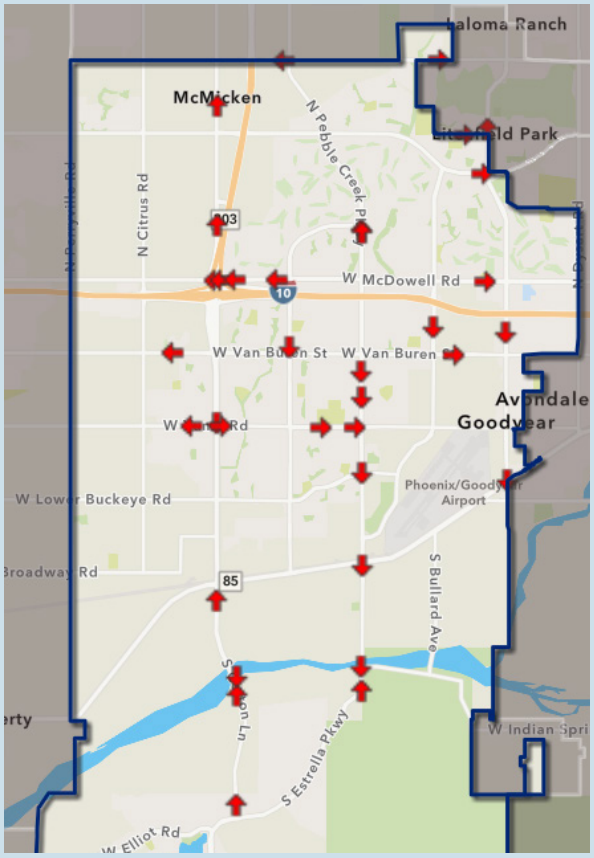
Scalloped Streets

Scalloped streets are sections of roadway with a reduction in the number of travel lanes, also called a lane drop. These locations force through traffic to merge, creating a "bottleneck" that can lead to congestion and delays (see Figure 8, Scalloped Street Locations).

Scalloped streets occur when development adjacent to an unimproved street builds out its portion of the street, while the other side of the street awaits development for improvements to occur. As traffic increases, these merges create bottlenecks in the flow of traffic, resulting in delays.

The nature of development over time has resulted in numerous bottlenecks in the City—which residents have cited as the number one congestion concern. In some circumstances, new developments are asked to build-out the street, with the later development reimbursing them when construction occurs. However, existing remnant scalloped streets are a challenge to correct given the extent and cost of improvements. The Plan recommends solutions to prioritize and help address this problem.

Figure 8. Scalloped Street Locations (Note: locations as of January 2023)



Not only do scalloped streets contribute to congestion (due to merging and decreased roadway capacity), they can present gaps in the sidewalk network.

The Gila River Crossing

The City is divided by the Gila River, which separates northern and central Goodyear north of the river from the south-central and southern Goodyear areas. Today, the population south of the Gila River is just over 20,000 (one-fifth of Goodyear's current population).

Limited services and employment in this area result in vehicular trips across the Gila River to access northern and central Goodyear and the greater Phoenix region.

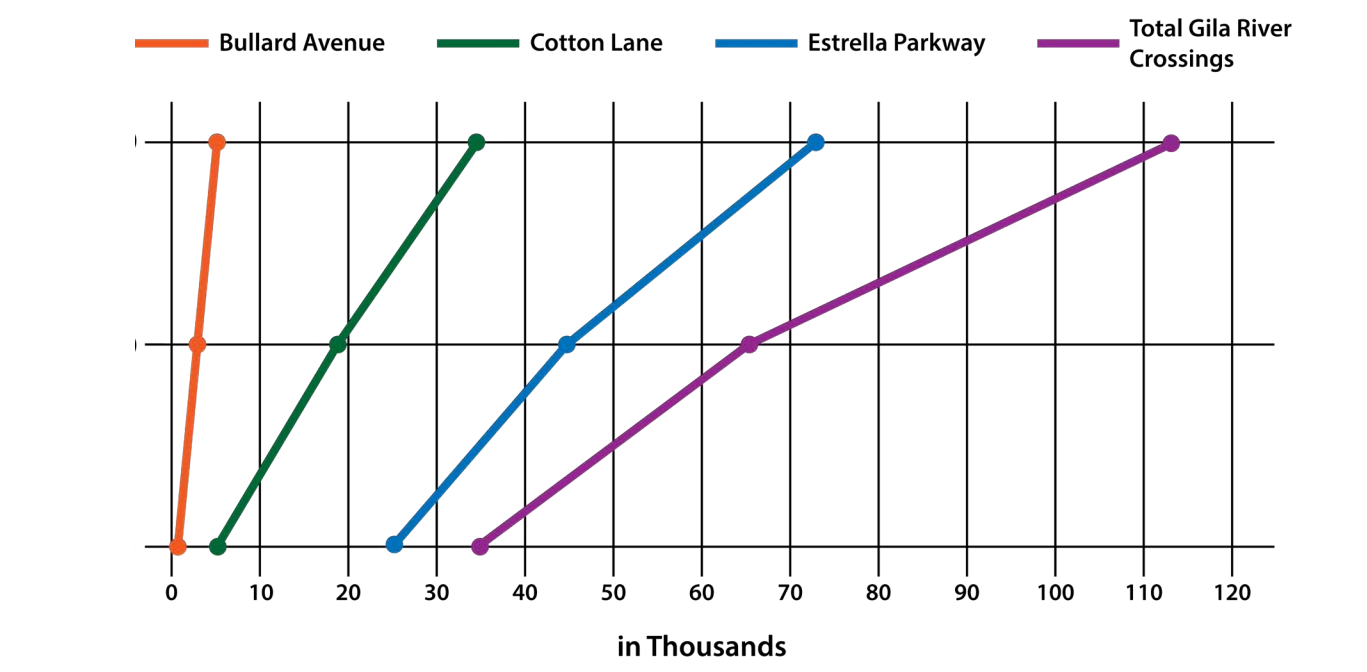
By 2045, the population south of the river is projected to grow to over 95,000 people (40 percent of the City's projected 2045 population of 234,000). This means that over the next 20 years, the area south of the Gila River is anticipated to grow as much as the area north of the Gila River.

Rendering of the Estrella Parkway Bridge over the Gila River Bridge. By 2040, three-lanes in each direction will be necessary to efficiently move traffic across the Gila River.

The Gila River presents a challenge to north-to-south travel in the city. Today, three crossings of the Gila River exist within Goodyear: on Cotton Lane, Estrella Parkway, and Bullard Avenue (see Figure 9). South of the Gila River, the Sierra Estrella and Estrella Mountain Regional Park create a barrier to the east. Limited roadways and development distinguish the southern planning area from the rest of the community. Bordering the city to the southwest is the Sonoran Desert National Monument.

The construction of the Cotton Lane bridge to accommodate future traffic demand, and the current planning for the Estrella Parkway bridge expansion demonstrate the City's foresight and ongoing commitment to addressing these significant transportation challenges.

Figure 9. Average Daily Gila River Bridge and all Gila River Crossing Vehicular Trips
Source: MAG Travel Demand Model



Truck Traffic

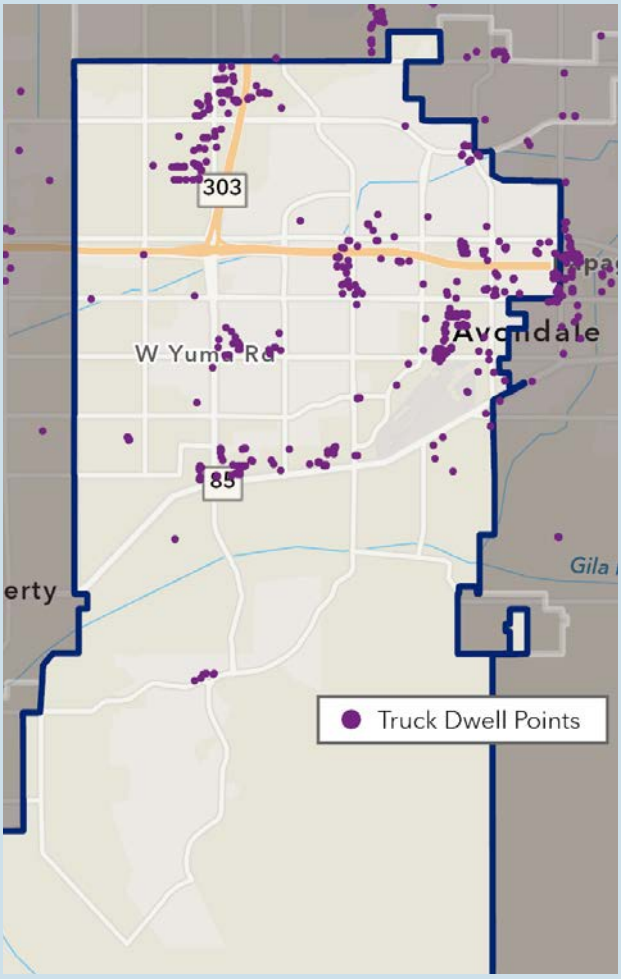
The City Council adopted a resolution in 2002 designating specific routes for trucks. Since that time, and the opening of Loop 303 in Goodyear, significant commercial development has occurred in the city. Numerous manufacturing and logistics businesses have opened as Goodyear's employment-focused growth areas develop (for example, the Loop 303 corridor and the SR 30/MC 85 corridor), along with improved access to the regional transportation system.

The City recognizes that convenient and efficient access to these areas is needed for continued economic growth, while acknowledging the importance of protecting residents and neighborhoods with a logical and reasonable approach to managing the truck traffic supporting that growth.

The City's approach to truck traffic is to designate specific routes for the use of trucks operating within the City's adopted ordinance for weight and size. These routes are identified as designated truck routes for Goodyear. All other routes would be for local truck traffic only. This means that trucks originating within and/or destined for locations within Goodyear would be required to take a designated truck route, accessing that designated truck route by way of the nearest and most direct arterial street route. Trucks traveling through Goodyear, with neither destinations nor origins in Goodyear, would be required to travel on the designated truck routes.

Truck activity in the Goodyear area (see Figure 10, where truck activity is represented by trucks with five or more minutes dwell time) is primarily focused in the Loop 303, MC 85, and Bullard Corridor Growth Areas. Other locations of note are larger shopping areas, including Estrella Parkway and the McDowell Road and Loop 303 corridors. Goodyear's truck route ordinance regulates truck activity throughout the City.

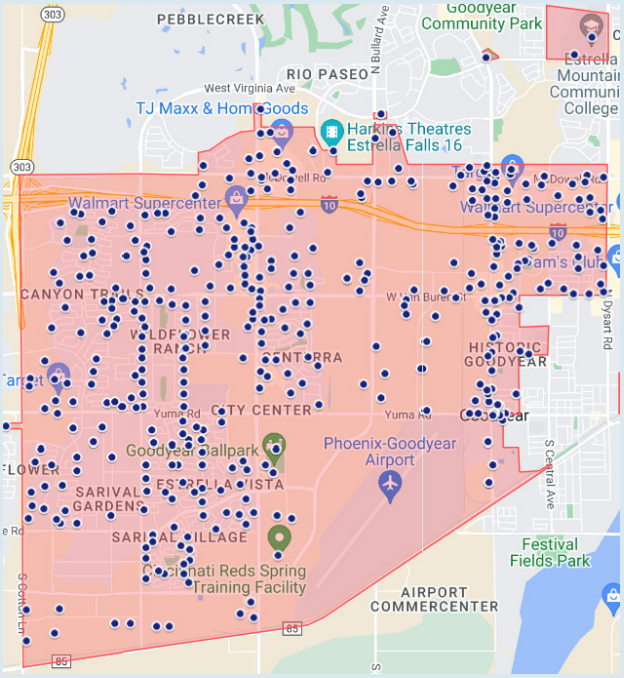
Figure 10. Truck Dwell Points (Source: MAG (2023)



Bicycle and Pedestrian Facilities

Goodyear's arterial and collector streets are being developed with bicycle lanes and sidewalks; however, more needs to be done to promote active transportation (bicycling, walking, and mobility devices) in the city. The volume and speed of traffic on arterial streets creates an uncomfortable environment for all but the "strong and fearless bicyclists" (those willing to bicycle with limited or no bicycle-specific infrastructure). When surveyed about walking and bicycling, a majority (53 percent) of respondents to the first community survey stated that active transportation routes should be off the main roadway network.

The Bullard Wash trail being developed by the City is an opportunity to build a central feature of a connected network of trails and paths to make it easy for residents to choose bicycling or walking for transportation, recreation, or exercise. A system developed for bicycling and walking will also accommodate runners, joggers, wheelchair users (motorized or not), skaters, skateboarders, people with strollers, micromobility (for example, electric scooter [e-scooter], electric bike [e-bike]) users, and all other manner of wheeled devices.



Goodyear WeRIDE pilot service area showing stops. WeRIDE offers trips to and from fixed points within a 10-minute walk to central Goodyear neighborhoods and stops at shopping centers, recreation facilities, businesses and community spaces.
Source: Google Maps.

Transit

Today, Goodyear's transit system consists of fixed-route bus service (including local bus, express bus, and a rural route) and the WeRIDE pilot rideshare service. Launched in November 2022, WeRIDE offers trips to and from fixed points in central Goodyear neighborhoods and stops at shopping centers, recreation facilities, businesses, and community spaces. The WeRIDE pilot program has been well-received in Goodyear, and the City Council is evaluating continued implementation and potential expansion of the pilot service area. With the distance from communities south of the Gila River to City destinations, the WeRIDE service provides one option for further consideration in providing transit service to these communities.

Speeding

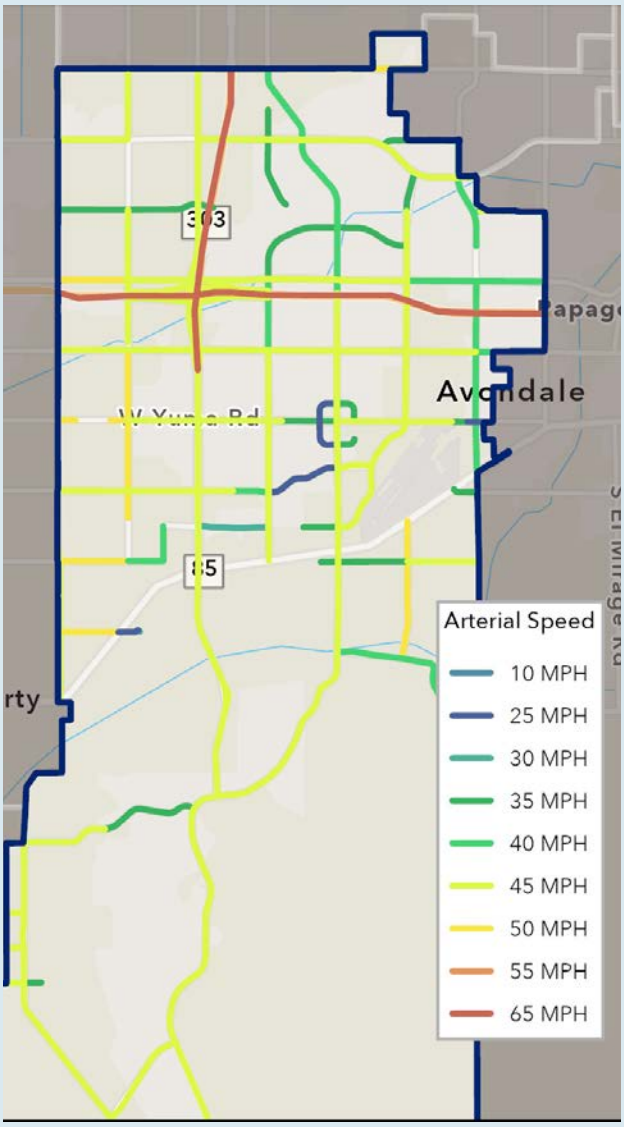
Vehicular speeding has emerged as an issue in Goodyear. The crash analysis done for this Plan revealed that speed-related crashes represented approximately 30 percent of all crashes and were responsible for an average of 2.6 fatalities per year (see Appendix B for additional crash information).

An effective anti-speeding program addresses all factors that influence speeding through engineering, enforcement, education, and emergency services—known as the four E's of safety. This Plan recommends preparing a Safety Action Plan. The U.S. Department of Transportation (USDOT) describes such plans as the basic building block to significantly improve roadway safety. Communities such as Goodyear are receiving USDOT discretionary funding through Safe Streets and Roads for All grants (SS4A).

Benefits of a Safety Action Plan:

- *Reduced fatalities and serious injuries from speeding-related crashes*
- *Greater potential for motorists to avoid crashes*
- *Enhanced safety for pedestrians, cyclists, and other vulnerable road users*
- *Driving population educated on the risks and consequences of speeding*
- *Enhanced community-wide safety culture, where safety is a top priority*

Figure 11. Arterial Posted Speed Limits
Source: Goodyear GIS (2022)



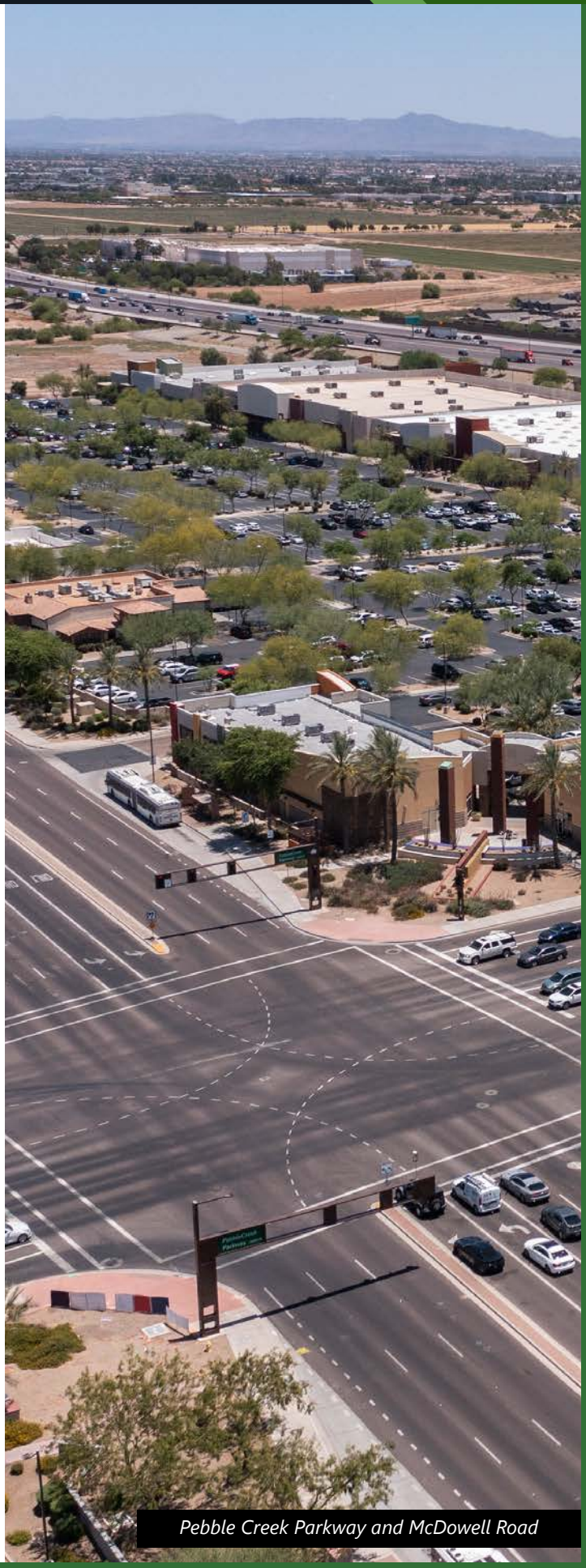
Goodyear's Transportation System

Goodyear's street network provides the framework for transportation and development in the city. The public right-of-way is one of the City's greatest infrastructure assets, and is relied upon by residents, businesses, and visitors on a daily basis to connect origins and destinations throughout Goodyear and the greater Phoenix metropolitan area.

Goodyear's network of roads includes sidewalks and bicycle lanes along its collector and arterial streets. Off-street multiuse paths suitable for bicycle and pedestrian travel (such as the Bullard Wash linear park) complement the street network. By considering different modes of transportation, the City will build capacity in its system to meet the needs of Goodyear's residents today and in the future.

The Plan identifies and recommends strategic actions to improve Goodyear residents' and visitors' ability to navigate the city, focusing on the multiple modes residents use to navigate the community efficiently and safely.

Presented as separate sections, the roadway network, active transportation amenities, and transit services work together to contribute to Goodyear's mobility. By considering these modes as a system, Goodyear will continue to develop the transportation system in a manner that meets the needs of all modes and all users.



Pebble Creek Parkway and McDowell Road

Roadway Network

Goodyear has a well-defined north-to-south and east-to-west arterial roadway grid network north of the Gila River; the roadway network south of the Gila River is more influenced by the area's topography, which is more varied and shaped by washes draining the Sierra Estrella to the east. Goodyear's planning area south of the Gila River, while developing, still includes large areas of undeveloped land with greater topographic variation.

Estrella Parkway is a Scenic Arterial, and ultimately envisioned to be three travel lanes north and south throughout Goodyear with bicycle lanes and sidewalks.

Three bridge crossings over the Gila River exist within city limits: on Cotton Lane, Estrella Parkway, and Bullard Avenue. The bridges provide access to the southern portion of the community. Loop 303, Estrella Parkway/ Pebble Creek Parkway, Bullard Avenue, and Litchfield Road are Goodyear's major north-to-south corridors. Major east-to-west corridors include Camelback Road, Indian School Road, McDowell Road, I-10, Van Buren Street, Yuma Road, and MC 85. Estrella Parkway is the main corridor connecting communities south of the Gila River to the northern portion of Goodyear. I-10 and the Loop 303 provide freeway access to the community (see below for additional information).

Regional Connections

Goodyear is well-served by the existing regional freeway system, with I-10 traversing the northern portion of the city east-to-west, Loop 303 traversing the City north-to-south, and SR 30 planned to extend from the Loop 303 and MC 85 east to SR 202 Loop (Loop 202) in Phoenix (the route is proposed parallel to and approximately 4 miles south of I-10).

I-10

As a continuous coast-to-coast route, I-10 is a principal freight route connecting the southern California ports with the Phoenix metropolitan area and major metropolitan areas in Texas and Florida.

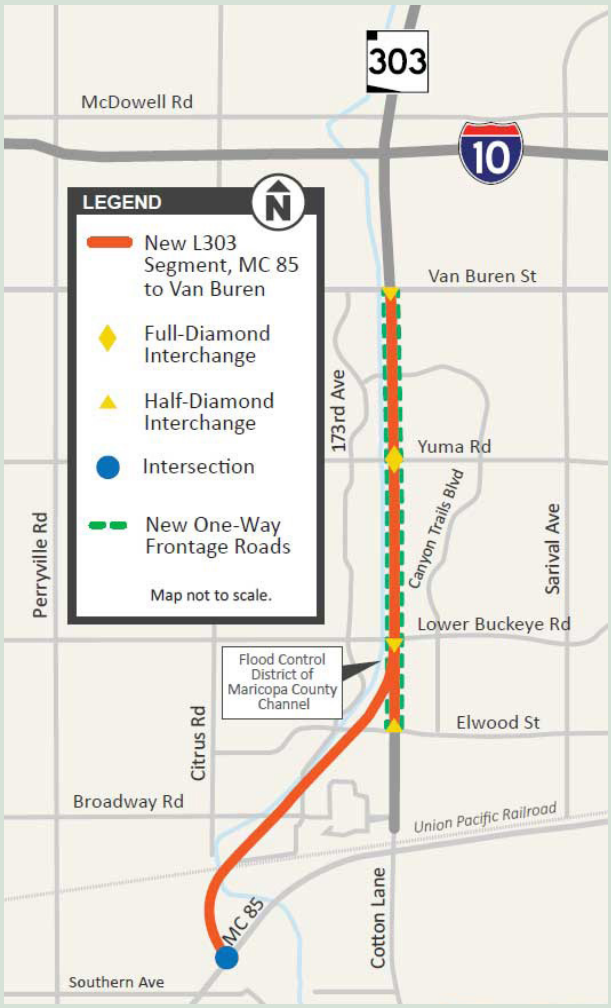
I-10 carries an average of more than 220,000 daily trips through Goodyear. When I-10 is closed to clear an incident, traffic backups can extend for many miles and last many hours, resulting in severe congestion, with traffic occasionally diverted onto parallel routes through Goodyear, including McDowell Road and Van Buren Street. Goodyear has an Integrated Corridor Management (ICM) signal plan that the City manages when such incidents occur.

LOOP 303

The Loop 303 freeway serves the Phoenix metropolitan area extending from Goodyear north and east to the I-17 freeway in northern Phoenix. The Loop 303 begins at Van Buren Street, and becomes a 6-lane facility at the interchange with I-10, before ending with an interchange at I-17, which is planned to be converted to a freeway-to-freeway interchange. See callout for additional information on improvements planned for the Loop 303 in Goodyear which will extend this route to MC 85. Construction is anticipated to begin in 2025 and be completed by 2028.

Loop 303 project elements proposed for construction include:

- *A new section of Loop 303 elevated over the cross streets and the Union Pacific Railroad, from MC 85 to Van Buren Street*
- *Two general purpose lanes in each direction from MC 85 to Lower Buckeye Road*
- *Three general purpose lanes in each direction from Lower Buckeye Road to Van Buren Street*
- *The southern half of the Van Buren Street diamond traffic interchange*
- *A full diamond traffic interchange at Yuma Road*
- *A half diamond traffic interchange at Elwood Street*
- *A signalized intersection at MC 85*
- *One-way frontage roads in each direction to maintain local access, including connections to the major arterial streets from Elwood to Van Buren Street*



Loop 303 Interim Improvements, Van Buren Street to MC 85, Project Map. ADOT anticipates construction may be completed by 2028. Source: ADOT (2023)

MAG has programmed more than $500 million for advanced work along the SR 30 corridor. The project is included in MAG's Regional Transportation Plan with roadway construction unfunded at this time. Source ADOT (2020)

SR 30 (PLANNED)

The planned SR 30 will be located south of I-10 and will connect the existing Loop 202 (South Mountain Freeway) in Phoenix with the next phase of the planned Loop 303 corridor in Goodyear.

The SR 30 facility is proposed to ease traffic congestion in western Maricopa County by increasing the region's east-to-west freeway capacity. SR 30 will reduce the duration of congested conditions on I-10 and attract trips from the arterial street network. SR 30 will have a system-to-system traffic interchange with Loop 303 and an interchange at Cotton Lane, a half-diamond interchange at Sarival Avenue, and full interchanges at Estrella Parkway and Bullard Avenue. Even with the capacity and resiliency SR 30 will bring to Goodyear, planners included a future transit corridor within the corridor to address future congestion.

Construction of SR 30 will be determined by a Maricopa County voter referendum on Proposition 479 during the general election in November 2024.

I-11

ADOT is studying a possible new interstate link between Phoenix and Las Vegas, known as Interstate 11 (I-11). The initial planning study has identified an alternative that would provide an east-to-west connection through Goodyear's southern planning area and would ultimately provide access to Interstate 8. Funding for construction is not yet identified; however, ADOT has proposed additional planning to define the alignment through the Goodyear region.

The proposed I-11 would extend through Goodyear's southern planning area. The Tier 1 environmental process was completed in 2021; however, additional planning is needed to define an alignment within the identified corridor. Source: ADOT (2021)

Roadway Functional Classification

Functional classification defines the hierarchy of roads. Streets and highways are classified according to the type of service they provide. Functional classification describes the relationship of mobility, access, and trip length. Goodyear's General Plan identifies functional classes in its roadway functional classification map, found in the General Plan's circulation element section.

Figure 12 illustrates the City's roadway functional classifications, showing Goodyear's ultimate roadway system, to be developed by the City, private developers, and regional transportation entities as planning and needs dictate (Goodyear's full planning area Functional Classification is found in Appendix D). The Goodyear General Plan stipulates that a change to the roadway plan is considered a Minor Amendment, and follows a review and approval process. The following sections further describe each roadway type.

FREEWAY

An access-controlled freeway is designed to move high volumes of traffic over substantial distances. A freeway can be designed as an at-grade or below-/above-grade facility. Urban freeways typically have four to eight through lanes and can carry between 160,000 and 200,000 vehicles per day. I-10 is an example of a freeway.

I-10 through Goodyear crossing over Sarival Avenue.

ARTERIAL

An arterial roadway is designed for moderate trip lengths. An arterial is an at-grade roadway consisting of four traffic lanes, two bicycle lanes, two detached sidewalks, a raised median, and landscaping. The City's adopted standard for the roadway uses a 110-foot cross section. Sarival Avenue is an example of an arterial roadway.

MAJOR ARTERIAL

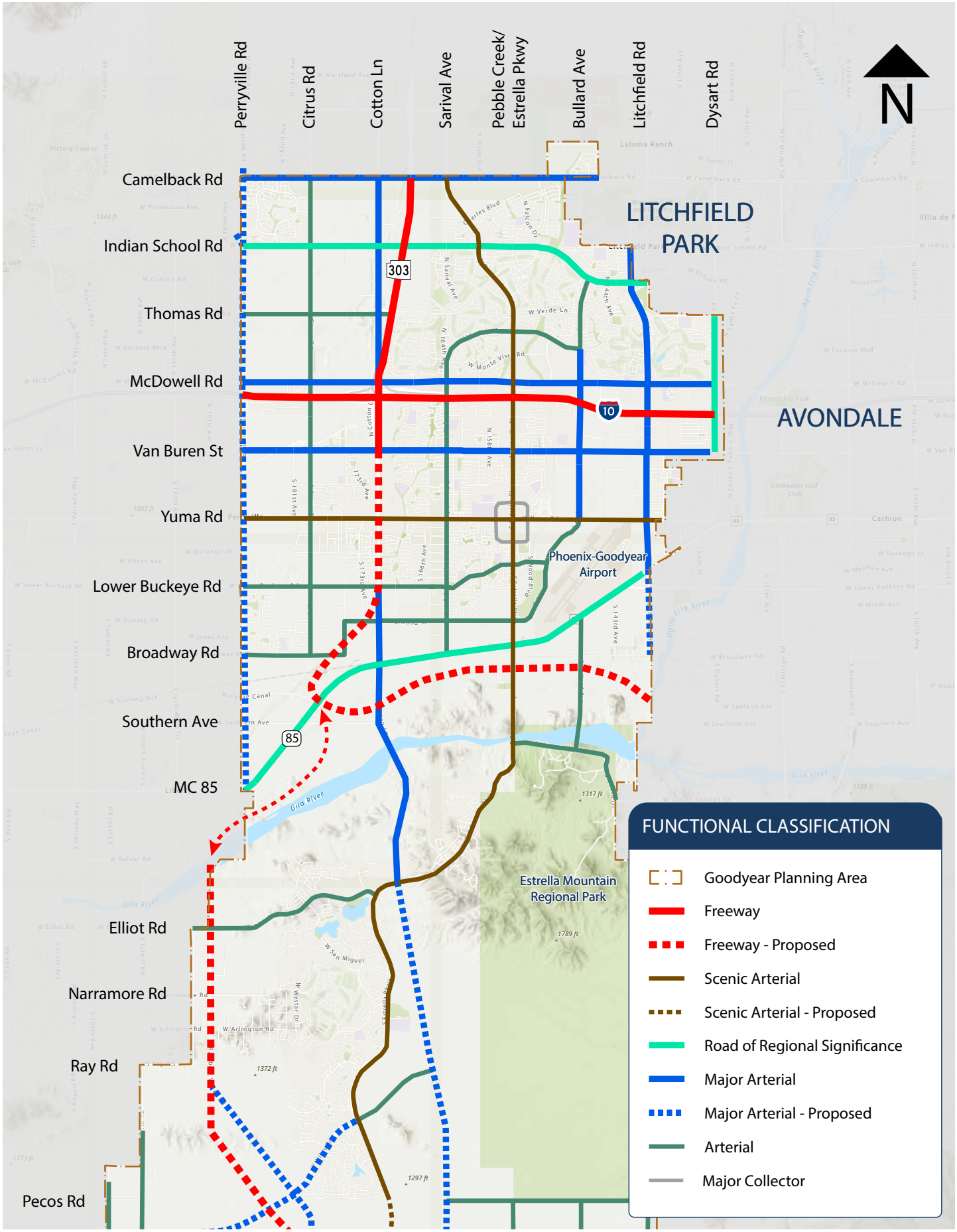
A major arterial roadway is designed for vehicular mobility over moderate trip lengths. A major arterial is an at-grade roadway featuring six traffic lanes, two bicycle lanes, two detached sidewalks, a raised median, and landscaping. The City's adopted standard for the roadway uses a 130-foot cross section. Indian School Road and Litchfield Road are examples of major arterials.

SCENIC ARTERIAL

A scenic arterial roadway is designed to not only transport vehicular traffic through Goodyear, but also to act as the City Center loop gateway for residents, workers, and visitors. A scenic arterial is an at-grade roadway consisting of four to six traffic lanes, two bicycle lanes, detached sidewalks, and a raised, landscaped median. The roadway's landscaped medians and tracts with adjacent building/landscape setbacks create an inviting environment. The City's adopted standard for the roadway uses a 150-foot cross section. Estrella Parkway is an example of a scenic arterial.

Pebbble Creek Parkway and Estrella Parkway (pictured here) is a Scenic Arterial stretching north to south across Goodyear.

Figure 12. Goodyear Functional Classification Map



MAJOR COLLECTOR

A major collector roadway carries lower volumes of through traffic for shorter distances while providing direct access to adjacent homes and commercial activities. The major collector roadway has four traffic lanes, two bicycle lanes, a raised median, and two detached sidewalks. The City's adopted standard for the roadway uses an 80-foot cross section.

Major Collectors serve to move larger volumes of traffic through neighborhoods in a context sensitive manner, with active transportation amenities including landscaping and shade.

Note: With the 2023 Plan, the "Parkway" designation has been removed; streets previously identified with the parkway designation have been reclassified as major arterials. The parkway concept (which included substantial right-of-way for wide medians to accommodate indirect left-turn lanes and landscaping) is inconsistent with the development patterns in Goodyear and the move toward more complete streets.

The "City Center" arterial roadway designation was previously only assigned to the Goodyear Boulevard loop road based on the opportunity to develop the City Center there. With the development of the Goodyear Civic Square at GSQ, Goodyear Boulevard is characterized as a major collector.

MINOR COLLECTOR

A minor collector roadway also carries limited through traffic and provides property access, but with lower traffic volumes than a major collector. Minor collectors are typically shorter than major collectors and have a reduced role in the overall roadway system. The minor collector roadway has two traffic lanes, bicycle lanes, an at-grade median, and detached sidewalks. The City's adopted standard for the roadway uses a 60-foot cross section. San Miguel Drive is an example of a minor collector roadway.

Minor collectors serve an important role in connecting neighborhoods to the arterial roadway network.

RESIDENTIAL STREET

Residential streets provide direct access to local properties and are not designed to accommodate through traffic. The residential street has two traffic lanes and either attached or detached sidewalks. The City's adopted standard for the roadway uses a 50-foot cross section. Santa Alberta Lane is an example of a residential street.

Active Transportation

Advancing the development of Goodyear's active transportation network will ensure that people of all ages and abilities can safely live, work, visit, and play in Goodyear. It also supports the City's General Plan 2035 strategy to achieve a Livable and Connected community by fostering a multimodal transportation system that provides on- and off-street facilities to meet the needs of all modes and all users.

The General Plan 2035 also emphasizes the importance of a "Complete Streets" approach to transportation design in Goodyear.

The following section outlines some of the key issues in Goodyear's active transportation system and discusses how improvements to address these issues will benefit the community.

*A **Complete Street** is designed to allow safe mobility options for users of all ages and abilities. This encompasses both motorized and nonmotorized modes of transportation (including public transportation).*

***Complete Streets** approaches promote context-sensitive design and operation that meets the needs of a specific community. **Complete Streets** enhance roadways with elements such as bicycle lanes and sidewalks; transit stops with comfortable, accessible amenities; inviting streetscapes; frequent and safe crossings; and/or multiuse paths, where appropriate. **Complete Streets** encourage active transportation use and increase the safety and efficiency of travel for all users.*

Active transportation facilities such as Bullard Wash Linear Park provide Goodyear residents and visitors with mobility options for essential daily trips, recreation, and health.

Key Active Transportation Issues

ACCESS TO DESTINATIONS

Transportation solutions that address gaps in Goodyear's existing network will be critical to ensuring the city's sustainable growth. Safe, easily accessible active transportation facilities accommodate users of all levels of comfort and encourage residents to get out of their cars for short trips or out of their homes for recreation and health. Providing transportation options can reduce personal vehicle trips. Investments in Goodyear's active transportation network will help provide safe connections between destinations such as school, shopping, and work. The increased awareness of the benefits of walking and bicycling and improved mobility choices links this investment to a high quality of life for Goodyear residents.

MULTIMODAL CONNECTIVITY

Active transportation improvements create more equitable access to transportation modes that meet the needs of all users, especially vulnerable users (such as youth, older individuals, and those with limited mobility) and populations that have been historically underserved by transportation system investments. Expanding access to multimodal transportation options expands access to opportunity for residents without personal vehicles, thus improving their quality of life and maintaining Goodyear's status as a community that continually strives to meet the needs of its growing population.

Older individuals who have retired from driving benefit from improved transit and walkability. The mobility of these individuals varies widely, depending on physical and mental health, among other factors. Some seniors can rely on assistance from nearby relatives or nonprofit services. These individuals might have a wide variety of transportation choices, while many of their counterparts may have none.

Teenagers, even those of driving age (reaching driving age does not always result in additional mobility because many teenagers might not have access to an automobile or the ability to pay for car insurance and fees), represent another group benefiting from expanded mobility options. The popularity of Goodyear's WeRIDE pilot microtransit service demonstrates the desire for increased mobility.

FIRST AND LAST MILE TRIPS

First and last mile refers to the portion of a trip between a transit stop and a user's origin or destination. Gaps in the active transportation network near transit stops may prevent users from safely and efficiently reaching their destinations and deter residents from using public transportation. Closing gaps in Goodyear's active transportation network will increase the feasibility of nonmotorized transportation use and improve access to city destinations. Providing linkages between active transportation facilities and transit will foster a multimodal network that increases the safety, efficiency, and accessibility of multimodal transportation throughout the city.

First and last mile gaps can be addressed through improvements to both on- and off-street active transportation facilities (for example, bicycle lanes, sidewalks, multiuse paths) microtransit (for example, WeRIDE), and proposed mobility hubs with access to shared mobility devices (for example, shared e-scooters and bicycle share programs).

Active Transportation Facilities

ON-STREET FACILITIES

Goodyear's active transportation network consists of on- and off-street bicycle and pedestrian facilities. In developed portions of Goodyear, many streets include both bicycle lanes and sidewalks.

Although many arterial roadways in Goodyear have bicycle lanes, some may not be desirable facilities for nonmotorized transportation users. Bicyclists' level of experience and sense of comfort influence their likelihood of using bicycle facilities. Riders' comfort level on these streets depends on traffic volumes, traffic speeds, shade, and the presence of curb lanes. Experienced riders may accept riding in bike lanes with higher-speed traffic; however, most riders and children prefer streets with less vehicular traffic and lower traffic speeds.

Active transportations facilities are described below:

SIDEWALKS

Many Goodyear streets include sidewalks, which are often detached from the roadway with a landscape buffer and often feature a generous 8-foot width.

In the northern portion of Goodyear, where sidewalk gaps are identified, a parallel sidewalk on the opposite side of the street is typically available (because development is responsible for the adjacent street development, sidewalks are often not built out until such time as the adjacent parcel develops). These sidewalk gaps can present safety concerns for residents crossing midblock to connect with an existing sidewalk.

ACCESSIBILITY

Goodyear's active transportation network should accommodate all users. The ADA establishes design standards for new and reconstructed private and public facilities through the ADA Accessibility Guidelines. ADA requires that pedestrian facilities have slopes of 5 percent or less, minimum widths that provide a clear walkway of 36 inches, stable and firm surfaces, and adequate width and height clearances.

Corner ramps are critical to creating accessible active transportation routes along streets. Preferably, they are directional to traffic, rather than diagonal. Ramps must be 36 inches wide at a minimum, with a maximum rise of 1:12. Ramps must also include detectable warning strips. Additional information on accessible active transportation facilities can be found at: www.access-board.gov.

Including accessible on- and off-street facilities with new construction and roadway repair is a critical step in ensuring Goodyear's transportation network meets the needs of all users.

CONVENTIONAL BICYCLE LANE

Designated on-street facilities for bicycles, adjacent to vehicular lanes. Bicycle lanes incorporate pavement markings and signage to visually remind roadway users where bicycles have the right to operate. Goodyear street standards identify bicycle lanes for arterial and collector streets.

Most developed Goodyear arterial and collector streets include conventional bicycle lanes.

BUFFERED BICYCLE LANES

Bicycle facilities with additional space between the bicycle lane and the outside vehicular lane or parked cars to buffer bicyclists from vehicular traffic. These are recommended on high-volume or high-speed (over 35 miles per hour [mph]) roadways, especially those with freight or large-vehicle traffic.

Buffered bicycle lanes provide extra space between bicycles and motor vehicles.
Source: www.pedbikeimages.org / Josh Mello

PROTECTED BICYCLE LANE

Exclusive on-street bicycle facilities that are physically separated from vehicle travel lanes, parking lanes, and sidewalks. Protected bicycle lanes use physical barriers such as planters, parking lanes, curbs, or bollards to provide vertical separation that protects bicyclists from motor vehicles.

Protected bicycle lanes use physical barriers to create safer facilities for users.
Source: www.pedbikeimages.org / Megan Kanagy

CROSSING ENHANCEMENTS

Safe crossings for active transportation users help make Goodyear's on- and off-street nonmotorized transportation facilities safe and accessible for all Goodyear residents and visitors. Improvements may include intersection or midblock enhancements such as high-visibility crosswalks, more frequent signs and markings, leading pedestrian intervals at traffic signals, and pedestrian-activated crossings. Such improvements may be especially appropriate within school safety zones and near civic, commercial, and recreational destinations.

Crossing enhancements—whether at signalized intersections or midblock—facilitate safer, more efficient travel for active transportation users. Midblock crossings in particular may be appropriate near school zones and city destinations located at a distance from existing intersection crosswalks.

Midblock crossings may be signalized using devices such as pedestrian-activated signals or rapid flashing beacons that alert approaching motorists to pedestrians in the roadway. Unsignalized midblock crossing improvements may include high-visibility crosswalk markings and lighting, signs, medians or safety islands, or traffic-calming features (for example, raised crosswalks, curb extensions).

Nonmotorized crossing types include at-grade crossings (such as conventional or enhanced crosswalks) and grade-separated crossings (such as overpasses and underpasses). While at-grade crossings may provide adequate safety and ease of use in most areas, grade-separated crossings may be proposed where a demonstrated need for safe crossing options exists near high-volume and/or high-speed roadways.

On-street facilities such as bike lanes, sidewalks, and crossing features (at intersections and midblock [pictured]) make active transportation a safe, accessible option for daily trips. Source: www.pedbikeimages.org / Mike Cynecki

Off-Street Facilities

Goodyear's off-street shared-use paths and trails are associated with the Gila River; Bullard Wash, Waterman Wash, and other washes; the RID and Buckeye Irrigation District canals; public roadways; and utility corridors. An appropriate mix of paved and unpaved paths and trails ensures that the nonmotorized transportation network accommodates all users, including pedestrians, bicyclists, equestrians, those with assistive devices, and many others.

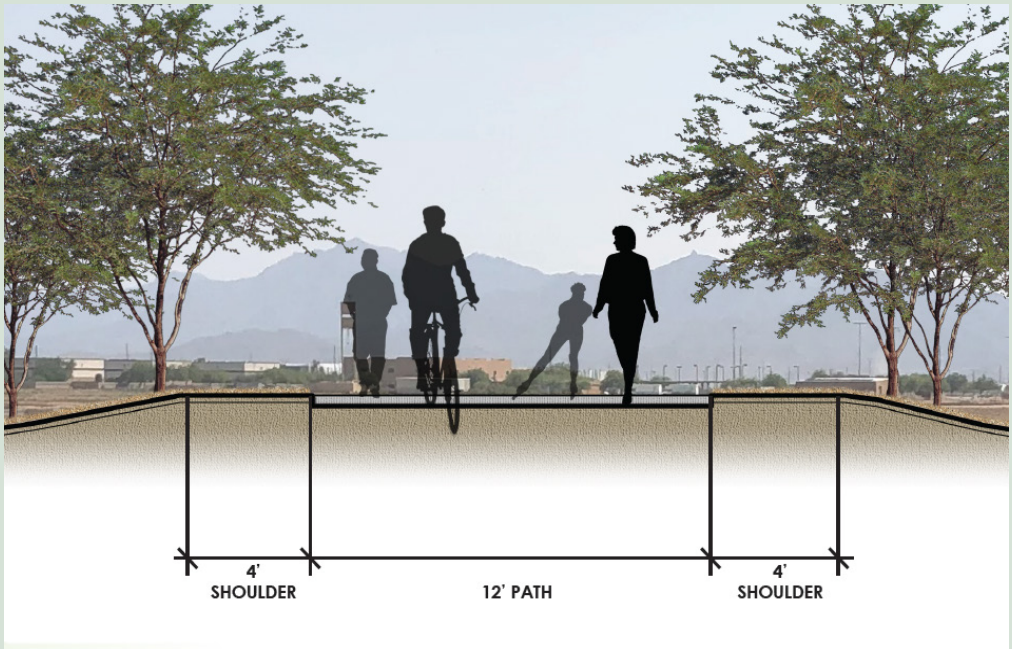
Ensuring that future facilities meet a minimum standard will help create a cohesive system. For instance, a true multiuse path is at least 10 feet wide to accommodate multiple users passing at the same time.

Goodyear recently adopted the 2023 Parks and Recreation Master Plan, a concurrent planning effort that provides recommendations for off-street nonmotorized facilities throughout the city. The 2023 Parks and Recreation Master Plan provides complementary recommendations that aim to provide Goodyear residents and visitors with a seamless transition between on- and off-street facilities to reach their desired destinations. The inclusion of off-street nonmotorized transportation facilities and associated recommendations in this Plan are crucial to ensure that these improvements occur with roadway development and improvement projects, rather than being incorporated at a later—often more costly—date.

Safe crossings for active transportation users help make Goodyear's on- and off-street nonmotorized transportation facilities safe and accessible for all Goodyear residents and visitors.

MULTIUSE PATH

Multiuse paths are off-street active transportation facilities that accommodate a variety of nonmotorized transportation modes. Multiuse paths provide bicyclists with alternatives to on-street bicycle facilities and increase connectivity in the active transportation system.



Multiuse paths provide safe, efficient off-street facilities for a variety of nonmotorized transportation uses. A typical path section is shown here.

Source: City of Goodyear Draft Bullard Wash Bicycle & Pedestrian Master Plan

PRIORITY MULTIMODAL CORRIDORS

Identifying corridors throughout Goodyear to serve as north-to-south and east-to-west active transportation routes will increase the connectivity of the city's nonmotorized transportation system and improve the safety, comfort, and feasibility of active transportation use in Goodyear.

The Bullard Wash corridor is planned to serve as a key component of the city's multimodal infrastructure, providing a north-to-south active transportation route that offers connectivity and key linkages to Goodyear neighborhoods, activity centers, and regional amenities. Including previously completed pathways north of McDowell Road (Bullard Wash Linear Park Phases I and II), active transportation facility improvements along Bullard Wash will enhance bicycle and pedestrian connectivity throughout Goodyear. The City is in the process of adopting the Bullard Wash Bicycle & Pedestrian Master Plan to guide subsequent phases of the project; these phases will extend Bullard Wash facilities south toward the Goodyear Ballpark and ultimately reach Estrella Mountain Regional Park.

While Bullard Wash serves as a natural linear active transportation feature for Goodyear, there is a need for east-to-west connectivity throughout the city as well as additional north-to-south routes. Improved active transportation facilities on lower-volume arterial roadways such as Yuma Road (east-to-west) and Sarival Avenue (north-to-south) will provide key linkages between residential neighborhoods, the Bullard Wash Linear Park, and other destinations throughout the city.

MAG is coordinating discussions with stakehlders regarding tthe planned SR 30 and inclsuion of active transportation facilities, which will provide an east-to-west route for Goodyear and increase regional active transportation network connectivity.

Bullard Wash (shown near Goodyear Civic Square at GSQ) travels north-south through Goodyear, providing opportunities for active transportation connectivity.

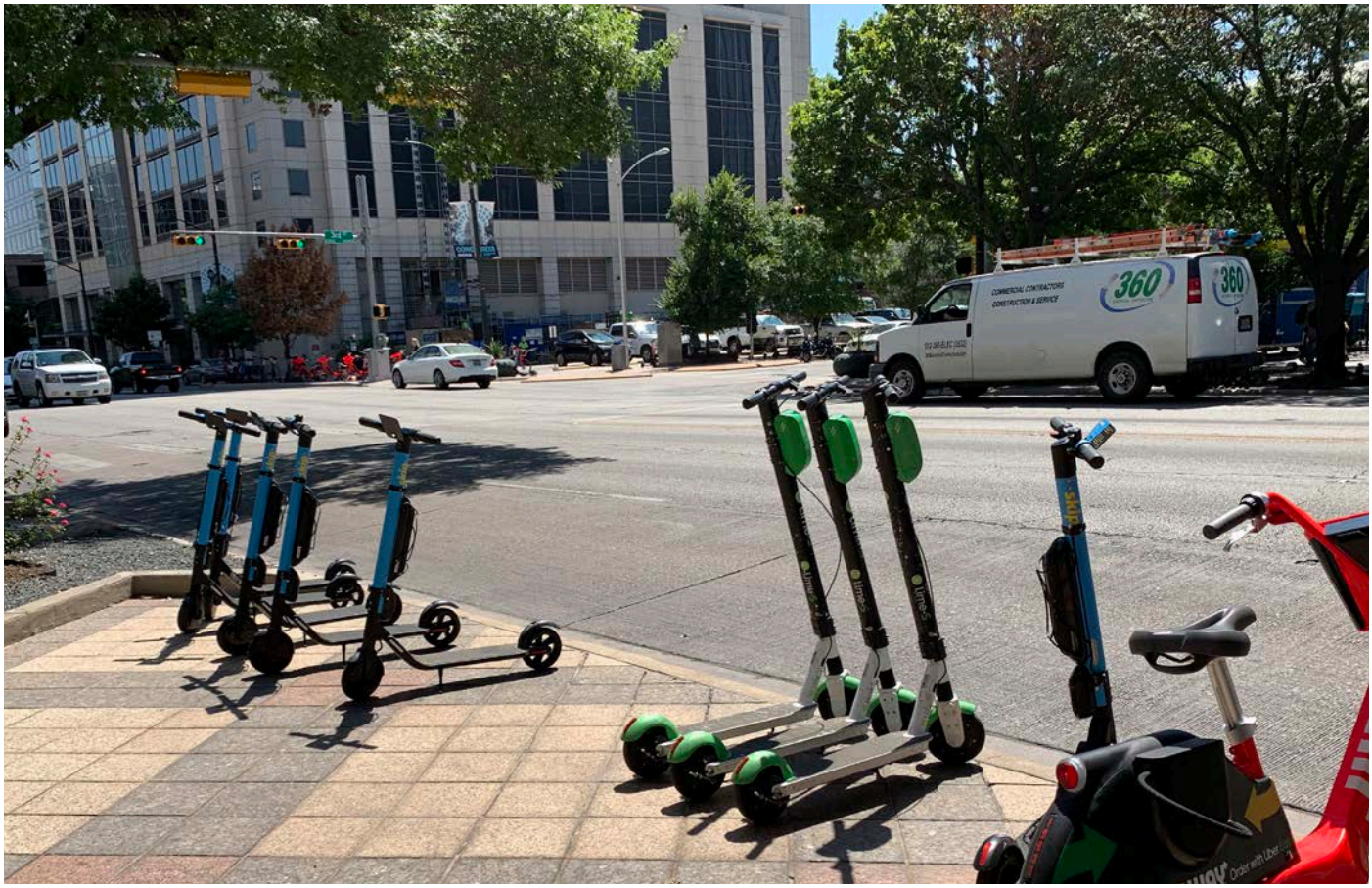
MICROMOBILITY

Micromobility is a mode of active transportation that uses e-bikes, e-scooters, and similar small, low-speed devices to provide an alternative transportation option for short trips. Micromobility can provide first- and last-mile connectivity to transit and may help residents bridge the gap between neighborhoods and city destinations.

In December 2019, Goodyear's Mayor and City Council updated the Goodyear City Code, Chapter 13, Article 13-6, to allow and regulate single-rider shared mobility devices in the city. The update to the Code also established safety guidelines for protective equipment to minimize injury.

Shared e-scooters are operated in Goodyear through Bird, a private micromobility company. Residents and visitors may pay to use the e-scooters in certain areas of the city; they are allowed on bicycle lanes where the speed limit is 35 mph or less, and operate at a maximum speed of 10 or 15 mph.

Future considerations for micromobility device management may include allowable device speeds, where they are acceptable to operate (for example, sharing space with other nonmotorized transportation users or motor vehicles), and associated regulations (for example, age requirements or the necessity of helmets or other protective gear).



As the use of micromobility devices becomes more prevalent, the City must consider where the use of such transportation modes are appropriate and how to best accommodate them into the transportation system.
Source: www.pedbikeimages.org / Jenny Grote

MOBILITY HUBS

A mobility hub is a designated location where people can access multiple modes of transportation to make their trips as convenient, safe, and reliable as possible.

The General Plan's Livable & Connected fundamental strategy strives to enhance the transportation user experience for all modes and all users; it guides the City to implement solutions that improve access to and design of supporting multimodal facilities. When sited in appropriate locations and complemented by other nonmotorized system improvements, mobility hubs may increase the feasibility of nonmotorized transportation options in Goodyear and provide first- and last-mile connectivity for both essential and leisure-based trips.

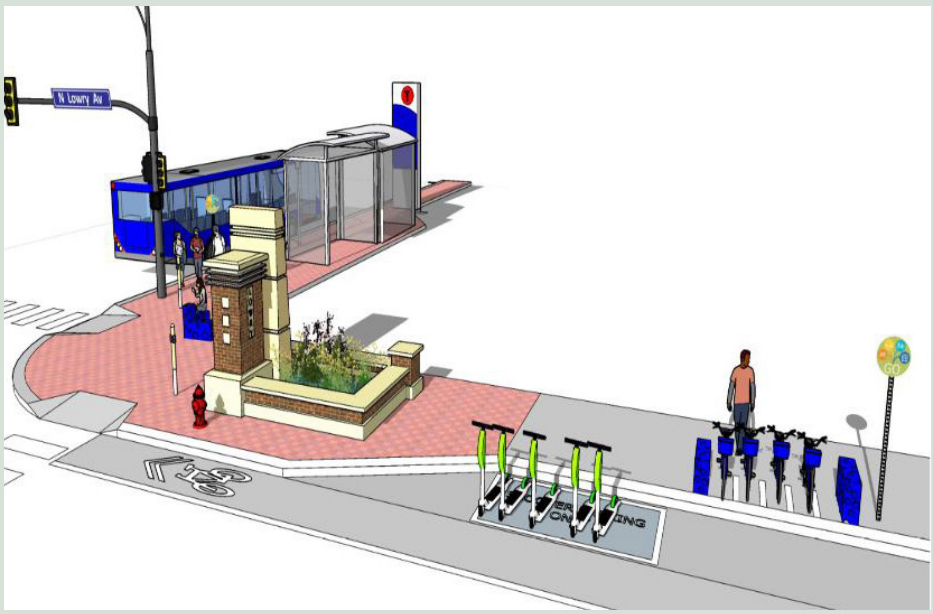
The Avondale-Goodyear Transit Study recommended future locations for mobility hubs, with potential Goodyear sites identified at Goodyear Civic Square, Canyon Trails Towne Center, and the Goodyear Ballpark. The Plan team identified the Goodyear Park-and-Ride as an additional mobility hub location.

The study recommended two types of mobility hubs with varying amenities based on whether chosen sites were identified as major or minor activity centers. Potential amenities include the following:

- Primary Mobility Hubs (for example, Goodyear Civic Square): Bus stop amenities, bike racks, bike/scooter share, car share, electric vehicle (EV) charging stations, lockers
- Secondary Mobility Hubs (for example, Goodyear Ball Park, Canyon Trails Towne Center, Goodyear Park-and-Ride): Bus stop amenities, bike racks, bike/scooter share

Additional amenities may be included at mobility hubs based on appropriateness, such as designated rideshare pick-up and drop-off spots.

While a popular transportation mode in some neighborhoods, few comments were received on golf carts during the Plan update. State law regulates cart operation on public roads, and Goodyear's multiuse trails (developed for pedestrians and bicyclists use) are not appropriate for use by golf carts (due to size).



Mobility hubs promote multimodal transportation by allowing people to seamlessly transition between nonmotorized transportation modes and transit.

Source: City of Minneapolis

Transit

Today, Goodyear offers residents limited fixed-route bus service (local, express, and rural routes), microtransit service, RideChoice, and paratransit service.

Fixed-route Bus Service

Existing fixed-route bus service in Goodyear is operated by Valley Metro and includes two local bus routes (Route 3 – Van Buren and Route 17 – McDowell), one express bus route (Route 562 – Goodyear Express), and one rural route (Route 685 – Ajo/Gila Bend). Service frequencies on the local routes range from 20 to 40 minutes on weekdays, while the express and rural services operate a few trips during peak periods in the peak-direction. Weekend service is less robust, with local services operating on Saturday at reduced frequencies (60 minutes). No fixed-route transit services operate on Sundays in Goodyear.

The Desert Sky Transit Center (located at Desert Sky Mall) and the 79th Avenue Park-and-Ride (located at the northeastern corner of I-10 and 79th Avenue) are important transit hubs in the Southwest Valley. While these facilities are located outside of Goodyear, the concentration of transit service at these facilities currently dictates how much of the regional transit service (both local and express bus) is operated in this part of the Valley. For example, most bus routes in west Phoenix serve the Desert Sky Transit Center, and it will continue to be the transit service hub in west Phoenix.

WeRIDE

The WeRIDE pilot rideshare service was launched in November 2022. It offers trips to and from fixed points in central Goodyear neighborhoods and stops at shopping centers, recreation facilities, businesses, and community spaces. The program has been well received by the community, and ridership has been increasing. The pilot program has been extended for another year and the City is considering expanding the service area.

RideChoice

The Valley Metro RideChoice program (https://www.valleymetro.org/accessibility/ridechoice) provides access to discounted Lyft, taxis and wheelchair-accessible vehicles for ADA paratransit certified Goodyear residents.

Paratransit

Valley Metro Paratransit service is available for riders who are unable to use bus service for some or all trips due to a disability. In Goodyear, this service is available to qualifying individuals within three-quarters of a mile of existing local bus routes (Routes 3 & 17).

Recommendations

Goodyear's roadway network serves the city well. The arterial street network and the freeway system connect the City to the larger region, facilitating the growth of diversified land uses that support the housing and jobs that contribute to the city's sustainability.

The City's collector and arterial street accommodations for bicycle and pedestrian facilities have expanded the nonmotorized network through the developed portions of Goodyear, linking neighborhoods with destinations, supporting the high quality of life for residents and visitors. The limited fixed-route transit services offered in Goodyear are enhanced with microtransit and micromobility services, providing increasing options for mobility in the city.

The Plan's recommendations are tied to the City's goal of providing "A well functioning roadway network that effectively and efficiently serves Goodyear's residents, visitors, and employers." The projects identified are proposed to maintain the efficient operation of the transportation system and to enhance the transportation system to accommodate all users and provide alternatives for transportation throughout the city.

Projects are identified in priority order; however, it is understood that projects may not be implemented in the specified time frames, or in the order presented. Numerous factors affect the timing of development (including opportunities for funding, coordination with others to advance implementation) and thus the recommendations identified in the Plan are intended as a guide.

Estrella Parkway south of the Gila River.

Roadway Recommendations

This section discusses recommended improvements for the roadway transportation system.

Projects identified in the City's CIP are included in this list. CIP roadway projects aim to address traffic congestion by constructing new roadways, adding lanes to existing roadways, widening intersections, and enhancing traffic management systems.

Some of the identified projects include roadway outside of Goodyear's responsibility (for example, Litchfield Road, which shares right-of-way with Litchfield Park), requiring coordination and cost sharing as appropriate. The list includes projects that are being developed by others, including ADOT, Maricopa County, and private developers, but because of their importance to being completed they are noted. Table 1 (at the end of this section) describes the responsible entity. In all instances the City works closely with these parties to ensure that the projects' implementation advances the City's transportation objectives.

Approach to Prioritization

Projects recommended in this Plan were identified through a multistep process that began with an evaluation of Goodyear's roadway network. Roadway segment priorities were determined using real-time INRIX travel speed data (collected over a 2-week period in April 2022) and the roadway's level of service (a measure of the modeled traffic volume compared to the roadway capacity). In addition, scalloped streets also factored into the prioritization process.

Intersection priorities were determined by evaluating the traffic delay occurring at the intersection through Synchro analysis and the total number of crashes at the intersection. In addition, land use adjoining the intersection was considered. Finally, as future roadway segment widening projects are planned, improvements to adjoining intersections to accommodate demand and active transportation will need to be considered in the planning process.

Capacity projects in the City's 5-year CIP and funded regional projects (such as improvements to Estrella Parkway, including the Gila River crossing and north to I-10, and Loop 303) were added to the base year 2022 street network to prepare an existing-plus-committed roadway network. MAG was asked to model this network using the projected 2030 travel demand, and the findings from this forecast were used to identify recommendations for the long-term (2045) planning horizon.

The resulting prioritization of roadway segments and intersections was further validated with comments and feedback received from residents through outreach and survey responses.

Many of the projects address completing street improvements to tie together previously developed segments into continuous, fully developed street sections in accordance with the City's functional classification map. Some of the identified long-range projects may be completed by adjacent development, which may occur in advance of the long-term time frame. The long-term roadway recommendations are largely tied to supporting the City's anticipated growth and development.

Next Steps

In all instances, operational analysis, planning, and cost estimating is required to advance projects to implementation. This additional evaluation will identify specific improvement needs, addressing items such as drainage requirements, utility coordination, and any additional right-of-way needs. The Plan provides a framework for roadway improvements, and should be seen as a living document to be revisited regularly. Funding availability, opportunities for coordination with development and regional partners, engineering and planning guidance, and City Council priorities are all factors influencing actual project implementation.

Project Presentation

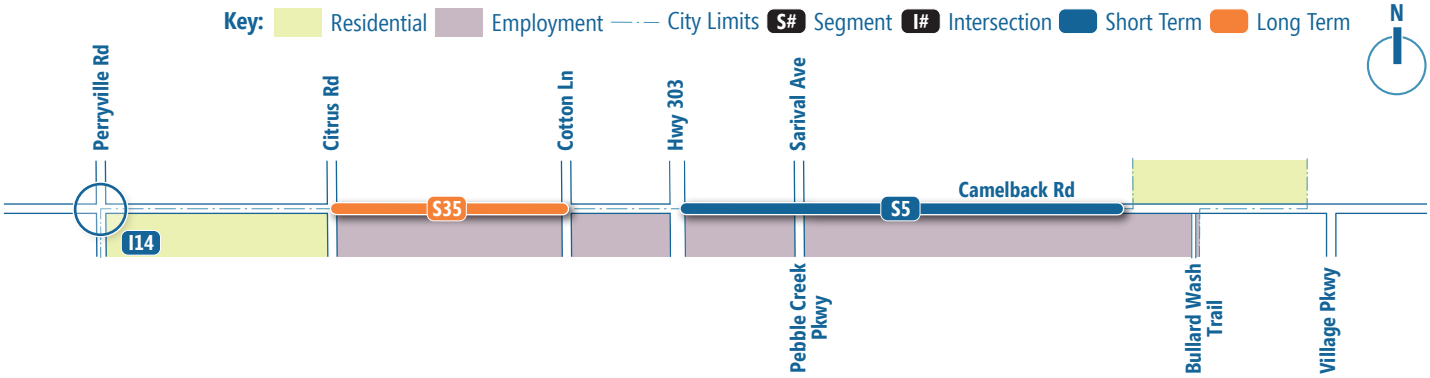
The following pages provide a brief description of the identified projects; each is preceded with the project identification number keyed to the corresponding schematic corridor maps. The tables show roadway improvement recommendations for the short-term (within 5 years) and long-term periods (after 5 years). Following this section, Tables 1 and 2 list all of the recommended roadway improvements, which are also shown in Figure 13, Roadway Recommendations Map.

Camelback Road

At the northern end of the City, Camelback Road borders Glendale for much of its extent. West of 152nd Avenue it is impacted by neighboring Luke Air Force Base (LAFB) to the north, which restricts residential development. Camelback Road is the gateway to Goodyear's Loop 303 Corridor growth area and distribution and manufacturing growth is occurring in the corridor. Recommended projects will improve the corridor's capacity and active transportation with its connection at the northern end of the Bullard Wash Linear Park.

Camelback Road (looking east towards the Loop 303) is planned for widening to four lanes (see Project S5 below).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S5	Camelback Road	Loop 303 to 152nd Avenue	Widen existing two-lane roadway to 4-lane arterial w/ bike lanes, curb & gutter, sidewalks, traffic signals, and lighting.
S35	Camelback Road	Citrus Rd to Cotton	Future widening project (based on 2040 traffic projections).
I14	—	Camelback and Perryville	Improvements to include traffic signals, private construction of MWD (Maricopa Water District) at Camelback/Perryville and Camelback/Citrus to be complete before traffic signal begins.

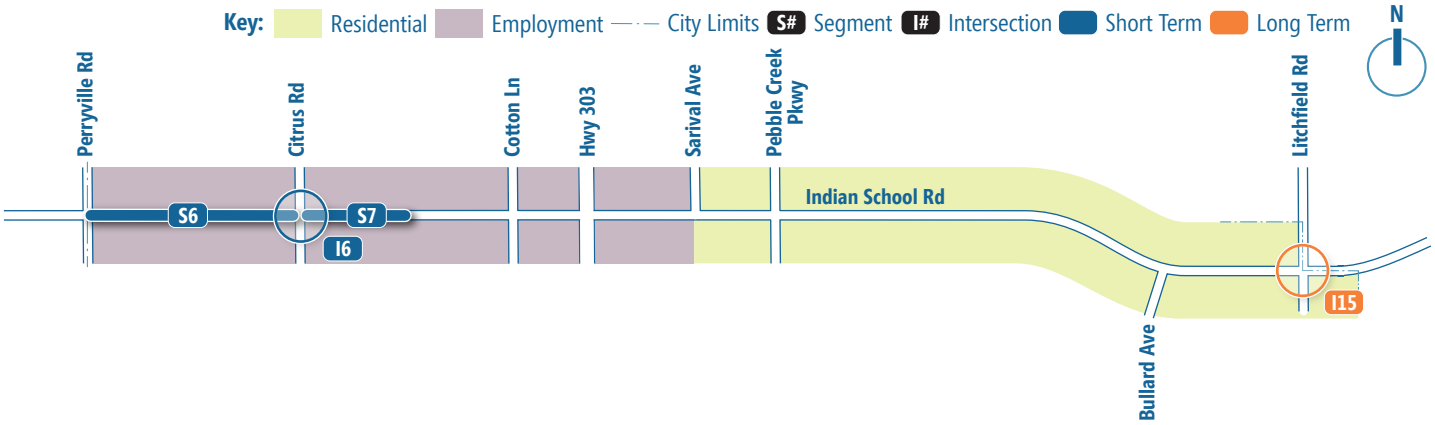
Key: Short Term Project - Long Term Project

Indian School Road

West of Loop 303 Indian School Road through the Loop 303 Growth Area is undergoing significant employment growth, with logistics and distribution businesses such as Amazon and UPS. To the west, and south of the master planned community of Sedella, tracks of land within the flight zone of LAFB are planned for industrial development. East of Loop 303 Indian School Road is largely built out. The intersection of Indian School Road and Litchfield Road will require coordination with Litchfield Park for necessary improvements.

Indian School Road at the Loop 303. Improvements are planned to the west of the freeway (see Projects S6, S7, and I6 below), with recent street improvements completed east of the freeway by development.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S6	Indian School Road	Perryville Rd to Citrus Rd	Widening eastbound lanes to complete street.
S7	Indian School Road	Citrus Rd to Minnezona Avenue	Project will eliminate the existing scalloped street condition for westbound Indian School Road from 1-lane to 3-lanes and install a warranted traffic signal at Citrus & Indian School (CIP 42056).
I6	—	Citrus Rd and Indian School Rd.	New traffic signal consideration. (Project to be completed with improvements along ISR, see S6 and S7)
I15	—	Indian School Rd and Litchfield Rd	Additional left turn lane with each approach, additional right turn lane with eastbound approach, and additional westbound southbound and northbound* through lane. *Responsibility of Litchfield Park. (See Appendix C for details)

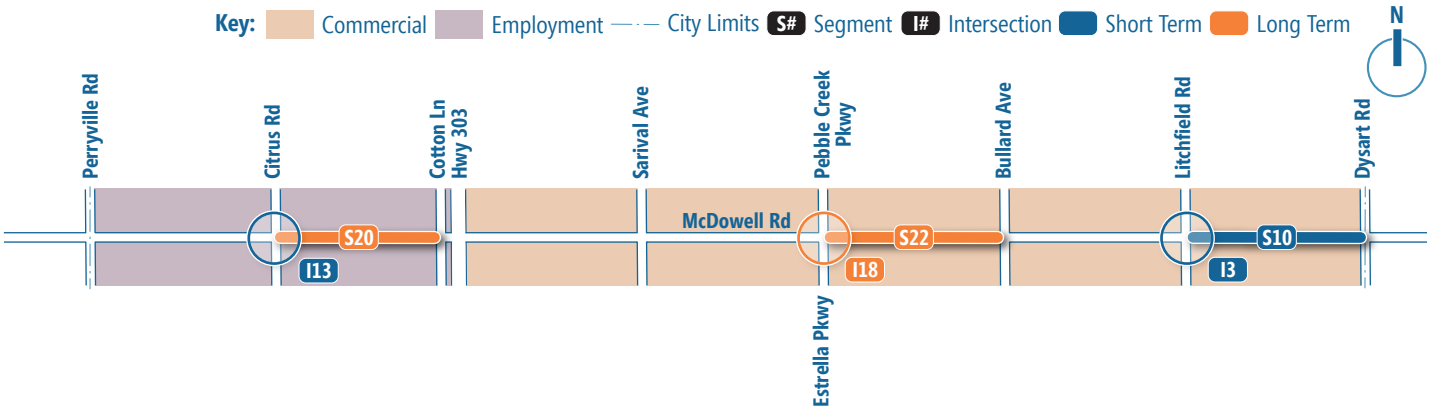
Key: Short Term Project - Long Term Project

McDowell Road

The location of Goodyear Civic Square (McDowell Road and North Civic Square) along McDowell Road has increased the importance of this commercial corridor to the City. The route's parallel proximity to I-10 and access to community commercial destinations makes this one of the heaviest traveled roadways in the City. As a result, access from secondary routes (e.g., Palm Valley Boulevard, N 145th Avenue) can be difficult. Recommended improvements to Goodyear's ITS including advanced technology streetlights will help corridor operation.

The Route 17 fixed route transit service extends along McDowell from Phoenix to Pebble Creek Parkway. Active transportation connections to McDowell Road include the developed Bullard Wash Linear Park and the planned Roosevelt Irrigation District path, which provide multimodal access to north Goodyear. Continuation of the Bullard Wash Linear Park to the south would provide an off-street connection south of I-10 (and in the future throughout Goodyear).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S10	McDowell Road	Litchfield Rd to Dysart Rd	Reconstruct and widen the eastbound and westbound lanes to provide an additional travel lane in each direction. (CIP 42058)
S20	McDowell Road	Citrus Rd to Cotton Ln	Future roadway improvements to provide active transportation improvements (widening not indicated by 2040 traffic projections).
S22	McDowell Road	Pebble Creek Rd to Bullard Ave	Small sidewalk gap between Harkins Theater crossing Bullard Ave to 146th Avenue.
I3	—	McDowell Rd and Litchfield Rd	Design underway; addition of westbound turn lane, and increase the westbound left turn lane storage length. (CIP 42057)
I13	—	McDowell Rd and Citrus Rd	Improvements to accomdate roadway widening (two lanes in each direction) and traffic signal. (CIP 42029)
I18	—	McDowell Rd and Pebble Creek Pkwy	Improvements to include dual right turn lane with northbound approach (extend all turn lane queues), extend westbound approach left turn queues). (See Appendix C for details)

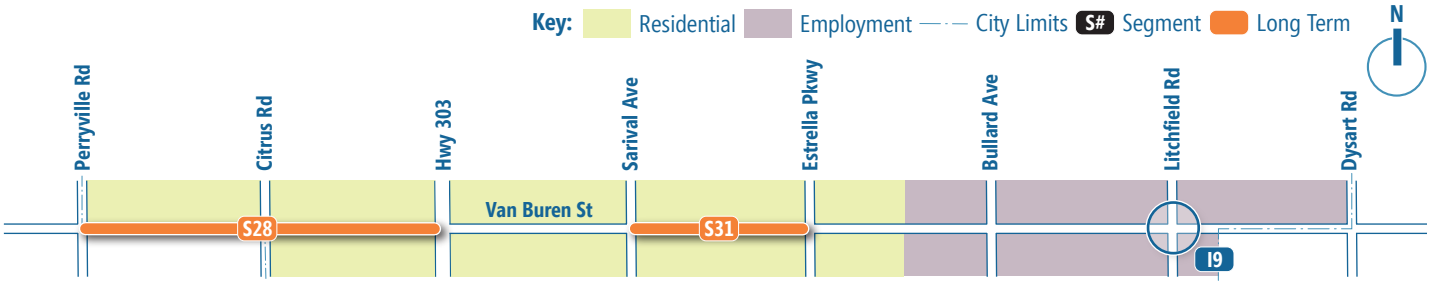
Key: Short Term Project - Long Term Project

Van Buren Street

Van Buren Street provides access to residential neighborhoods through central Goodyear as well as the Cotton Lane Corridor (with access to Loop 303) and Bullard Corridor growth areas. As with McDowell Road one mile to the north, Van Buren Street is parallel to I-10 and provides a continuous route to downtown Phoenix to the east. As a result, congestion and incidents on I-10 can result in substantial traffic along Van Buren Street. Recommended improvements address the scalloped streets that have constricted traffic along Van Buren Street.

The Route 3 fixed route transit service from Phoenix extends along Van Buren Street to just east of Litchfield Road, serving Historic Goodyear and burgeoning employment uses along Litchfield Road.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

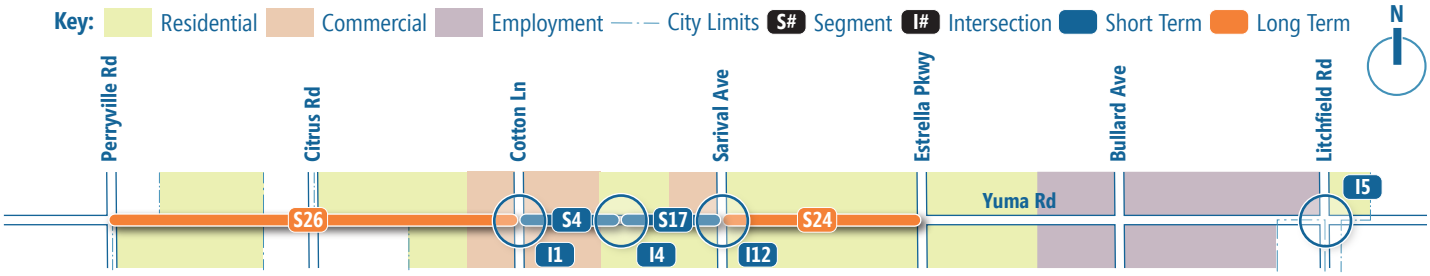
Project ID	Route	Segment/Intersection	Description
S28	Van Buren Street	187th Ave to Cotton Ln	Future widening project (based on 2040 traffic projections).
S31	Van Buren Street	Sarival Ave to Estrella Pkwy	Future widening to complete street (widening not indicated by 2040 traffic projections).
I9	—	Litchfield Road and Van Buren Street	Traffic operations observed improvements to include additional left turn lane with northbound and southbound approach. Planning-level cost estimate, based on comparable Litchfield Rd and Thomas Rd improvements.

Key: Short Term Project - Long Term Project

Yuma Road

Yuma Road provides access to central Goodyear neighborhoods and the Desert Edge High School, as well as major community commercial at Cotton Lane, and with the programmed improvements to Loop 303, regional freeway access. Yuma Road is a Scenic Arterial, and includes a generous median and adjacent landscape tracts to buffer adjacent land uses. As such, it is an important active transportation corridor through central Goodyear, intersecting collector streets serving adjacent neighborhoods, and the proposed off-street paths along the Bullard Wash and Roosevelt Irrigation District Canal. Future roadway improvements along Yuma Road should look at completing the bike lanes which currently end just west of Goodyear Boulevard West just to the east of Desert Edge High School.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S4	Yuma Road	Cotton Ln to Canyon Trails Blvd	Reconstruct and widen south half of Yuma Road to provide three eastbound through lanes, raised median with landscaping.
S17	Yuma Road	Canyon Trails to Sarival Ave	Complete street with eastbound roadway improvements.
S24	Yuma Road	Sarival Ave to Estrella Pkwy	Complete bicycle lane from 159th Ave to Goodyear Boulevard West.
S26	Yuma Road	Perryville Rd to Cotton Ln	Address sidewalk gap on north side of roadway from Cotton Lane to 175th Drive; improvements anticipated by development.
I1	—	*Yuma Rd and Cotton Ln*	*Interim project improvements include second southbound lane and widening at Yuma Rd. Note: this project has since been **completed** by City.*
I4	—	Yuma Rd and Canyon Trails Blvd	Improvements necessary with Yuma Rd segment widening, traffic signal modifications.
I5	—	Yuma Rd/Western Ave and Litchfield Rd	Future intersection improvements necessary with completion of roadway segment improvements to north (see Project S12).
I12	—	Yuma Rd and Sarival Ave	Improvements necessary with Yuma Rd eastbound segment widening, traffic signal modifications.

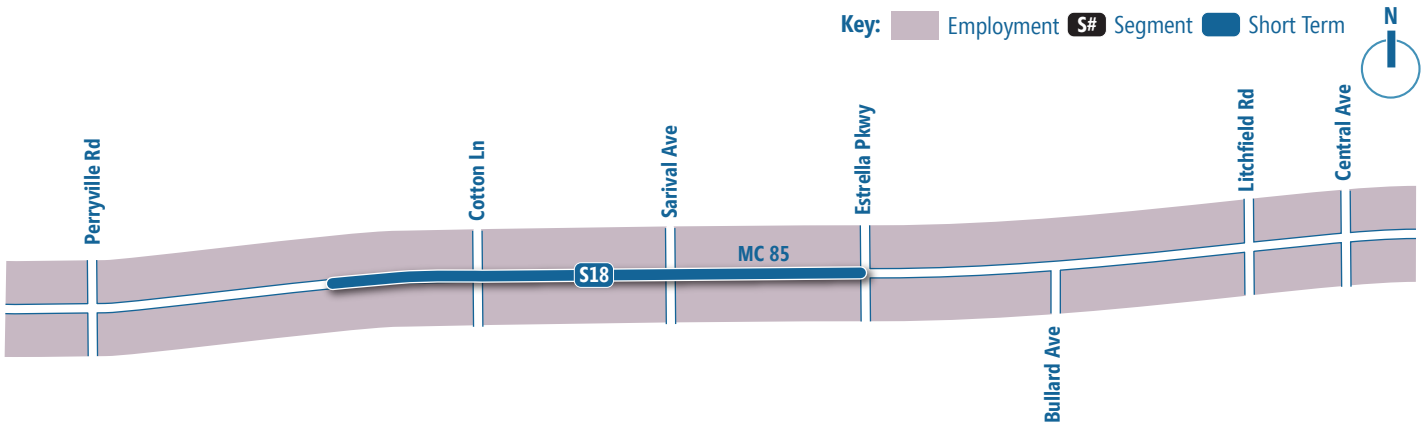
Key: Short Term Project - Long Term Project

MC 85

Owned and managed by Maricopa County, MC 85 serves as an important route through Goodyear. Identified as a Road of Regional Significance, MC 85 connects Goodyear with downtown Buckeye to the west and (by way of West Buckeye Road) connects across the Agua Fria River to downtown Phoenix (approximately 30 miles to the east). MC 85 is paralleled by the Union Pacific Railroad (UPRR) for most of its length through Goodyear, which serves business parks throughout Goodyear. The rail line has been discussed as a future commuter rail line servicing the West Valley. The 'Estrella Line' would connect Buckeye to Downtown Phoenix, passing through Goodyear, Avondale, and Tolleson, with a proposed commuter rail station in Goodyear.

While under the management of Maricopa County, it is important to note that capacity improvements are needed to address future congestion along the route, which will be the southern terminus of the interim planning for the Loop 303 corridor in Goodyear.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S18	MC 85	Estrella Parkway to Loop 303	Widening to six lanes in anticipation of the extension of Loop 303 (responsibility of Maricopa County).

Key: Short Term Project - Long Term Project

Dysart Road

(Note: No schematic provided as Dysart Road improvements are within the City of Avondale's responsibility)

Dysart is a Major Arterial and Road of Regional Significance on the eastern border with Avondale. It provides access to the Goodyear Park and Ride (1/4 mile north of I-10), I-10, and the Estrella Mountain Community College.

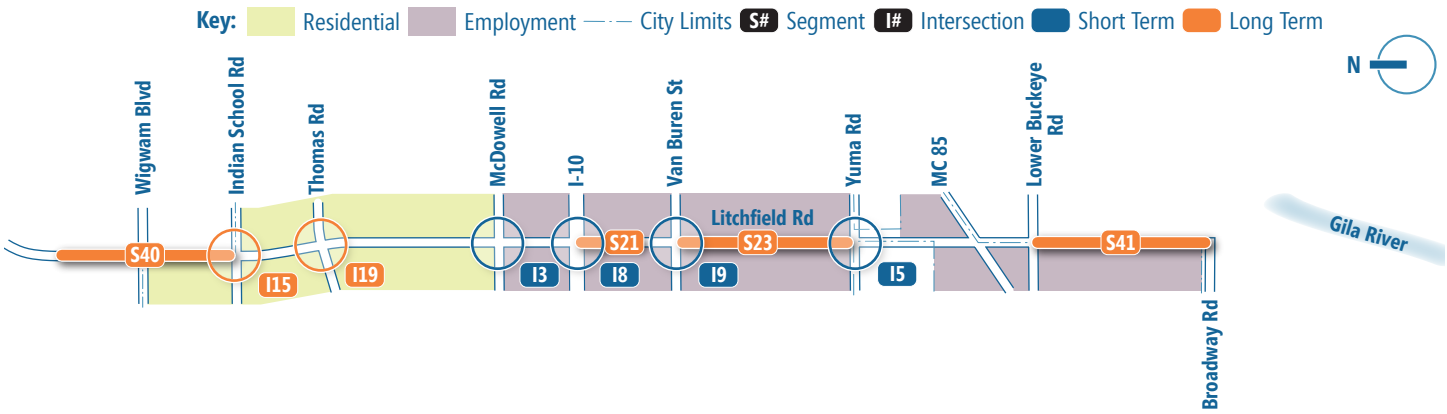
Litchfield Road

Litchfield Road is a Major Arterial serving residential neighborhoods north of I-10 and the Bullard Corridor growth area and Historic Goodyear south of the I-10. It is the primary access for the Phoenix-Goodyear Airport. Improvements planned for Litchfield Road are being constructed by development as part of several large data centers locating south of MC 85.

Litchfield Road has an at-grade crossing with the UPRR immediately north of MC 85.

New multi-family housing developing along Litchfield Road south of Van Buren Street near Historic Goodyear.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S21	Litchfield Road	Celebrate Life Way to I-10	Improvements completed by development (sidewalk, bike lane); likely will be complete within the year.
S23	Litchfield Road	Yuma Rd to Van Buren St	Complete street with sidewalk improvements.
S40	Litchfield Road	Indian School Rd to Clear Creek Dr	Two existing NB lanes between Indian School Road and Wigwam Boulevard, Addition of a third lane is the responsibility of Litchfield Park.
S41	Litchfield Road	Broadway Rd to Lower Buckeye Rd	Improvements anticipated through development (data centers planned).
I3	—	McDowell Rd and Litchfield Rd	Design underway; addition of westbound turn lane, and increase the westbound left turn lane storage length. (CIP 42057)
I5	—	Yuma Rd/Western Ave and Litchfield Rd	Future intersection improvements necessary with completion of roadway segment improvements to north (see Project S12).
I8	—	Litchfield Road and I-10	Traffic operations observed improvements to include removing slopes and widening Litchfield Road under I-10, providing addtl northbound left turn lane. Planning-level cost estimate, based on Estrella Pkwy and I-10 project.
I9	—	Litchfield Road and Van Buren Street	Traffic operations observed improvements to include addtl left turn lane with northbound and southbound approach. Planning-level cost estimate, based on comparable Litchfield Rd and Thomas Rd improvements.
I15	—	Indian School Rd and Litchfield Rd	Improvements to include addtl left turn lane with each approach, additional right turn lane with eastbound approach, and addtl westbound and northbound through lane*. *Additional northbound through lane is the responsibility of Litchfield Park. (See Appendix C for details)
I19	—	Thomas Rd and Litchfield Rd	Improvements to include additional left turn lane with southbound and westbound approaches, additional right turn lane with northbound approach (See Appendix C for details).

Key: Short Term Project - Long Term Project

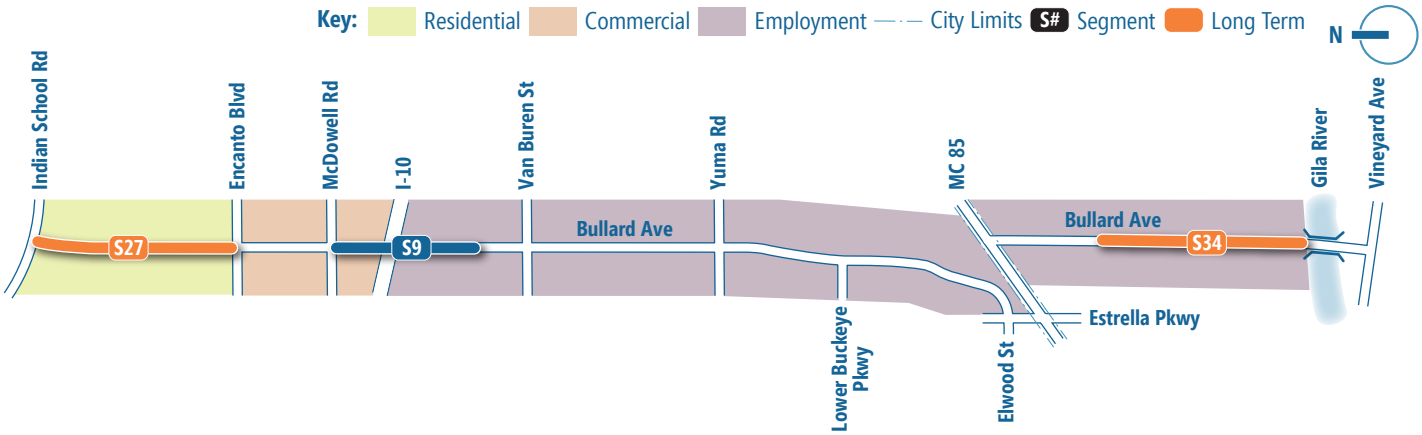
Bullard Avenue

Bullard Avenue is classified as an Arterial north of Encanto Boulevard, and a Major Arterial to the south of Encanto Boulevard, providing access through the Bullard Corridor growth area and the Goodyear Ballpark (by way of Lower Buckeye Parkway).

South of I-10 there are no active transportation amenities southbound to Celebrate Life Way, however, the roadway is fully improved from Celebrate Life Way to Yuma Road.

The existing 4-lane segment here is anticipated to meet capacity needs through the planning horizon. Private development is expected to complete these improvements at the time of development, and no short-term improvements are identified. Sidewalk (southbound side only) and bike lanes are developed along Bullard Avenue from Lower Buckeye Parkway around the Goodyear Ballpark training facilities to the juncture with Estrella Parkway.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S9	Bullard Avenue	McDowell Rd to Celebrate Life Way	Widen southbound to three lanes to complete street. (Project includes widening under I-10; further evaluation required).
S27	Bullard Avenue	Encanto Blvd to Indian School Rd	Future widening project (based on 2040 traffic projections).
S34	Bullard Avenue	Broadway Rd to Bullard Ave Bridge	Future widening project (based on 2040 traffic projections).

Key: Short Term Project - Long Term Project

Pebble Creek Parkway/Estrella Parkway

Pebble Creek Parkway (north of I-10) and Estrella Parkway is Goodyear's continuous through-route, spanning the City from Camelback Road south across the Gila River and through the Estrella communities, to its current terminus at the Pecos Road alignment.

NORTH OF MC 85 AND THE GILA RIVER

Pebble Creek Parkway is partially developed at its northern end with southbound half-street improvements including sidewalks and bicycle lanes to Charles Boulevard. This area is part of the Loop 303 Corridor Growth Area, impacted by overflight from LAFB and planned for employment development which is anticipated to complete street improvements.

A traffic signal is planned for the Charles Boulevard intersection, and south of there, the roadway is improved with landscaped median, bicycle lanes and curb separated sidewalks that comprise the Scenic Arterial street section.

On the southbound side of the street an unpaved multiuse path extends from just south of Indian School Road to Harvard Street, where it intersects with the Roosevelt Irrigation District Canal multiuse path (which offers an off-street connection east along the canal).

At I-10, plans are underway to improve the Interchange with I-10, where peak-hour traffic causes recurring congestion. South of I-10, plans are in various stages of development to improve the entire corridor to the Gila River with three travel lanes in each direction.

SOUTH OF MC 85 AND THE GILA RIVER

The Estrella Communities south of the Gila River are experiencing growth similar to the rest of the City. However, this area is not served by the regional freeway system, and all roads (figuratively speaking) lead to Estrella Parkway. Residents south of the Gila River travel north to Goodyear and the greater Phoenix region for employment, services, shopping, entertainment, and healthcare. This results in congestion, especially during peak am and pm commute times.

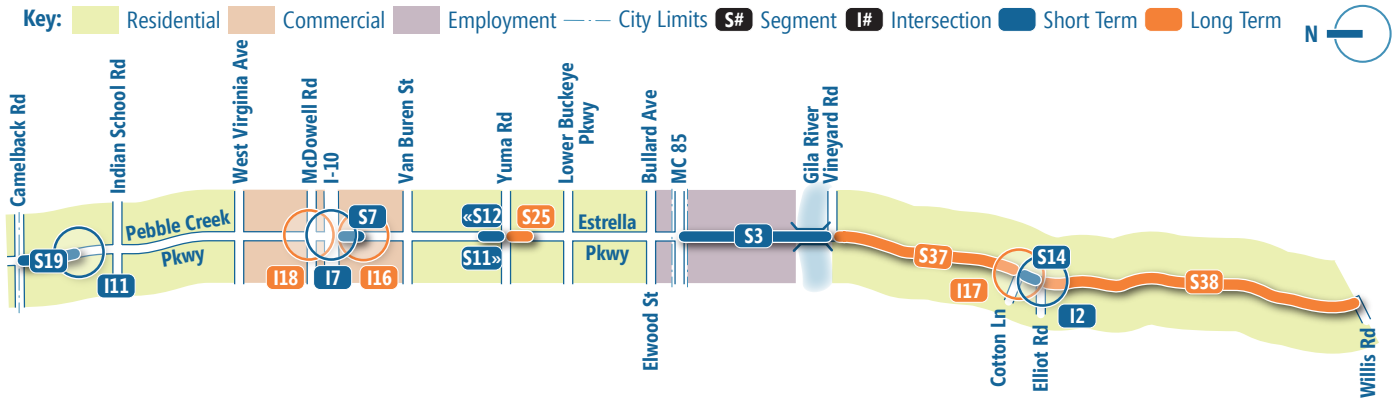
The Estrella Parkway Bridge over the Gila River (originally built in 1988) carries 2 lanes of traffic. The City is currently designing improvements to widen the facility in the short-term. While expansion to a nominally 4 lane facility is necessary in the short-term, it is anticipated the necessity for expansion to the ultimate 6 lane facility will be needed within 15 years. The Plan recommends that the facility be designed to the ultimate 6-lane facility today, so that the capacity is in place when needed (similar to the approach the City took with the Cotton Lane Bridge when it was constructed over 15 years ago).

Through the Plan horizon, it is anticipated that south of the river growth as high as 5 percent per year will continue. As a master planned community, active transportation amenities, including sidewalks and bicycle lanes have been developed; however, the distance to destinations north of the river are such that even providing transit services to the area is a challenge, with over five miles separating the community from the City north of the Gila River.

Regional facilities such as Loop 303 and I-11 are envisioned serving this area in the future, however, no definitive planning or funding has been identified to advance those projects in the foreseeable future.

Improvements for Estrella Parkway at the intersections of Elliot Road and Cotton Lane are recommended in the short-term, including widening Estrella Parkway to 6 lanes between the intersections. Beyond the short-term, Estrella Parkway north of Cotton Lane is anticipated to require 6 lanes (see discussion of Cotton Lane south of the Gila River for additional information).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
North of the MC 85 and the Gila River			
S11	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one northbound lane. (CIP 42069)
S12	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one southbound lane.
S19	Pebble Creek Pkwy	Charles Blvd to Camelback Rd	Widening to four lanes with landscape median and active transportation anticipated with development.
S25	Estrella Parkway	Yuma Rd to Goodyear Blvd S.	Widen roadway with addition of one northbound and one southbound lane.
I7	—	Estrella Pkwy and I-10	Removing slopes and widening Estrella Parkway under I-10, providing additional through lane in each direction, and adding second southbound left turn lane.
I11	—	Pebble Creek Pkwy and Charles Blvd	New traffic signal consideration.
I16	—	Roosevelt St and Estrella Pkwy	Improvements to include additional left turn lane with northbound and southbound approaches, additional northbound left turn lane. (See Appendix C for details)
I18	—	McDowell Rd and Pebble Creek Pkwy	Improvements to include addition of right turn lane with northbound approach (extend all turn lane queues), extend westbound approach left turn queues. (See Appendix C for details)
South of the MC 85 and the Gila River			
S3	Estrella Parkway	MC 85 to Vineyard Ave	Replace Gila River Bridge with ultimate 6-lane facility with active transportation improvements (determined with design); widening of roadway north to MC 85 to match 6-lane improvements planned for entire corridor to I-10.
S14	Estrella Parkway	Elliot Rd to Cotton Ln	Widening to six lanes; anticipated to be addressed with Elliot and Cotton Intersection improvements (See also Projects I2 and I17).
S37	Estrella Parkway	Vineyard Ave to Cotton Ln	Future widening project (needed prior to 2040 based on traffic projections).
S38	Estrella Parkway	Elliot Rd to Willis Rd	Future widening project (needed prior to 2040 based on traffic projections).
I2	—	Elliot Rd and Estrella Pkwy	Improvements include additional right turn lane with each approach, additional left turn lane with northbound approach, additional northbound and southbound through lane. (Appendix C for details)
I17	—	Estrella Pkwy and Cotton Ln	Roundabout replaced with traffic signal; improvements to include two additional through lanes and an eastbound left turn lane and westbound right turn lane. (See Appendix C for details)

Key: Short Term Project - Long Term Project

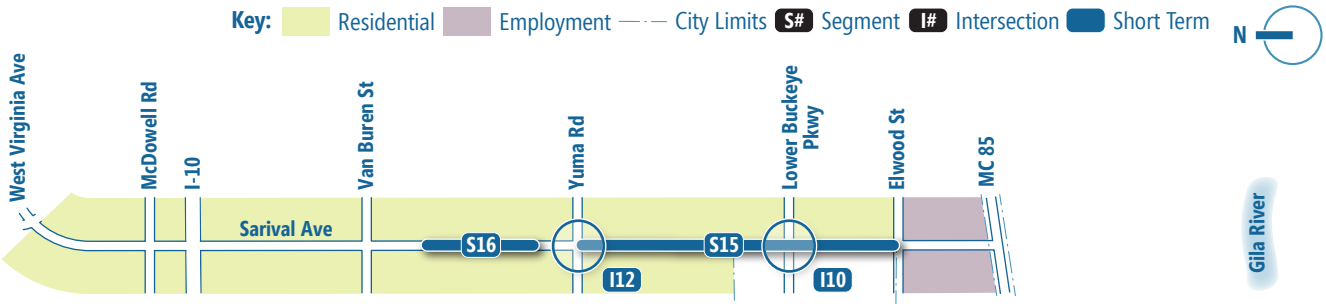
Sarival Avenue

Sarival is an arterial street with eastbound access to I-10. It serves as an important neighborhood connector, linking established neigborhoods from PebbleCreek north of I-10 to Sarival Village at Elwood Street.

Recommended improvements are already underway to complete widening of Sarival Avenue, and address intersection improvements at both Yuma Road and Lower Buckeye Road as those roadway improvements are completed.

Sarival Avenue's landscaped medians and street trees offers an attractive north-south active transportation corridor.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S15	Sarival Ave	Yuma Rd to Elwood St	Reconstruct and widen the west half of Sarival Avenue from Yuma Road to Elwood Street by providing two southbound through lanes, a center median, and active transportation improvements. (CIP 42048)
S16	Sarival Ave	W Jefferson St. to Hadley Street	Complete southbound roadway to complete street. (CIP 42011)
I10	—	Lower Buckeye Pkwy and Sarival Ave	Improvements to include traffic signals, sidewalk ramps, concrete median, utility coordination with RID coordination (and relocation), MCDOT coordination.
I12	—	Yuma Rd and Sarival Ave	Improvements necessary with Yuma Rd eastbound segment widening, traffic signal modifications.

Key: Short Term Project - Long Term Project

Cotton Lane/Loop 303

NORTH OF THE GILA RIVER

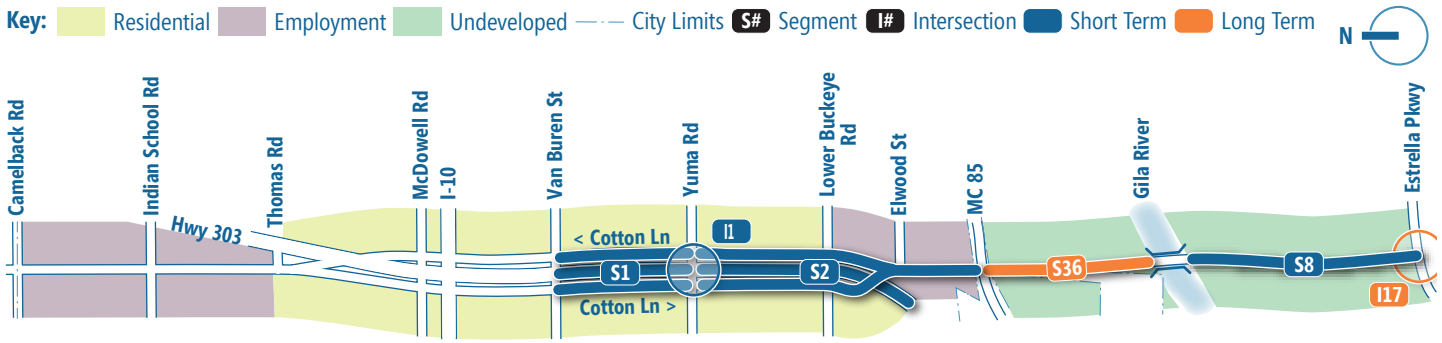
The continuation of the Loop 303 from the current terminus at Van Buren to the proposed interim termination at MC 85 is a regional project identified in the MAG RTP. Ultimately envisioned as continuing to the proposed SR 30 freeway, extension beyond the interim improvements to MC 85 are contingent on future funding determined through Proposition 479 (see Project Implementation for additional information).

SOUTH OF THE GILA RIVER

Cotton Lane crosses the Gila River approximately 2 miles west of the Estrella Bridge. The Cotton Lane Bridge, built in 2007, was constructed to accommodate 6 lanes, although it is currently configured for 4 lanes of traffic with a wide striped center median. Cotton Lane terminates at a modern roundabout with Estrella Parkway. In the short-term, replacement of the roundabout with a signalized intersection and widening of the roadway between Estrella Parkway and the Cotton Lane Bridge is recommended.

In the long-term (less than 10 years), even with proposed improvements, traffic at this interchange will exceed capacity. Additional evaluation of the roadway network at this pinch point is recommended to determine a long-term solution for the traffic traveling north through the Estrella communities to address this deficiency.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S1	Cotton Lane (Loop 303)	MC85 to Van Buren St	Loop 303 improvements (ADOT); construction anticipated Fall 2025; design plans underway (90%).
S2	Cotton Lane	MC-85 to Yuma Ln (Loop 303)	Interim pavement and striping improvements completed; Loop 303 will address remaining improvements.
S8	Cotton Lane	Estrella Pkwy to Cotton Lane Bridge (Gila River)	Rehabilitate existing roadway and widen with two additional travel lanes. (CIP 42046)
S36	Cotton Lane	Cotton Ln btwn MC-85 to Cotton Ln Bridge	Future widening project (based on 2040 traffic projections).
I1	—	*Yuma Rd and Cotton Ln*	*Interim project improvements include second southbound lane and widening at Yuma Rd. Note: this project has since been **completed** by City.*
I17	—	Estrella Pkwy and Cotton Ln	Roundabout replaced with traffic signal; improvements to include two additional through lanes and an eastbound left turn lane and westbound right turn lane. (See Appendix C for details)

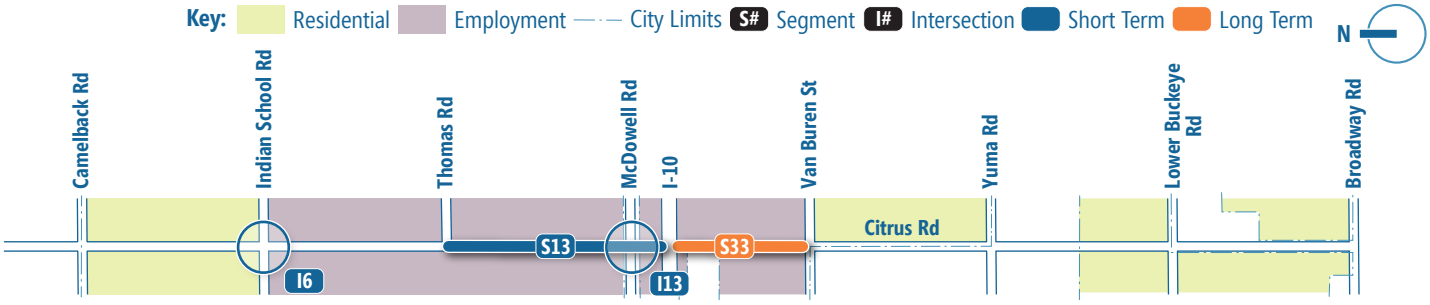
Key: Short Term Project - Long Term Project

Citrus Road

Citrus Road is an arterial street extending from Goodyear's northern limits to Broadway Road. There are no capacity improvements recommended in the short-term, with the exception of a new traffic signal at Citrus Road and Indian School Road. Development in the Loop 303 Corridor is improving portions of the roadway south of the I-10, and Goodyear has identified two widening projects north of I-10 to be completed in the longer term.

Sections of Citrus Road in north Goodyear have been improved by development.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S13	Citrus Road	I-10 to Thomas	Complete Roadway to provide 2-lanes in each direction with raised median and landscaping.
S33	Citrus Road	Van Buren St to I-10	Future widening to complete street (widening not indicated by 2040 traffic projections).
I6	—	Citrus Rd and Indian School Rd	New traffic signal consideration. (Project to be completed with improvements along ISR, see S6 and S7)
I13	—	McDowell Rd and Citrus Rd	Improvements to accommodate roadway widening (two lanes in each direction) and traffic signal. (CIP 42029)

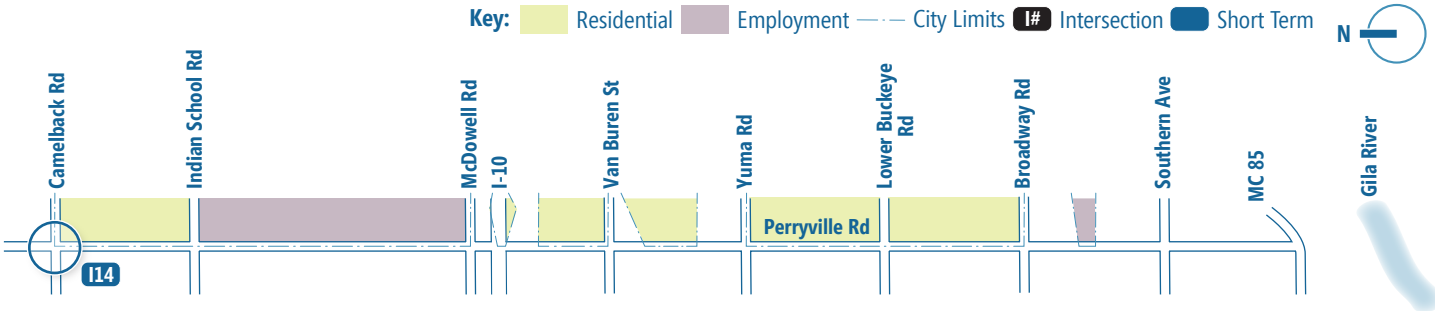
Key: Short Term Project - Long Term Project

Perryville Road

Perryville Road is ultimately envisioned as a Major Arterial. North of the Gila River Perryville Road is Goodyear's border with the City of Buckeye, and southbound roadway development is Buckeye's responsibility. Improvements have been completed in Goodyear between Indian School Road and Camelback Road, and intersection improvements at Camelback Road are pending Maricopa Water District improvements.

Intersection improvements planned for Camelback Road will complete Goodyear's portion of Perryville Road north of Indian School Road (see Project I14).

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
I14	—	Camelback Road and Perryville Road	Improvements to include traffic signals, private construction of MWD (Maricopa Water District) at Camelback/Perryville and Camelback/ Citrus to be complete before traffic signal begins.

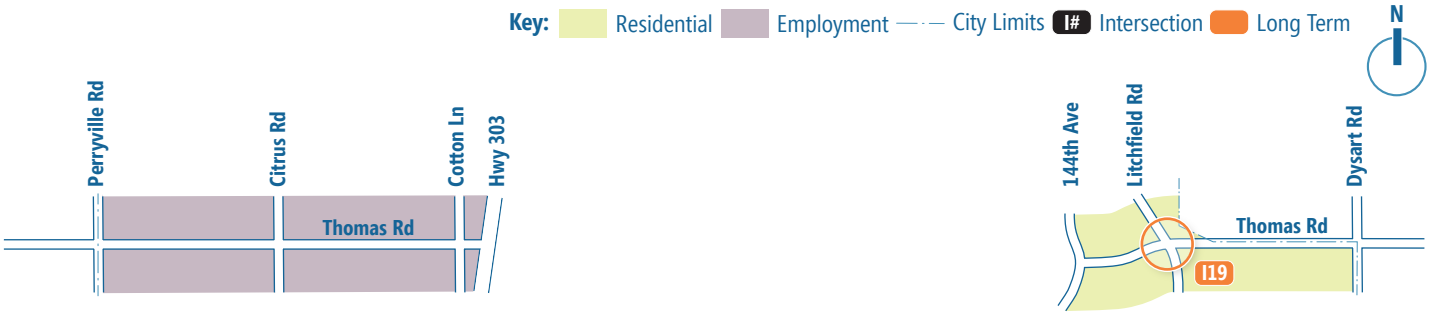
Key: Short Term Project - Long Term Project

Thomas Road

The Thomas Road arterial route is discontinuous through Goodyear. West of Loop 303 it serves the Loop 303 Corridor Growth Area, and improvements are anticipated by development. Thomas restarts half mile west of Litchfield Road (where improvements may be necessary outside of the short-term time frame) where it is developed as a collector route, extending east and providing access to Estrella Mountain Community College.

Portion of Thomas Road east of the Loop 303 constructed by new commercial development.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
I19	—	Thomas Rd and Litchfield Rd	Improvements to include additional left turn lane with southbound and westbound approaches, additional right turn lane with northbound approach (See Appendix C for details).

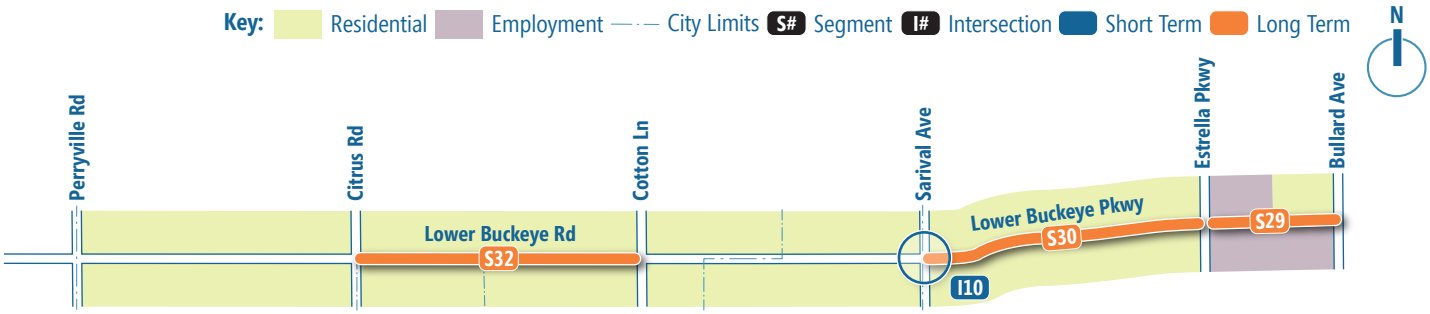
Key: Short Term Project - Long Term Project

Lower Buckeye Road/Parkway

Lower Buckeye Road is an arterial street serving a mix of developing master planned communities and established larger lot residential development in central Goodyear. There are only minor areas of improvements west of Cotton Lane, and scalloped street improvements east of Cotton Lane to Sarival Avenue have resulted in lack of pedestrian and bicycle facilities. East of Sarival Avenue, the roadway is improved to arterial street standards, however, bicycle lanes only extend from Sarival Avenue to 159th Lane, east of which they abruptly end.

Lower Buckeye Parkway east of Sarival Avenue.

SCHEMATIC CORRIDOR MAP



CORRIDOR ROADWAY PROJECTS

Project ID	Route	Segment/Intersection	Description
S29	Lower Buckeye Pkwy	Estrella Pkwy to Bullard Ave	Complete bicycle lanes.
S30	Lower Buckeye Pkwy	Sarival to Estrella Pkwy	Complete bicycle lanes 159th to Estrella Pkwy.
S32	Lower Buckeye Pkwy	Citrus Rd to Cotton Ln	Future widening project (based on 2040 traffic projections).
I10	—	Lower Buckeye Pkwy and Sarival Ave	Improvements to include traffic signals, sidewalk ramps, concrete median, utility coordination with RID coordination (and relocation), MCDOT coordination. (CIP 42047)

Key: Short Term Project - Long Term Project

Table 1. Recommendations Roadway Improvements

Map Ref	Resp Entity	Route	Segments	Description	Scalloped Segment	Volume-per-lane Scoring	Inrix Scoring	Weighted Scoring (x100)	Sidewalk Gap(s)	Bike Lane Gap(s)	2040 PM VOC	2040 PM Flow	Cost ($M)
Short-Term													
S1	ADOT	Cotton Lane (Loop 303)	MC85 to Van Buren St	Loop 303 improvements (ADOT); construction anticipated Fall 2025; design plans underway (90%). [note cost is from DCR and dated]	Yes	0.8837	0.8571	89.63	Yes	No	0.3232	2849	93.80[b]
S2	*GY*	*Cotton Lane*	*MC-85 to Yuma Ln (Loop 303)*	*Interim pavement and striping improvements **completed**; Loop 303 will address remaining improvements. (CIP 50-21-032)*	*Yes*	*1.0000*	*0.4571*	*78.29*	*Yes*	*Yes*	*0.7979*	*8558*	*3.30[a]*
S3	GY	Estrella Parkway	MC 85 to Vineyard Ave	Replace Gila River Bridge with ultimate 6-lane facility with active transportation improvements (determined with design); widening of roadway north to MC 85 to match 6-lane improvements planned for entire corridor to I-10. (CIP 42054; 42026)	Yes	0.8896	0.5143	76.15	Yes	Yes	0.9626	8620	95.00
S4	GY	Yuma Road	Cotton Ln to Canyon Trails Blvd	Reconstruct and widen south half of Yuma Road to provide three eastbound through lanes, raised median with landscaping. (CIP 42-23-314)	Yes	0.5703	0.8286	75.96	Yes	No	0.5657	4986	15.20
S5	GY	Camelback Road	Loop 303 to 152nd Avenue	Widen existing two-lane roadway to 4-lane arterial w/ bike lanes, curb & gutter, sidewalks, traffic signals, and lighting.	Yes	0.9949	0.3429	73.51	Yes	Yes	0.7722	4538	25.00
S6	GY	Indian School Road	Perryville Rd to Citrus Rd	Widening eastbound lanes to complete street.	No	0.5662	1.0000	62.65	No	No	0.7422	2215	35.00
S7	GY	Indian School Road	Citrus Rd to Minnezona Avenue	Project will eliminate the existing scalloped street condition for westbound Indian School Road from 1-lane to 3-lanes and install a warranted traffic signal at Citrus & Indian School (CIP 42056).	No	0.5273	0.9714	59.95	Yes	Yes	0.8274	4659	11.00
S8	GY	Cotton Lane	Estrella Pkwy to Cotton Lane Bridge (Gila River)	Rehabilitate existing roadway and widen with two additional travel lanes. (CIP 42046)	Yes	0.4109	0.5143	57.01	Yes	Yes	1.1405	6809	6.80
S9	GY	Bullard Avenue	McDowell Rd to Celebrate Life Way	Widen southbound to three lanes to complete street. (Project includes widening under I-10; further evaluation required)	Yes	0.3098	0.5714	55.25	No	No	0.6837	5684	10.31
S10	GY	McDowell Road	Litchfield Rd to Dysart Rd	Reconstruct and widen the eastbound and westbound lanes to provide an additional travel lane in each direction. (CIP 42058)	No	0.6737	0.6571	53.23	No	Yes	0.6161	3620	10.60
S11	GY	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one northbound lane. (CIP 42069)	No	0.7294	0.6000	53.18	Yes	Yes	0.8462	5456	0.87
S12	GY	Estrella Parkway	Yuma Rd to Goodyear Blvd N.	Widen with addition of one southbound lane.	No	0.7294	0.6000	53.18	Yes	Yes	0.8462	5456	0.94
S13	GY	Citrus Road	I-10 to Thomas	Complete Roadway to provide 2-lanes in each direction with raised median and landscaping. (CIP 4200A)	No	0.3571	0.9429	52.00	Yes	Yes	0.6014	1795	32.90
S14	GY	Estrella Parkway	Elliot Rd to Cotton Ln	Widening to six lanes; anticipated to be addressed with Elliot and Cotton Intersection improvements (See also Projects I2 and I17)	No	0.7283	0.5143	49.70	No	No	1.5915	14252	3.00
S15	GY	Sarival Ave	Yuma Rd to Elwood St	Reconstruct and widen the west half of Sarival Avenue from Yuma Road to Elwood Street by providing two southbound through lanes, a center median, and active transportation improvements. (CIP 42048)	No	-	-	-	-	-	-	-	19.43[a]
S16	GY	Sarival Ave	W Jefferson St. to Hadley Street	Complete southbound roadway to complete street. (CIP 42011)	No	-	-	-	-	-	-	-	1.13[a]
S17	GY	Yuma Road	Canyon Trails to Sarival Ave	Complete street with eastbound roadway improvements. (CIP 42037)	No	-	-	-	-	-	-	-	3.68[a]
S18	MC	MC 85	Estrella Parkway to Loop 303	Widening to six lanes to be completed by Maricopa County in anticipation of the extension of Loop 303.	No	-	-	-	-	-	-	-	- [b]
S19	D	Pebble Creek Parkway	Charles Blvd to Camelback Rd	Widening to four lanes with landscape median and active transportation anticipated with development.	No	-	-	-	-	-	-	-	- [b]
Long-Term													
S20	GY	McDowell Road	Citrus Rd to Cotton Ln	Future roadway improvements to provide active transportation improvements (widening not indicated by 2040 traffic projections).	Yes	0.4125	0.3143	49.07	Yes	Yes	0.7658	2286	-
S21	D	Litchfield Road	Celebrate Life Way to I-10	Improvements completed by development (sidewalk, bike lane); likely will be complete within the year.	No	0.6675	0.5143	47.27	Yes	Yes	0.9735	6629	- [b]

Table 1. Recommendations Roadway Improvements (continued)

Map Ref	Resp Entity	Route	Segments	Description	Scalloped Segment	Volume-per-lane Scoring	Inrix Scoring	Weighted Scoring (x100)	Sidewalk Gap(s)	Bike Lane Gap(s)	2040 PM VOC	2040 PM Flow	Cost ($M)
S22	D	McDowell Road	Pebble Creek Rd to Bullard Ave	Small sidewalk gap between Harkins Theater crossing Bullard Ave to 146th Ave.	Yes	0.3661	0.2857	46.07	Yes	Yes	0.7303	6437	- [b]
S23	GY	Litchfield Road	Yuma Rd to Van Buren St	Complete street with sidewalk improvements.	No	0.5433	0.5429	43.45	Yes	No	0.5886	3459	9.90[a]
S24	GY	Yuma Road	Sarival Ave to Estrella Pkwy	Complete bicycle lane from 159th Ave to Goodyear Boulevard West.	Yes	0.2267	0.2571	39.35	Yes	Yes	0.4873	0.4873	-
S25	GY	Estrella Parkway	Yuma Rd to Goodyear Blvd S.	Widen roadway with addition of one northbound and one southbound lane.	Yes	0.2046	0.2286	37.33	Yes	Yes	0.4489	4020	2.55
S26	D	Yuma Road	Perryville Rd to Cotton Ln	Development to address sidewalk gap on north side of roadway from Cotton Lane to 175th Drive; improvements anticipated by development.	Yes	0.2594	0.1429	36.09	Yes	Yes	1.0056	4529	- [b]
S27	GY	Bullard Avenue	Encanto Blvd to Indian School Rd	Future widening project (based on 2040 traffic projections).	Yes	0.3541	0.0286	35.31	No	Yes	1.1430	5236	-
S28	GY	Van Buren Street	187th Ave to Cotton Ln	Future widening project (based on 2040 traffic projections).	Yes	0.3826	0.0000	35.30	Yes	Yes	0.9318	3854	-
S29	GY	Lower Buckeye Pkwy	Estrella Pkwy to Bullard Ave	Complete bicycle lanes.	No	0.0475	0.8000	33.90	Yes	Yes	0.2910	1710	0.78 [c]
S30	GY	Lower Buckeye Pkwy	Sarival to Estrella Pkwy	Complete bicycle lanes 159th to Estrella Pkwy.	No	0.1436	0.4857	25.17	No	Yes	0.4407	2631	1.86 [c]
S31	GY	Van Buren Street	Sarival Ave to Estrella Pkwy	Future widening to complete street (widening not indicated by 2040 traffic projections).	No	0.4555	0.1714	25.08	Yes	No	0.5190	3049	-
S32	GY	Lower Buckeye Road	Citrus Rd to Cotton Ln	Future widening project (based on 2040 traffic projections).	No	0.3917	0.1143	20.24	Yes	Yes	1.0357	12188	-
S33	GY	Citrus Road	Van Buren St to I-10	Future widening to complete street (widening not indicated by 2040 traffic projections).	No	0.2618	0.2000	18.47	Yes	Yes	0.7333	2189	29.60
S34	GY	Bullard Avenue	Broadway Rd to Bullard Ave Bridge	Future widening project (based on 2040 traffic projections).	No	-	-	-	Yes	No	1.0193	1604	-
S35	GY	Camelback Road	Citrus Rd to Cotton	Future widening project (based on 2040 traffic projections). Portions being constructed by development today.	No	-	-	-	-	-	-	-	22.10
S36	GY	Cotton Lane	Cotton Ln btwn MC-85 to Cotton Ln Bridge	Future widening project (needed prior to 2040 based on traffic projections).	No	-	-	-	Yes	No	1.2035	7185	-
S37	GY	Estrella Parkway	Vineyard Ave to Cotton Ln	Future widening project (needed prior to 2040 based on traffic projections).	No	-	-	-	Yes	No	1.2022	10766	-
S38	GY	Estrella Parkway	Elliot Rd to Willis Rd	Future widening project (needed prior to 2040 based on traffic projections).	No	-	-	-	No	No	1.1486	10286	-
S39	AV	Dysart Road	Cornerstone Blvd to W Coldwater Plaza N	Future widening project (based on 2040 traffic projections). (Avondale responsible for roadway improvements)	No	-	-	-	No	No	0.9501	8374	- [c]
S40	LP	Litchfield Road	Indian School Rd to Clear Creek Dr	Two existing NB lanes between Indian School Road and Wigwam Boulevard. (Litchfield Park responsible for addition of a third lane)	No	-	-	-	-	-	-	-	-
S41	D	Litchfield Road	Broadway Rd to Lower Buckeye Rd	Improvements anticipated through development (data centers planned).	No	-	-	-	Yes	Yes	0.0624	289	- [b]

Table Notes: Responsible Entity: ADOT – Arizona Department of Transportation; AV – Avondale; D – Development; GY – Goodyear; LP – Litchfield Park; MC – Maricopa County.

Ranking are normalized scoring with 1.000 being highest score, all other reported scores relative to that ('-' indicates no value determined for that segment).

Weighted scoring based on Scalloped Streets (20%); Volume per lane (40%); and Inrix value (40%). Sidewalk and Bike Lane gaps indicate inconsistencies along segment for these features.

2040 PM VOC (Volume over capacity) and 2040 PM Flow (roadway volume) derived from 2040 MAG transportation model run with committed projects (i.e., Loop 303 extension; SR 30; and Goodyear funded improvements).

a. Planned/committed funding; b. Improvements anticipated by other than Goodyear; c. Improvement may be addressed/associated with other project (see Description)

Table 2. Recommendations Roadway Intersection Improvements

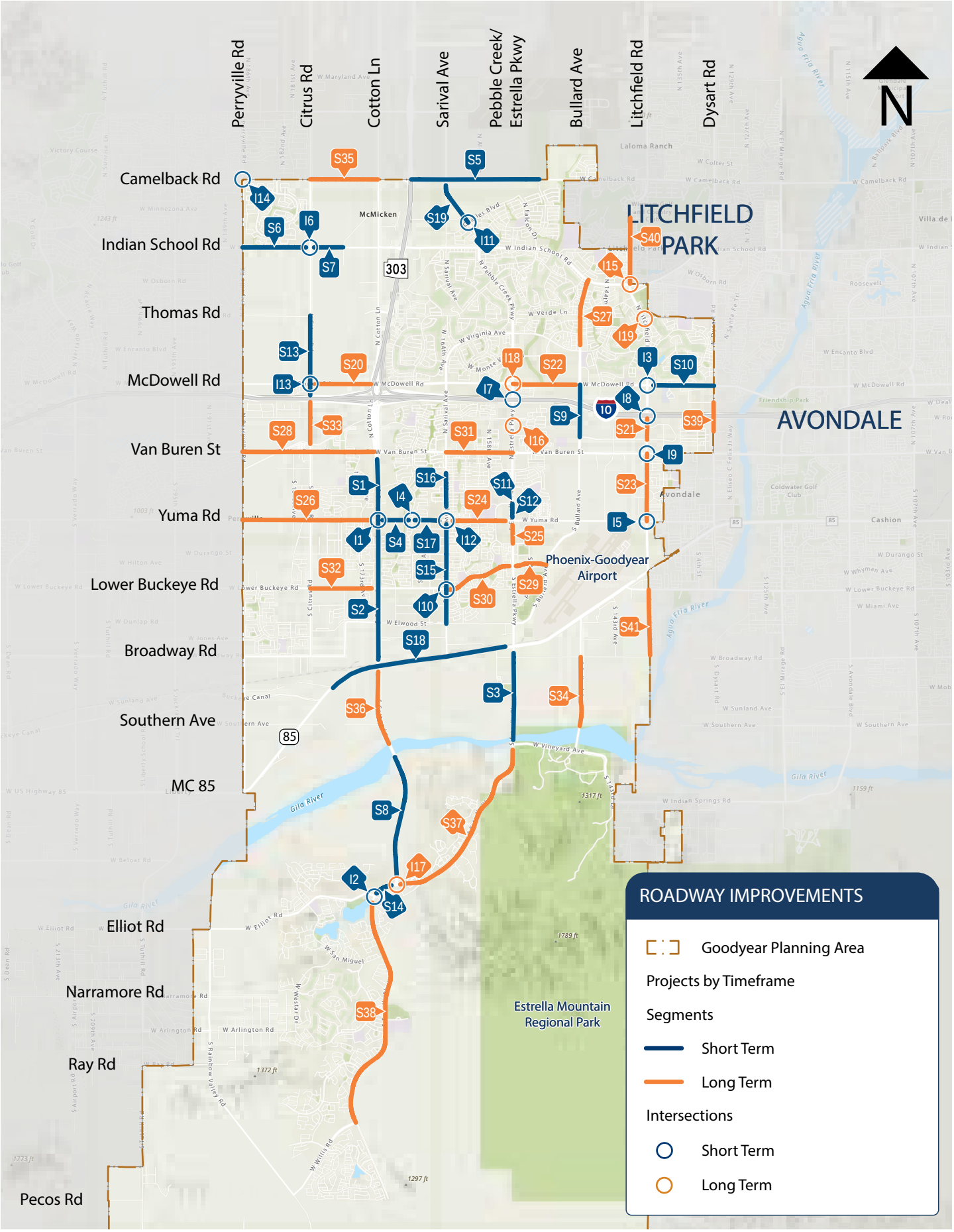
Map Ref	Intersection	Description	Delay Rank	Total Crash Rank	Land Use Ranking	Weighted Scoring (x100)	Combined Int/ Seg Score	Cost ($M)
Short Term								
I1	*Yuma Road and Cotton Lane*	*Interim project improvements include second southbound lane and widening at Yuma Rd. Note: this project has since been **completed** by City.*	*0.178*	*0.615*	*1.000*	*51.730*	*1.414*	*3.00*
I2	Elliot Road and Estrella Parkway	Improvements to include additional right turn lane with each approach, additional left turn lane with northbound approach, and additional northbound and southbound through lane. (See Appendix C for details)	1.000	0.358	0.556	65.440	1.151	4.67
I3	McDowell Road and Litchfield Road	Design underway; addition of westbound turn lane, and increase the westbound left turn lane storage length. (CIP 42057)	0.180		0.667	60.528	1.138	0.24
I4	Yuma Road and Canyon Trails Boulevard	Improvements necessary with Yuma Rd segment widening, traffic signal modifications.	0.082	0.881	0.889	30.551	1.065	0.50
I5	Yuma Road/ Western Avenue and Litchfield Road	Future intersection improvements necessary with completion of roadway segment improvements to north (see Segment Project S12). Planning level cost estimate, based on comparable project.	0.111	0.493	0.444	33.049	0.765	2.00
I6	Citrus Road and Indian School Road	New traffic signal consideration. (Project to be completed with improvements along ISR, see S6 and S7)	-	-	-	-	-	0.75
I7	Estrella Parkway and I-10	Removing slopes and widening Estrella Parkway under I-10, providing additional through lane in each direction, and adding second southbound left turn lane. (CIP 42027)	-	-	-	-	-	7.50
I8	Litchfield Road and I-10	Traffic operations observed improvements to include removing slopes and widening Litchfield Road under I-10, providing additional northbound left turn lane. Planning-level cost estimate, based on Estrella Pkwy and I-10 project.	-	-	-	-	-	7.50
I9	Litchfield Road and Van Buren Street	Traffic operations observed improvements to include additional left turn lane with northbound and southbound approach. Planning-level cost estimate, based on comparable Litchfield Rd and Thomas Rd improvements.	-	-	-	-	-	1.96
I10	Lower Buckeye Parkway and Sarival Avenue	Improvements to include traffic signals, sidewalk ramps, concrete median, utility coordination with RID coordination (and relocation), MCDOT coordination. (CIP 42047)	-	-	-	-	-	4.34
I11	Pebble Creek Parkway and Charles Boulevard	New traffic signal consideration.	-	-	-	-	-	0.75
I12	Yuma Road and Sarival Avenue	Improvements necessary with Yuma Rd eastbound segment widening, traffic signal modifications.	-	-	-	-	-	0.50
I13	McDowell Road and Citrus Road	Improvements to accommodate roadway widening (two lanes in each direction) and traffic signal. (CIP 42029)	-	-	-	-	-	5.17
I14	Camelback Road and Perryville Road	Improvements to include traffic signals, private construction of MWD (Maricopa Water District) at Camelback/Perryville and Camelback/Citrus to be complete before traffic signal begins. (CIP 42013)	-	-	-	-	-	0.63
Long Term								
I15	Indian School Road and Litchfield Road	Improvements to include additional left turn lane with each approach, additional right turn lane with eastbound approach, and additional westbound and northbound through lane*. *Additional northbound through lane is the responsibility of Litchfield Park. (See Appendix C for details)	-	-	-	-	-	2.58
I16	Roosevelt Street and Estrella Parkway	Improvements to include additional left turn lane with northbound and southbound approaches, additional northbound left turn lane. (See Appendix C for details)	-	-	-	-	-	1.21
I17	Estrella Parkway and Cotton Lane	Roundabout replaced with traffic signal; improvements to include two additional through lanes and an eastbound left turn lane and westbound right turn lane. (See Appendix C for details)	-	-	-	-	-	5.51
I18	McDowell Road and Pebble Creek Parkway	Improvements to include dual right turn lane with northbound approach (extend all turn lane queues), extend westbound approach left turn queues). (See Appendix C for details)	-	-	-	-	-	0.95
I19	Thomas Road and Litchfield Road	Improvements to include additional left turn lane with southbound and westbound approaches, additional right turn lane with northbound approach (See Appendix C for details).	-	-	-	-	-	1.96

Table Notes:

Ranking are normalized scoring with 1.000 being highest score, all other reported scores relative to that ('-' indicates no value determined for that intersection).

Weighted scoring based on Delay (40%); Crash (40%); and Land Use (20%). Combined Intersection/Segment Score is cumulative score, using the higher entering Roadway Segment score, where applicable (see Table 1. Recommendations Roadway Improvements).

Figure 13. Roadway Recommendations Map



Transit Recommendations

Short-term Transit Recommendations

The short-term transit recommendations include improvements to existing fixed-route bus services, expansion of the WeRIDE microtransit program, implementation of a mobility hub, and improvements to existing bus stops. The short-term recommendations are described in the sections below, summarized in Table 3.

FIXED-ROUTE BUS

The short-term recommendations for fixed-route bus service in Goodyear consist of frequency and service span improvements to existing services to comply with the regional service standards established through Valley Metro's Transit Standards and Performance Measures (TSPM) process. For local bus service (Route 3 – Van Buren and Route 17 – McDowell), this includes increasing frequencies on Saturdays to 30 minutes and implementing Sunday service at 30 minute frequency for a span of 12 hours. For express bus service (Route 562 – Goodyear Express), this includes adding one inbound/outbound trip on weekdays for a total of four trips.

Because the improvements to Routes 3 and 17 include miles of service in the neighboring communities of Tolleson and Avondale, the City will need to coordinate with these jurisdictions to advance the service recommendations.

MICROTRANSIT

The City's WeRIDE program has had great success since launching in November 2022, with ridership steadily increasing. Based on the success of the first year, the short-term recommendations for WeRIDE include expansion of the service into the following areas:

WeRIDE is currently providing services in Goodyear through a pilot program. Source: werideaz.com

- Estrella Mountain Ranch: community in the southwestern portion of the City, in the vicinity of Estrella Parkway and Elliot Road. As noted in the introduction, with a population of over 20,000 today and underserved in community amenities such as shopping, healthcare and employment, the area appears to have a need for microtransit services.
- PebbleCreek/Central Goodyear: the area north of the existing WeRIDE zone, generally bounded by Indian School Road to the north, McDowell Road to the south, Loop 303 to the west, and Litchfield Road to the east. Continued outreach and service to non-gated communities and areas with demonstrated need should be prioritized in the short term.

Consistent with the existing zone, service in the expansion areas would operate on weekdays from 6 a.m. to 8 p.m.

FACILITIES

Short-term recommendations were also developed for transit facilities including mobility hubs and bus stops. Mobility hubs are described in the Active Transportation section and may include elements such as bus stop amenities, bike racks, bike/scooter share, car share, EV charging stations, lockers, etc. Mobility hub locations were previously identified in the Avondale-Goodyear Transit Study (2021). The short-term recommendation for these facilities is to implement a mobility hub at the Goodyear Civic Square, a frequent destination for the existing WeRIDE service.

Bus stops are the first element passengers experience on their transit journey. As such, it is essential that these facilities are accessible to all users and provide an appropriate level of amenities relative to the level of demand. According to Valley Metro's bus stop database, there are 18 active bus stops in Goodyear, 10 of which have shelters (56 percent). Many of these facilities are dated and beginning to show their age, and the short-term recommendation for bus stops is to upgrade these facilities as needed based on demand, ridership levels, development patterns, and other factors. At a minimum, the City should work to ensure that all stops are ADA-compliant.

Table 3. Short-term Transit Recommendations

Service Type	Route/Service	Description	Cost	
Fixed-route	Route 3 - Van Buren	Bring route into compliance with regional service standards (per Valley Metro TSPM). Increase Saturday frequencies to 30 minutes. Implement Sunday service at 30-minute frequencies for 12 hours.	Tolleson	$82,000
			Avondale	$193,000
			Total	$275,000
	Route 17 - McDowell	Bring route into compliance with regional service standards (per Valley Metro TSPM). Increase Saturday frequencies to 30 minutes. Implement Sunday service at 30-minute frequencies for 12 hours.	Avondale	$193,000
			Goodyear	$101,000
			Total	$236,00
	Route 562 – Goodyear Express	Bring route into compliance with regional service standards (per Valley Metro TSPM). Add one inbound/outbound trip on weekdays.	Total	$102,000
Microtransit	WeRIDE	Expand service into Estrella Mountain Ranch	Total	TBD
	WeRIDE	Expand service into PebbleCreek/Central Goodyear	Total	TBD
Facilities	Mobility Hub	Implement primary mobility hub at Goodyear Civic Square	Total	$400,000
	Bus Stops	Upgrade facilities as needed based on need, ridership levels, development patterns, etc. Ensure all stops are ADA-compliant.	Per Stop	$5,000 - $15,000[a]

Notes: The costs for the fixed-route transit recommendations represent annual operating cost estimates.

Costs are based on Fiscal Year 2024 Cost per Mile figures for the City of Phoenix (Routes 3 and 17) and Valley Metro (Route 562).

a. Excludes right-of-way costs.

Long-term Transit Recommendations

The long-term transit recommendations include new fixed-route services and implementation of additional transit facilities including mobility hubs, a potential West Valley Operations and Maintenance (O&M) Facility, and a potential station for Amtrak/commuter rail service. The long-term recommendations are described in the sections below, summarized in Table 4, and illustrated shown at the end of this section in Figure 14, Transit Recommendations Map.

FIXED-ROUTE BUS

The long-term recommendations for fixed-route bus service in Goodyear consists of an extension of an existing route and the introduction of two new service routes. The service extension would be on Route 3 – Van Buren to two potential termini: (1) Estrella Parkway or (2) Bullard Avenue, south to Yuma Road, east to Litchfield Road, and north to Van Buren Street (assumes one-way loop). The exact alignment of the extension would be determined through future analysis.

The new fixed-route services recommended for implementation in the long-term planning horizon include local bus service in either the Litchfield Road or Dysart Road corridors and flex bus service in the MC 85 corridor. Local bus service in the Litchfield Road or Dysart Road corridor would establish a north-to-south transit spine and connect to the existing east-to-west local services (Routes 3 and 17). The preferred corridor and termini would be determined through future analysis but, for planning purposes, a 9-mile corridor was assumed with 30-minute service for 16 hours on weekdays, 14 hours on Saturdays, and 12 hours on Sunday.

The other long-term fixed-route service recommendation is to implement flex service in the MC 85 corridor. There are various types of flex transportation services, with some serving a set alignment and deviating upon request, and others serving defined stop locations within a zone with the route dependent on the requested stops. The operating parameters for the MC 85 service would be determined through future planning efforts, but one option would be to implement it in conjunction with the Route 685 – Ajo/Gila Bend.

FACILITIES

The long-term recommendations for transit facilities include additional mobility hubs, a potential West Valley O&M Facility, and a potential station for future Amtrak/commuter rail service. The mobility hub recommendation includes implementing three new facilities at the Goodyear Ballpark, Canyon Trails Towne Center, and the Goodyear Park-and-Ride to expand shared and sustainable transportation options.

The second long-term facility recommendation is to support efforts to site a multimodal O&M facility in Goodyear. Valley Metro is conducting a study to identify and evaluate site options for a West Valley O&M facility that would serve express, paratransit, RideChoice, and microtransit services. The parcel next to the Goodyear Park-and-Ride has previously been identified as a candidate site and could be evaluated as part of the study. The City should support the Valley Metro effort and advocate for the Goodyear site as the preferred option.

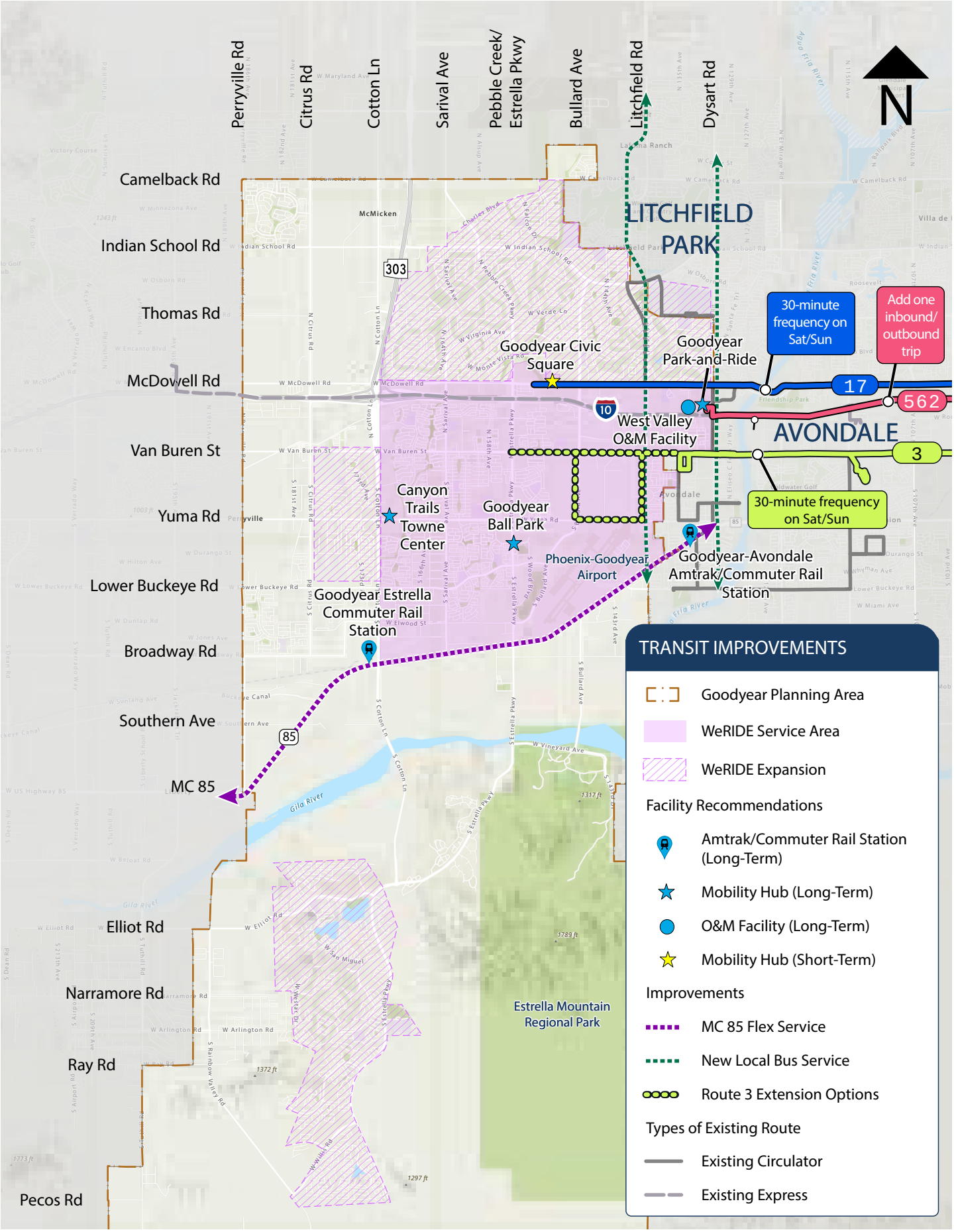
The third facility recommendation is to support efforts to site and implement a rail station in Goodyear in anticipation of Amtrak service and potential commuter rail service. Station locations that have been identified in previous planning efforts include the vicinity of MC 85 and Cotton Lane (MAG Regional Commuter Rail Study) and the Phoenix-Goodyear Airport area (Amtrak). As efforts to implement these services advance, the City should work with relevant agencies and local partners to advocate for a station location in Goodyear.

Table 4. Long-term Transit Recommendations

Service Type	Route/Service	Description	Cost	
Fixed-route	Route 3 – Van Buren	Extend route west to either: (1) Estrella Pkwy (2.5 miles), or (2) Bullard Ave, south to Yuma Rd, east to Litchfield, north to Van Buren (5 miles). (Note: assumes one-way loop) Assumes 30-minute service for 16 hours on weekdays, 14 hours on Saturdays, and 12 hours on Sunday.	Total (Option 1)	$507,000
			Total (Option 2)	$510,000
	New Local Bus Service – Litchfield Rd/ Dysart Rd	Implement local bus service in Litchfield Rd or Dysart Rd corridor. Assumes 30-minute service for 16 hours on weekdays, 14 hours on Saturdays, and 12 hours on Sunday.	Total	$1,929,000
	New Flex Bus Service – MC 85	Implement flex service on MC 85 (potentially in conjunction with Route 685).	Total	TBD
Facilities	Mobility Hub	Implement secondary mobility hub at Goodyear Ballpark	Total	$200,000
	Mobility Hub	Implement secondary mobility hub at Canyon Trails Towne Center	Total	$200,000
	Mobility Hub	Implement secondary mobility hub at Goodyear Park-and-Ride	Total	$200,000
	West Valley O&M Facility	Potentially site future West Valley O&M Facility adjacent to Goodyear Park-and-Ride.	Total	TBD
	Bus Stops	Upgrade facilities as needed based on need, ridership levels, development patterns, etc. Ensure all stops are ADA-compliant.	Per Stop	$5,000–$15,000[a]
	Amtrak/ Commuter Rail Station	Support efforts to design/implement rail station in Goodyear in anticipation of Amtrak service and potential commuter rail service. Previously identified locations: Goodyear/Estrella, Phoenix-Goodyear Airport (Avondale)	Total	TBD

Notes: The costs for the fixed-route transit recommendations represent annual operating cost estimates. Costs are based on Fiscal Year 2024 Cost per Mile figures for the City of Phoenix.
a. Excludes right-of-way costs.

Figure 14. Transit Recommendations Map



Active Transportation Recommendations

During the public engagement for the Plan, Goodyear residents expressed interest in greater opportunities to safely and comfortably walk and bicycle through the City. Master planned communities in Goodyear have been developed to facilitate good neighborhood circulation, and the City's street standards include sidewalks and bicycle lanes, but more can be accomplished to enhance active transportation by providing connections to activity centers and other destinations throughout the City.

This section of the Plan provides recommendations to improve those connections, so that active transportation becomes a viable and desirable option for residents. This supports the active lifestyle and quality of life Goodyear residents enjoy today, while also making active transportation an increasingly viable option for walking or bicycling to destinations throughout the City.

The improvements identified in the Plan are described below. Following descriptions of improvements, Table 5 and Figure 15 identify specific recommendations and proposed timeframes for those improvements. Timeframes for improvements are identified based on linking active transportation destinations, building on the identified roadway improvements, and addressing existing gaps.

Active Transportation Facilities

BICYCLE LANE STRIPING

Bicycle lanes are preferably 6 feet wide but can be 5 feet wide where room is limited. Where there is no curb and gutter, 4 feet is the minimum standard. However, many Goodyear streets are built out with curbs and gutters and should provide sufficiently wide bicycle lanes where possible. Goodyear's standard street cross sections show 6-foot bicycle lanes on arterial and collector roadways, measured from stripe to back of curb (making the effective bicycle lane width 5.5 feet). The width of bicycle lanes is an important factor in rider comfort; striping for 6-foot bicycle lanes will provide safer, more accessible facilities for users of varying ages and abilities.

Safe and convenient connections between neighborhoods, schools, and activity centers supports increased pedestrian and bicycle activity.

BUFFERED BICYCLE LANES

Buffered bicycle lanes have additional space between the bicycle lane and the outside vehicular lane or parked cars to buffer bicyclists from vehicular traffic. These are recommended on high-volume or high-speed (over 35 mph) roadways, especially those with freight or large-vehicle traffic. Comments received from residents during the Plan update indicated the desire for safer and more accessible bicycle facilities along the City's arterial network; however, additional community outreach is necessary to assess the interest in making such changes, which could be implemented through a reconstruction of existing roadway section, roadway lane narrowing, and in some instances through "road diets" (where an existing traffic lane is repurposed to accommodate buffered and/or protected bicycle lanes) to accommodate buffers. The recommended Active Transportation Plan would allow focused engagement and education on these topics, the potential trade-offs that exist with existing roadway capacity and needs.

SIGNS AND MARKINGS

Both vertical signs and pavement markings help bicyclists and motorists note the presence of bicycle facilities and the need to share the road. Goodyear's bicycle lanes are marked with the standard bicycle lane pavement symbol; however, many are faded and in need of refreshing.

Pavement symbols are typically placed on the far side of the intersection, just prior to intersections where vehicular crossovers to right-turn lanes occur, and at periodic intervals between intersections based on engineering judgement. Vertical bicycle lane signs should be used in conjunction with the pavement marking. Vertical bicycle lane signs should follow Manual on Uniform Traffic Control Devices (MUTCD) sign standards at minimum, but can also be designed to create unique sign and wayfinding branding for the City.

Bicycle Lane Enhancements

Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas. Colored pavement is sometimes used along the length of a bike lane, however it is also used as a spot treatment, to call attention to conflict areas, or as intersection crossing marking. Color applied along the entire length of bike lane or at conflict points increases the overall visibility of the facility. Consistent application of color across a bikeway corridor is important to promote clear understanding for all users.

SIDEWALKS

Sidewalks are the most common active transportation facility found in Goodyear and the surrounding region. They occur on most improved arterial, collector, and local roadways. The standard Goodyear roadway cross sections include 8- or 5-foot sidewalks on both sides of the street.

Sidewalks are typically found where development has occurred, and may be absent on one or both sides of the street in undeveloped portions of Goodyear. Pedestrians tend to walk on whichever side of the street is best for them in terms of comfort and convenience, and will often walk on the preferred side even if no sidewalk exists. Addressing sidewalk gaps through roadway and active transportation improvements will provide safer, more comfortable routes and increase connectivity in the city's active transportation network. To address these gaps throughout the city, it is recommended that the City prepare an Active Transportation Plan that would inventory facilities and make specific actionable recommendation to complete the network. Funding for such a plan could be pursued through MAG's Active Transportation Committee and other federal discretionary grant programs.

Accessibility

Goodyear's active transportation network should accommodate all users. The ADA establishes design standards for new and reconstructed private and public facilities through the ADA Accessibility Guidelines. ADA requires that pedestrian facilities have slopes of 5 percent or less, minimum widths that provide a clear walkway of 36 inches, stable and firm surfaces, and adequate width and height clearances.

Corner ramps are critical to creating accessible active transportation routes along streets. Preferably, they are directional to traffic, rather than diagonal. Ramps must be 36 inches wide at a minimum, with a maximum rise of 1:12. Ramps must also include detectable warning strips. Additional information on accessible active transportation facilities can be found at: www.access-board.gov.

Including accessible on- and off-street facilities with new construction and roadway repair is a critical step in ensuring Goodyear's transportation network meets the needs of all users.

Sidewalk and Bicycle Lane Inventory

As a component of the recommended Active Transportation Plan, a comprehensive inventory of the City's sidewalks, bicycle lanes, paths, and trails is recommended to ensure that information (such as width, material [if other than concrete], shade coverage, accessibility, impediments, and conditions) is up to date. This information would be useful in ensuring that gaps are addressed, and existing facilities can be maintained. A concern that was identified through Plan outreach was ongoing maintenance of facilities is being overlooked resulting in debris in bicycle lanes.

MULTIUSE PATHS

A multiuse path exists in Goodyear on the eastern side of Litchfield Road from McDowell Road south to the I-10 westbound off ramp and from the I-10 eastbound on ramp south to Van Buren Street. It is striped for two-way traffic. The proposed Goodyear off-street facilities plan shows other multiuse paths along the city's arterial streets and off-street corridors. The multiuse path would be developed on the preferred side of the street; with the opposite side to include the standard 8-foot sidewalk. The path cross section is typically a 10 foot path with a 4-foot decomposed granite shoulder/trail attached on one side, separated from the curb by a landscaped buffer.

NONMOTORIZED-FOCUSED ARTERIAL

Nonmotorized-focused arterial roadways are recommended for several roads throughout the city (e.g., Sarival Avenue, Yuma Road). Their locations, north-to-south and east-to-west, were selected to complement off-street active transportation corridors. This increases the connectivity of the city's active transportation network by providing routes that are preferential to nonmotorized use (over vehicular use); these designations do not decrease the roadway's functional classification.

The elements of the nonmotorized-focused arterial roadway may fit within the outside curb dimensions of the current city standard roadway cross sections. This could be achieved by narrowing medians from 14 to 12 feet for some scenarios, and by narrowing the traffic lanes by 1-foot to gain room for the 3-foot striped buffer area (described below). Such decisions would require engineering consideration on a case-by-case basis. Nonmotorized-focused arterial roadways incorporate the multiuse path/trail on one side or the other.

On the nonmotorized-focused arterial roadways, increasing the amenities provided for bicyclists and pedestrians could increase nonmotorized activity. Aside from the facilities themselves (for example, bicycle lanes, sidewalks, trails), which should be maintained in good condition, the amenities of shade, water, and places to rest will create a more pleasing environment. Sidewalks and trails with a minimum of 50 percent shade coverage will be inviting places to walk, particularly in the summer. An abundant tree canopy provides many other benefits: increased property values, reduced cooling costs, increased community and business district appeal, reduced expenditures on gray infrastructure, prolonged pavement life, improved air and water quality, reduced urban heat island effect, reduced energy consumption, reduced stormwater runoff and erosion, improved wildlife habitat, more shade, visual and sound buffers, improved neighborhoods, and walkable streets.

MIDBLOCK CROSSINGS

Goodyear currently has several midblock crossings on the City's arterial and collector streets. Locations identified in the Plan are based on providing safe crossings at destinations and where off-street facilities cross arterial streets. Implementation of midblock crossings would require additional evaluation of traffic conditions. Common midblock crossing options and their application are discussed here.

High-visibility crosswalks may include a variety of crosswalk striping designs, such as ladder, continental, or bar pairs. A high-visibility crosswalk is much easier for an approaching motorist to see than traditional parallel lines. Research has found that high-visibility markings were detected at about twice the distance upstream as the transverse markings during daytime conditions.

Rectangular Rapid Flash Beacon (RRFB)

Rectangular Rapid Flash Beacons (RRFB) are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or midblock crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. RRFBs have been shown to increase motor vehicle yielding compliance at crossings of multi-lane streets.

High-intensity Activated CrossWalK (HAWK)

A High-intensity Activated crossWalK (HAWK) functions similarly to a full traffic signal and offers the highest degree of motorist stopping through the use of a red signal indication. HAWKs are used to improve non-motorized crossings of major streets in locations where side street volumes do not support installation of a conventional traffic signal or where there are concerns that a conventional signal will encourage additional motor vehicle traffic on the minor street. HAWKs may also be appropriate at midblock crossing locations.

Active tranportation recommendations are shown on Figure 15. and the full list of long and short-term proposed projects are found in Table 5.

Figure 15. Active Transportation Recommendations Map

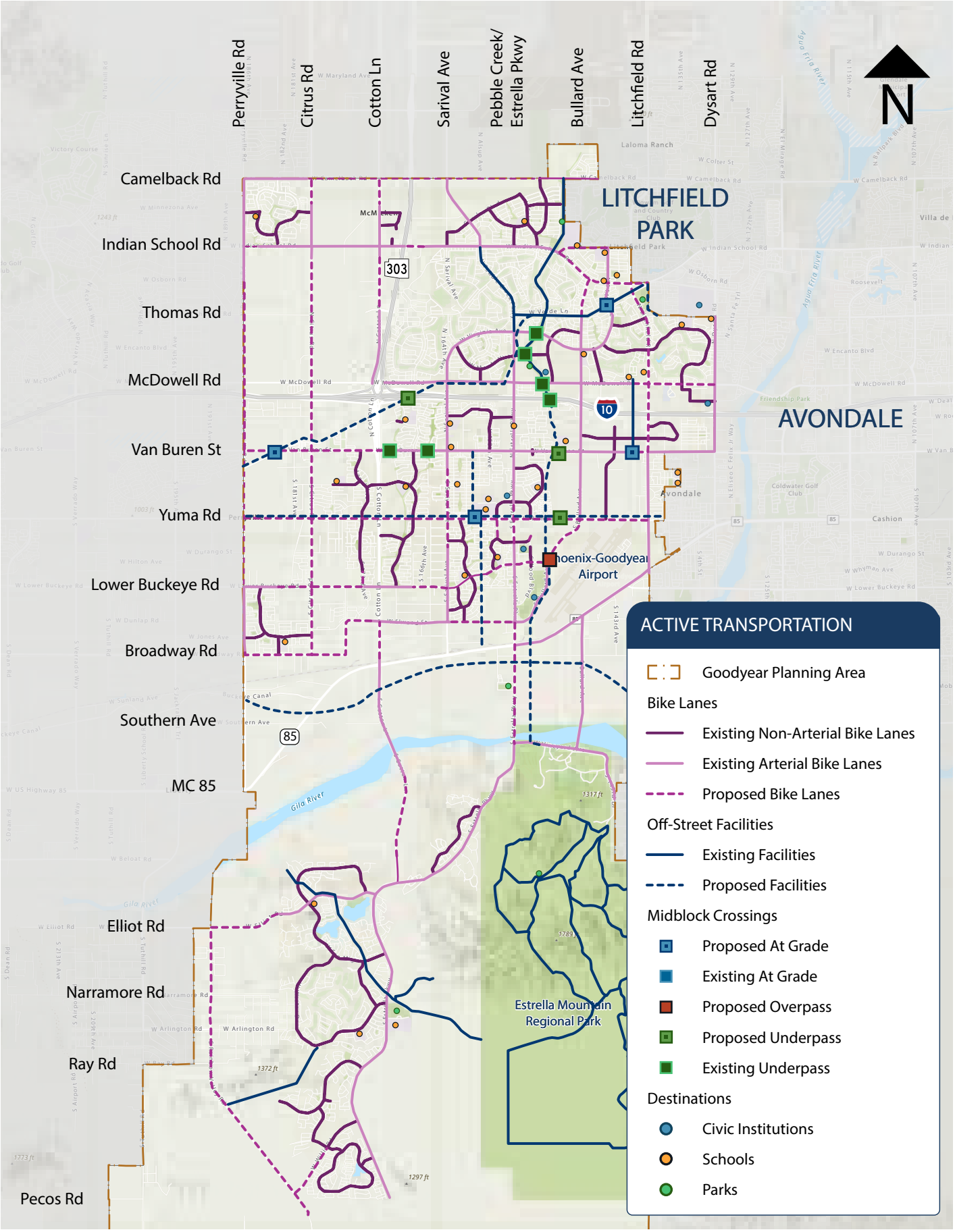


Table 5. Recommendations Active Transportation Improvements

Ref	Route	Segment	Project Type	Description	Cost ($000)
Short Term					
22	Yuma Road	159th Ave alignment to Estrella Pkwy	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
24	Lower Buckeye Road	Estrella Pkwy to Bullard Ave	Bike Lane	Address gap between existing bicycle lanes; partial roadway reconfiguration required for 1200'	782[a]
34	—	Yuma Rd & Desert Edge High School (near S 159th Ave alignment)	Crossing	Add HAWK to provide at-grade crossing	150[a]
47	—	Goodyear Civic Square	Mobility Hub	Construct Primary mobility hub with associated amenities	400[c]
Long Term					
1	Camelback Road	N 181st Ave to Cotton Ln	Bike Lane	Add westbound bicycle lane	69[a]
2	Indian School Road	Loop 303 to 450' west of N 166th Ave	Bike Lane	Extend existing westbound bicycle lane to Loop 303/Indian School Rd intersection	3[a]
3	Indian School Road	Wigwam Blvd to Bullard Ave	Bike Lane	Reconfigure roadway to add bicycle lanes	1,989[a]
4	Indian School Road	Litchfield Rd to Old Litchfield Rd	Bike Lane	Add bicycle lanes to connect with existing facilities in Avondale	13[a]
5	McDowell Road	Cotton Ln to Clubhouse Dr	Bike Lane	Add northbound bicycle lane; complete southbound bicycle lane gap	15[a]
6	Van Buren Street	700' east of N 143rd Ave to N 137th Ave	Bike Lane	Address gap between existing bicycle lanes	29[a]
7	Yuma Road	S Goodyear Blvd E to Litchfield Rd	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
8	Yuma Road	Litchfield Rd to 4th Ave	Bike Lane	Reconfigure roadway to add bicycle lanes	795[a]
9	Lower Buckeye Road	S 183rd Ave to Citrus Rd	Bike Lane	Add bicycle lanes (1000' of existing westbound bicycle lane)	26[a]
10	Lower Buckeye Road	S 167th Ave to Sarival Ave	Bike Lane	Bicycle lanes are dependent on future roadway improvements	—[d]
11	Lower Buckeye Road	S 159th Ln to Estrella Pkwy	Bike Lane	Reconfigure roadway to add bicycle lanes	1,856[a]
12	Broadway Road	Perryville Rd to S 180th Dr	Bike Lane	Add bicycle lanes	44[a]
13	Elwood Street	Sarival Ave to Estrella Pkwy	Bike Lane	Address gap between existing bicycle lanes	21[a]
14	Elliot Road	Rainbow Valley Rd to S 186th Ave	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
15	Citrus Road	Camelback Rd to W Campbell Ave	Bike Lane	Add bicycle lanes	26[a]
16	Citrus Road	Indian School Rd to Thomas Rd	Bike Lane	Add bicycle lanes	54[a]
17	Citrus Road	Yuma Rd to Broadway Rd	Bike Lane	Bicycle lane improvements are anticipated by development	—[d]
18	Pebble Creek Parkway	Indian School Rd to Virginia Ave	Bike Lane	Address gap between existing bicycle lanes; roadway reconfiguration required (1500' of existing bike lane northbound)	4,839[a]
19	Bullard Avenue	Yuma Rd to Lower Buckeye Rd	Bike Lane	Address gap between existing bicycle lanes; roadway reconfiguration required	2,784[a]
23	McDowell Road	1600' W of Litchfield Rd to Litchfield Rd	Bike Lane	Add bicycle lanes	1,061[a]
25	—	Pebble Creek Pkwy & Roosevelt Canal Trail (approx 100' south of W Verde Ln alignment)	Crossing	Add HAWK to provide at-grade crossing	150[a]
26	—	N 144th Ave & Roosevelt Canal Trail (approx. 100' south of W Verde Ln alignment)	Crossing	Add RRFB to provide at-grade crossing	30[a]
29	—	Roosevelt Canal & Van Buren St	Crossing	Add RRFB to provide at-grade crossing	30[a]
30	—	Van Buren St & Bullard Wash (approx 650' east of N 151st Ave)	Crossing	Add underpass to provide grade-separated crossing	1,500[a]
31	—	Yuma Rd & Bullard Wash (approx 650' east of S 151st Ave)	Crossing	Add overpass to provide grade-separated crossing	3,500[a]
32	—	Bullard Ave & Bullard Wash (approx 700' north of Lower Buckeye Pkwy [along Bullard Ave])	Crossing	Add overpass to provide grade-separated crossing	3,500[a]
48	—	Canyon Trails Towne Center	Mobility Hub	Construct Secondary mobility hub with associated amenities	200[c]
49	—	Goodyear Ballpark	Mobility Hub	Construct Secondary mobility hub with associated amenities	200[c]
50	—	Goodyear Park-and-Ride	Mobility Hub	Construct Secondary mobility hub with associated amenities	200[c]
42	Roosevelt Canal Trail	Perryville Rd to N 152nd Dr alignment (near Rio Paseo Park)	Off-Street	Add asphalt path to enhance off-street facility	7,500[a]
43	Roosevelt Canal Trail	Litchfield Rd to Old Litchfield Rd	Off-Street	Add asphalt path to enhance off-street facility	375[a]
45	Maricopa Trail	Yuma Rd	Off-Street	Add wayfinding signage to promote existing trail route	—[d]
46	RID ROW	Van Buren St to MC-85	Off-Street	Add asphalt path to enhance off-street facility	4,500[a]
33	—	Van Buren St & CTA Trail (approx 1100' west of Litchfield Rd)	Crossing	Add RRFB to provide at-grade crossing	30[a]
44	CTA Trail	McDowell Rd to Van Buren St7	Off-Street	Add asphalt path to enhance off-street facility	1,500[a]

Table Notes: a. Cost estimate from MAG Active Transportation Plan Planning-Level Unit Costs; b. Cost estimate from Draft Bullard Wash Bicycle & Pedestrian Master Plan; c. Cost estimate from Avondale-Goodyear Transit Study; d. Cost not calculated for this project.

Active Transportation Policies and Programs

ACTIVE TRANSPORTATION PLAN

Goodyear has engaged in comprehensive multimodal transportation planning since the 2014 Transportation Master Plan. While the active transportation recommendations in the Plan are proposed to help facilitate pedestrian and bicycle connections throughout the City, a major recommendation of the Plan is to prepare an Active Transportation Plan.

A major element of the recommended Active Transportation Plan would be engaging the community in the planning process. Engaging Goodyear residents would enable the City to understand the types of facilities that best address their needs and the destinations residents desire to access using active transportation. Through an active public engagement process to understand Goodyear residents' needs and priorities, the Plan would make informed recommendations to prioritize improvements and seek funding for their implementation.

Goodyear's Parks, Trails, and Open Space Plan guides the development of off-street active transportation facilities that complement the city's on-street network.

Active Transportation Coordinator

Fill the position of a full-time active transportation coordinator. The League of American Bicyclists determined through analysis that, "of the 40 largest U.S. cities, those with bicycle and pedestrian staff have higher levels of bicycling than the cities without staff." A full-time coordinator would be in the position to champion and facilitate many of the active transportation recommendations in this Plan.

A coordinator would assist with activities such as coordinating the development and implementation of a citywide bicycle program, promoting expanded mobility options and safety, reviewing projects for ADA compliance and active transportation standards, supporting the preparation of the recommended Active Transportation Plan, reviewing and recommending active transportation policies and programs, compiling and analyzing planning and design data, researching and writing grant funding requests, and preparing and distributing educational information and promotional activities.

END-OF-TRIP AMENITIES

End-of-trip amenities such as lockers, bicycle racks (that allow for double locking of the frame), and showers are important to bicyclists who ride for daily trips. These amenities make on-street bicycle facilities feasible mobility options for commuting and other essential trips.

During the design review process for retail, commercial, and office projects, City planners should encourage businesses to provide end-of-trip amenities into their site and building development. As part of the overall education campaign, planners should encourage these same business owners to offer incentive programs for employees to ride to work. Bicycle commuting provides health benefits to residents, and healthier employees can also result in reduced medical costs for employers.

Planning

Promoting walking starts in the planning process. During site plan reviews of all types of development, consider the following:

- Find opportunities to create pass-through routes between adjacent subdivisions and between subdivisions and destinations (parks, retail centers, libraries, etc.); create "back doors" to these destinations as well as front doors.
- Design commercial and retail centers so they that have "back gates" that lead to adjacent residential areas.
- Select new school sites based on the principles of Safe Routes to Schools.
- Promote subdivision layouts that accommodate the movement of bicyclists and pedestrians within the subdivision and between subdivisions; where possible, make connections between subdivisions along half-mile alignments to provide off-arterial roadway routes for bicyclists.
- In the long term, promote mixed-use land development with higher densities to create living areas that encourage bicycling and walking between home, work, school, shopping, and entertainment.

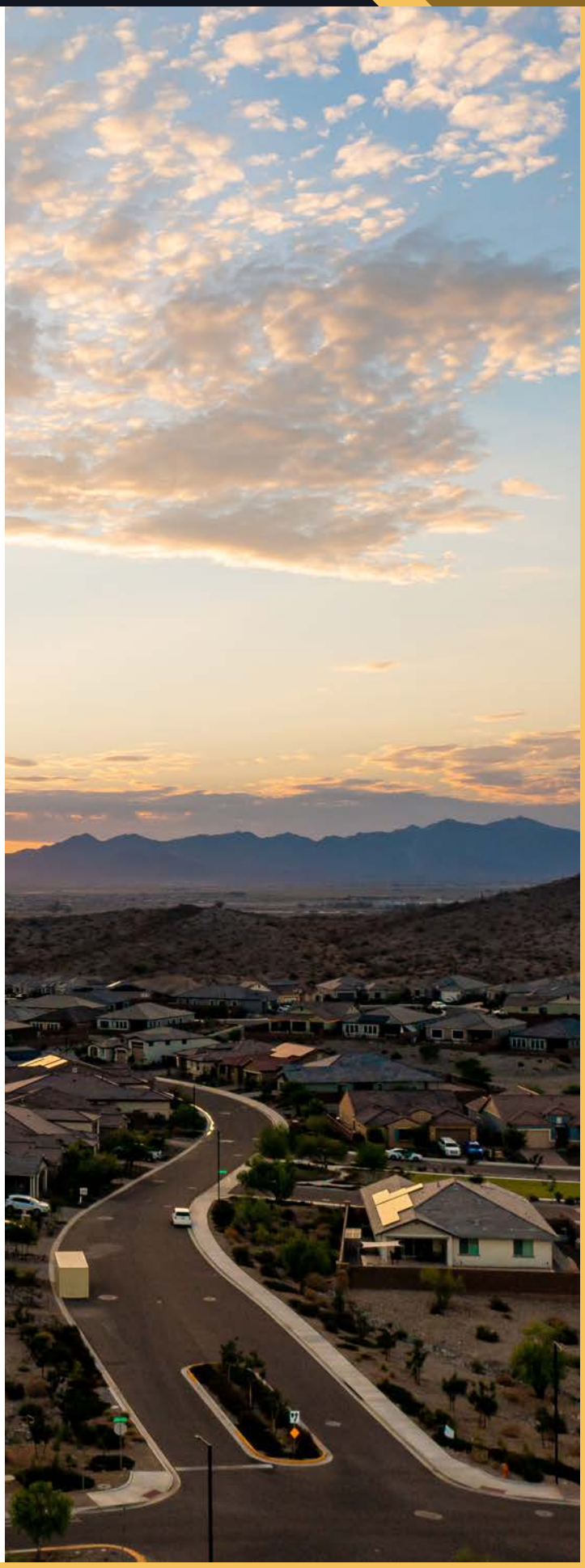
An Active Transportation Plan would guide investments in active transportation improvements, such as grade-separated crossings, that make nonmotorized travel in Goodyear safer and more accessible for users of all ages and abilities.
Source: MAG.

Guidance and Implementation

This section provides guidance on a number of topics relevant to Goodyear's transportation system. Specific items addressed include:

- Transportation System Management and Operations
- Roadway Maintenance
- Truck Activity
- Street Standards
- Project Implementation

The City has experienced substantial growth since the last Plan update in 2014. Ongoing transportation infrastructure planning to support this growth would benefit from regular updates to the City's Transportation Plan. Revising the Plan on a five-year cycle would provide an opportunity to revisit project priorities as new development and regional transportation improvements are implemented.



Transportation System Management and Operations

Transportation System Management and Operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of the transportation facilities the City has already invested in. This may include techniques to administer comprehensive solutions that can be quickly implemented at relatively low cost. Doing so will allow the City to maximize the significant investment in its street infrastructure.

Intelligent Transportation Systems

INTRODUCTION

ITS significantly improves transportation system performance by reducing congestion, increasing safety, and providing traveler convenience. Transportation systems are networks, and much of the value of a network is contained in its information: for example, whether a traffic signal "knows" traffic is waiting to pass through an intersection and whether a roadway is congested with traffic. With numerous other applications, ITS empowers actors in the transportation system—from commuters, to transportation network operators, to the actual devices (such as traffic signals)—with actionable information (that is, intelligence) to make better-informed decisions. This information is used to maximize the transportation network's performance.

ITS is a rapidly developing field, and Goodyear's ITS infrastructure has advanced since the 2009 Goodyear Intelligent Transportation Systems Strategic Plan was prepared. This section details the City's ITS infrastructure and provides ITS recommendations that will help the City continue to build and maintain an efficient system.

BACKGROUND

To provide for safe and efficient traffic flow in the city, and to manage major cross-jurisdictional corridors, Goodyear employs traffic management and control devices that provide high-quality information regarding roadway conditions and incidents. These devices are monitored through the city's Traffic Management Center (TMC). Most of the City's ITS devices are located at traffic signals, providing enhanced signal capability and improved communication between the TMC and the traffic signals.

As of 2022, Goodyear has approximately 40 miles of existing conduit with fiber optic cable, connecting roughly 100 of the city's signalized intersections to a broader communications network. An additional 11 intersections are identified for future signalization as part of the City's CIP. There are also approximately 118 locations with closed-circuit television (CCTV) cameras throughout the city, providing monitoring capabilities to City staff. Two dynamic message signs on McDowell Road (one east of Sarival Avenue and one west of Litchfield Road) provide drivers with traffic information and safety messages.

TRAFFIC SIGNAL OPERATIONS

Goodyear's TMC was recently upgraded with new hardware, including monitoring screens, allowing the City to include up to 125 signalized intersections. The City also plans for further TMC improvements that will allow City staff to view real-time and historical functions at signalized intersections, such as signal phase changes and detections.

Preparation of a Traffic Signal Management Plan (TSMP) may help to formalize the process of operating the City's increasing number of traffic signals to optimize intersection efficiency across the city. Software can help with this process, but it is through the experience of the City's traffic staff and tuning based on observation to confirm that the optimum offsets have been selected. Having a TSMP that formalizes the operational goals and objectives has been demonstrated to be effective in achieving greater system efficiency.

MAG oversees a Regional Community Network (RCN), which shares regional traffic and public safety information with local jurisdictions. Currently, Goodyear routes RCN information only to the public safety department. Connecting the TMC to the RCN would allow Goodyear to share traffic signal statuses with neighboring jurisdictions and to access their signals during special events or unexpected incidents.

PREEMPTION AND VIDEO DETECTION

The City's emergency vehicle preemption equipment initiates or extends the green phase at traffic signals, allowing emergency vehicles to navigate as quickly as possible through the city. Detection cameras provide video detection and lane-by-lane high-resolution data gathering throughout the city. Goodyear is considering advanced video detection improvements such as radar detection, which would detect vehicles more than 240 feet from a signalized intersection, allowing for dynamically changing yellow signal phases to reduce sudden stopping, which can contribute to rear-end crashes.

INCIDENT MANAGEMENT

Incident management plans allow for cities to respond quickly and effectively to incidents on city streets and maintain efficient traffic flows. Goodyear's Integrated Corridor Management signal plan uses software for incident detection and management, and allows City staff to manually control signals when incidents occur. MAG also provides incident management support for local jurisdictions by developing plans to reroute traffic when incidents occur and to update signal timing for adequate traffic flows.

The City currently has an adaptive signal system on Estrella Parkway from MC 85 to Pebble Creek Parkway and Indian School Road. This system is used for unplanned events (such as incidents), at interchanges, or during nighttime.

EMERGING TECHNOLOGIES

Adopting emerging ITS technologies into Goodyear's transportation infrastructure system would help the City provide safer, more convenient travel options for all roadway users. Rapidly developing ITS technologies include artificial intelligence-enabled cameras, cloud-based software, and passive vehicle probe data. These technologies can help the City automatically generate signal timing plans or detect pedestrians who wish to cross the road.

Currently, Goodyear uses software that provides travel time data to evaluate the effectiveness of new signal timing plans and other technologies throughout the city. Expanding the use of this software throughout the city will require additional funding for ITS implementation.

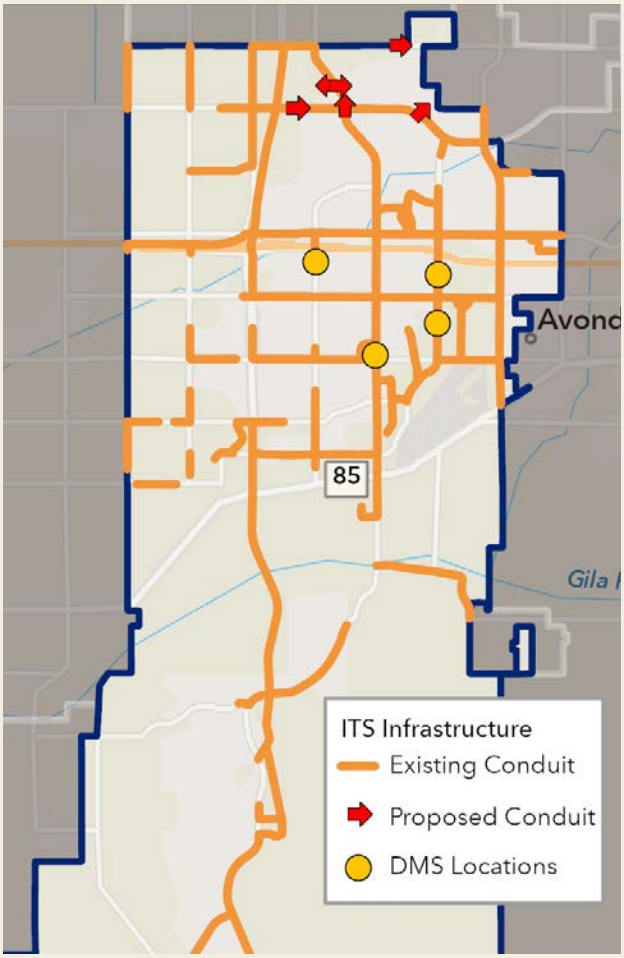
Recommendations

Based on Goodyear's existing ITS infrastructure, the following short-term recommendations are made to enhance and expand upon the city's infrastructure:

- Coordinate with MAG and seek assistance to develop special event and incident management timing plans using Congestion Mitigation and Air Quality (CMAQ) funds through MAG's Integrated Corridor Management program.
- Establish the connection from Goodyear's TMC to MAG's RCN.
- Upgrade the remaining 11 signalized intersections that are currently not connected to communications via fiber (see Figure 15 for current fiber communication gaps throughout the city).
- Develop a Traffic Signal Management Plan for the City that incorporating objectives and performance-based approaches for improving the design, operations and maintenance of traffic signal systems.
- Implement radar lane-by-lane detection on all major arterial intersections for dilemma zone protection.
- Consider installing 4 new dynamic message signs on City-defined mobility corridors for parking management near the Goodyear Ballpark. These signs could convey information regarding special events, parking and routing. See Figure 16 for potential locations along mobility corridors.

Anticipated costs of installing dynamic message signs would vary depending upon access to utilities; however, for planning purposes an average cost per sign of $75,000 is noted for a total cost of $300,000. Signs would connect to the existing fiber system.

Figure 16. Fiber Communication Network and Dynamic Message Sign Map



Roadway Maintenance

Roadway maintenance is primarily handled by the City, with several notable exceptions. Loop 303 and I-10 and associated freeway ramps are maintained by ADOT, along with SR 238 in the southern planning area. MCDOT maintains MC 85 and local streets in areas of unincorporated Goodyear ("county islands"). Private roads located in PebbleCreek, Palm Valley, Estrella Mountain Ranch, and other small residential subdivisions are maintained by homeowner associations.

The 2023 Goodyear National Community Survey results provide insight into residents' view on a number of topics related to the livability of the City. Mobility results indicate that residents have a high percent positive view of street maintenance in the City, as reflected by the responses to street repair, street cleaning, and sidewalk maintenance.

As a rapidly growing City, this is a function of good design standards, ongoing maintenance, and relatively new streets. Preventative and ongoing maintenance will grow in importance (and cost) as the infrastructure ages and with anticipated increased traffic.

Street Standards

The City of Goodyear's Engineering Design Standards and Policies Manual designates the street standards shown in Table 6 below.

Table 6. Goodyear Street Section Details

Description	Major Arterials	Minor Arterials
Outer Travel Lane Width	12'	12'
Inner Travel Lane Width	12.5'	12.5'
Bike Lane Width	5.5'	5.5'
Buffer and Sidewalk Width	15'	17'
Right-of-Way (incl. P.U.E.)	150'	130'
Posted and Design Speed Limit	45 mph posted; 55 mph design	35 mph posted; 45 mph design

The Manual notes that "standards that provide a greater degree of safety may be used or required within reasonable limits, but standards that provide a lesser degree of safety may not be used."

An often cited research paper on travel lanes widths and safety, The Relationship of Lane Width to Safety for Urban and Suburban Arterials, found no general indication that arterial roadway travel lanes narrower than 12 feet increase crash frequencies, suggesting flexibility in roadway geometric design to allow for narrower lanes under appropriate conditions. In fact, in the appropriate situations, narrowing may provide benefits in traffic operations and pedestrian safety without negatively impacting motorists' safety.

The findings suggest that narrowing lane widths should be a context-specific solution, rather than one that is applied citywide. Allowing for narrower travel lanes without mandating them provides flexibility for the City in roadway construction and repair activities. Additionally, NACTO's Urban Street Design Guide determines that travel lane widths of 10 feet provide adequate safety to roadway users within urban settings, but also discourage speeding. They recommend 11-foot travel lanes for interior lanes adjacent to opposing traffic as well as for designated truck and bike routes.

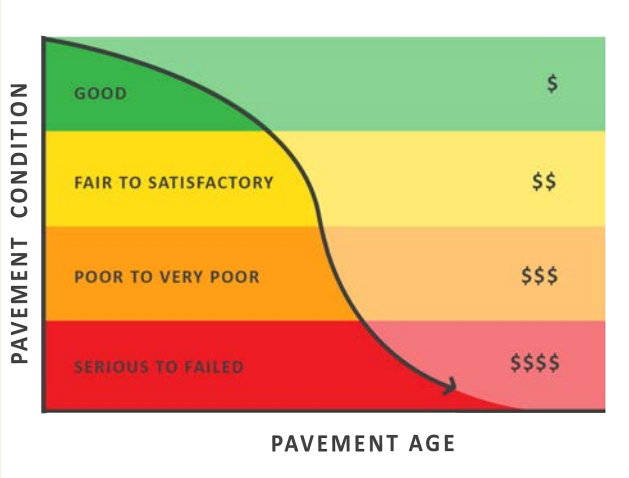
Research and recommendations show a consensus that 11-foot travel lanes are wide enough to provide adequate safety for personal occupancy vehicles, trucks, and transit vehicles. When restriping arterial streets in the City, additional consideration should be given to narrowing travel lanes. In some instances, where appropriate and justified through engineering judgement, repurposed pavement at the edge of roadways may be adequate to accommodate bicycle lane buffers and other considerations for improving bicycling facilities on streets with low vehicle volumes and speeds.

Pavement

A roadway pavement management program uses network-level, long-term strategies to enhance pavement performance. Integrated, cost-effective practices extend pavement life and improve safety. Such a program consists of three primary components: preventive maintenance, minor rehabilitation (nonstructural), and routine maintenance.

Pavement Condition Index (PCI) is used to classify roads based on their condition. The PCI scale rate all streets from 0 to 100 (poor to excellent condition), depending on severity of pavement distress (through evaluation of a number of different factors). The most recent Pavement condition report (November 2022) showed an overall Goodyear streets PCI of 73.21.

The benefits of pavement management are numerous, including optimal use of City resources and funds, reductions in pavement rehabilitation cost, and pavement life extension. The City's pavement management program and recommendations of that program are incorporated into this Plan by reference.



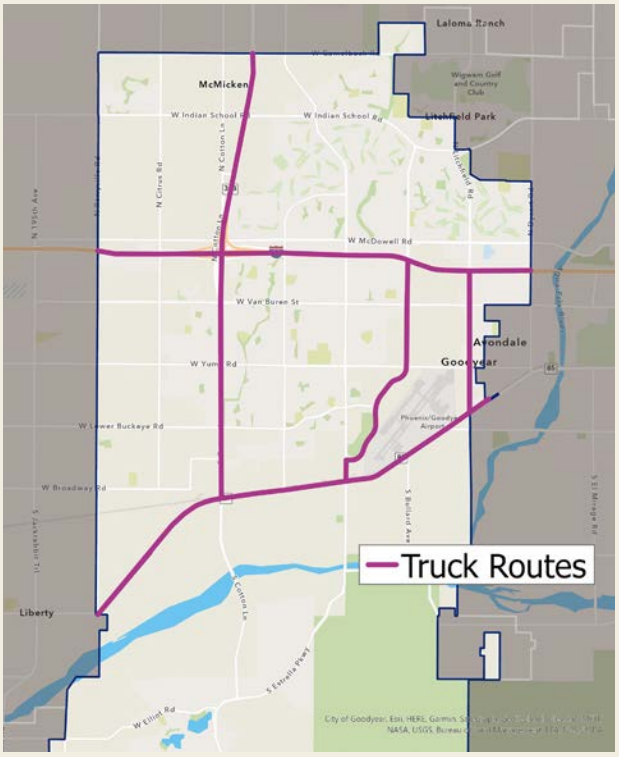
Pavement maintenance and rehabilitation costs increase greatly with lower PCI ratings; an effective pavement management plan maximizes pavement life.

Truck Activity

Goodyear's Code of ordinances, § 13-2-13, regulates freight truck activity in City and identifies the City's designated truck routes. With the growth of employment land use in the Loop 303, MC 85, and Bullard Corridor Growth Areas, it is increasingly important that regulations be followed to manage the freight activity in the City.

The City should continue to work with the business community to inform them of the truck route ordinance, and the importance of following the designated truck routes through the City. While recognizing the importance of increased employment uses in the City to support continued job growth in the City, increased enforcement may be necessary to ensure that the impact on neighborhoods and the greater community is mitigated.

Figure 17. Goodyear Truck Routes



Project Implementation

Project implementation involves identifying the need and scoping the project, developing an approach and project cost estimate for a preferred solution with City support, funding the project, contracting the work, and managing the project through completion and ongoing maintenance and operations.

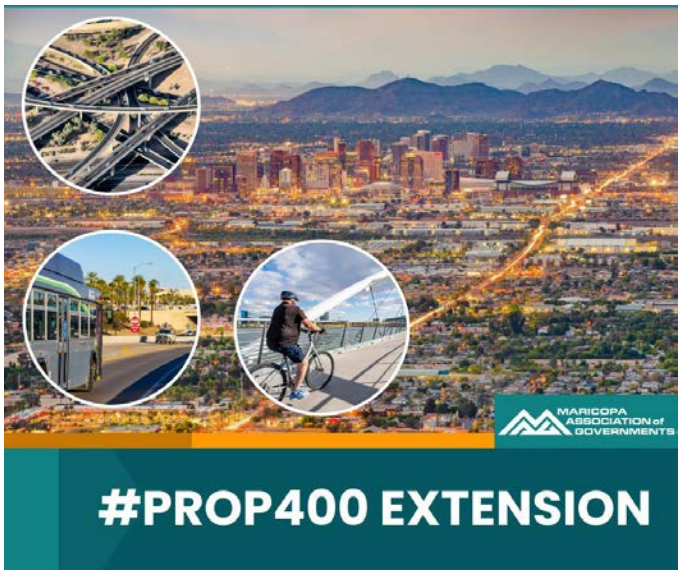
This section acknowledges that funding is probably the most difficult topic to address, because the transportation needs exceed available funding. Prioritizing projects and maintaining and optimizing the transportation network (vehicular, active transportation, and transit modes) will support the investment in transportation.

The Goodyear City Council called for a special bond election referring three questions to the voters on the ballot in November 2023. The decision came following the recommendation from the Goodyear Citizen Bond Exploratory Committee, consisting of Goodyear residents who met weekly for four months. All of the bond measures passed, including the Transportation bond questions which identifies $135 million in streets and transportation projects (the other questions address public safety and parks and recreation).

The funds would be used to address city streets, transportation, traffic flow, and safety by widening streets, upgrading the traffic control system and underground utilities, and installing new streets lights and shared-use paths for cyclists. These improvements would be citywide and specific projects—along with timelines—will be determined based on this Plan, which prioritizes street and transportation projects.

Proposition 479

In November 2003, MAG developed the comprehensive, performance-based, multimodal Regional Transportation Plan (RTP), covering the period through 2026. In November 2004, the voters of Maricopa County approved Proposition 400, allowing for a 20-year extension of the half-cent sales tax to fund the proposed improvements in the RTP; SR 30 was one of the new freeways identified in the RTP. The extension of a half-cent sales tax to fund transportation improvements defined in the RTP is set to expire in 2025. However, funding shortfalls have delayed construction of the Loop 303 extension and SR 30 beyond 2025. Maricopa County voters will decide on Proposition 479 during the general election in November 2024.



Extending Maricopa County's half-cent sales tax through Proposition 479 (formally referred to as the Prop 400 Extension) will fund regional transportation improvements such as the planned SR 30 freeway.
Source: MAG (2023)

Goodyear Funding Sources

INFRASTRUCTURE IMPROVEMENT PLAN

Under the authority of Arizona Revised Statutes (A.R.S.) § 9-463.05, municipalities in Arizona may assess development fees to offset infrastructure costs associated with providing necessary public services to development. The development fees must be based on an Infrastructure Improvement Plan (IIP).

Goodyear is currently updating its IIP and will not be assessing development fees for transporation infrastructure improvements. A portion of the construction sales tax will be used to offset the cost of transportation improvements required as a result of development impacts.

CAPITAL IMPROVEMENT PROGRAM

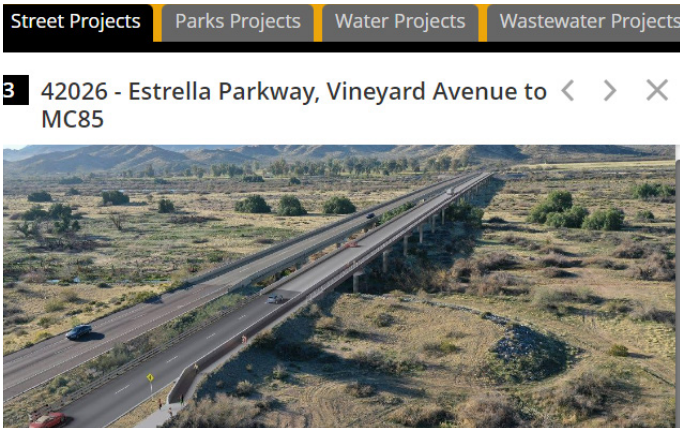
The CIP is a financial plan designed to create, support, maintain, and finance Goodyear's present and future infrastructure needs. The CIP is funded annually for the first year, and is fiscally constrained for a 5-year look ahead. The CIP includes 10 years of projects, allowing the City to be more forward thinking in its budgeting process.

The CIP outlines project costs, funding sources, and estimated future operating costs associated with each project. The plan is designed to ensure that improvements will be made when and where they are needed and that the City will have the funds to pay for and maintain such improvements. It reflects the City's policy regarding long-range physical and economic development, outlines present and future public needs and priorities, and provides a planned schedule for improvements.

Planning capital projects is an ongoing process, with updates to the CIP occurring every year. CIP improvements are presented to the Mayor and Council, with projects recommended for implementation are incorporated into the CIP. The City Council prioritizes the first-year expenditures and validates the long-term plan during a series of work sessions. Once approved, the CIP officially details the City's commitment to fund the first-year expenditures in the upcoming budget. The first-year projects are refined during the annual budgeting process.

The current adopted CIP covers 5 fiscal years: 2024 to 2028. Capital projects are defined as (1) one-time projects, (2) having assets of significant value, (3) generally costing more than $500,000, and (4) with an expected useful life of at least 5 years. The CIP is updated annually to ensure that it addresses new and changing priorities within the city. The CIP is a plan. As such, projects are subject to change based on new or shifting service needs, special financing opportunities, emergency needs, or other directives established by the Mayor and City Council.

For fiscal year 2024, budgeted capital projects total $361.2 million. The program takes into consideration all known capital improvement needs while using available revenue to meet those needs.



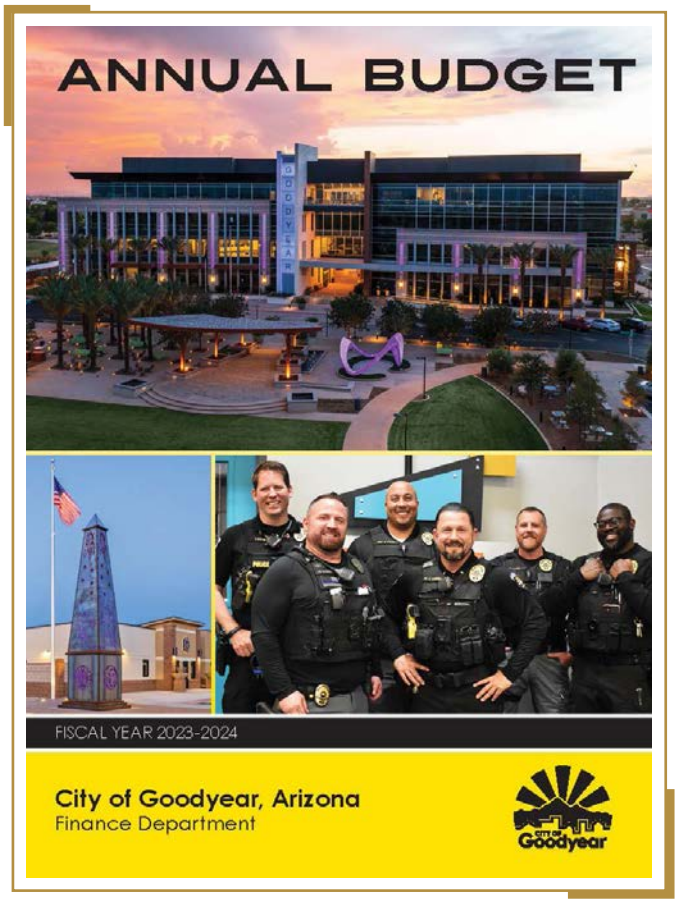
Goodyear CIP projects are shown on the City's CIP webpage. Information is posted about ongoing and CIP projects (CIP #42026 is identified in the Plan as Project S3).

Sources of Funding for the CIP

Revenues for the CIP are generated by voter-authorized bonds, development impact fees, one-time general funds, grants, or user fee revenue or revenue bonds supported from municipal utilities revenues.

General Fund

Taxpayer dollars are deposited in the General Fund, along with utility license fees, business license fees, state shared revenues, interest income, and miscellaneous revenues and beginning cash balances. This portion of the budget consists largely of discretionary funds, since the Mayor and City Council can allocate the funds to programs and services in any area. General Fund dollars are used to support such City services as police, fire and parks, as well as planning, community development, and administrative support services. Each year, the CIP receives funding from the City's General Fund.



The City Council adopts an annual budget which identifies the funding for planned transportation improvements.

Development Impact Fees

Development impact fees were adopted by the City Council beginning in 1986. They require new development to pay its proportionate share of the costs associated with providing the necessary public infrastructure. These fees provide capital revenues to pay for infrastructure demands placed on the city by new development. The City is in the process of updating the IIP, which sets fees, and the new fees are scheduled to be effective beginning in calendar year 2024.

At this time the City is considering the use of construction sales tax to offset the cost of transportation improvements required as a result of development impact.

Other Sources of Funding for Infrastructure Improvements

Developer Contributions – Developers may provide the City with cash, certain assets, or services to obtain the right to develop land. Contributions are collected to ensure that infrastructure and community facilities support the needs of the community.

Improvement District Funds – Improvement districts are formed by groups of property owners to share the cost of infrastructure improvements for their properties. Bonds are issued to finance these improvements, which are repaid by assessments on affected properties. Improvement district debt is

paid for by a special assessment made against affected properties to defray all or part of the cost of a specific capital improvement or service deemed to benefit primarily those properties.

Community Facilities Districts – Community facilities districts (CFDs) provide a funding mechanism to finance construction, operation, and maintenance of public infrastructure within the boundaries of the CFD and to better enable the City to provide municipal services within the boundaries of the CFD. The City Council has established policy guidelines and application procedures for establishing CFDs. Goodyear currently has 10 CFDs.

While the City's annual budget funds a large portion of its transportation needs, City spending on transportation is only a portion of all the spending that occurs to support transportation. MAG and ADOT both make significant investments in the regional and local transportation system.

Alternative Funding Options and Revenue Sources

The following sections summarize revenue sources that are currently available for funding road transportation projects in Goodyear. It should be noted that in the current environment, the funding of significant transportation projects is complex and, in most cases, involves multiple sources. Innovation in this dynamic environment has become the mainstay of successful transportation funding. In addition to more traditional funding sources, this section also presents the results of research into some innovative grants opportunities that would support Goodyear's economic development efforts.

GENERAL OBLIGATION BONDS

A general obligation bond is a financing tool similar to a home mortgage that the City uses to finance large capital projects over a 20-year period. Bonds allow the City to pay for projects over a longer period of time. Typically, the City asks voters to authorize bonds for major projects or a package of several similar projects. With a November 2023 bond ballot measure, Goodyear voters authorized $135 million for street and transportation projects.

SALES TAX

A sales tax exclusively for transportation needs is another revenue option to be considered. This is currently being used by a number of Arizona cities. Twenty-five years ago in 1988, Scottsdale passed a transportation tax, which dedicates one-eighth of the privilege tax revenue specifically for transportation purposes. In 1996, Tempe residents passed a half-cent dedicated sales tax with no sunset for transit.
In 1998, Mesa residents passed a quality-of-life half-cent sales tax, which dedicated a portion for transit. In 2000, Phoenix voters passed Transit 2000, a four-tenths of a cent sales tax that pays for transit improvements. In 2015 this was updated through Phoenix's Transportation 2050 plan, and dedicates a seven-tenths of a percent sales tax for street, transit, and light rail improvements. In 2001, Glendale voters authorized a half-cent sales tax to pay for transportation projects and programs for all modes of transportation, including transit (modeled after Phoenix's plan). In 2005, Peoria voters approved a three-tenths cent sales tax increase dedicated to funding transportation projects and services.

A local option sales tax dedicated to transportation investment can:

- *produce a high level of revenue for a low marginal tax rate.*
- *be perceived as equitable; individuals of comparable means pay similar amounts of tax.*
- *balance funding from a modal perspective; bike/pedestrian and transit projects can be funded by users who pay sales tax, which is not the case when they are funded with motor fuel tax revenues.*
- *A sales tax is also an attractive way to extract revenue from nonresident users of local transportation facilities.*

In 2004, Maricopa County residents extended the half-cent countywide sales tax originally authorized nearly 40 years prior. The Maricopa County half-cent sales tax, which is set to expire in 2025, will be presented to county voters for extension after receiving legislative approval in July 2023.

The local sales tax option is an increasingly popular revenue source for transportation. As noted, many Phoenix area cities have chosen to do so to fill gaps in transportation funding. The local option sales taxes have been especially important in funding transit projects and service in the Valley.

A transportation sales tax could be used to develop any of the transportation improvements identified in the Plan—street improvements, transit services (such as the WeRIDE or local bus extensions), and bicycle and pedestrian improvements such as the multiuse path system identified in the Plan and Parks, Recreation, Trails and Open Space Master Plan.

Improvements by Development

It is a reasonable assumption that if development introduces traffic congestion, it can be held responsible for improvements to the transportation infrastructure to mitigate that impact. The half-street improvements and other off-site improvements seen throughout Goodyear are an example of this type of development infrastructure requirement.

By requiring developers to make improvements not immediately adjacent to the development to mitigate impacts caused by their developments, they are paying their share of the improvements necessitated by the new development (the required nexus to request improvements). A standard traffic impact assessment procedure would document the needed improvements caused by new development. The financial impact of this method is based on the timing and size of developments and cannot be known in advance.

Distribution centers and other new development in the City build public infrastructure improvements to City standards, helping to build out the street network.

Federal Funding Sources

COMMUNITY DEVELOPMENT BLOCK GRANT

Funds under this grant program are provided by the U.S. Department of Housing and Urban Development. A transportation improvement project must benefit and be located in a census tract or block group with at least 51 percent of the population in low- and moderate-income groups. Projects that address an urgent need such as a natural disaster may be eligible.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Each state's appropriation of Highway Safety Improvement Program funds is subject to a set-aside for construction and operational improvements on high-risk rural roads. High-risk rural roads are functionally classified as rural major or minor collectors or rural local roads with a fatality and incapacitating injury crash rate above the statewide average for those functional classes of roads, or that are likely to experience an increase in traffic volumes that leads to a crash rate in excess of the average statewide rate. Goodyear streets do not qualify for these funds because none of the city streets have high enough crash rates.

NATIONAL HIGHWAY SYSTEM PROGRAM

The program provides funding for improvements to rural and urban roads that are part of the National Highway System, including the Interstate system, and designated connections to major intermodal terminals. Under certain circumstances, these funds may also be used to fund transit improvements in National Highway System corridors.

SURFACE TRANSPORTATION PROGRAM

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any Federal-aid highway classified as a major collector or above, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. For projects programmed with Surface

Transportation Program funds from the MAG Transportation Improvement Program, local project sponsors may exchange Surface Transportation Program funds for a reduced amount of Highway User Revenue Fund monies from ADOT, enabling the project sponsor to assume greater control over project development and implementation. The exchange program is currently on hold by ADOT until Highway User Revenue Fund gains are shown for the revenue stream.

TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM

The Transportation, Community, and System Preservation Program is intended to address the relationships among transportation, community, and system preservation plans and practices and to identify private sector-based initiatives to improve those relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for Transportation, Community, and System Preservation Program discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine development patterns and identify strategies to encourage private-sector development patterns that achieve these goals.

DISCRETIONARY GRANT PROGRAMS

The Infrastructure Investment and Jobs Act (IIJA), enacted in 2021, authorized new federal grant programs, significantly increasing the amount of funding available through new and existing grant programs for infrastructure projects. Transportation projects may be funded through these discretionary grants, which support project planning, construction, and implementation activities.

Goodyear has experience applying for discretionary grants, as the City submitted a request to fund improvements on Camelback Road through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. Although the project was not selected for this competitive round of discretionary grant funds, the experience may inform future applications for discretionary grant funding.

The SS4A discretionary grant program (provides funding for initiatives to prevent roadway deaths and serious injuries) should also be a consideration

The City's FY23 RAISE grant application was not funded. The City will pursue grant funds and povide local match funds (as necessary) when opportunities align with the City's goals and are supported by the City Council.

as the City seeks funding sources for capital projects. SS4A funding can help advance a city-wide Safety Action Plan, which would recommend improvements that increase the safety of Goodyear's transportation system for all modes of travel (including vulnerable users such as pedestrians and bicyclists), enhancing the transportation system for all users of all ages and ability levels.

The SS4A grant program requires a local match of no less than 20 percent of eligible activity costs. Considering Goodyear's roadway network, the importance of a robust plan for engagement to reinforce the community education and encouragement elements of safety planning, it is anticipated that a Safety Action Plan for the City would take approximately 18 months to prepare and require approximately $500,000 to fund. (Should the City pursue a SS4A grant, the local match would equate to $100,000).

Once an eligible Action Plan is submitted, the City may pursue additional funding for implementation through the SS4A grant program. The next grant cycle is anticipated in late Spring 2024.

GOODYEAR
CITY HALL

ITEM #: 7.
DATE: 12/18/2023
AI #:1769

CITY COUNCIL ACTION REPORT

SUBJECT:

REZONE APPROXIMATELY 26.4 ACRES FROM PAD (PLANNED AREA DEVELOPMENT) COMMERCIAL TO I-2 (GENERAL INDUSTRIAL) WITH A PAD OVERLAY LOCATED APPROXIMATELY 1,200 FEET WEST OF SOUTH COTTON LANE ON THE NORTH SIDE OF MARICOPA COUNTY ROUTE 85

STAFF PRESENTER(S): David Williams, Contract Planner

OTHER PRESENTER(S):

Kurt Waldier, Beus, Gilbert, McGroder PLLC

SUMMARY

A request to rezone approximately 26.4 acres from PAD (Planned Area Development) Commercial to I-2 (General Industrial) with a PAD Overlay located approximately 1,200 feet west of South Cotton Lane on the north side of Maricopa County Route 85. (APN 502-49-020P)

STRATEGIC PLAN ALIGNMENT

Economic Vitality

RECOMMENDATION

ADOPT ORDINANCE NO. 2023-1598, DECLARING PUBLIC RECORDS AND CONDITIONALLY REZONING APPROXIMATELY 26.4 ACRES OF LAND LOCATED APPROXIMATELY 1,200 FEET WEST OF THE INTERSECTION OF SOUTH COTTON LANE AND MC-85, FROM PAD (PLANNED AREA DEVELOPMENT) TO THE I-2 (GENERAL INDUSTRIAL) ZONING DISTRICT WITH A PAD (PLANNED AREA DEVELOPMENT) OVERLAY, AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGMENT; PROVIDING FOR CORRECTIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR PENALTIES; AND DIRECTING THE CITY CLERK TO RECORD A COPY OF THIS ORDINANCE (David Williams, Contract Planner).

STIPULATIONS

1. The Property shall be developed in accordance with the Permitted Uses and Development Standards applicable to the I-2 (General Industrial) Zoning District except as modified by that certain document titled “Logistics 85 PAD Regulatory Standards Book”, dated November 3, 2023 attached hereto as Exhibit C and declared a public record herein, which is referred to and made a part hereof as if fully set forth in this Ordinance and except as further modified by the Conditions of Approval/Stipulations set forth herein.

2. A landscape buffer of at least 50-feet wide shall be installed along MC85 and shall be entirely landscaped except for necessary driveways and walkways needed to for ingress and egress from MC85. A minimum of two continuous offset rows of 24-inch box trees shall be planted within the landscape buffer. Placement of trees shall be planned to maximize their screening potential and visibility of the trees.

3. Loading, delivery, roll-up/dock doors, and parking of truck-trailers front MC85 shall comply with the following requirements:

a. Loading, delivery, roll-up/dock doors and truck trailer parking for such areas shall be screened from public view with a combination of a two-foot high berm and six-foot high wall, or an eight-foot high wall. Either wall is to be constructed of brick, slump block, or masonry with a stucco, mortar wash finish, or a similar finish, and with an architecturally enhanced design that complements the building.

b. Gates visible to the public shall be wrought iron or other metal with an enhanced architectural design that fully screens the area behind said gate.

4. Except as modified by the PAD OVERLAY or the stipulations herein, development of the Property shall comply with all applicable provisions of the Goodyear Zoning Ordinance, including, but not limited to the applicable requirements in Article 9 governing development within the vicinity of federal and state freeways, highways and expressways and the requirements in Article 5-1-4-G of the Goodyear Zoning Ordinance that requires all temporary and permanent retention/ stormwater basins be entirely landscaped and irrigated.

5. No final plat shall be recorded, no site plans approved, and/or no construction permits issued until Owner has provided the City with all approvals and/or easements from jurisdictions or parties whose property interests will be impacted by the development contemplated by such final plat, site plan, and/or construction permit. This includes, but is not limited to, approvals and/or easements that may be needed from Maricopa County Department of Transportation, Buckeye Irrigation District, and the Flood Control District of Maricopa County. All required approvals and easements shall be in a form acceptable to the City Engineer or his/her designee; and

6. Approval of the rezoning does not constitute approval of any site plan for development within the Property. All future development will be subject to site plan review and approval by city staff by separate administrative action, 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

7. Owner shall construct, at Owner’s sole cost and expense, all on-site and off-site infrastructure improvements determined by the City as being necessary to provide water service and wastewater service to the Property including improvements identified in the

approved Water and Sewer Report(s) that are to be submitted pursuant to Stipulation 17 below ; and

8. 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 recordation of the first final plat subdividing all or part of the Property or the issuance of any construction permit for work within the Property, whichever is earlier; and,

9. Owner shall dedicate to the city, at no cost to the city, all rights-of-way and/or easements within and outside 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 for 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 in this ordinance, 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 or approval of a site plan that includes the area in which the dedicated property is located or when requested by the City Engineer or his/her designee, whichever is earlier; and

10. Owner shall dedicate, at no cost to the City, any and all additional right-of-way required by Maricopa County Department of Transporation ("MCDOT") along the portion of the Property fronting MC85 including, but not limited to, dedicating an additional 15 feet of right of way along the property frontage for an ultimate 65 feet of half street right-of-way for the north half of the section of MC85 along the frontage of the Property and any and all additional right-of-way determined by MCDOT as being required for the infrastructure identified in any

approved Traffic Impact Analysis for which Owner is required to construct. The dedications required herein shall be in fee, lien free, and unencumbered except as otherwise approved by MCDOT or County Board of Supervisors; and

11. Owner shall obtain all approvals and permits from the Maricopa County Department of Transportation required for proposed improvements and points of access along MC-85; including but not limited to dedicating an additional 15 feet of right of way along the property frontage for an ultimate 65 feet of half street right-of-way; and

12. Owner shall, at no cost to the city, design and construct all improvements required for the completion of the full half-street improvements required by MCDOT for a Principal Arterial per the MCDOT Major Streets and Routes Plan for the section of MC-85 along the southern boundary of the Property (the "MC-85 Improvements"). The MC-85 Improvements shall be completed prior to the issuance of any Certificate of Completion, Temporary Certificate of Completion, Temporary Certificate of Occupancy, or Certificate of Occupancy for any structure within the Property unless modified by a written phasing plan approved by the City Engineer or his/her designee or a development agreement approved by the City Council.

13. Prior to issuance of any permit for any work within the Property, Owner shall dedicate to the city, at no cost to the city, a 10-foot public utility easement ("PUE") along the MC-85 frontage. The easement shall be reviewed and approved by the City Attorney or his designee; and

14. In addition to constructing the infrastructure improvements specifically identified herein, Owner shall construct, at no cost to the City, all infrastructure improvements required by the City of Goodyear subdivision regulations, all Building Codes and Regulations adopted by city, and Engineering Design Standards and Policy Manual in effect at the time of construction; and

15. 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 locals laws, ordinances, rules, regulations, standards, and policies applicable to the development of the Property (collectively the "Development Regulations"). The references to specific Development Regulations, does not relieve Owner of complying with all other applicable Development Regulations, even those Development Regulations that address the same matters set forth herein; and

16. Owner shall, as determined by MCDOT, construct or remit an in-lieu payment towards the cost of a full traffic signal (all four legs) at the intersection of Access A and MC-85 as identified in any Traffic Impact Analysis approved by the City and MCDOT for the Property; and

17. The supporting documents submitted with the application and proposed PAD seeking to rezone the Property included site plan level of detail, including, but not limited to traffic impact analysis ("TIA"), preliminary sewer, water, and drainage designs, representations regarding water and sewer lines that will serve the Property, representations regarding the existence of water and sewer capacity, utility layouts, phasing plans, grading and drainage plans, and circulation plans. None of the supporting documents, plans, reports, designs, utility layouts, analysis, representations regarding location of water and sewer lines that will serve the property or the existence of water and sewer capacity sufficient to serve the Property are

approved. Owner shall be required to submit current reports, studies, plans, designs with the first preliminary plat, and/or site plan(s), and/or final plat(s) submitted for the development of the Property (collectively “Development Applications”) as required in all applicable development regulations, including the City of Goodyear Engineering Design Standards and Policies Manual and shall be approved by the City Engineer or his/her designee and all other governmental agencies whose approval is required prior to the approval of the applicable Development Appplication.

a. The Water and Sewer Analysis Reports submitted with the application for rezoning are not approved. The Water and Sewer Report(s) that are to be submitted pursuant to the requirements set forth above shall comply with all applicable requirements set forth in the Engineering Design Standards and Policies Manual and shall include an analysis of the existing conditions of the Lakin Park Lift Station verifying that the Lakin Park Lift Station can, without modification, adequately convey the additional proposed flows generated by the development of Property, the flows for existing development, and the flows from developments who have approved Water and Sewer Reports that contemplate the delivery of wastewater flows through the Lakin Park Lift Station or identifying the modifications to the Lakin Park Lift Station required to accommodate such flows. Owner shall, at Owner’s sole cost, construct all infrastructure improvements,including any required modifications to the Lakin Park Lift Station, identified in the approved Water and Sewer Report(s) as being needed to support the development of the Property.

b. The TIA submitted with the application for rezoning is not approved. The TIA(s) that are to be submitted pursuant to the requirements set forth above shall comply with all applicable requirements set forth in the Engineering Design Standards and Policies Manual and applicable requirements of MCDOT and approved by the City Engineer or his/her designee and by MCDOT and shall reflect traffic counts to be accounted for in TIA(s) as of the date the Development Applicaton is approved. The Traffic Impact Analysis shall identify all infrastructure required to accommodate the additional trips generated by the development of Property as rezoned, the location of all access points from the adjacent public rights-of-way to the Property. Owner shall, at Owner’s sole cost all infrastructure identified in all approved TIA(s) as being needed to support the development of the Property.

18. Prior to the issuance of the first Certificate of Completion, Temporary Certificate of Occupancy or Certificate of Occupancy for any structure within the Property, all existing above ground utilities, except for electric lines that are 69kV or larger, located within and adjacent to the Property, including but not limited to, cable and electrical utilities, shall be placed underground at no cost to the City; and

19.If any of the infrastructure improvements or any portion of the infrastructure improvements Owner is required to design and construct pursuant to the terms of this Ordinance have been constructed, are being constructed, or are to be constructed by the City, Owner shall remit a payment to the city in the amount of the actual costs incurred in the design and construction such infrastructure improvements if completed or, if not completed, the payment shall be in the amount of an engineer’s estimate of the costs as approved by the Goodyear City Engineer or his/her designee. The payment requirement herein shall be paid prior to or concurrent with the recordation of a final plat triggering Owner’s obligation to design and construct the infrastructure improvements or the issuance of a permit for any work within the Property, whichever is earlier.

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 Property was annexed into the City of Goodyear in 1986 with the adoption of Ordinance No. 1986-0186. The Property is currently part of El Cidro PAD and has a C-2 (General Commercial) designation. The PAD zoning was approved by City Council on March 5, 2007 with the adoption of Ordinance No. 07-1060, and lastly amended in 2018 with City Council approval and adoption of Ordinance 2018-1408 on September 27, 2018.

The applicant is requesting to rezone an approximately 26.4 acre parcel within the El Cidro PAD from PAD / Commercial to I-2 (General Industrial) with a PAR Overlay, located at the northwest corner of South Cotton Lane and Maricopa County Route 85 from PAD (Planned Area Development) to I-2 (General Industrial).

This rezoning request has not been previously presented to the City Council.

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.

Details of the Request:

The applicant is requesting a rezone of approximately 26.4 acres from PAD (Planned Area Development) Commercial to I-2 (General Commercial) with a PAD overlay to facilitate the development industrial buildings and uses, subject to the stipulations found in Ordinance 2023-1598. The applicant is proposing a potential rail spur connection to the Union Pacific Railway on the north side of the Property.

The applicant is requesting a PAD overlay which would include the following deviations as outlined in their PAD Narrative which is attached.

- Permitted Uses in the I-2 (General Commercial) District have been modified to prohibit certain intensive industrial uses that would otherwise detract from overall character of the surrounding community.
- Front setback to be reduced from 50 feet to 30 feet from the property line.
- Rear setback to be reduced from 50 feet to 20 feet from the rear property line.
- The 25 foot landscape buffer adjacent to single family zoning shall be reduced to 25 feet with a provision that fire access lanes shall be allowed within the landscape buffer and are exempt from planting requirements where fire lanes are located.
- An increase from 50% to 85% for the percentage of roll up and dock doors fronting a public

street (MC-85).

The reduced front and rear setbacks are a result of the irregular triangular shaped lot as well as the adjacency of the Union Pacific Railroad Tracks. The increase in percentage of public road facing roll up doors and docks is justified because of the irregular shape of the property, its location between the rail road tracks on the north and MC85 on the south, and to facilitate the development of the property for rail served industrial users. The applicant will be providing an aesthetic screen wall with enhanced landscaping along MC-85 on the southern and western portions of the project, which will further screen the roll up doors and docks from visibility from public roads.

If the rezoning is approved, the next steps in the entitlement process will be the submittal, review, and stipulated approval of a site plan application to ensure compliance with the rezoning stipulations, city codes, ordinances and design guidelines. To date, however, staff is not aware of any pending development proposed for the Property.

Area Description:
This property is an irregular, triangular shaped parcel which is bordered for the majority of the parcel by MC-85 on the south side and thee Union Pacific Railroad tracks to the north.

On the southwest side of the property there are two parcels zoned R-43 in unincorporated Maricopa County. Although residentially zoned, these two parcels are being used as a junk yard and automotive maintenance facility.

The east side of the property terminates a small point of the triangle approximately 1,200 feet west of Cotton Lane.

On the west side of the parcel the lots are zoned R-43 and are in unincorporated Maricopa County. These are currently owned by Arizona Department of Transportation for the future Loop 303 Alignment.

The north side of the parcel is the Union Pacific Railroad Tracks which enjoy a 200’ wide right of way. On the north side of the railroad tracks are two parcels, one zoned R-43 in unincorporated Maricopa County with R-43 zoning, which will have to be reconfigured at a later date to accommodate the Loop 303 alignment as well as a parcel within the city of Goodyear as part of the Cotton Lane Commerce Park. That parcel is an industrial use and also enjoys a rail spur connections within the City.

The general area is characterized by industrial uses, but the Lakin Park Bungalows, residential units currently under construction, are approximately 450’ to the southwest of the Property but do not share a border with the Property. Other residential in the area would be the El Cidro Phase 2 to the north, and a County large lot subdivision to the west, which are approximately 1,500’ and 1,400’ respectively. Separating these residential uses from the proposed project are the Union Pacific Railroad tracks, and future Look 303 Alignment.

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
Approximately 6.7 acres of the Property are located within the Industrial land use category and

approximately 19.6 acres of the Property are located within the Business and Commerce land use category of the city's 2025 General Plan.

The Industrial land use category provides areas for more intensive business and employment uses which have a greater impact on surrounding land uses. Appropriate uses for the Industrial land use include office, industrial, and business parks as well as supportive uses like public and community facilities. The Industrial land use category does consider the I-2 (General Industrial) zoning district.

The Business and Commerce land use category is intended to provide areas for the growth and development of Goodyear's economic base, including large areas for shopping and entertainment that are regionally significant. The Business and Commerce category includes uses such as business parks, offices, warehouses, regional hospitals, high density residential that supports the area, and other light industrial uses that are also appropriate, in certain areas. The Business and Commerce land use category does not consider the I-2 (General Industrial) zoning district as a correlating district.
The General Plan does not require General Plan amendments for changes to land use categories under 19.9 acres in size, thus staff is considering the rezone to I-2 with a PAD Overlay for the 19.6 acres of the Property that are within the Business and Commerce land use category to be compliant with the General Plan. In addition, In accordance with Development Standard 37 and 43, industrial uses shall be buffered from residential uses, and as required by the Zoning Ordinance, the development shall provide a 25-foot wide landscape buffer along the property lines adjacent to or separated by an alley, canal, easement or similar feature from residential properties. In the PAD Overlay, the applicant is proposing to meet those standards, with the exception of reducing the setbacks to a 20' rear setback along the north side of the property. Given the design and layout of this property, the 20' rear setback is to accommodate a rail spur for the adjacent Union Pacific Rail Line and a fire lane at that location. The closest residential properties to the north are approximately 1,400 feet away and given the railroad right of way and the future loop 303 alignment, staff agrees that this reduction is reasonable.

2. Suitability of the subject property's physical and natural features for the uses permitted under the proposed zoning district.
Currently, the Property is vacant, undeveloped land with no special natural features. The proposed rezoning is consistent with the current suitability of the subject property's physical and natural features for the uses permitted within the I-2 General Industrial zoning district. The PAD overlay address site specific constraints and are reasonable requests.

3. Compatibility of all potential uses allowed in the proposed zoning district with surrounding uses and zoning.
Uses and development surrounding the subject property include:

- North – Huhtamaki, zoned PAD, Industrial, and undeveloped land zoned Rural- 43 within Maricopa County
- West – vacant land zoned Rural-43 within Maricopa County (Owned by ADOT)
- South – MC85 and the Lakin Park PAD (Industrial) as well as developed land zoned Rural-43 (being used as a junk yard) within unincorporated Maricopa County

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.
The proposed I-2 (General Industrial) with PAD overlay rezone is consistent with the

properties zoned PAD, industrial east and northeast of the site within the city of Goodyear.

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.
The rezone from PAD (Planned Area Development) to I-2 (General Industrial) will result in a zoning district assigned to the Property that is generally considered in conformance with the General Plan as mentioned above.

6. Demands for public services that will be generated by the uses permitted in the proposed zoning district.
Demands for public services will be identified and further reviewed during site plan and construction plan review process. The property owner/developer will need to demonstrate public services are available to serve the Property at the time of development. However, preliminary findings on the availability of public services are provided in the following sections.

Fire Response:
The subject property will continue to be served by Fire Station No. 184 and No. 181.

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
#184	7.83	3.91	7.83	3.91	#182	9.67	4.84	9.67	4.84

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 as proposed. This proposed rezone does not impact the ability of the department to serve the property.

Streets/Transportation:
The final location of any proposed access points will be determined during plat and/or site plan review and approval and will require approval by Maricopa County Department of Transportation as the street frontage is MC85.
Water/Wastewater:
With this rezone request, the subject property will continue to be served by the city of Goodyear. All infrastructure necessary to serve the subject property will be required to be installed by the property owner and/or developer.

7. Potential adverse fiscal impacts that will result from providing services to areas not in proximity to where existing public services are provided.
The subject property is in an area where typical public services are currently provided. If the extension or upsizing of any utility lines is needed to serve the Property, then the extension or upsizing will be the responsibility of the owner/developer as part of the development process.

8. General public concerns.
The project has gone through the alternate notification process as well as being posted for public hearing, advertising on the city's website, mailing post cards for the public hearing to all properties within 500 feet as well as legal ads in the newspaper. Additionally, no one attended the Planning Commission meeting to provide any comments. To date, no public comment has been received.

9. Whether the amendment promotes orderly growth and development.
The rezone from PAD (Commercial) to I-2 (General Industrial) with PAD overlay, as stipulated, will promote continued orderly growth and development in conformance with the city's Zoning Ordinance, Design Guidelines, and Engineering Standards.

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.
The rezone from PAD (Planned Area Development) to I-2 (General Industrial) with a PAD overlay will continue to promote the general health, safety, and welfare of the city, as stipulated within the attached draft ordinance.

Public Participation:
In accordance with the city's Citizen Review Process, an alternative citizen review process was used. Notification was mailed to property owners within 500 feet of the subject property informing them of the application to rezone the property. In addition, a sign was posted on the property (MC85 frontage) to notify residents of rezone application. To date, staff has not received any public inquiries as a result of the notice.

Notice for the public hearings before the Planning and Zoning Commission and City Council on December 6, 2023 and December 18, 2023, respectively , included a postcard mailed to the owners of property within 500 feet of the subject property; a legal notice published in the Arizona Republic Southwest Edition on November, 17 2023; and notice of public hearings signs were posted on the subject property. Information on the rezone request and these public hearings was also posted on the city's website. To date, staff has not received any public inquiries as a result of this notice.

On December 6, 2023, the Planning Commission held a public hearing on the proposal. Staff presented and answered questions from the Commission. The only question was related to the deletion of landscaping on the north side of the building. Staff indicated that they were supportive of the deletion because there was no functional area to provide the landscaping with the building, railroad loading dock, rail spur, and fire lane, and that the landscaping was not in an area providing any form of screening or enhancement to this site. One Commission member indicated concern over a pattern of developers requesting deletion of landscaping and staff provided an option to include a stipulation to relocate the 35 trees which were required in that area to other parts of the site. No other Commission members expressed interest in including such a stipulation, and as such, none was added. The applicant was also available and indicated if there was interest in such a stipulation that they would not object. There were no members of the public to comment on the case. After deliberations, the Commission voted unanimously 5-0 to recommend approval.

Recommendation
Staff finds that the rezone from PAD (Commercial) to the I-2 (General Industrial) with PAD overlay zoning is consistent with the General Plan and the Zoning Ordinance, and best serves the public interest, health, comfort, convenience, safety, and general welfare of the citizens of Goodyear. Pursuant to the evaluation of this proposed rezone, staff recommends approval of the conditional rezoning of the property subject to the stipulations in draft Ordinance No. 2023-1598.

Attachments

Aerial Map
Zoning Map
Applicant Narrative
Applicant PAD Narrative
Conceptual Site Plan
Conceptual Color Elevations
Perspective View
DRAFT Ordinance
Staff Report
Staff Presentation

Name of Map: City of Goodyear

Description: Logistics 85

Name of Map: City of Goodyear

Description: Logistics 85

Areas not covered by zoning layer are unincorporated Maricopa County

Logistics 85 PAD

I-2 Planned Area Development for a Proposed Industrial Development
Northwest Corner of Cotton Lane & MC85
Project #23-20000005

Resubmitted: November 3, 2023

Site Information

Location:	Northwest Corner of Cotton Lane & MC85
APN:	502-49-020P
Site Area:	26.4 acres (1,150,688 s.f.)
Current Zoning:	Planned Area Development (El Cidro PAD)
Proposed Zoning:	I-2 General Industrial Park with a PAD Overlay
Zoning History:	Resolution No. 2018-1898 Ordinance No. 2018-1408

Introduction

This narrative accompanies an application to rezone approximately 26.4 acres located on the northwest corner of Cotton Lane and MC85 from El Cidro PAD zoning to I-2 General Industrial Park with a new PAD Overlay, effectively removing the subject property from the El Cidro PAD. In the El Cidro PAD, this parcel was designated C-2 General Commercial. The new requested I-2 with PAD Overlay will allow a cargo-oriented development along the Union Pacific Railroad with a reduced front setback from MC85, a reduced rear setback along the Union Pacific Railroad right-of-way, modified landscape buffers, and additional prohibitions on certain overly intensive industrial uses.

This site is strategically located along and between MC85 (south), the Union Pacific Railroad (north), and Cotton Lane (east). The west boundary is adjacent to unincorporated county farmland, but owned by the Arizona Department of Transportation (ADOT). The approval of this rezoning request will result in the development of a 307,542-square-foot industrial facility with direct connection to the Union Pacific Railroad.

The buildings will be oriented to respect the adjacent uses and maximize building flexibility for future tenants. The proposed project will be designed with special attention in screening the dock areas on the south side of the buildings. The building front is strategically facing north, along the Union Pacific Railroad to provide the ability to service a rail tenant. Architecturally integrated screen walls will be introduced to extend the building architecture along the southern facade. Additional design features include a masonry screen wall along the southern property line along with a landscape buffer from MC85. There will be no landscape buffer on the north side of the building due to the fire lane, rail spur, and loading docks.

Rezoning Criteria

1. Consistency with the goals, objectives, policies and future land use map of the General Plan. Consideration of current market factors, demographics, infrastructure, traffic, environmental issues, and if conditions have changed significantly since adoption of the General Plan.

   This property is currently designated Industrial and Business & Commerce on the General Plan Land Use Map. These uses support a mix of non-residential uses of varying intensities. Of the 26.4 acres, staff indicated that approximately 19.6 acres are designated Business & Commerce and approximately 6.7 acres are Industrial. Since neither portion is exceeds 20 acres in size, a General Plan Amendment is not warranted.

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

   The subject property is uniquely situated between a Union Pacific Railway to the north and MC85 to the south. This flat and highly developable site will have access from MC85 and would benefit from a potential rail spur being proposed by the developer. The property is also adjacent to a short segment of Cotton Lane, which is currently the terminus of the Loop 303 until such time as an extension is warranted and built. The property's location, access,

and potential rail spur make it highly desirable for industrial and distribution type uses which are identified in the City's I-2 zoning district.

3. Compatibility of all potential uses with the surrounding uses and zoning in terms of land suitability, environmental impacts, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential impact on property values.

   Most of the recent development in the immediate area consists of large-scale manufacturing, warehousing, and distribution uses, such as the use(s) being proposed in this request. Those uses are generally located north of this property (north of the Union Pacific Railway) along Cotton Lane. North of these uses are large and traditional-lot residential homes. South of MC85 from the subject property is the Lakin Park industrial development. Immediately west of the site is agricultural land owned by ADOT in unincorporated Maricopa County. There is also a small independent auto shop at the southwest corner of the site in unincorporated Maricopa County.

4. The proposed zoning district's consistency with other land uses within the immediate area and whether the proposed zoning district would be better suited to the property than the current zoning.

   The I-2 zoning district with PAD overlay supports a variety of commercial and industrial uses. This proposal will garner future industrial manufacturing, warehousing, and distribution facilities in the area of 300,000 square feet. The subject property is in close proximity to similar large-scale manufacturing and distribution uses to the north and south, and is separated from properties designated 'Neighborhood' and zoned AU or PAD by MC85 and Cotton Lane, two arterials / highways.

5. Demand of 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.

   The Phoenix Metropolitan area is seeing a rapid increase in development activity, with the West Valley seeing a similar increase in manufacturing and distribution uses. The City of Goodyear has seen tremendous growth in these areas, with major employers along the Loop 303 north of I-10. With new freeways such as SR-30 and I-11 coming online and existing freeways such as MC85 and SR85, this part of the Valley should anticipate accelerated development pressure in the near future – especially for uses with higher-than-normal transportation needs.

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

    a. Schools:

        This is an industrial use, therefore there will be no impact on schools.

    b. Streets and Access:

        The traffic impact analysis will provide necessary information regarding how the site will be accessed, any required traffic signals, or other improvement obligations.

    c. Water and Wastewater:

        Services are provided by the City of Goodyear.

    d. Fire Service:

        The City will conduct a fire service analysis and will provide distance and response times from the two closest fire stations to the neighborhood.

    e. Parks and Open Space: Please include a statement providing the amount of open space required based on your calculations and how those standards are anticipated to be met.

        The site plan is still conceptual, however, it is anticipated that the final plan will meet or exceed the City's requirements for landscaping and open space for industrial uses.

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

    Any services not immediately available will be provided or extended to the property by the developer, thereby eliminated or minimizing any public cost.

8. General public's concerns (further evaluation will come from the public review process).

   Unknown at this time, however, due to the proximity of this property to very similar uses, it is public opposition is not anticipated. As this application continues through the rezoning process, public outreach will be conducted, and any findings will be duly reported to the City.

9. Whether the amendment promotes orderly growth and development; and,

   Without being associated with the similar (and compatible) uses in the immediate area, this request will be an extension of the established predominant use pattern in the area. Additionally, the property's unusual shape and prime location between MC85 and an existing railway, suits the proposed use without any negative impacts to the surrounding properties.

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.

    A recurring theme throughout this narrative is the compatibility of the proposed zoning district and use(s) with the area. The timing of this development also supports the application since establishing this type of use prior to the existence of residential uses ensures future awareness as residents move to the area. As such, there is value in supporting this proposal and others like it in order to establish expectations for the area.

11. For PAD requests, provide justification for the use of a PAD based on the criteria in Article 3-5 of the Zoning Ordinance https://goodyear.municipal.codes/ZoningOrds/3-5:

    a. *The PAD should accommodate, encourage and promote developments with innovative design involving residential and nonresidential land uses, which together form an attractive, harmonious unit in the community.*

    b. *Deviations from development standards are only warranted by circumstances such as but not limited to: alternative residential lot design, innovative architectural or subdivision design features, retirement housing, in-fill development involving a small or irregularly shaped parcel, or other circumstances found by the City through the PAD approval to merit departure from the regulations pertaining to other districts*

    This application for I-2 zoning with a PAD Overlay is to reduce the required front setback along MC 85 from 50 feet to 30 feet and reduce the required rear setback from 50 feet to 20 feet along the Union Pacific Railroad right-of-way, while prohibiting certain overly intensive industrial uses that would otherwise detract from the surrounding community. The modified development standards proposed in the PAD Overlay are shown in the following table.

Table 1. PAD Development Standards

Development Standards	I-2 General Industrial Park	Logistics 85 PAD
Minimum Site Area	5 acres	5 acres
Lot Width	300 ft	300 ft
Lot Depth	400 ft	400 ft
Maximum Building Coverage	50%	50%
Maximum Height	50 ft	50 ft
Minimum Setbacks		
Front	50 ft	**30 ft**
Side	30 ft	30 ft
Rear	50 ft	**20 ft**
Street Side	30 ft	30 ft
Landscape Buffer (*Article 5-1-4-B-3-b)*		
Adjacent to single-family	25 ft	25 ft*
Maximum Loading, Delivery, Roll-up/Dock Doors, and Service and Wash Bays Fronting onto a Public Street (Article 3-4-3-B-8-b)	50%	**85%**

** **Designated fire access lanes shall be allowed within a landscape buffer, and which are exempt from planting requirements where located.***

The reduced front setback is necessary because of the irregular shape of the parcel caused by the angular bend of MC85, which narrows the property from west to east. The 50-foot setback causes issues as the property narrows eastward. The rear setback is also reduced to 20 feet, which is appropriate in this circumstance given that the 200-foot Union Pacific Railroad right-of-way runs parallel to the northern boundary of the site, to which the proposed Logistics 85 industrial facility is planned to be integrated with as a cargo-oriented development and which creates a significant buffer to other properties to the north (of note, the Huhtamaki industrial facility is one of the properties located north of the rail road from the subject site).

Another issue caused by the narrow and irregular shape of the parcel, as well as the presence of the Union Pacific Railroad, is the location of the loading and delivery docks. The loading and delivery docks are best located on the south side of the building opposite of the Union Pacific Railroad and fronting along MC85. Not only is a circulating drive aisle difficult to accomplish given the narrow and irregular shape of the parcel, but a rail spur must also be extended along and parallel to the north side of the building to create a true cargo-oriented development along the Union Pacific Railroad, which further limits a circulating road for trucks to maneuver to the north side of the building. For these reasons, this PAD Overlay requests an increase in the maximum percentage of building front facing a public street per Article 3-4-3-B-8-b from 50% to 85%. However, this is consistent with, and in fact more restrictive than, the approved Lakin Park industrial facilities immediately across MC85, which are permitted to develop 100% of their industrial frontage along MC85 as loading and delivery docks. Nonetheless, Logistics 85 will provide an aesthetic screen wall with enhanced

landscaping along MC85 and the southern and western portion of the site to screen the view of the loading and delivery docks from public view.

Because this is a cargo-oriented development and aligned and connected to the railroad, the fire access lane must run along the rear property line and within the rear landscape buffer and partially within the west side buffer (per Article 5-1-4-B-3-b). This fire access lane shall be allowed to provide emergency services to the rail spur and associated loading docks. The property is also buffered by the 200-foot railroad property to the north and is adjacent to ADOT property to the west, minimizing any potential adverse impact.

To compensate for these modifications, this PAD Overlay proposes to prohibit certain intensive industrial uses that would otherwise detract from the overall character of the surrounding community. The prohibited uses within this PAD Overlay include those in the following list.

Prohibited Uses:

- *Cement and paving material mixing plant*
- *Public utility facilities such as wastewater treatment plants, and water reclamation facilities*
- *Foundry or casting of metal*
- *Highway maintenance facilities*
- *Monument works*
- *Sand blasting*
- *Sewage disposal and treatment plant*
- *Transfer company/trucking terminal*
- *Cement, lime, gypsum, and/or plaster manufacturing*
- *distillation of bones, coal, refuse, grain, and/or wood*
- *Fertilizer manufacturing*
- *Gas manufacturing and cylinder recharging*
- *Hazardous processes or explosives storage*
- *Mineral extraction such as sand or gravel pits*
- *Smelting of tin, copper, zinc, and/or iron ores*

Logistics 85 PAD
Regulatory Standards Book

I-2 Planned Area Development for a Proposed Industrial Development
Northwest Corner of Cotton Lane & MC85
Project #23-20000005

Resubmitted: November 3, 2023

The Logistics 85 PAD covers 26.4 acres at the Northwest Corner of Cotton Lane & MC85 in the City of Goodyear. Specifically, the PAD applies to APN 502-49-020P (see Figure 1 below), which is legally described in Appendix A. The Logistics 85 PAD is proposed for the development of an industrial facility with compatibility and connectivity to the adjacent Union Pacific Railroad line running along the norther boundary of the property, facilitating a cargo-oriented development with the ability to service a rail tenant.

Figure 1. Site Location and Aerial

The Logistic 85 PAD incorporates the **I-2, General Industrial Park** zoning district standards adopted in the current City of Goodyear Zoning Ordinance, except for where expressly modified in this document. In the event a particular use or standard is not provided for in this document and such use or standard is not otherwise prohibited by law, the Zoning Administrator or designee shall determine whether such use or standard is analogous to other listed uses or standards.

Permitted Uses:

The permitted uses for within the Logistics 85 PAD shall be those uses allowed in the I-2, General Industrial Park zoning district, except for the following uses which shall be strictly prohibited:

- Cement and paving material mixing plant
- Public utility facilities such as wastewater treatment plants, and water reclamation facilities
- Foundry or casting of metal
- Highway maintenance facilities
- Monument works
- Sand blasting
- Sewage disposal and treatment plant
- Transfer company/trucking terminal
- Cement, lime, gypsum, and/or plaster manufacturing
- distillation of bones, coal, refuse, grain, and/or wood
- Fertilizer manufacturing
- Gas manufacturing and cylinder recharging
- Hazardous processes or explosives storage
- Mineral extraction such as sand or gravel pits
- Smelting of tin, copper, zinc, and/or iron ores

Development Standards

The development standards for the Logistics 85 PAD shall be that set forth in the I-2, General Industrial Park zoning district, except as modified in Table 1 below (modifications shown in **bold**):

Table 1. PAD Development Standards

Development Standards	I-2 General Industrial Park	Logistics 85 PAD
Minimum Site Area	5 acres	5 acres
Lot Width	300 ft	300 ft
Lot Depth	400 ft	400 ft
Maximum Building Coverage	50%	50%
Maximum Height	50 ft	50 ft
Minimum Setbacks		
Front	50 ft	**30 ft**
Side	30 ft	30 ft
Rear	50 ft	**20 ft**
Street Side	30 ft	30 ft
Landscape Buffer (*Article 5-1-4-B-3-b)*		
Adjacent to single-family	25 ft	25 ft*
Maximum Loading, Delivery, Roll-up/Dock Doors, and Service and Wash Bays Fronting onto a Public Street (Article 3-4-3-B-8-b)	50%	**85%**

**** Designated fire access lanes shall be allowed within a landscape buffer, and which are exempt from planting requirements where located.***

Appendix A

Logistics 85 PAD Legal Description

A portion of the North half of Section 26, Township 1 North, Range 2 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows,

COMMENCING at the East quarter corner of said Section 26, monumented with a Maricopa County Department of Transportation brass cap in handhole stamped L.S. 42937, which bears South 00 degrees 24 minutes 23 seconds West 2642.30 feet from the Northeast corner of said Section 26, monumented with a brass cap in handhole stamped L.S. 42937;

Thence along the East line of the Northeast quarter of said Section 26, North 00 degrees 24 minutes 23 seconds East 1961. 78 feet to a point on the Northerly Right-of-Way line of the roadway know as MC 85, the centerline of which was calculated from the unrecorded BOUNDARY SURVEY prepared by Baker Land Surveying, Job No. 2863, dated June 1987, and indexed under DIN # 56943 with the Maricopa County Department of Transportation, said point being the POINT OF BEGINNING;

Thence along the Northerly Right-of-Way line of said MC 85, South 82 degrees 04 minutes 37 seconds West 552.01 feet to the beginning of a tangent curve to the left with a radius of 5841.47 feet;

Thence along said tangent curve to the left, through a central angle of 16 degrees 14 minutes 39 seconds, an arc length of 1656.14 feet;

Thence South 24 degrees 10 minutes 03 seconds East 29.40 feet to the beginning of a non-tangent curve to the left;

Thence along said non-tangent curve to the left, the radius point of which bears South 25 degrees 13 minutes 19 seconds East 5779.58 feet, through a central angle of 05 degrees 04 minutes 30 seconds, an arc length of 511.94 feet to a point of compound curvature;

Thence along said compound curve turning to the left, the radius point of which bears South 30 degrees 11 minutes 23 seconds East 5779.58 feet, through a central angle of07 degrees 25 minutes 33 seconds, an arc length of 749.06 feet to the Southeast corner of Parcel No. 1 as shown on the RECORD OF SURVEY recorded in Book 1475 of Maps, Page 21, records of Maricopa County, Arizona;

Thence along the South line of said Parcel No. 1, South 86 degrees 34 minutes 47 seconds West 523.44 feet;

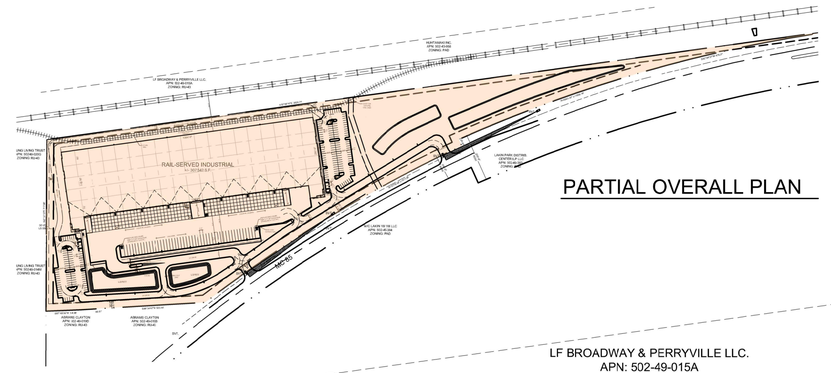
Thence continuing along said South line, South 87 degrees 49 minutes 06 seconds West 144.98 feet to the Southwest corner of said Parcel No. 1;

Thence North 00 degrees 14 minutes 23 seconds East 718.03 feet to the Northwest corner of Parcel No. 3 of said RECORD OF SURVEY,·

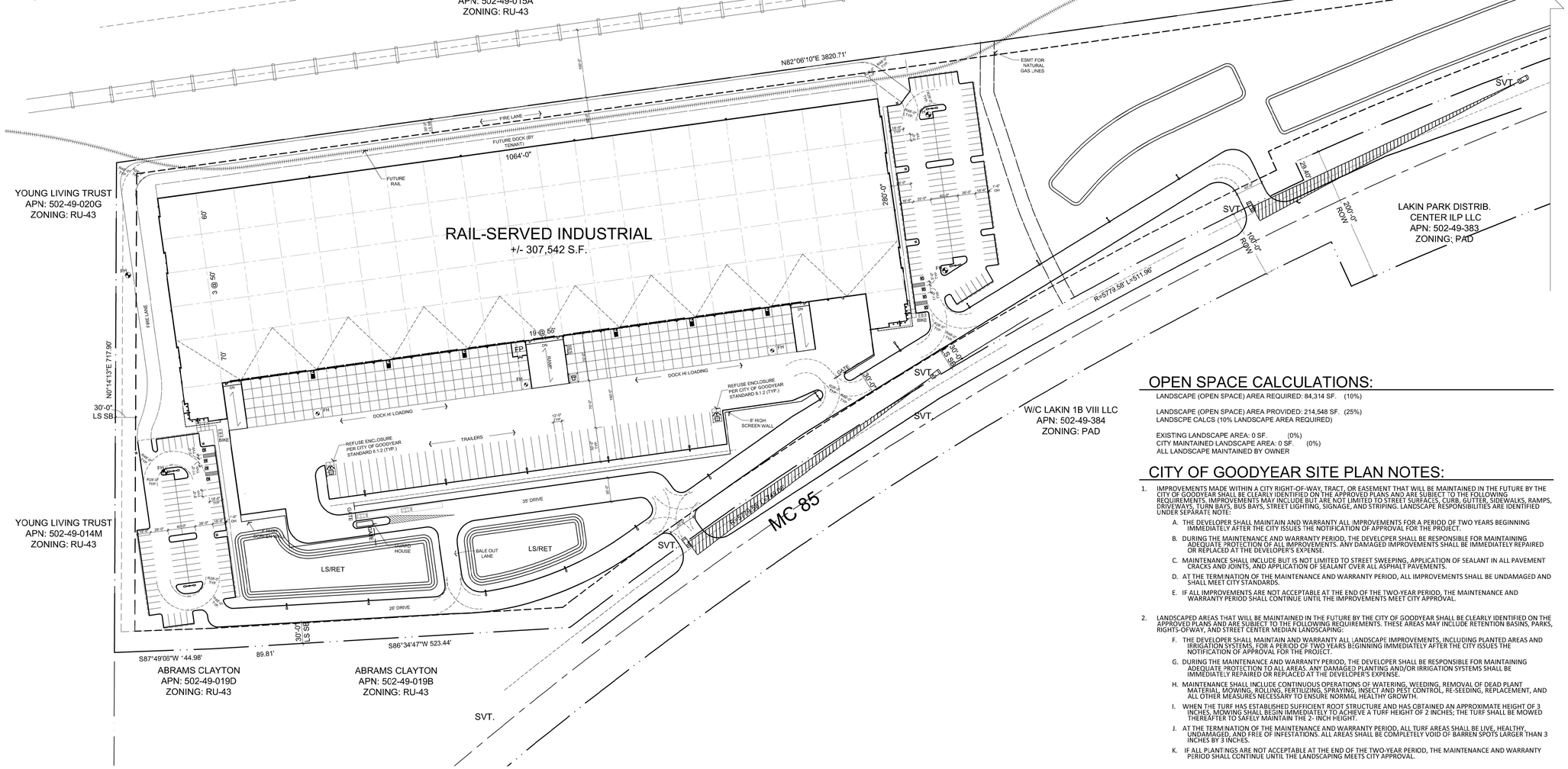
Thence North 82 degrees 06 minutes 10 seconds East 3896.51 feet to the Northeast corner of Parcel No. 2 of said RECORD OF SURVEY, said point being on the East line of the Northeast quarter of said Section 26;

Thence along said East line, South 00 degrees 24 minutes 23 seconds West 1.62 feet to the POINT OF BEGINNING.

Comprising 26.424 acres or 1,151,026 square feet, subject to all easements of record.



PARTIAL OVERALL PLAN



PRELIMINARY SITE PLAN

0 40' 80' 160'

SCALE: 1" = 80'

OPEN SPACE CALCULATIONS:

LANDSCAPE (OPEN SPACE) AREA REQUIRED: 84,314 SF. (10%)

LANDSCAPE (OPEN SPACE) AREA PROVIDED: 214,548 SF. (25%)
LANDSCPE CALCS (10% LANDSCAPE AREA REQUIRED)

EXISTING LANDSCAPE AREA: 0 SF. (0%)
CITY MAINTAINED LANDSCAPE AREA: 0 SF. (0%)
ALL LANDSCAPE MAINTAINED BY OWNER

CITY OF GOODYEAR SITE PLAN NOTES:

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:
   F. 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.
   G. 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.
   H. 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.
   I. 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 MOWED THEREAFTER TO SAFELY MAINTAIN THE 2- INCH HEIGHT.
   J. 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.
   K. 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.

PROJECT DATA

SITE & BUILDING DATA:

EXISTING ZONE:	PAD
BUILDING - A.P.N:	502-49-020P
MCR:	N/A
SECTION:	26
TOWNSHIP:	1N
RANGE:	2W
PROPOSED BUILDING HEIGHT AT RIDGE (70FT MAX):	49'-8 1/2" (55'-0" AT PARAPET)
CONSTRUCTION TYPE:	V-B (NON-RATED) UNLIMITED AREA
OCCUPANCY:	
NET SITE AREA:	1,150,688 S.F. (26.4 AC.)
BUILDING S.F.	
TOTAL BUILDING S.F.	307,542 S.F.
% SITE COVERAGE:	26.7 %
BUILDING HEIGHT:	55 FT
MIN. YARD SETBACK REQUIRED:	FRONT / SIDE: 30'; REAR: 20'; STREET SIDE: 30'

PARKING DATA:

CAR STALL SIZE:	9'-0"x18'-6" W/ 1'-5" O.H. = 9'-0"x20'-0"
TRAILER STALL SIZE:	12'-0"x50'-0" W/ 10'-0" O.H.
BUILDING:	
(1) SP / 1,000 S.F. FOR THE FIRST 10,000 S.F.:	10,000 S.F. / 1,000 = 10 SP
(1) SP / 5,000 S.F. THEREAFTER:	291,948 / 5000 = 58 SP
(1) SP / 300 S.F. (OFFICE):	5,594 / 300 = 19 SP
REQUIRED SP:	87 SP
PROVIDED SP:	200 SP
ACCESSIBLE REQUIRED:	7 SP
ACCESSIBLE PROVIDED:	8 SP
BICYCLE PARKING REQUIRED:	8 SP
BICYCLE PARKING PROVIDED:	8 SP

SITE PLAN KEY NOTES

1. FIRE HYDRANT SPACED 332' O.C. MAX.
2. FIRE PUMP HOUSE WITH FDC
3. 24 INCH TALL ADDRESS NUMBERS - FINAL LOCATION TBD
4. 26 FT. WIDE FIRE LANE
5. RED PAINTED CURBING AND WHITE LETTERING AT FIRE LANES
6. 8' TALL MOTORIZED SLIDING GATES WITH DUAL-STROBE PREEMPTION SWITCHES AND PEDESTAL MOUNTED KNOX-BOX OVERIDE KEY SWITCH EACH SIDE OF GATE AND F.D. ACCESS SIGNAGE ON GATE
7. KNOX BOX
8. 9' WIDE x 10' TALL OVERHEAD DOCK DOORS
9. OPTIONAL TRAILER SPACES WITH 8' SCREENWALL.
10. FUTURE MONUMENT SIGNS UNDER SEPARATE PERMIT
11. VISIBILITY TRIANGLE LINE
12. NEW STREETLIGHT (SPACED 230' O.C.)

SITE PLAN GENERAL NOTES

TRAFFIC CALMING DEVICES, SUCH AS SPEED BUMPS ARE NOT ALLOWED AT FIRELANES

EMERGENCY RESPONDER RADIO COVERAGE SYSTEM TEST TO BE PERFOREMED PRIOR TO OCCUPANCY

PROJECT TO PROVIDE FIRE PUMP AND ESFR SPRINGLER SYSTEM

FUTURE TENANT IMPROVEMENT PERMITS TO INCLUDE RACKING PLANS AND STORED COMMODITIES ANALYSIS

SEWER/WATER SERVICE PROVIDER: CITY OF GOODYEAR

SITE LEGENDS

FIRE HYDRANT SEE DETAIL	PROPERTY/RIGHT OF WAY (R/W) LINE
LIGHT POLE (DOUBLE HEAD)	EASEMENT LINE AS LABELED
LIGHT POLE (SINGLE HEAD)	SIDEWALK EASEMENT
BUILDING AND LANDSCAPE LIGHTS	ROAD CENTERLINE
FIRE TURNING RADIUS, TYP ALL	SEWER LINE
	150' ADJACENT PROPERTY DISTANCE
	ELECTRICAL EASEMENT
	DIMENSION CENTERLINE

SITE ABBREVIATIONS:

AC = ACRE
AVG. = AVERAGE
BSB = BUILDING SET BACK
B = BERM
CONC. = CONCRETE
DG = DECOMPOSED GRANITE
DRV = DRIVE
D.I.D. = DRIVE IN DOOR
D/W = DRIVE WAY
ESMT = EASEMENT
F.D. = FIRE DEPARTMENT
F.D.C = FIRE DEPARTMENT CONNECTION
F.H. = FIRE HYDRANT
L.S. = LANDSCAPE
L.S. / RET. = LANDSCAPE AND RETENTION
O.H. = OVER HANG
O.H.D. = OVERHEAD DOOR
MIN. = MINIMUM
R/W = RIGHT OF WAY
S.F. = SQUARE FEET
SP. = SPACE
TYP. = TYPICAL
V.T. = VIABILITY TRIANGLE
W/ = WITH
WTR = WATER

PROJECT TEAM

OWNER AGENT / DEVELOPER:
BET INVESTMENTS, INC.
5506 E. SAN MIGUEL AVE.
PARADISE VALLEY, AZ 85253
PH: 480-682-8425
CONTACT: SCOTT MOORE
EMAIL: SMOORE@BETINVESTMENTS.COM

CIVIL:
HUNTER ENGINEERING
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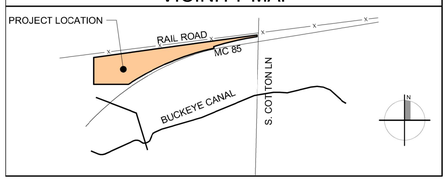
SCOTTSDALE, AZ 85258
PH: 480-991-3985
CONTACT: JAKE EARLY
EMAIL: JEARLEY@HUNTERENGINEERINGPC.COM

ARCHITECT:
BUTLER DESIGN GROUP
5013 E WASHINGTON ST. SUITE 100
PHOENIX, AZ 85034
PH: 602-957-1800
CONTACT: TOBY ROGERS
EMAIL:TROGERS@BDGAZ.COM

LANDSCAPE:
LASKIN & ASSOCIATES, INC.
5013 E. WASHINGTON ST. SUITE 110
PHOENIX, AZ 85034
PH: 602-840-7771
CONTACT: DANIEL DODSON
EMAIL: DANIEL@LASKINGDESIGN.COM

VICINITY MAP



bet investments®
Building Better Lifestyles

LOGISTICS 85

Proposed Industrial Development

Goodyear, Arizona

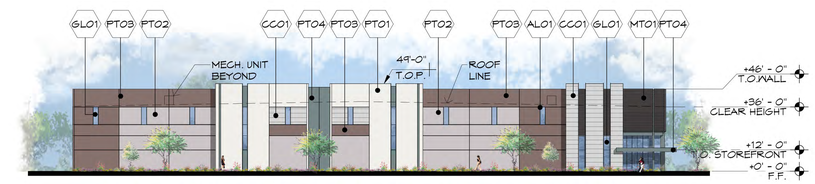
REGISTERED ARCHITECT
CERTIFICATE NO. 22417
RICHARD R. BUTLER
Date Signed 08-01-2023
ARIZONA, U.S.A.

Butler Design Group, Inc
architects & planners

23003_ST03
08-01-2023

1 **SOUTH ELEVATION**
SCALE: 1" = 40'-0"

2 **EAST ELEVATION**
SCALE: 1" = 40'-0"



3 **WEST ELEVATION**
SCALE: 1" = 40'-0"

4 **NORTH ELEVATION**
SCALE: 1" = 40'-0"

MATERIAL / COLOR SCHEDULE

MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
ALO1	ALUMINUM STOREFRONT SYSTEM	CLEAR ANODIZED	T.B.D.	T.B.D.	
CCO1	CONCRETE FORMLINER	T.B.D.	T.B.D.	T.B.D.	
GLO1	CLEAR GLAZING	CLEAR	T.B.D.	T.B.D.	
MTO1	METAL PANEL	CHAMPAGNE VINTAGE	K5 METAL FINISHES	OLD COUNTRY MILLWORK	
PTO1	CONCRETE TILT PANEL	WHITE PICKET FENCE	DET648	DUNN EDWARDS	
PTO2	CONCRETE TILT PANEL	DANGEROUS ROBOT	DE6387	DUNN EDWARDS	
PTO3	CONCRETE TILT PANEL	CAVE OF THE WINDS	DE6040	DUNN EDWARDS	
PTO4	CONCRETE TILT PANEL	SHADOW EFFECT	DET597	DUNN EDWARDS	

23003

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Building Better Lifestyles

LOGISTICS 85
Proposed Industrial Development
Goodyear, AZ

CLE

REGISTERED ARCHITECT
49330
KOREY S. WILKES
03.20.2023
ARIZONA, U.S.A.

Butler Design Group, Inc
architects & planners

ORDINANCE NO. 2023-1598

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, DECLARING PUBLIC RECORDS AND CONDITIONALLY REZONING APPROXIMATELY 26.4 ACRES OF LAND LOCATED APPROXIMATELY 1,200 FEET WEST OF THE INTERSECTION OF SOUTH COTTON LANE AND MC-85, FROM PAD (PLANNED AREA DEVELOPMENT) TO THE I-2 (GENERAL INDUSTRIAL) ZONING DISTRICT WITH A PAD (PLANNED AREA DEVELOPMENT) OVERLAY, AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGMENT; PROVIDING FOR CORRECTIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR PENALTIES; AND DIRECTING THE CITY CLERK TO RECORD A COPY OF THIS ORDINANCE.

WHEREAS, the property subject to this Ordinance consists of approximately 26.4 acres generally located approximately 1,200 feet west of the intersection of South Cotton Lane on the north side of MC-85, as more particularly described in that certain document titled “Description for Rezoning of A.P.N. 502-49-020P” which is declared a public record herein 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 PAD (Planned Area Development) pursuant to Ordinance 2018-1408 in which the Goodyear City Council conditionally approved the rezoning of 636.73 acres of property general located south of Lower Buckeye Road and east of Citrus Road from PAD and consolidated other previous rezonings into the new PAD and changed this parcel from Commercial to Industrial.

WHEREAS, the General Plan Land Use Plan designates the Property as Business & Commerce and Industrial, which provides areas for the growth and development of Goodyear’s economic base; and

WHEREAS, this request is to rezone the Property from PAD (Planned Area Development) to I-2 (General Industrial) with a PAD (Planned Area Development) overlay for the development of this site; and

WHEREAS, this rezoning request is consistent with the designation of the Property in the General Plan as Business & Commerce and Industrial and will not adversely impact the surrounding area; and

WHEREAS, a rezoning request requires review by the Planning and Zoning Commission and final decision by the City Council through the public hearing process, and to be approved, a rezoning request must be found in conformance with the General Plan and to not adversely impact the surrounding area as outlined in the Zoning Ordinance; and

WHEREAS, public notice that this rezoning request was to be considered and reviewed at a public hearing held before the Planning and Zoning Commission on December 6, 2023, appeared in the Arizona Republic Southwest Valley edition on November 17, 2023; and

WHEREAS, a public hearing was held before the Planning and Zoning Commission on December 6, 2023, to consider the rezoning of the Property, and the Commission voted (5-0) to recommend approval the proposed rezoning; and

WHEREAS, public notice that this rezoning request is to be considered and reviewed at a public hearing held before the City Council on December 18, 2023, appeared in the Arizona Republic Southwest Valley edition on November 17, 2023; 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 of Goodyear;

NOW, THEREFORE, BE IT ORDAINED 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. 23-11", a copy of which is attached hereto as Exhibit A, is hereby declared a public record and incorporated herein by this reference.

That certain document titled "Description for Rezoning of A.P.MN. 502-49-020P"", a copy of which is attached hereto as Exhibit B, is hereby declared a public record and incorporated herein by this reference.

That certain document titled ""Logistics 85 PAD Regulatory Standards Book", dated November 3, 2023, a copy of which is attached hereto as Exhibit C is hereby declared a public record and incorporated herein by this reference.

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.

SECTION 2. DESCRIPTION OF THE PROPERTY BEING REZONED

This Ordinance No. 2023-1598 applies to that parcel of land in Goodyear, Maricopa County, Arizona, generally located approximately 1,200 feet west of the intersection of South Cotton Lane on the north side of MC-, as more particularly described in that certain document titled "Descriptoion for Rezoning of A.P.MN. 502-49-020P" attached hereto as Exhibit B and declared a public record herein, which is referred to and made a part hereof as if fully set forth in this Ordinance (the "Property"); and

SECTION 3. REZONING

The Property is conditionally rezoned from the PAD (Planned Area Developoment) Zoning District to I-2 (General Industrial) Zoning District with a PAD (Planned Area Development) Overlay.

SECTION 4. CONDITIONS OF APPROVAL/STIPULATIONS

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

1. The Property shall be developed in accordance with the Permitted Uses and Development Standards applicable to the I-2 (General Industrial) Zoning District except as modified by that certain document titled "Logistics 85 PAD Regulatory Standards Book", dated November 3, 2023 attached hereto as Exhibt C and declared a public record herein, which is referred to and made a part hereof as if fully set forth in this Ordinance and except as further modified by the Conditions of Approval/Stipulations set forth herein.

2. A landscape buffer of at least 30-feet wide shall be installed along MC85 and shall be entirely landscaped except for necessary driveways and walkways needed to for ingress and egress from MC85. A minimum of two continuous offset rows of 24-inch box trees shall be planted within the landscape buffer. Placement of trees shall be planned to maximize their screening potential and visibility of the trees.

3. Loading, delivery, roll-up/dock doors, and parking of truck-trailers front MC85 shall comply with the following requirements:

    a. Loading, delivery, roll-up/dock doors and truck trailer parking for such areas shall be screened from public view with a combination of a two-foot high berm and six-foot high wall, or an eight-foot high wall. Either wall is to be constructed of brick, slump block, or masonry with a stucco, mortar wash finish, or a similar finish, and with an architecturally enhanced design that complements the building.

    b. Gates visible to the public shall be wrought iron or other metal with an enhanced architectural design that fully screens the area behind said gate.

4. Except as modified by the PAD OVERLAY or the stipulations herein, development of the Property shall comply with all applicable provisions of the Goodyear Zoning Ordinance, including, but not limited to the applicable requirements in Article 9 governing development within the vicinity of federal and state freeways, highways and expressways and the requirements in Article 5-1-4-G of the Goodyear Zoning Ordinance that requires all temporary and permanent retention/ stormwater basins be entirely landscaped and irrigated.

5. No final plat shall be recorded, no site plans approved, and/or no construction permits issued until Owner has provided the City with all approvals and/or easements from jurisdictions or parties whose property interests will be impacted by the development contemplated by such final plat, site plan, and/or construction permit. This includes, but is not limited to, approvals and/or easements that may be needed from Maricopa County Department of Transportation, Buckeye Irrigation District, and the Flood Control District of Maricopa County. All required

approvals and easements shall be in a form acceptable to the City Engineer or his/her designee; and

6. Approval of the rezoning does not constitute approval of any site plan for development within the Property. All future development will be subject to site plan review and approval by city staff by separate administrative action, 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

7. Owner shall construct, at Owner's sole cost and expense, all on-site and off-site infrastructure improvements determined by the City as being necessary to provide water service and wastewater service to the Property including improvements identified in the approved Water and Sewer Report(s) that are to be submitted pursuant to Stipulation 17 below ; and

8. 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 recordation of the first final plat subdividing all or part of the Property or the issuance of any construction permit for work within the Property, whichever is earlier; and,

9. Owner shall dedicate to the city, at no cost to the city, all rights-of-way and/or easements within and outside 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 for 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 in this ordinance, 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 or approval of a site plan that includes the area in which the dedicated property is located or when requested by the City Engineer or his/her designee, whichever is earlier; and

10. Owner shall dedicate, at no cost to the City, any and all additional right-of-way required by Maricopa County Department of Transporation ("MCDOT") along the portion of the Property fronting MC85 including, but not limited to, dedicating right of way along the property frontage determined by MCDOT as being required for an ultimate half street right-of-way for the north half of the section of MC85 along the frontage of the Property and any and all additional right-of-way determined by MCDOT as being required for the infrastructure identified in any approved Traffic Impact Analysis for which Owner is required to construct. The dedications required herein shall be in fee, lien free, and unencumbered except as otherwise approved by MCDOT or County Board of Supervisors; and

11. Owner shall obtain all approvals and permits from the Maricopa County Department of Transportation required for proposed improvements and points of access along MC-85; including but not limited to dedicating additional right of way along the property frontage for an ultimate half street right-of-way; and

12. Owner shall, at no cost to the city, design and construct all improvements required for the completion of the full half-street improvements required by MCDOT for a Principal Arterial per the MCDOT Major Streets and Routes Plan for the section of MC-85 along the southern boundary of the Property (the "MC-85 Improvements"). The MC-85 Improvements shall be completed prior to the issuance of any Certificate of Completion, Temporary Certificate of Completion, Temporary Certificate of Occupancy, or Certificate of Occupancy for any structure within the Property unless modified by a written phasing plan approved by the City Engineer or his/her designee or a development agreement approved by the City Council.

13. Prior to issuance of any permit for any work within the Property, Onwer shall dedicate to the city, at no cost to the city, a 10-foot public utility easement ("PUE") along the MC-85 frontage. The easement shall be reviewed and approved by the City Attorney or his designee; and

14. In addition to constructing the infrastructure improvements specifically identified herein, Owner shall construct, at no cost to the City, all infrastructure improvements required by the City of Goodyear subdivision regulations, all Building Codes and Regulations adopted by city, and Engineering Design Standards and Policy Manual in effect at the time of construction; and

15. 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 locals laws, ordinances, rules, regulations, standards, and policies applicable to the development of the Property (collectively the "Development Regulations"). The references to specific Development Regulations, does not relieve Owner of complying with all other applicable Development Regulations, even those Development Regulations that address the same matters set forth herein; and

16. Owner shall, as determined by MCDOT, construct or remit an in-lieu payment towards the cost of a full traffic signal (all four legs) at the intersection of Access A and MC-85 as identified in any Traffic Impact Analysis approved by the City and MCDOT for the Property; and

17. The supporting documents submitted with the application and proposed PAD seeking to rezone the Property included site plan level of detail, including, but not limited to traffic impact analysis ("TIA"), preliminary sewer, water, and drainage designs, representations regarding water and sewer lines that will serve the Property, representations regarding the existence of water and sewer capacity, utility layouts, phasing plans, grading and drainage plans, and circulation plans. None of the supporting documents, plans, reports, designs, utility layouts, analysis, representations regarding location of water and sewer lines that will serve the property or the existence of water and sewer capacity sufficient to serve the Property are approved. Owner shall be required to submit current reports, studies, plans, designs with the first preliminary plat, and/or site plan(s), and/or final plat(s) submitted for the development of the Property (collectively "Development Applications") as required in all applicable development regulations, including the City of Goodyear Engineering Design Standards and Policies Manual and shall be approved by the City Engineer or his/her designee and all other governmental agencies whose approval is required prior to the approval of the applicable Development Appplication.

a. The Water and Sewer Analysis Reports submitted with the application for rezoning are not approved. The Water and Sewer Report(s) that are to be submitted pursuant to the requirements set forth above shall comply with all applicable requirements set forth in the Engineering Design Standards and Policies Manual and shall include an analysis of the existing conditions of the Lakin Park Lift Station verifying that the Lakin Park Lift Station can, without modification, adequately convey the additional proposed flows generated by the development of Property, the flows for existing development, and the flows from developments who have approved Water and Sewer Reports that contemplate the delivery of wastewater flows through the Lakin Park Lift Station or identifying the modifications to the Lakin Park Lift Station required to accommodate such flows. Owner shall, at Owner's sole cost, construct all infrastructure improvements,including any required modifications to the Lakin Park Lift Station, identified in the approved Water and Sewer Report(s) as being needed to support the development of the Property.

b. The TIA submitted with the application for rezoning is not approved. The TIA(s) that are to be submitted pursuant to the requirements set forth above shall comply with all applicable requirements set forth in the Engineering Design Standards and Policies Manual and applicable requirements of MCDOT and approved by the City Engineer or his/her designee and by MCDOT and shall reflect traffic counts to be accounted for in TIA(s) as of the date the Development Applicaton is approved. The Traffic Impact Analysis shall identify all infrastructure required to accommodate the additional trips generated by the development of Property as rezoned, the location of all access points from the adjacent public rights-of-way to the Property. Owner shall, at Owner's sole cost all infrastructure identified in all approved TIA(s) as being needed to support the development of the Property.

18. Prior to the issuance of the first Certificate of Completion, Temporary Certificate of Occupancy or Certificate of Occupancy for any structure within the Property, all existing above ground utilities, except for electric lines that are 69kV or larger, located within and adjacent to the Property, including but not limited to, cable and electrical utilities, shall be placed underground at no cost to the City; and

19. If any of the infrastructure improvements or any portion of the infrastructure improvements Owner is required to design and construct pursuant to the terms of this Ordinance have been constructed, are being constructed, or are to be constructed by the City, Owner shall remit a payment to the city in the amount of the actual costs incurred in

the design and construction such infrastructure improvements if completed or, if not completed, the payment shall be in the amount of an engineer's estimate of the costs as approved by the Goodyear City Engineer or his/her designee. The payment requirement herein shall be paid prior to or concurrent with the recordation of a final plat triggering Owner's obligation to design and construct the infrastructure improvements or the issuance of a permit for any work within the Property, whichever is earlier.

SECTION 4. AMENDMENT OF ZONING MAP

The Zoning Map of the City of Goodyear is hereby amended to reflect the rezoning of the Property provided for herein by that certain document titled "Official Supplementary Zoning Map No. 23-01" attached hereto as Exhibit A and declared a public record herein, which is referred to and made a part hereof as if fully set forth in this Ordinance.

SECTION 5. ABRIDGEMENT OF OTHER LAWS

Except where expressly provided, nothing contained herein shall be construed to be an abridgement of any other ordinance, regulation, or requirement of the city of Goodyear.

SECTION 6. 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 7. SEVERABILITY

If any provision 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 8. EFFECTIVE DATE

This Ordinance shall become effective as prescribed by law.

SECTION 9. PENALTIES

Any person who violates any 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 10. 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:

_____
Darcie McCracken, City Clerk

APPROVED AS TO FORM:

_____
Roric Massey, City Attorney

23-200-00005
PZ DATE: December 18, 2023
AI - 1769

CITY COUNCIL ACTION REPORT

SUBJECT: LOGISTICS 85 (El Cidro BET Goodyear Rail) REZONING

STAFF PRESENTER(S): David Williams, Contract Planner

OTHER PRESENTER(S): Kurt Waldier, Beus Gilbert Mcgroder, PLLC

SUMMARY: A request to rezone approximately 26.4 acres from PAD (Planned Area Development) Commercial to I-2 (General Industrial) with a PAD Overlay located approximately 1,200 feet west of South Cotton Lane on the north side of Maricopa County Route 85. (APN 502-49-020P)

STRATEGIC PLAN ALIGNMENT

Economic Vitality

RECOMMENDATION:

1. Recommend approval of the request to rezone approximately 26.4 acres from PAD (Planned Area Development) Commercial to I-2 (General Industrial) with a PAD Overlay located approximately 1,200 feet west of South Cotton Lane on the north side of Maricopa County Route 85. (APN 502-49-020P) as set forth in the draft of Ordinance No. 2023-1598 (David Williams, Contract Planner)

STIPULATIONS:
Stipulations available in draft ordinance.

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 Property was annexed into the City of Goodyear in 1986 with the adoption of Ordinance No. 1986-0186. The Property is currently part of El Cidro PAD and has a C-2 (General Commercial) designation. The PAD zoning was approved by City Council on March 5, 2007 with the adoption of Ordinance No. 07-1060, and lastly amended in 2018 with City Council approval and adoption of Ordinance 2018-1408 on September 27, 2018.

The applicant is requesting to rezone an approximately 26.4 acre parcel within the El Cidro PAD from PAD / Commercial to I-2 (General Industrial) with a PAD Overlay, located at the northwest corner of South Cotton Lane and Maricopa County Route 85 from PAD (Planned Area Development) to I-2 (General Industrial).

This rezoning request has not been previously presented to the City Council.

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.

Details of the Request:

The applicant is requesting a rezone of approximately 26.4 acres from PAD (Planned Area Development) Commercial to I-2 (General Commercial) with a PAD overlay to facilitate the development industrial buildings and uses, subject to the stipulations found in Ordinance 2023-1598. The applicant is proposing a potential rail spur connection to the Union Pacific Railway on the north side of the Property.

The applicant is requesting a PAD overlay which would include the following deviations as outlined in their PAD Narrative which is attached.

- Permitted Uses in the I-2 (General Commercial) District have been modified to prohibit certain intensive industrial uses that would otherwise detract from overall character of the surrounding community.
- Front setback to be reduced from 50 feet to 30 feet from the property line.
- Rear setback to be reduced from 50 feet to 20 feet from the rear property line.
- The 25 foot landscape buffer adjacent to single family zoning shall be reduced to 25 feet with a provision that fire access lanes shall be allowed within the landscape buffer and are exempt from planting requirements where fire lanes are located.
- An increase from 50% to 85% for the percentage of roll up and dock doors fronting a public street (MC-85).

The reduced front and rear setbacks are a result of the irregular triangular shaped lot as well as the adjacency of the Union Pacific Railroad Tracks. The increase in percentage of public road facing roll up doors and docks is justified because of the irregular shape of the

property, its location between the rail road tracks on the north and MC85 on the south, and to facilitate the development of the property for rail served industrial users. The applicant will be providing an aesthetic screen wall with enhanced landscaping along MC-85 on the southern and western portions of the project, which will further screen the roll up doors and docks from visibility from public roads.

If the rezoning is approved, the next steps in the entitlement process will be the submittal, review, and stipulated approval of a site plan application to ensure compliance with the rezoning stipulations, city codes, ordinances and design guidelines. To date, however, staff is not aware of any pending development proposed for the Property.

Area Description:

This property is an irregular, triangular shaped parcel which is bordered for the majority of the parcel by MC-85 on the south side and thee Union Pacific Railroad tracks to the north.

On the southwest side of the property there are two parcels zoned R-43 in unincorporated Maricopa County. Although residentially zoned, these two parcels are being used as a junk yard and automotive maintenance facility.

The east side of the property terminates a small point of the triangle approximately 1,200 feet west of Cotton Lane.

On the west side of the parcel the lots are zoned R-43 and are in unincorporated Maricopa County. These are currently owned by Arizona Department of Transportation for the future Loop 303 Alignment.

The north side of the parcel is the Union Pacific Railroad Tracks which enjoy a 200' wide right of way. On the north side of the railroad tracks are two parcels, one zoned R-43 in unincorporated Maricopa County with R-43 zoning, which will have to be reconfigured at a later date to accommodate the Loop 303 alignment as well as a parcel within the city of Goodyear as part of the Cotton Lane Commerce Park. That parcel is an industrial use and also enjoys a rail spur connections within the City.

The general area is characterized by industrial uses, but the Lakin Park Bungalows, residential units currently under construction, are approximately 450' to the southwest of the Property but do not share a border with the Property. Other residential in the area would be the El Cidro Phase 2 to the north, and a County large lot subdivision to the west, which are approximately 1,500' and 1,400' respectively. Separating these residential uses from the proposed project are the Union Pacific Railroad tracks, and future Look 303 Alignment.

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

Approximately 6.7 acres of the Property are located within the Industrial land use category and approximately 19.6 acres of the Property are located within the Business and Commerce land use category of the city's 2025 General Plan.

The Industrial land use category provides areas for more intensive business and employment uses which have a greater impact on surrounding land uses. Appropriate uses for the Industrial land use include office, industrial, and business parks as well as supportive uses like public and community facilities. The Industrial land use category does consider the I-2 (General Industrial) zoning district.

The Business and Commerce land use category is intended to provide areas for the growth and development of Goodyear's economic base, including large areas for shopping and entertainment that are regionally significant. The Business and Commerce category includes uses such as business parks, offices, warehouses, regional hospitals, high density residential that supports the area, and other light industrial uses that are also appropriate, in certain areas. The Business and Commerce land use category does not consider the I-2 (General Industrial) zoning district as a correlating district.

The General Plan does not require General Plan amendments for changes to land use categories under 19.9 acres in size, thus staff is considering the rezone to I-2 with a PAD Overlay for the 19.6 acres of the Property that are within the Business and Commerce land use category to be compliant with the General Plan. In addition, In accordance with Development Standard 37 and 43, industrial uses shall be buffered from residential uses, and as required by the Zoning Ordinance, the development shall provide a 25-foot wide landscape buffer along the property lines adjacent to or separated by an alley, canal, easement or similar feature from residential properties. In the PAD Overlay, the applicant is proposing to meet those standards, with the exception of reducing the setbacks to a 20' rear setback along the north side of the property. Given the design and layout of this property, the 20' rear setback is to accommodate a rail spur for the adjacent Union Pacific Rail Line and a fire lane at that location. The closest residential properties to the north are approximately 1,400 feet away and given the railroad right of way and the future loop 303 alignment, staff agrees that this reduction is reasonable.

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

Currently, the Property is vacant, undeveloped land with no special natural features. The proposed rezoning is consistent with the current suitability of the subject property's physical and natural features for the uses permitted within the I-2 General Industrial zoning district. The PAD overlay address site specific constraints and are reasonable requests.

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

Uses and development surrounding the subject property include:

- North – Huhtamaki, zoned PAD, Industrial, and undeveloped land zoned Rural- 43 within Maricopa County
- West – vacant land zoned Rural-43 within Maricopa County (Owned by ADOT)
- South – MC85 and the Lakin Park PAD (Industrial) as well as developed land zoned Rural-43 (being used as a junk yard) within unincorporated Maricopa County

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.*

The proposed I-2 (General Industrial) with PAD overlay rezone is consistent with the properties zoned PAD, industrial east and northeast of the site within the city of Goodyear.

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.*

The rezone from PAD (Planned Area Development) to I-2 (General Industrial) will result in a zoning district assigned to the Property that is generally considered in conformance with the General Plan as mentioned above.

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

Demands for public services will be identified and further reviewed during site plan and construction plan review process. The property owner/developer will need to demonstrate public services are available to serve the Property at the time of development. However, preliminary findings on the availability of public services are provided in the following sections.

Fire Response:

The subject property will continue to be served by Fire Station No. 184 and No. 181

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
#184	7.83	3.91	7.83	3.91	#182	9.67	4.84	9.67	4.84

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 as proposed. This proposed rezone does not impact the ability of the department to serve the property.

Streets/Transportation:

The final location of any proposed access points will be determined during plat and/or site plan review and approval and will require approval by Maricopa County Department of Transportation as the street frontage is MC85.

Water/Wastewater:

With this rezone request, the subject property will continue to be served by the city of Goodyear. All infrastructure necessary to serve the subject property will be required to be installed by the property owner and/or developer.

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

The subject property is in an area where typical public services are currently provided. If the extension or upsizing of any utility lines is needed to serve the Property, then the extension or upsizing will be the responsibility of the owner/developer as part of the development process.

8. *General public concerns.*

The project has gone through the alternate notification process as well as being posted for public hearing, advertising on the city's website, mailing post cards for the public hearing to all properties within 500 feet as well as legal ads in the newspaper. Additionally, no one attended the Planning Commission meeting to provide any comments. To date, no public comment has been received.

9. *Whether the amendment promotes orderly growth and development.*

The rezone from PAD (Commercial) to I-2 (General Industrial) with PAD overlay, as stipulated, will promote continued orderly growth and development in conformance with the city's Zoning Ordinance, Design Guidelines, and Engineering Standards.

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.*

The rezone from PAD (Planned Area Development) to I-2 (General Industrial) with a PAD overlay will continue to promote the general health, safety, and welfare of the city, as stipulated within the attached draft ordinance.

Public Participation:

In accordance with the city's Citizen Review Process, an alternative citizen review process was used. Notification was mailed to property owners within 500 feet of the subject property informing them of the application to rezone the property. In addition, a sign was posted on the property (MC85 frontage) to notify residents of rezone application. To date, staff has not received any public inquiries as a result of the notice

Notice for the public hearings before the Planning and Zoning Commission and City Council on December 6, 2023 and December 18, 2023, respectively, included a postcard mailed to the owners of property within 500 feet of the subject property; a legal notice published in the Arizona Republic Southwest Edition on November, 17 2023; and notice of public hearings signs were posted on the subject property. Information on the rezone request and these public hearings was also posted on the city's website. To date, staff has

not received any public inquiries as a result of this notice.

On December 6, 2023, the Planning Commission held a public hearing on the proposal. Staff presented and answered questions from the Commission. The only question was related to the deletion of landscaping on the north side of the building. Staff indicated that they were supportive of the deletion because there was no functional area to provide the landscaping with the building, railroad loading dock, rail spur, and fire lane, and that the landscaping was not in an area providing any form of screening or enhancement to this site. One Commission member indicated concern over a pattern of developers requesting deletion of landscaping and staff provided an option to include a stipulation to relocate the 35 trees which were required in that area to other parts of the site. No other Commission members expressed interest in including such a stipulation, and as such, none was added. The applicant was also available and indicated if there was interest in such a stipulation that they would not object. There were no members of the public to comment on the case. After deliberations, the Commission voted unanimously 5-0 to recommend approval.

Recommendation

Staff finds that the rezone from PAD (Commercial) to the I-2 (General Industrial) with PAD overlay zoning is consistent with the General Plan and the Zoning Ordinance, and best serves the public interest, health, comfort, convenience, safety, and general welfare of the citizens of Goodyear. Pursuant to the evaluation of this proposed rezone, staff recommends approval of the conditional rezoning of the property subject to the stipulations in draft Ordinance No. 2023-1598.

ATTACHMENTS:

1. Proposed Ordinance No. 2023-1598
2. PAD Book
3. Aerial Photo
4. Zoning Map
5. Project Narrative
6. Conceptual Site Plan
7. Conceptual Color Elevations
8. Conceptual Perspective
9. Staff presentation

Logistics 85 / El Cidro BET Rail Rezoning
23-200-00005

City of Goodyear

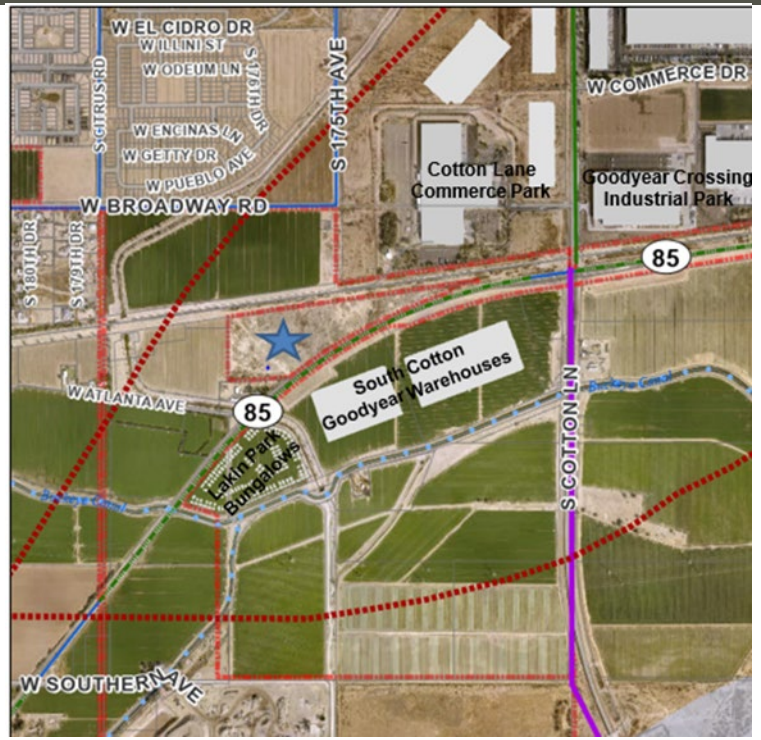
Location

NWC OF S. COTTON LANE AND W. MC-85

1/4 mile west of Cotton Lane on the north side of MC-85/.

Across from the South Cotton Goodyear Warehouses

Future Loop 303 is to the west of this site.



Location

NWC OF S. COTTON LANE AND W. MC-85

- Zoned PAD (Planned Area Development) with Commercial uses.
- 26.4 acre site
- Site is currently vacant.

Request

NWC OF S. COTTON LANE AND W. MC-85

- Rezoning from PAD / Commercial to I-2 (General Industrial) with PAD Overlay.

Request

NWC OF S. COTTON LANE AND W. MC-85

Table 1. PAD Development Standards

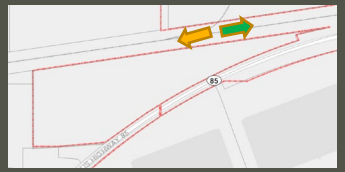
Development Standards	I-2 General Industrial Park	Logistics 85 PAD
Minimum Site Area	5 acres	5 acres
Lot Width	300 ft	300 ft
Lot Depth	400 ft	400 ft
Maximum Building Coverage	50%	50%
Maximum Height	50 ft	50 ft
Minimum Setbacks		
Front	50 ft	**30 ft**
Side	30 ft	30 ft
Rear	50 ft	**20 ft**
Street Side	30 ft	30 ft
Landscape Buffer (*Article 5-1-4-B-3-b*)		
Adjacent to single-family	25 ft	25 ft*
Maximum Loading, Delivery, Roll-up/Dock Doors, and Service and Wash Bays Fronting onto a Public Street (Article 3-4-3-B-8-b)	50%	**85%**

* Designated fire access lanes shall be allowed within a landscape buffer, and which are exempt from planting requirements where located.

Existing Site

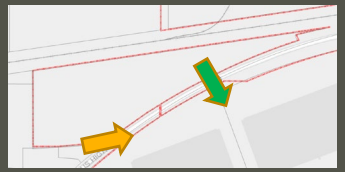
NWC OF S. COTTON LANE AND W. MC-85

Existing Site



NWC OF S. COTTON LANE AND W. MC-85

Existing Site



NWC OF S. COTTON LANE AND W. MC-85

Existing Site

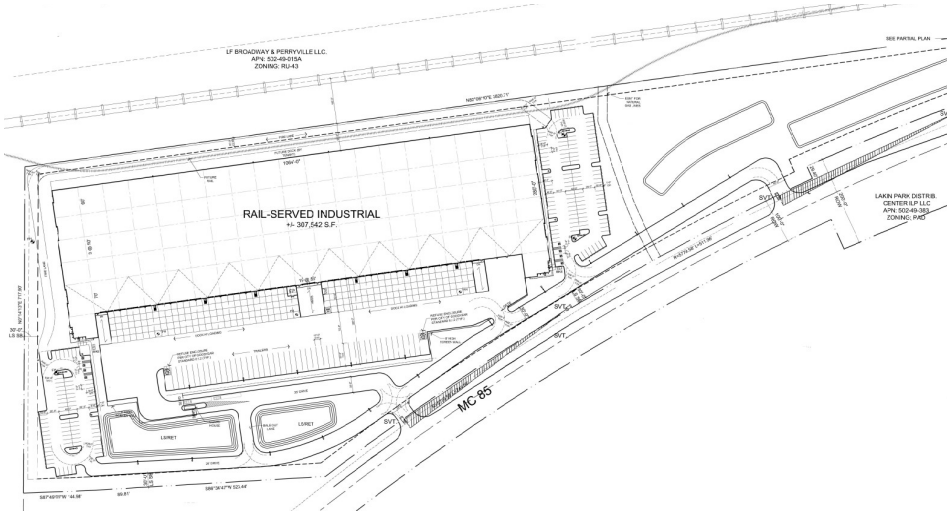
NWC OF S. COTTON LANE AND W. MC-85

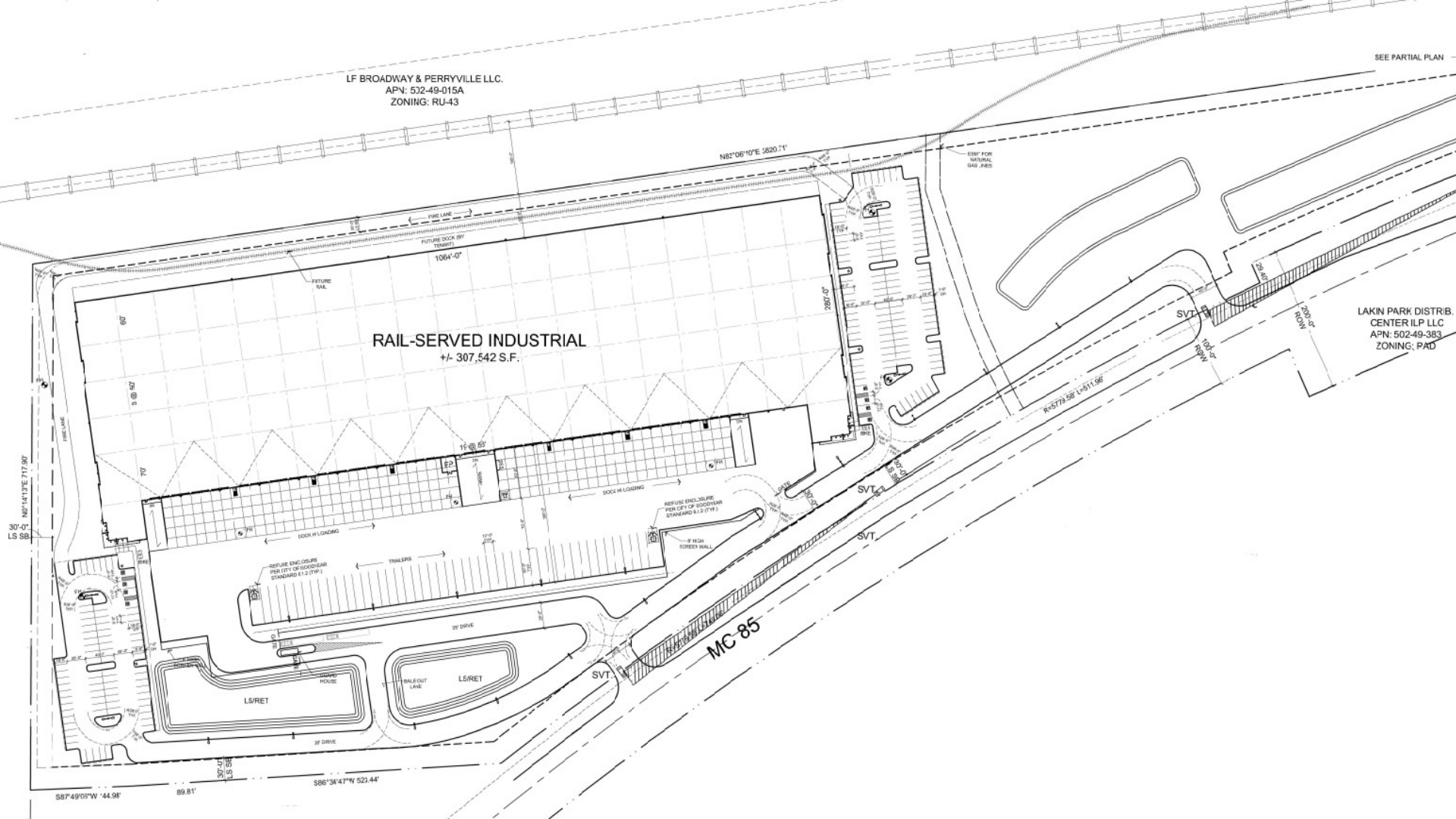
Site

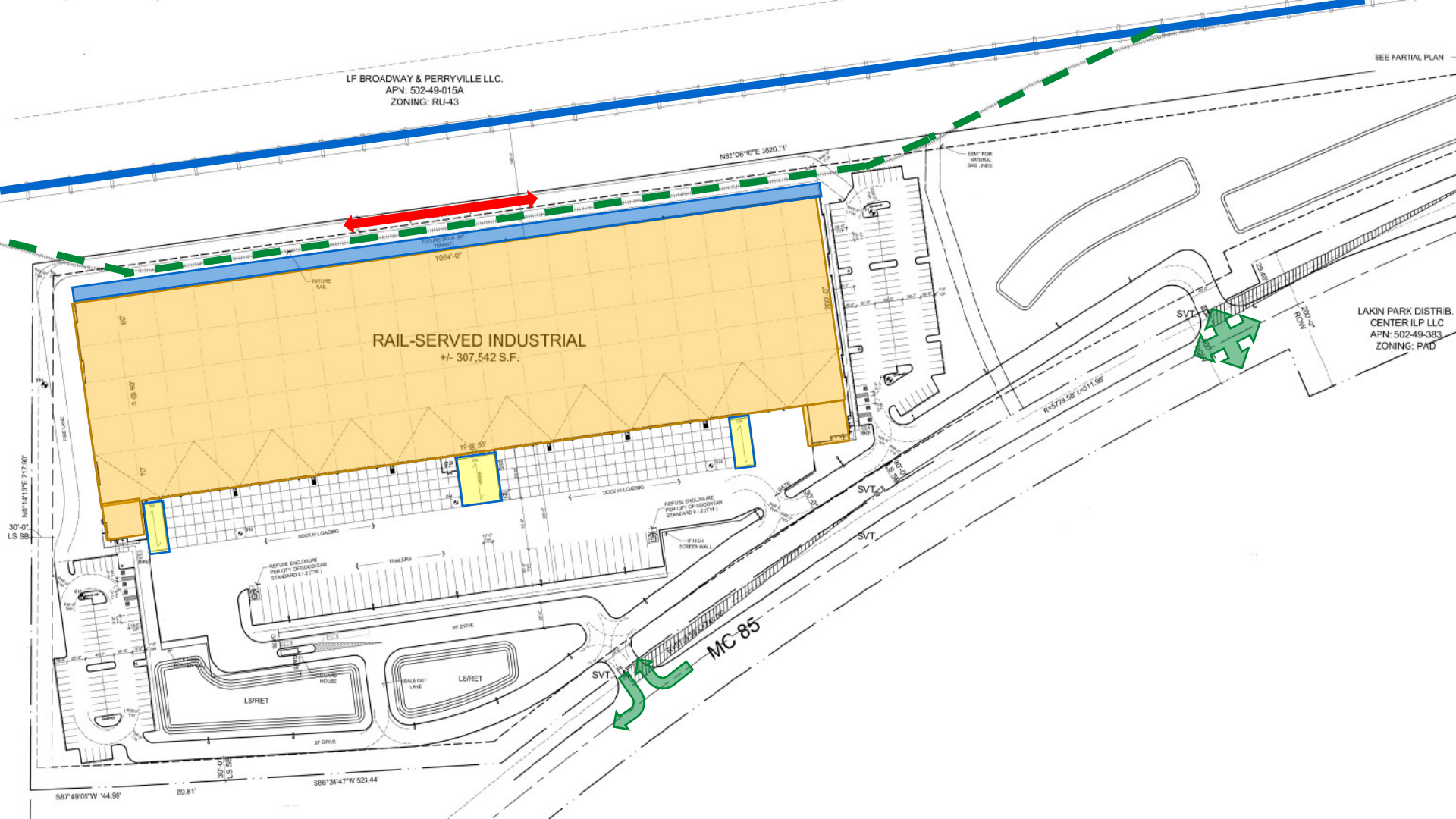
NWC OF S. COTTON LANE AND W. MC-85

- Proposed building is a 307,542 square foot industrial warehouse with rail access on the north side, and loading docks to the south side fronting MC-85.

- Site improvements include a 2 new entrances on MC-85, paved parking, parking lot and loading dock screening, rail loading dock and railroad siding, landscaping, sidewalks, monument sign and trash enclosures.




SEE PARTIAL PLAN
LF BROADWAY & PERRYVILLE LLC.
APN: 502-49-015A
ZONING: RU-43
N82°06'10"E 3820.71'
EBM FOR NATURAL GAS LINES
FIRE LANE
FUTURE DOCK (BY TENANT)
1064'-0"
FUTURE RAIL
RAIL-SERVED INDUSTRIAL
+/- 307,542 S.F.
287'-0"
LAKIN PARK DISTRIB. CENTER ILP LLC
APN: 502-49-383
ZONING: PAD
R=5773.58' L=511.96'
100'-0" ROW
200'-0" ROW
SVT
DOCK HI LOADING
TRAILERS
REFUSE ENCLOSURE PER CITY OF GOODYEAR STANDARD 6.1.2 (TYP.)
8' HIGH SCREEN WALL
35' DRIVE
LS/RET
BALE OUT LANE
MC 85
N0°14'13"E 717.90'
30'-0" LS SB
S87°49'03"W 44.98'
89.81'
S86°34'47"W 523.44'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EBM FOR NATURAL GAS LINES
FUTURE DOCK (BY TENANT)
1064'-0"
FUTURE RAIL
RAIL-SERVED INDUSTRIAL
+/- 307,542 S.F.
16' @ 50'
DOCK HI LOADING
TRAILERS
REFUSE ENCLOSURE PER CITY OF GOODYEAR STANDARD 8.1.2 (TYP.)
8' HIGH SCREEN WALL
39' DRIVE
LS/RET
BALE OUT LANE
SVT
MC 85
R=5773.58' L=511.96'
LAKIN PARK DISTRIB. CENTER ILP LLC
APN: 502-49-383
ZONING: PAD
N0°14'13"E 717.90'
30'-0" LS SB
S87°49'03"W 44.98'
89.81'
S86°34'47"W 523.44'

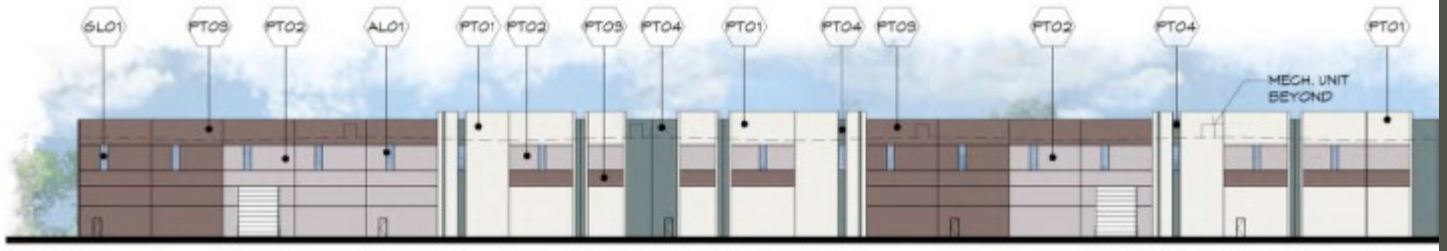
Front Elevation

2 EAST ELEVATION

SCALE: 1" = 40'-0"

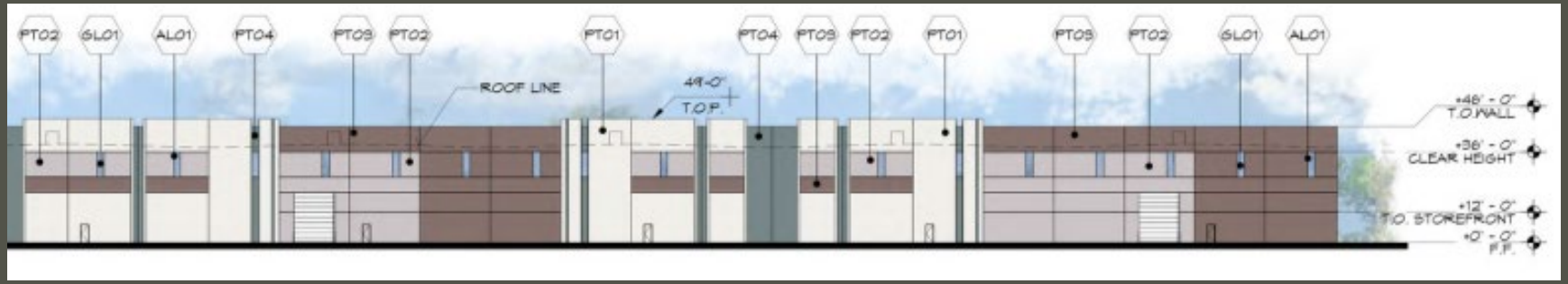
3 **WEST ELEVATION**

SCALE: 1" = 40'-0"



4 **NORTH ELEVATION**

SCALE: 1" = 40'-0"



Public Participation

OUTREACH

1. Alternative citizen review process utilized. Postcard mailed to all properties within 500 feet.
2. Development Map updated
3. Newspaper ads, signs prominently posted and mailings for public hearing

No comments received on this case to date.

Amendments to the Zoning Map evaluation criteria

ZONING ORDINANCE SECTION 1-3-1

1. Is the project consistent with the goals, objectives, policies and future land use map of the City's General Plan.
2. Suitability of the subject properties physical and natural features for the uses permitted under the proposed zoning district.
3. Compatibility of all potential uses allowed under the proposed zoning district.
4. Consistency with the other land uses within the immediate area.

Amendments to the Zoning Map evaluation criteria

ZONING ORDINANCE SECTION 1-3-1

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

6. Demands for services such as water, water treatment, streets, bridges, schools and emergency services.

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

Amendments to the Zoning Map evaluation criteria

ZONING ORDINANCE SECTION 1-3-1

8. General Public's Concerns.

9. Whether the amendment promotes orderly growth and development.

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 general public.

Planning Commission

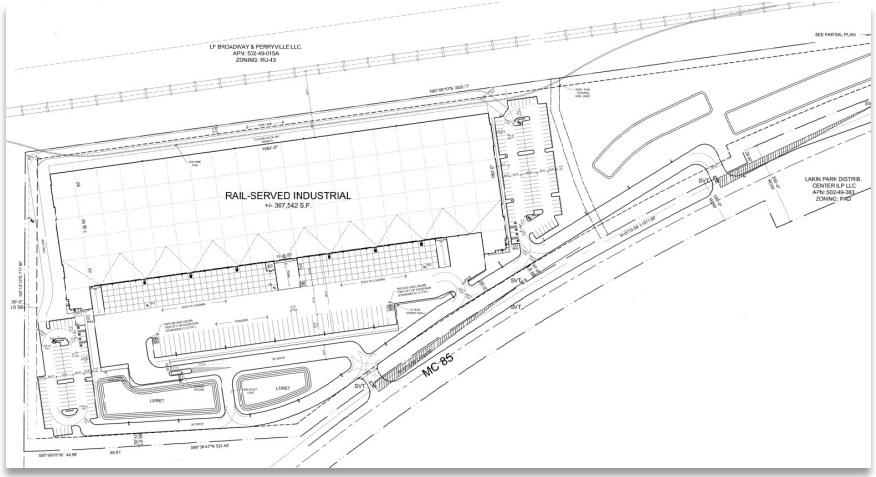
DECEMBER 6, 2023

- Planning Commission meeting held on December 6, 2023.
- Staff gave presentation, and answered questions related to the deleted landscaping requirement on the north side of the building.
- There were no public comments during the meeting.
- Commission voted 5-0 to send a recommendation for approval to the Council.

Recommendation

APPROVAL SUBJECT TO PLANNING COMMISSION STIPULATIONS

- Application complies with city requirements.



CITY OF
Goodyear

CITY OF
Goodyear

Draft Ordinance

ITEM #: 8.
DATE: 12/18/2023
AI #:1794

CITY COUNCIL ACTION REPORT

SUBJECT: SEDELLA COMMERCIAL RETAIL BUILDING WITH DRIVE-THROUGH USE PERMIT

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

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SUMMARY

A Public Hearing to Approve a Use Permit for a Retail Building with Drive-through on an approximately 1.78-acre property zoned Planned Area Development (PAD) with an underlying zoning of (Community) Commercial located at the northeast corner of Perryville Road and Indian School Road.

STRATEGIC PLAN ALIGNMENT

Quality of Life

Fiscal Resource Management

Economic Vitality

RECOMMENDATION

Approve the request for a Use Permit for a Retail/Restaurant Building with a Drive-through on approximately 1.78 acres identified as PAD B in the Preliminary Site Plan (the "Retail/Restaurant Drive-Through Use Permit Site") subject to stipulations. (Christian M. Williams, AICP, Principal Planner)

STIPULATIONS

1. The operations of drive-through restaurants developed within the Retail/Restaurant Drive-Through Use Permit Site shall comply with the requirements of Section 4-2-18 (Drive-Through Restaurants) of the Goodyear Zoning Ordinance; and
2. The Preliminary Site Plan attached hereto has not been approved and development on the Property will be subject to site plan review and administrative 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 the Preliminary Landscape Plans have not been approved, but will be subject to administrative approval by the city staff during the site plan approval process. Notwithstanding the foregoing, the Retail/Restaurant Drive-Through Use Permit Site shall be developed in substantial conformance with the Preliminary Site Plan attached hereto and the Preliminary Landscape Plans attached hereto except for the

following modifications.

1. The Preliminary Site Plan and Preliminary Landscape Plan attached hereto shall be modified so that the Retail/Restaurant Drive-Through Use Permit Site complies with the requirements of Section 4-2-18 (Drive-Through Restaurants) of the Goodyear Zoning Code, including, but not limited to the following requirements:
    1. Drive-through lanes shall be screened from public and private streets, internal drive-aisles, interior ingress/egress driveways, off-site public parks, plazas, and sidewalks, and residential uses. Screening shall be by one (1) of the following, except as noted in Section 4-2-18 (Drive-Through Restaurants) of the Goodyear Zoning Ordinance:
        1. A decorative opaque wall or fence constructed at a minimum height of three (3) feet and a maximum height of four (4) feet as measured from the adjacent grade. Solid walls shall be required along all public and private streets.
        2. A continuous non-deciduous landscape hedge maintained at a minimum height of three (3) feet.
        3. A combination of an opaque wall or fence and a non-deciduous landscape hedge.
    2. The drive-through shall include a solid canopy over the drive-through lane that covers a length not less than one (1) car length (at least twenty (20) feet) over the pick-up window and the portion of the drive-through facility located adjacent to the pick-up window. When the pick-up window faces a public or private street, then the solid canopy shall cover a length of at least thirty (30) feet over the pick-up window and the portion of the drive-through facility located adjacent to the pick-up window.
2. The Preliminary Landscape Plan attached hereto shall be modified so that the Retail/Restaurant Drive-Through Use Permit Site complies with the requirements of section 5.1.6(B)(3)(c) (Fire Hydrant Clearance) of the City of Goodyear Engineering Design Standards and Policies, which requires a seven (7) foot clear space around all fire hydrants from landscape materials that exceed six (6) inches in height when mature. The Preliminary Landscape Plan attached hereto shall be modified to clearly show the fire hydrant locations and provide a note that details the seven (7) clear space around the fire hydrants. The note will need to state the sizing when mature requirement.

Notwithstanding the foregoing, the Preliminary Landscape Plans may be modified if the Development Services Director or designee has determined that alternative proposed landscaping provides an equal or greater level of quality and functionality as the landscaping reflected in the Preliminary Landscape Plan attached hereto and the modified Preliminary Landscape Plans comply with the requirements of the Section 4-2-18 (Drive-Through Restaurants) and the requirements of section 5.1.6(B)(3)(c) (Fire Hydrant Clearance) of the City of Goodyear Engineering Design Standards and Policies. An amendment to the Use Permit shall be required if the property owner/developer wants to reconfigure the site and the Zoning Administrator or his/her designee determines the proposed site plan is not in substantial conformance with the Preliminary Site Plan attached hereto as modified to comply with the requirements of Article 4-2-18 of the Goodyear Zoning Ordinance; and,

3. All roof top units shall be shielded by parapet walls and parapet walls shall be designed and constructed in a manner to appear as a solid, three-dimensional form rather than a veneer; and,
4. All ground mounted mechanical equipment shall be shielded in compliance with the approved landscaping plans; and,

5. A drive-through business may not occupy the entirety of any building constructed on the Retail/Restaurant Drive-Through Use Permit Site. If a restaurant with a drive-through (or beverage establishment with drive-through) operates within a building developed on the Retail/Restaurant Drive-Through Use Permit Site, the drive-through establishment shall not occupy more than 50% of the building or 4000 square feet, whichever is less and the building shall be tenant improved in a manner that allows for two (2) non-drive through businesses to also locate within the building; and,
6. Queued vehicles shall not obstruct designated fire lanes or public streets. Any observed obstruction of designated fire lanes or public streets 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; and,
7. The proposed Retail/Restaurant Building with a Drive-Through developed on the Retail/Restaurant Drive-Through Use Permit Site shall be in substantial conformance with the conceptual building elevations attached hereto unless the Development Services Director or designee has determined that alternative color and design elements provide an equal or greater level of quality and functionality as the building elevations reflected in the Conceptual Building Elevations attached hereto; and,
8. All signage requires separate review and approval by the Development Services Department, and building permits must be obtained from the City prior to the installation of any signage; and,
9. All decorative pavers and crossings shall be constructed of pavers, colored concrete, or stamped concrete (not stamped asphalt); and,
10. All sidewalks, internal to the site, which connect to decorative pavers or a similar material, shall be ramped or sloped so pedestrians, strollers, bikes, etc. may cross the path; and,
11. No fencing or monumentation signage greater than 3-feet tall shall be placed within the site visibility triangle shown on the Preliminary Site Plan attached hereto; and,
12. An outdoor patio at least 400 square feet shall be developed on the Retail/Restaurant Drive-Through Use Permit Site concurrently with the construction of the retail building constructed on the Retail/Restaurant Drive-Through Use Permit Site whether or not the retail building includes a drive-through. The outdoor patio constructed pursuant to this requirement shall count towards the 1% of gross site area usable as pedestrian oriented open space; and,
13. No alcohol, liquor, tobacco or marijuana shall be distributed through any drive-through the window of the retail/restaurant building constructed on the Retail/Restaurant Drive-Through Use Permit Site; and,
14. The Sedella pergola and corner entry feature located at the northeast corner of Perryville Road and Indian School Road as reflected in the attached Preliminary Site Plan and/or Conceptual Landscape Plans shall be constructed prior to the issuance of a Certificate of Occupancy for the Retail/Restaurant with Drive-Through being permitted herein and shall contain a minimum of two shaded benches and shall count towards the 1% of gross site area usable as pedestrian oriented open space; and,
15. Addresses for all new and existing buildings on the Retail Restaurant Use Permit Site shall comply with the requirements of Section 505.1 of the International Fire Code as

adopted by the City of Goodyear. New and existing buildings within the Retail/Restaurant Drive-Through Use Permit Site shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the Retail/Restaurant Drive-Through Use Permit Site. Landscaping or structures cannot obscure addresses or required signage. These numbers shall contrast with their background and shall be weather resistant. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. Unless otherwise provided herein, numbers shall be a minimum of 4 inches high with a minimum stroke width of 0.5 inch. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole, or other sign or means shall be used to identify the structure. Address numbers shall be maintained and sized in accordance with the following:

1. Each building is to have the address posted on the approach side of the building. The minimum size numbers are to be twelve (12) inches high with a two (2) inch stroke. The address numbers are to be mounted high on the building to be visible from the street or drive aisle and must be of a contrasting color to the background. The site plan submittal is to show the address number locations shown on all of the elevation plans for each building for evaluation; and,

16. The Property shall be developed in substantial conformance with the Preliminary Landscape Plan attached hereto, unless the Development Services Director or designee has determined that alternative proposed landscaping provides an equal or greater level of quality and functionality as the landscaping reflected in the Preliminary Landscape Plan attached hereto except for the following modifications. The Preliminary landscape plans shall be modified as needed to comply with the requirements of section 5.1.6(B)(3)(c) (Fire Hydrant Clearance) of the Engineering Design Standards, which requires a seven (7) foot clear space around all fire hydrants from landscape materials that exceed six (6) inches in height when mature. The Preliminary Landscape Plan attached hereto shall be modified to clearly show the fire hydrant locations and provide a note that details the seven (7) clear space around the fire hydrants. The note will need to state the sizing when mature requirement; and,
17. The Retail/Restaurant Drive-Through Use Permit Site is located within Lighting Zone 2. The City's lighting standards may be found in Article 10 of the Zoning Ordinance when preparing lighting plans for the project except as modified by Ordinance No. 2005-0946, which states the following:
    1. The Developer of any commercial parcel shall minimize the amount of light "spillage" or trespass into abutting residential neighborhoods and general light pollution. The maintained average luminance over the entire parking lot shall be no greater than 3.3-foot candles. Building mounted lighting shall include "house-sideshields" and cutoffs to reduce hot spots. Light trespass shall not exceed .8 vertical foot candles at all residential property lines and will be measured at six feet (6') above grade, with the light meter aimed at 90 degrees above nadir and perpendicular to the site. Light poles adjacent to residential lots shall be a maximum of 18 feet, including concrete base(s); and
18. Prior to the issuance of a building permit on the Retail/Restaurant Drive-Through Use Permit Site, a final photometric plan that identifies how light source will be placed and used to minimize light trespass into the nearby residential neighborhoods shall be submitted and shall be approved by Development Services Director or his designee up a determination that the placement of light sources complies with the requirements set forth above.

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 Retail/Restaurant Drive-Through Use Permit Site consists of approximately 0.77 acres and is located within a larger 13.48-acre planned commercial center, generally located northeast of Perryville Road and Indian School Road.

The Retail/Restaurant Drive-Through Use Permit Site was zoned Final Planned Area Development with Ordinance No. 2005-0946 which zoned the larger Sedella development into residential and commercial mixed-use master planned community. The whole of Sedella is 638 acres and contains two commercially zoned corners which total approximately 31.75 acres.

STAFF ANALYSIS

Current Policy:
A Convenience Use (store with gas sales) and Drive-through is a Use Permit use in the General Commercial (C-2) which is equivalent to the Sedella (Community) Commercial Zoning District as well as within the Sedella Final Planned Area Development and is subject to the provisions of Article IV for Convenience Uses, which includes Convenience Use (store with gas sales) and Drive-through. Convenience uses are also subject to the provisions of Article 4-2 (Uses Requiring Additional Evaluation) of the Zoning Ordinance, which requires additional evaluation regarding the appropriate location and conditions of the use or operation. The Use Permit request is to be reviewed by the Planning and Zoning Commission and approved by the City Council.

Section 1-3-2 (Use Permits) of the Zoning Ordinance provides that the Planning and Zoning Commission and City Council must determine that the proposed use meets the following two 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 Retail/Restaurant Drive-Through Use Permit Site, to the neighborhood, or to the public welfare; and,
2. The proposed use is reasonably compatible with uses permitted in the surrounding area.

Section 4-2-2 (Convenience Uses) of the Zoning Ordinance requires evaluation of the following additional 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 proper access and internal circulation.
2. Compatibility of proposed hours of operation with adjacent residential areas (hours of operation to be indicated in narrative).

3. Required traffic and access mitigation measures, if any which may include:
    1. Additional right-of-way.
    2. Off-site traffic mitigation measures.
    3. Restriction of some traffic movements through signs or other measures.
    4. Segregation of queuing lanes, vehicle access and pedestrian circulation areas.
    5. Cross-access easements.
    6. Driveway locations
4. Other concerns which may place the advisability of the proposed convenience use in question.

Surrounding Properties:

- North – Vacant Commercial lands within Sedella and Sedella residential;
- South – Indian School Road and vacant agricultural lands zoned PAD
- East – Vacant Commercial lands within Sedella, regional drainage and Sedella residential;
- West – County land under development for Fulton Homes;

Details of the Request:
A Retail Building with Drive-through is proposed on the northeast corner of Perryville Road and Indian School Road, within the undeveloped southwestern-most Sedella Commercial parcel. The Retail/Restaurant Drive-Through Use Permit Site consists of 1.78 acres within the larger 13.48-acre parcel. The original Sedella Final Planned Area Development envisioned an array of commercial uses, on this site, including convenience uses as a Use Permitted use.

The proposed site contains a Retail Building with Drive-throughs. The Retail Building contains a Drive-through with queuing for a minimum of 10 cars (the pick-up window is not facing an arterial roadway), 45 parking spaces and two bike racks.

The proposed retail building includes 7,700 square-foot of storefront with a northern facing (rear) drive-through window. The building entrance is oriented to face south, towards the arterial road. The drive-through exit is not located on the hard corner of the arterial to arterial road but rather store front and patio as well as a shaded seating area/corner monument. The Sedella residential neighborhood to the north (more than 600 feet north). The retail building will be located over 500 feet away from the residential properties to the east and 582 feet away from the HOA playground within Sedella.

The Retail Building with Drive-through and Sedella Commercial Center buildings will include masonry, stone and metal materials. Building elevations and architectural finishes and colors will be cohesive throughout the development. Four-sided architecture shall be included on all buildings.

Building designs and architecture shall blend with and compliment the "Old World" Spanish Charm as has been established through the Sedella Planned Area Development. All buildings shall have a minimum of two colors painted on the base of the building. Final commercial design guidelines shall be submitted for review and approval by City Staff prior to the submittal of any site plan application for the commercial parcels.

The proposed building height is less than 30 feet at the tallest point which includes a decorative stone and metal tower, which is under the 56-foot maximum building height established for the C-2 (General Commercial) zoning district.

The Site Plan was submitted concurrently. Site Plan will be approved administratively upon

Use Permit approval.

Evaluation Criteria:
The Zoning Ordinance, Section 1-3-2 (Use Permits), provides that the Planning and Zoning Commission and City Council must 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 Retail/Restaurant Drive-Through Use Permit Site, to the neighborhood, or to the public welfare.
The Use Permit proposed on Retail/Restaurant Drive-Through Use Permit Site is intended for the development of commercial uses with a drive-through. The proposed Retail Building with Drive-through will be approximately 500 feet from the nearest residential property within Sedella and 582 feet from the nearest playground within the Sedella community. Given the building orientation, retail configuration and Drive-through configuration, the Use Permit will not be materially detrimental to those persons working or shopping within the area, to the neighborhood or public welfare.

2. The proposed use is reasonably compatible with uses permitted in the surrounding area.
The area surrounding the Retail/Restaurant Drive-Through Use Permit Site intended for the Use Permit includes a mix of commercial uses, retail and office uses. The existing and proposed commercial uses within the area are of like intensity and operation to the proposed Use Permit, and should therefore be compatible. The developer intends to provide additional landscaping along both the south and western property lines. When consideration is given to the building setback, the existing and new proposed landscaping, screen walls, canopies and pergolas as well as the buildings setback from both Perryville Road and Indian School Road, there is sufficient buffering to the adjacent properties.

Luke Air Force Base:
The Retail/Restaurant Drive-Through Use Permit Site is located within the vicinity of a military airport. Given the location of the Retail/Restaurant Drive-Through Use Permit Site and the commercial nature of the proposed Use Permit, base operations will not be adversely impacted by this development.

Phoenix-Goodyear Airport:
The Retail/Restaurant Drive-Through Use Permit Site is not located within the Phoenix Goodyear Traffic Pattern Airspace. Additionally, given the commercial nature of the proposed Use Permit, airport operations will not be adversely impacted by this development.

3. Demands for public services that will be generated by the uses permitted in the proposed zoning district.
Fire Response:
Emergency response times and distances are provided below:

Nearest Fire Station	Shortest path		Nearest Goodyear Fire Station	Shortest path	
	Mins	Miles		Mins	Miles
(Buckeye Valley) Fire Station #321	1.89	0.94	Goodyear Fire Station #185	8.43	4.22

Police Response:
The Retail/Restaurant Drive-Through Use Permit Site is located within an existing police patrol beat and the current level of service within the beat can accommodate the development of the Retail/Restaurant Drive-Through Use Permit Site.

Solid Waste:
Solid waste service will be provided by a private company as bulk trash containers will be utilized.

Streets/Transportation:
The Retail/Restaurant Drive-Through Use Permit Site will have access Perryville Road and Indian School Road.

Water/Wastewater:
The Retail/Restaurant Drive-Through Use Permit Site will be served by a private provider. All infrastructure necessary to serve the Retail/Restaurant Drive-Through Use Permit Site will be required to be installed by the property owner and/or developer.

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:

4. Adequacy of the parcel size and configuration to provide for proper access and internal circulation.
The site of the proposed Retail/Restaurant is a 1.78-acre portion of a commercially zoned development. The Retail/Restaurant Drive-Through Use Permit Site will be adjacent to one of the main driveway entrances into the larger center off of Perryville Road, and will be served by internal connections to the commercial center. The site is adequate to accommodate the proposed building, drive through lane, and required off-street parking and sufficient landscaping.

5. Compatibility of the proposed hours of operation with adjacent residential areas.
The location of the facility is within a quarter mile of a residential neighborhood. Given the proposed building orientation facing north to south, and future commercial building allowances, staff believes the proposed establishment is compatible with the adjacent residential area.

6. Required traffic mitigation measures, if any.
A Traffic Statement is forthcoming. Any recommendations from the statement for site improvements will be required prior to Site Plan approval.

7. Other concerns, which may place the advisability of the proposed convenience use in question.
The Retail/Restaurant Building with Drive-through will be required to proceed through the full Site Plan review process to ensure the development is consistent with the General Commercial (C-2) Zoning District development regulations, the approved “Old World” character of Sedella, as well as the City’s adopted Design Guidelines, development standards, codes, and ordinances.

8. General public concerns.

Public Comment and Planning and Zoning Commission Meeting:
An in-person Neighborhood Meeting was held for this proposed use permit and for the other proposed use permits proposed to be developed within the Sedella Commercial Center at the northeast corner of Perryville and Indian School Road. Notice of the Neighborhood Meeting was sent to property owners within 500 feet of the property on September 13, 2023; signs advertising the Neighborhood Meeting were placed on the site on September 13 2023. The Neighborhood Meeting took place on October 4, 2023. During this neighborhood meeting, residents voiced concerns about traffic within and around Sedella, the amount of industrial in the area, the desire for high quality restaurants, and a fear that if the use permits were not approved the site could become industrial

A public notice that this use permit request would be considered and reviewed at a public hearing to be held before the Planning and Zoning Commission on December 6, 2023 appeared in the Arizona Republic Southwest Valley Edition November 17, 2023; postcards were mailed to adjoining owners on November 3, 2023; and, the sign(s) on the site were updated on November 7, 2023 to notify residents of the scheduled public hearings.

The Planning and Zoning Commission considered this item at their regular meeting on December 6, 2023. Upon the conclusion of the staff presentation, two residents from Litchfield Farms (within the Maricopa County island) expressed concerns for the three Use Permits being considered that evening and sited noise and light trespass, community safety (including the potential for alcohol sales on the premise) and traffic congestion within the greater Sedella area. At the conclusion of the Public Hearing, Commissioners voted (5-0) to forward a recommendation of approval to the City Council.

Attachments

Aerial Exhibit
Narrative
Preliminary Site Plan
Preliminary Landscape Plan
Preliminary Building Elevations
Staff Presentation

Sedella Commercial Use Permits

Aerial Exhibits

22-300-00003

22-300-00004

23-300-00003

ARCHICON ARCHITECTURE & INTERIORS, L.C.

Project Narrative
Retail Development
NEC Indian School Rd & Perryville Rd

This project consists of a new retail complex located on approximately 13.49 acres of previously undeveloped land at the Northeast Corner of Indian School Road & Perryville Road. The development will consist of two phases, Phase I is a Convenience Store/filling station, Auto Service Center, and Retail / restaurant building; Phase II, is a Car Wash and an additional retail building. Phase III is reserved for future development.

This project is part of the Sedella development and has been designated in the PAD as a commercial use parcel.

This project consists of multiple buildings which include a gas station / convenience store, car wash, retail shop, and automotive service center. Each of these is proposed to be on separate lots within the development. Parcel sizes for the Lots are as follows,

1. PAD A - Convenience Store and Gas Station, 1.37 Acres
2. PAD B - Retail / Restaurant Building, 1.78 Acres
3. PAD C - Automotive Service Center, 1.79 Acres
4. PAD D - Car Wash, 1.38 Acres
5. PAD D - Retail Building, 0.77 Acres
6. PAD F - Phase II (Future Development), 6.40 Acres

Use permits would need to be obtained for the convenience store / drive-thru, Retail / restaurant drive-thru, and the carwash. Permitted uses include retail building and automotive service center.

Development standards will comply with the standards identified in Section 3-3-6 of the Goodyear Zoning Ordinance.

Orientation of buildings have been coordinated to have strong street presence with car wash openings facing away from the street and adjacent pads and convenience store moved along setback with fuel canopy not facing the street. Retail store and Automotive center entrance will face towards parking.

Per the Zoning Ordinance Stipulation #24 - "Commercial design guidelines shall be submitted for review and approval by City Staff prior to the submittal of any site plan application for the commercial parcels." Design criteria shall employ multiple exterior field and accent materials throughout Sedella Development with masonry, stone, stucco and metal panels. Building elevations shall have coordinated architectural finishes and color design consistent throughout the development. Architectural elements are consistent on all four sides, especially the carwash and convenience store which face major streets.

5055 E WASHINGTON ST. SUITE 200 PHOENIX AZ, 85034
PHONE (602) 222-4266 • FAX (602) 279-4305

Two new access points are proposed, one along Indian School Road and one along Perryville Road. The drive off Perryville Road would be limited to right-in, right-out; the drive off Indian School will be a right-in, right-out, and a left-in. A waiver was requested and granted for a left-turn lane off east-bound Indian School Road due to the proximity to the Perryville / Indian School intersection.

There is an existing electrical transmission line along Indian School Road with an existing 87-foot-wide easement. The site is also bisected with a drainage easement which runs from the southwest corner to the north, then east along the north property line and then back south along the eastern property line. This drainage way will generally remain intact with only one access drive to Perryville Road interrupting it along the west side of the site.

Landscaping will be provided along the perimeter of the property along with internal to the site. Screen walls will be provided along the parking areas and fueling canopy along the street frontages, and at retail / restaurant parking.

A Pedestrian connection is provided to both Indian School Road and Perryville Road along with internal pedestrian pathways to traverse between parking aisles and building throughout the development.

A temporary drainage easement at the west and northwest portion of the site will be dedicated as a permanent easement.

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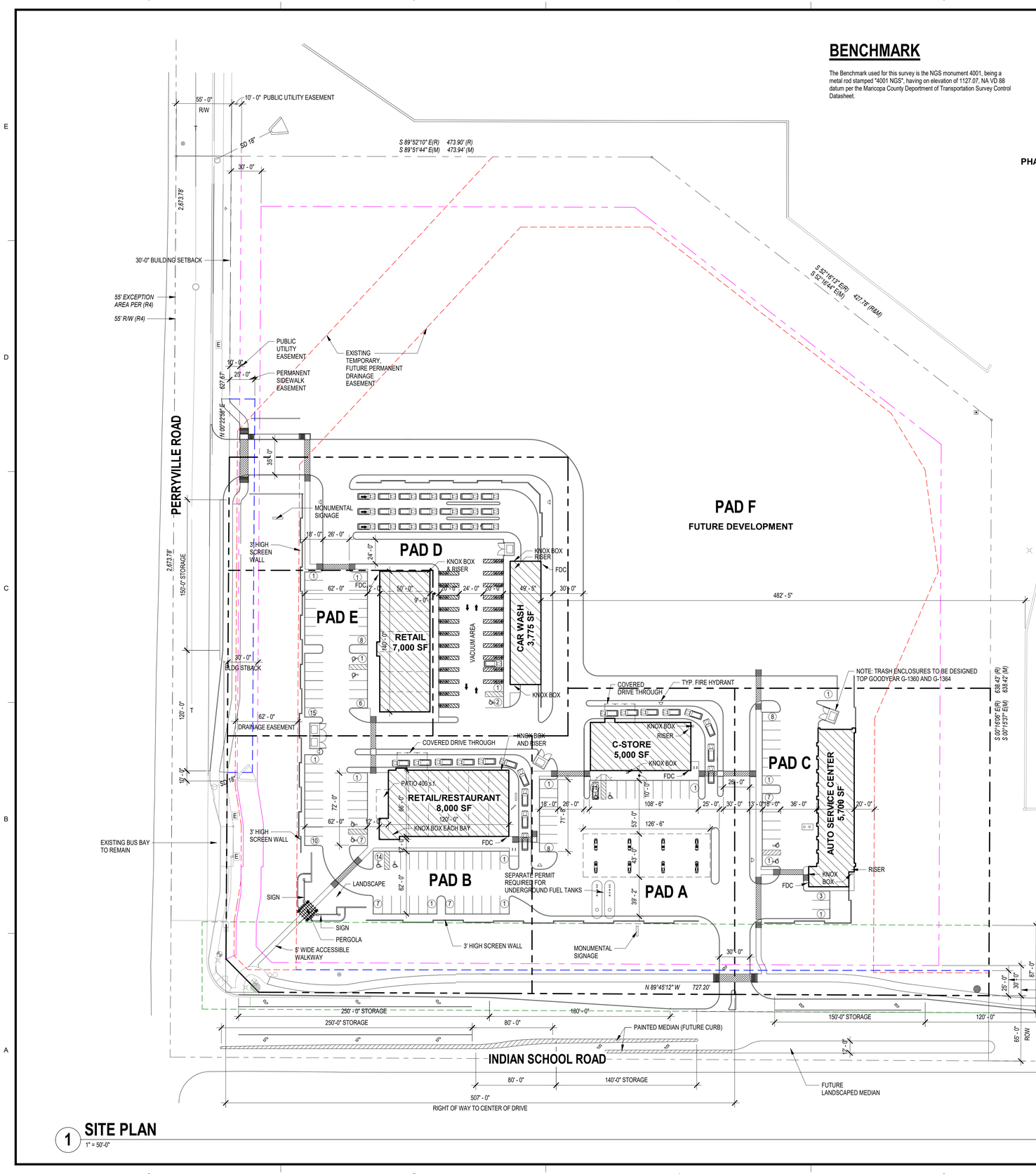
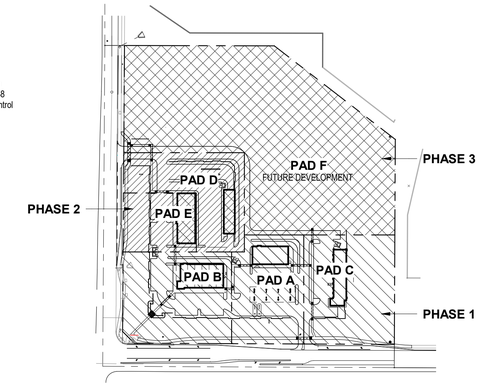
PHONE (602) 222-4266 • FAX (602) 279-4305



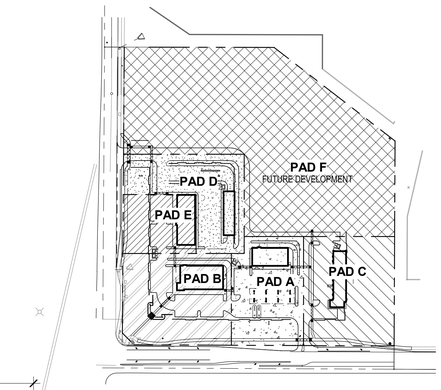
1 SITE PLAN
1" = 50'-0"

BENCHMARK

The Benchmark used for this survey is the NGS monument 4001, being a metal rod stamped "4001 NGS", having on elevation of 1127.07, NA VD 88 datum per the Maricopa County Deportment of Transportation Survey Control Datasheet.

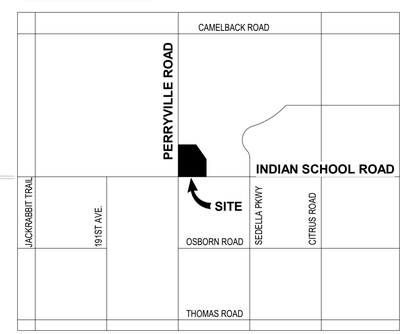


2 PHASING PLAN
1" = 200'-0"



3 AREA PLAN
1" = 200'-0"

VICINITY MAP



LEGAL DESCRIPTION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 2 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

PROJECT DATA - SITE

PROJECT ADDRESS:	NEC INDIAN SCHOOL ROAD & PERRYVILLE ROAD GOODYEAR, ARIZONA
PROJECT OWNER:	MGN1LLC 7220 HAYNE BLVD. LLC 5201 N. CLAIRBORNE AVE NEW ORLEANS, LA 70117 MAAN GHAZOOL MGHAZOOL@GMAIL.COM
ARCHITECT:	ARCHICON ARCHITECTURE AND INTERIORS, LC 5055 E WASHINGTON ST, SUITE 200 PHOENIX, AZ 85034 MITCHELL MASTRIN, R.A. 602.222.4266 MITCHELLM@ARCHICON.COM
APN#:	502-30-004S
ZONING :	PAD (C-2 UNDERLAY)
LOT AREA:	587,533 SF (13.5 ACRES)
MAX LOT COVERAGE:	50%
MAX. BLDG. HEIGHT:	56 FEET

LOT SIZE:

PAD A (C-STORE):	59,815 SF (1.37 ACRES)
PAD B (RETAIL/RESTAURANT):	77,358 SF (1.78 ACRES)
PAC C (AUTO SERVICE CTR):	77,928 SF (1.79 ACRES)
PAD D (CAR WASH):	60,032 SF (1.38 ACRES)
PAD E (RETAIL):	33,730 SF (0.77 ACRES)
PAD E (FUTURE):	278,691 SF (6.40 ACRES)

SETBACKS:
(BASED ON 20' BLDG. HEIGHT)

FRONT:	30' BUILDING SETBACK
SIDE (STREET):	30' BUILDING SETBACK
SIDE (RESIDENCE):	50' BUILDING SETBACK
REAR (RESIDENCE):	50' BUILDING SETBACK

PARKING CALCULATIONS:

PAD A (C-STORE):	1 SPACE / 300 S.F. (5,000 / 300)
REQUIRED / PROVIDED	17 / 19
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2
PAD B (RETAIL/RESTAURANT):	1 SPACE / 50 S.F., PUBLIC @60% (1,300 X .6/50)
	1 SPACE / 150 S.F., KITCHEN @40% (1,300 X .4/150)
	1 SPACE / 150 S.F., PATIO (450/150)
	1 SPACE / 300 S.F., RETAIL (7,800 / 300)
REQUIRED / PROVIDED	45 / 45
H.C.REQUIRED / PROVIDED	2 / 4
BICYCLE REQ'D. / PROVIDED	2 / 4
PAD C (AUTO CENTER):	1 SPACE / 300 S.F. (5,700 / 300)
REQUIRED / PROVIDED	19 / 19
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2
PAD D (CAR WASH):	2 REQUIRED
REQUIRED / PROVIDED	2 / 2
H.C. REQUIRED / PROVIDED	1 / 1
BICYCLE REQ'D. / PROVIDED	1 / 1
PAD E (RETAIL):	1 SPACE / 300 S.F. (7,000 / 300)
REQUIRED / PROVIDED	24 / 29
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2

BUILDING CALCULATIONS:
PAD A BLDG. 5,000 S.F. 11.9% COVERAGE
PAD B BLDG. 7,800 S.F. 9.9% COVERAGE
PAD C BLDG. 6,890 S.F. 14.1% COVERAGE
PAD D BLDG. 3,775 S.F. 8.9% COVERAGE
PAD E BLDG. 7,000 S.F. 4.8% COVERAGE

SITE PLAN NOTES

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 MOWED 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.
   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.

ARCHICON
Architecture & Interiors, L.C.
5055 E. WASHINGTON STREET
SUITE 200
PHOENIX, ARIZONA 85034
(602) 222-4266
FAX (602) 279-4305
www.ARCHICON.COM

SEDELLA RETAIL DEVELOPMENT
N.E. CORNER OF INDIAN SCHOOL AND PERRYVILLE ROAD
GOODYEAR, ARIZONA

PROJECT NO:	1937010-01
PROJECT MANAGER:	MDM
DRAWN BY:	MDM
CHECKED BY:	JP

NO.	REVISION	DATE

SHEET DESCRIPTION
SITE PLAN

REGISTERED ARCHITECT
CERTIFICATE NO. 23515
JERE W. PLANCK
DATE SIGNED 09/05/2023
ARIZONA U.S.A.

SHEET NO.
DP-00

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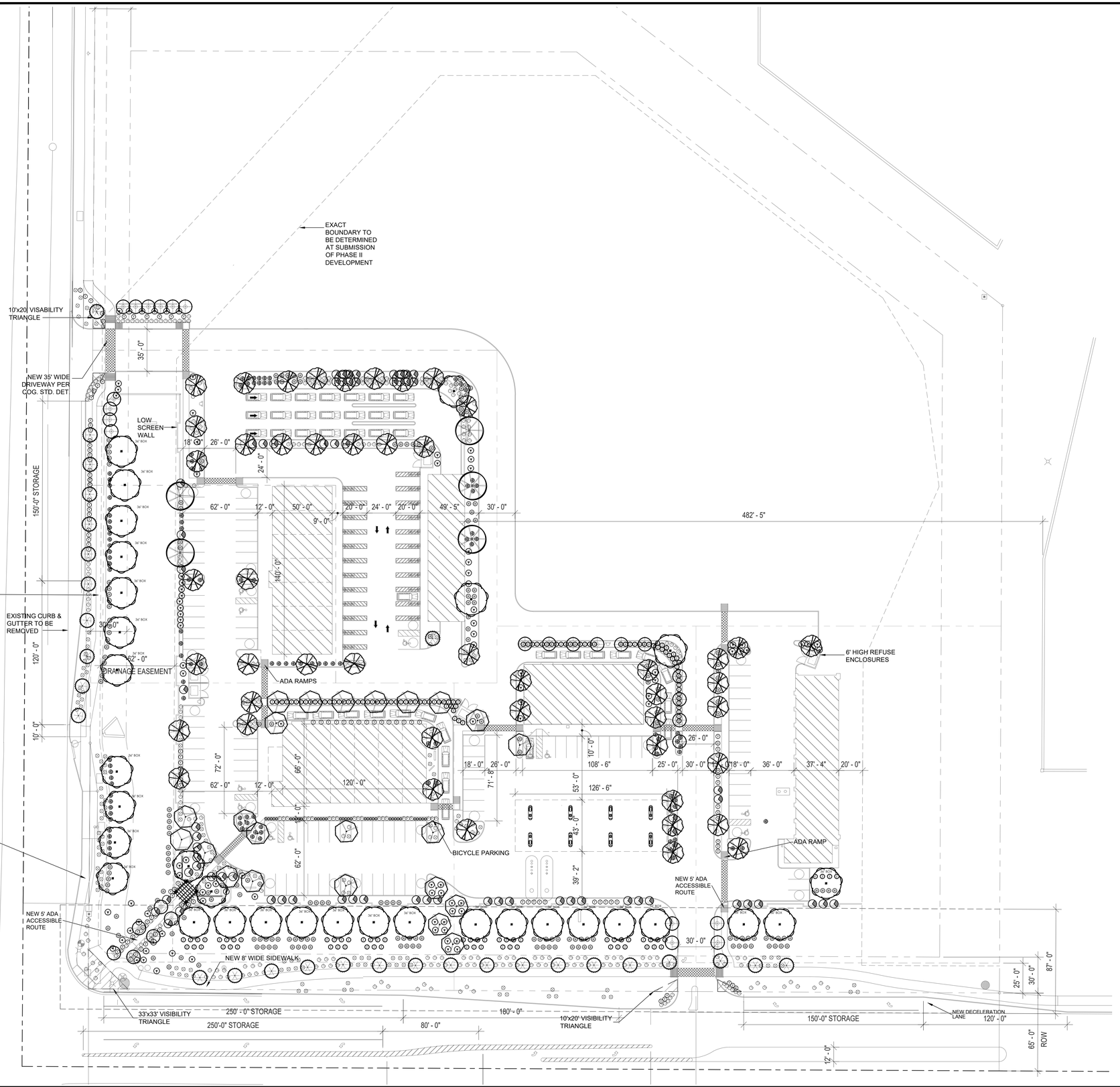

*SPECIES, QUANTITIES, AND SIZES ARE SUBJECT TO CHANGE BEFORE FINAL LANDSCAPE PLA

PLANT MATERIALS LEGEND

SYM.	PLANT NAME	SIZE	QTY	REMARK
TREES				
	Acacia aneura Mulga Acacia	15 GAL. HT:4'-0", W:1'-2" CAL:0.5"-0.75"	29	
	Parkinsonia floridum Blue Palo Verde	15 GAL. HT:3'-4", W: 2'-3"	23	MULTI-TRUNK
	Pistacia x Red Push Red Push	24" BOX HT:7'-9", W: 2.5'-3.5" CAL. 1"-1.5"	5	
		36" BOX HT:9'-11", W: 4'-5" CAL. 1.75"-2.25"	27	
	Prosopis velutina Native Mesquite	15 GAL. HT:4'-0", W: 2'-3"	5	MULTI-TRUNK
	Quercus virginiana Southern Live Oak	24" BOX HT:7'-9", W: 3'-4" CAL. 1"-1.5"	48	
	Cordia Boissieri Texas Olive	36" BOX HT:8'-10", W: 6'-8" CAL. 2"-2.5"	30	
SHRUBS				
	Leucophyllum frutescens 'Green Cloud' Texas Ranger	5 GAL.	156	
	Ruellia brittoniana 'Katie' Compact Ruellia	5 GAL.	35	
	Russelia equisetiformis Coral Plant	5 GAL.	98	
	Tecoma stans Yellow Bells	5 GAL.	68	
GROUNDCOVERS				
	Convolvulus cneorum Bush Morning Glory	5 GAL.	21	
	Lantana montevidensis Purple Trailing Lantana	5 GAL.	162	
	Lantana hybrid New Gold	5 GAL.	294	
ACCENTS/CACTUS				
	Hesperaloe parviflora Red Yucca	5 GAL.	116	
	Hesperaloe parviflora-yellow Yellow Hesperaloe	5 GAL.	204	
	Bouteloua gracilis Blue Grama Grass	5 GAL.	115	

INERTS

SYM.	DESCRIPTION
	SIZE:1/2" SCREENED @ 2" THICK 84,130 S.F. *EXCLUDING EXISTING BASIN COLOR: TO MATCH EXISTING SEDELLA BASIN ROCK COLOR

GENERAL NOTES/MISCELLANEOUS

1. ALL PLANTS SHALL be WATERED with AUTOMATIC DRIP IRRIGATION SYSTEM.
2. ALL LANDSCAPE AREAS EXCLUDING TURF to be COVERED with TOPDRESSING.
3. LANDSCAPE ARCHITECT to APPROVE FINAL GRADING. PLANTING SHALL NOT OCCUR until FINAL GRADING is APPROVED.
4. ALL SHRUBS to be PLANTED 3'-0" MIN. AWAY from EXISTING or FUTURE WALLS.
5. ALL TREES to be PLANTED 5'-0" MIN. AWAY from EXISTING or FUTURE WALLS.
6. WHERE POSSIBLE, ALL TREES & SHRUBS to be PLANTED 2'-0" MIN. AWAY from WALKS and CURBS.
7. QUANTITIES FOR TOPDRESSING ALONG WITH PLANT SIZES, SPECIES AND LOCATIONS ARE PRELIMINARY AND MAY VARY. THEY WILL BE FINALIZED AT THE TIME OF THE LANDSCAPE CONSTRUCTION DOCUMENT SUBMITTAL AND WILL BE PER THE CITY OF GOODYEAR APPLICABLE GUIDELINES AND STANDARDS.

Call at least two full working days before you begin excavation.
ARIZONA 811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)
in Maricopa County: (602) 263-1100

Landscape Architecture
Land Planning
Urban Design
phone 480.949.7127
fax 480.949.2655
tneill@neillandyoung.com
3295 north drinkwater blvd
suite 12
scottsdale, arizona 85251
neill + young associates, llc

Registered Landscape Architect
CERTIFICATE NO.
JAMES D. NEILL
Date
Not for Construction
ARIZONA, U.S.A.
EXPIRES 09/30/2024

Preliminary Landscape Plan
SEDELLA RETAIL DEVELOPMENT
N.E.C. of INDIAN SCHOOL RD. & PERRYVILLE RD.
Goodyear, Arizona

DATE:	10.11.23
JOB NO:	
DRAWN BY:	NYA
DESIGNED BY:	NYA
SCALE:	

REVISIONS: DATE:

SUBMITTED FOR:

Preliminary Landscape Plan

SHEET NO.

L01

1 OF 1

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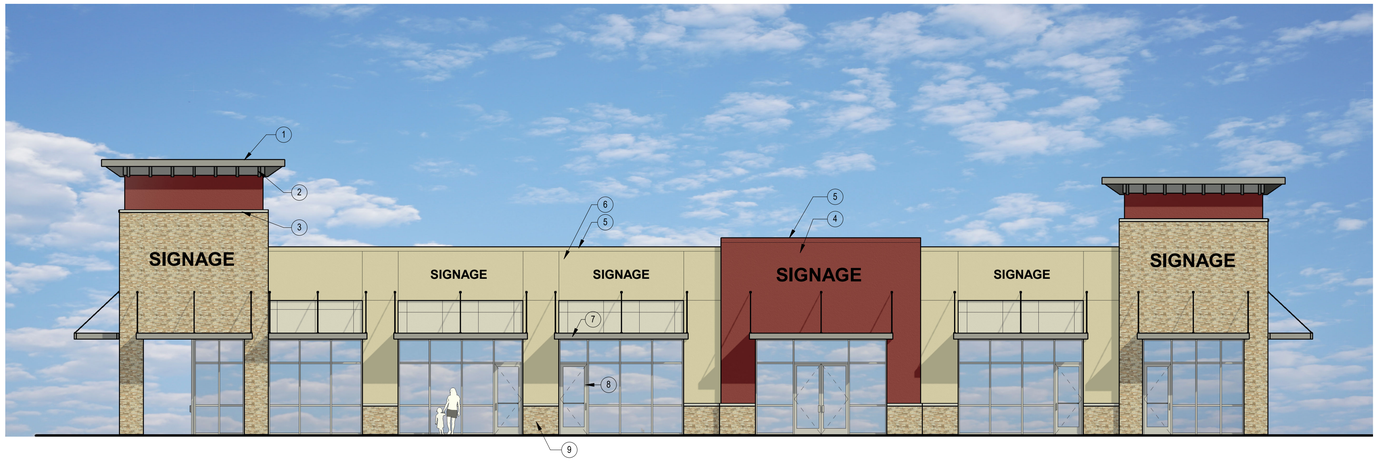

1 SOUTH ELEVATION - RETAIL COLOR
1/8" = 1'-0"

3 EAST ELEVATION - RETAIL COLOR
1/8" = 1'-0"

2 WEST ELEVATION - RETAIL COLOR
1/8" = 1'-0"

4 NORTH ELEVATION RETAIL COLOR
1/8" = 1'-0"

KEYED NOTES

1 METAL FASCIA, PAINT P4
2 METAL BRACKETS, PAINT P4
3 CAST STONE SILL
4 STUCCO OVER 4" INSULATION, WEATHER BARRIER, AND 8" CMU, PAINT P3
5 METAL COPING, PAINT TO MATCH STUCCO
6 STUCCO OVER 4" INSULATION, WEATHER BARRIER AND 8" CMU, PAINT P1
7 METAL CANOPY WITH 3/4" THREADED ROD AND CLEVIS, PAINT P4
8 CLEAR ANODIZED ALUMINUM FULL GLASS DOOR
9 STONE VENEER OVER WEATHER BARRIER AND 8" CMU
10 STUCCO OVER 1" INSULATION, WEATHER BARRIER,AND 8" CMU, PAINT P2
11 CAST STONE BASE
12 CLEAR ANODIZED ALUMINUM STOREFRONT FRAMING AND GLAZING
13 PAINTED STEEL 6 X 6 COLUMN, PAINT P4
14 HOLLOW METAL DOOR AND FRAME, PAINT P4
15 PAINTED STEEL 8 X 4 BEAM, PAINT P4
16 DRIVE-THRU WINDOW

MATERIAL COLOR LEGEND

S1 ELDORADO STONE, THIN VENEER, RUSTIC LEDGE, CLEARWATER

P-1 SHERWIN WILLIAMS SW 6399, CHAMOMILE

P2 SHERWIN WILLIAMS SW 7005, PURE WHITE

P3 SHERWIN WILLIAMS, SW 7599, BRICK PAVER

P4 SHERWIN WILLIAMS, SW 7622, HOMBURG GRAY

AL1 CLEAR ANODIZED ALUMINUM

S2 CAST STONE SILL, WHITESTONE BY CONTINENTAL CAST STONE

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SEDELLA RETAIL DEVELOPMENT
N.E. CORNER OF INDIAN SCHOOL AND PERRYVILLE ROAD
GOODYEAR, ARIZONA

PROJECT NO:	1937010-01
PROJECT MANAGER:	JMD
DRAWN BY:	JMD
CHECKED BY:	ARCHICON

NO.	REVISION	DATE

SHEET DESCRIPTION
BUILDING ELEVATIONS - RETAIL COLOR

REGISTERED ARCHITECT
CERTIFICATE NO.
23516
JERE W. PLANCK
DATE SIGNED 07/20/2023
ARIZONA U.S.A.

SHEET NO.
PA-2.2

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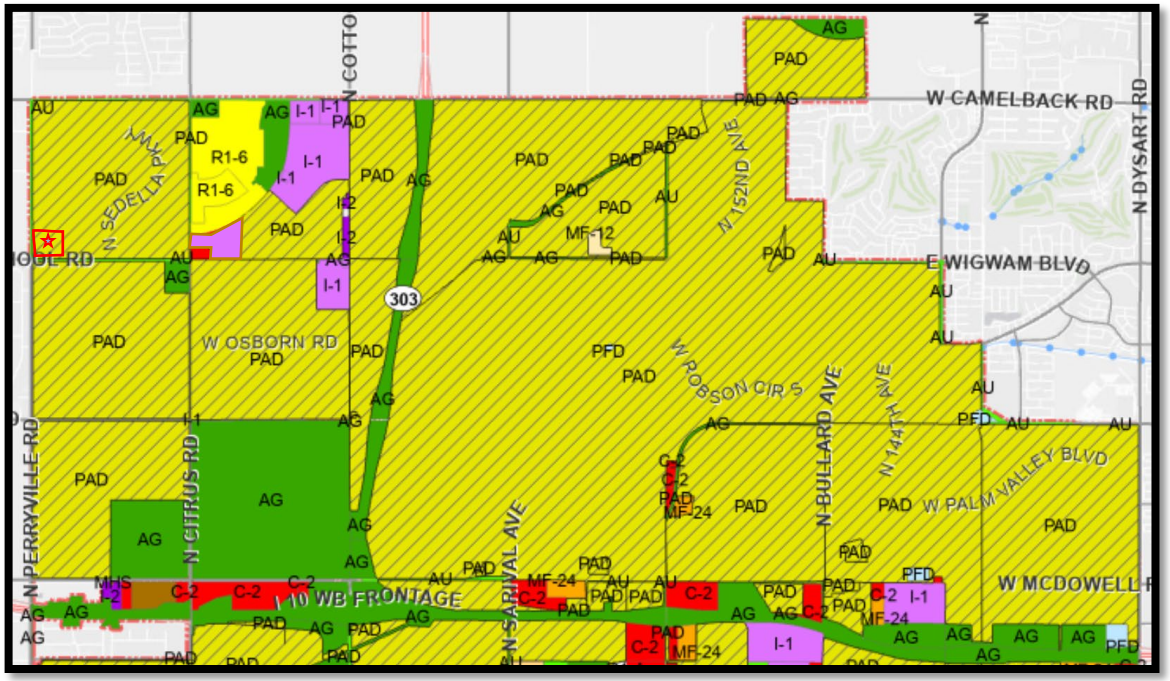
Sedella Commercial Use Permits

City Council Meeting
December 18, 2023

Location

NORTH GOODYEAR

- Sedella Master Plan
  - Northeast corner of Perryville and Indian School Roads
  - Overall site is 13.48 acres
  - Currently zoned PAD
    - Underlying Commercial



Specific Location

ZOOMED IN

- NEC of Perryville and Indian School Roads
  - North
    - Commercial vacant, drainage and residential
  - South
    - Indian School and vacant State Trust Land
  - East
    - Commercial vacant, drainage and residential
  - West
    - Perryville and County Residential under development (Buckeye Mun. Planning Area)

Zoning History

2005

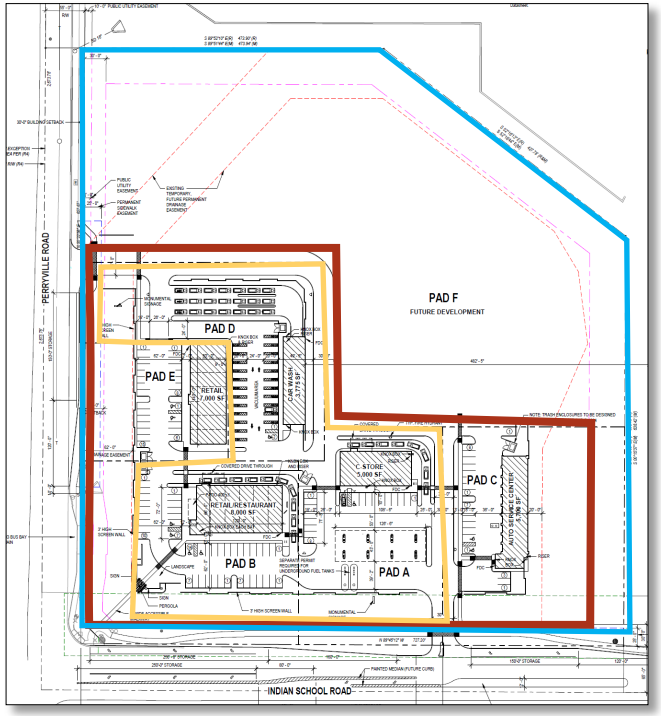
Proposal

SEDELLA COMMERCIAL

- Use Permits
  - Convenience Store with Drive-Through(Case # 22-300-00003)
    - 1.37 acres
  - Car Wash (Case #22-300-0004)
    - 1.38 acres
  - Retail/Restaurant and Drive-Through (Case #23-300-00003)
    - 1.78 acres

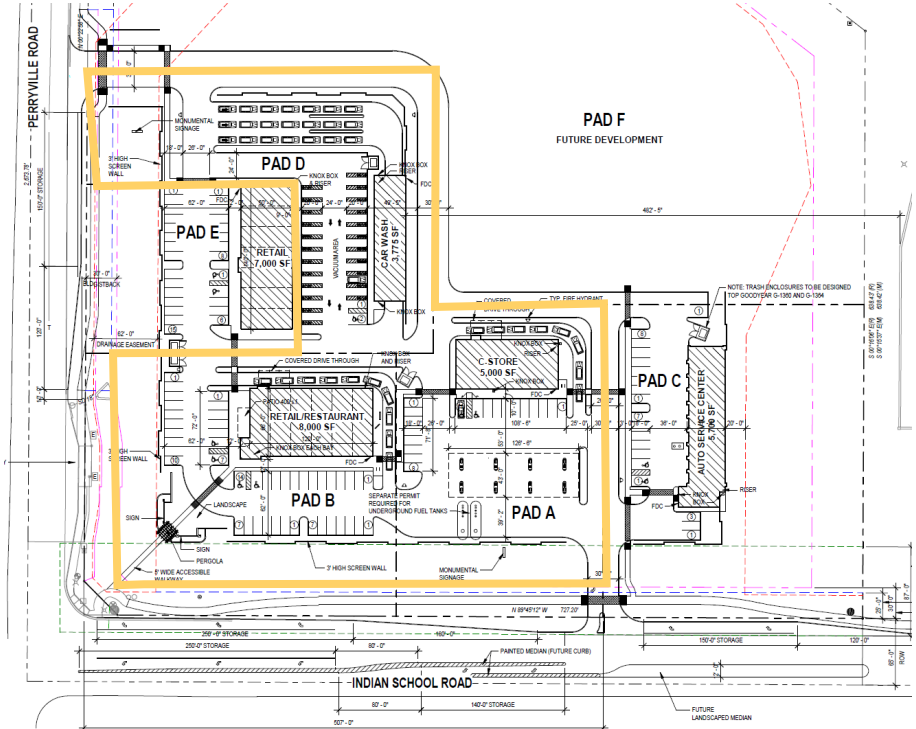
Proposed Site Plan

OVERALL SITE



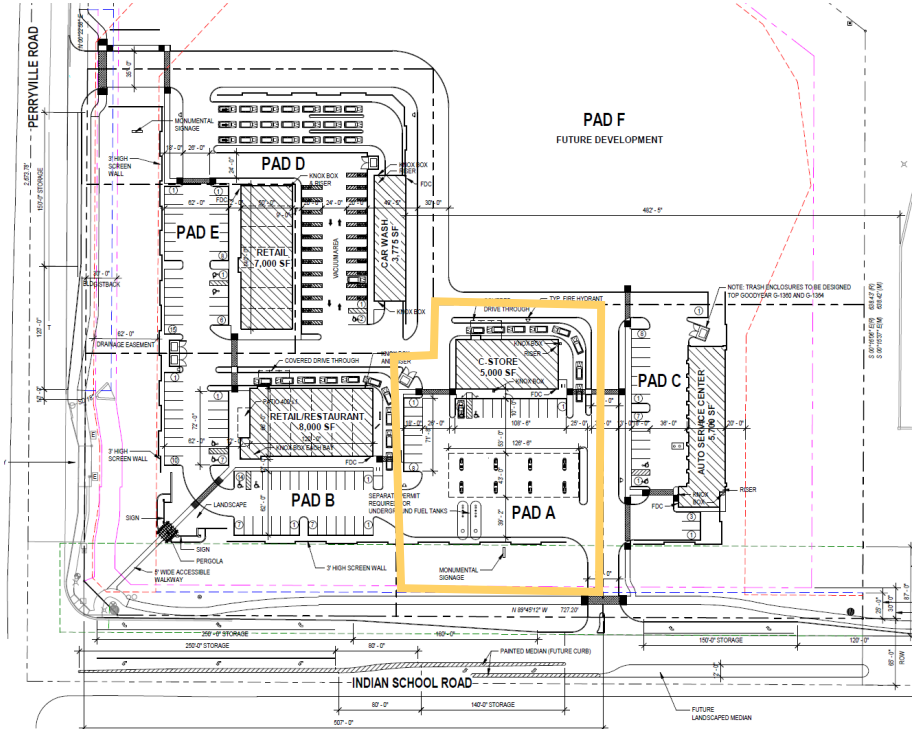
Proposed Site Plan

SOUTHERN PORTION OF THE SITE



Proposed Site Plan

CONVENIENCE STORE WITH DRIVE-THROUGH

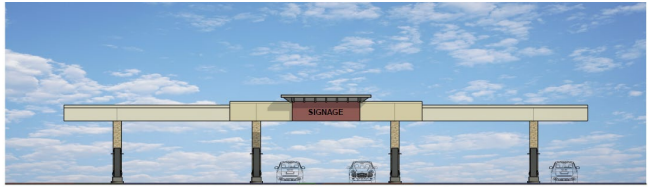


2 NORTH ELEVATION - COLOR
3/32" = 1'-0"

3 WEST ELEVATION - C-STORE COLOR
1/8" = 1'-0"

1 SOUTH ELEVATION - C-STORE COLOR
3/32" = 1'-0"

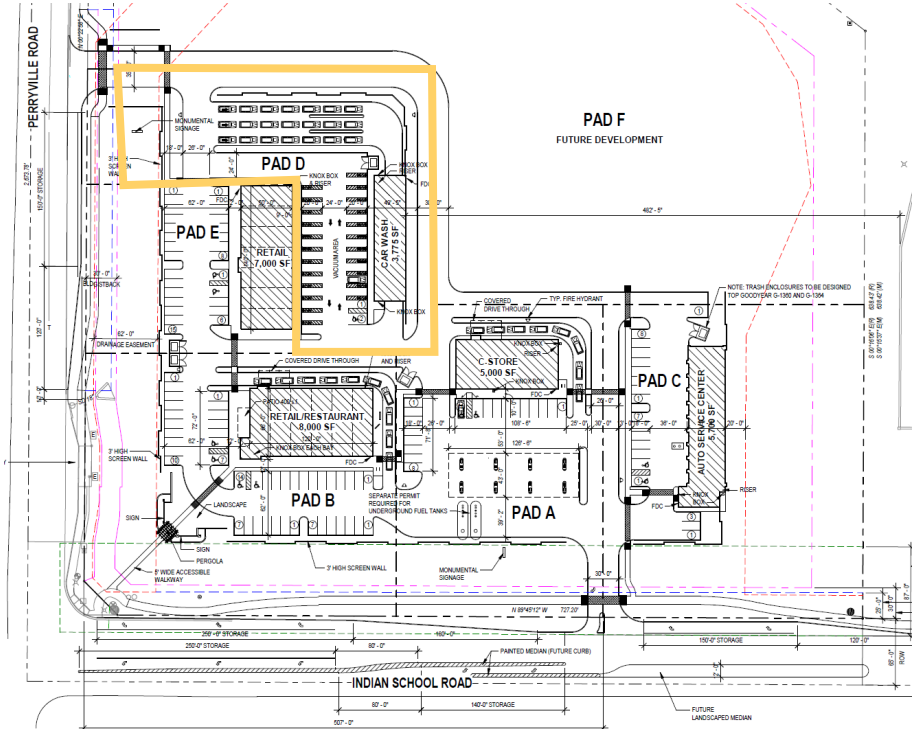
4 EAST ELEVATION - C-STORE COLOR
1/8" = 1'-0"



5 SOUTH ELEVATION - GAS CANOPY
3/32" = 1'-0"

Proposed Site Plan

CAR WASH



1 WEST ELEVATION - COLOR

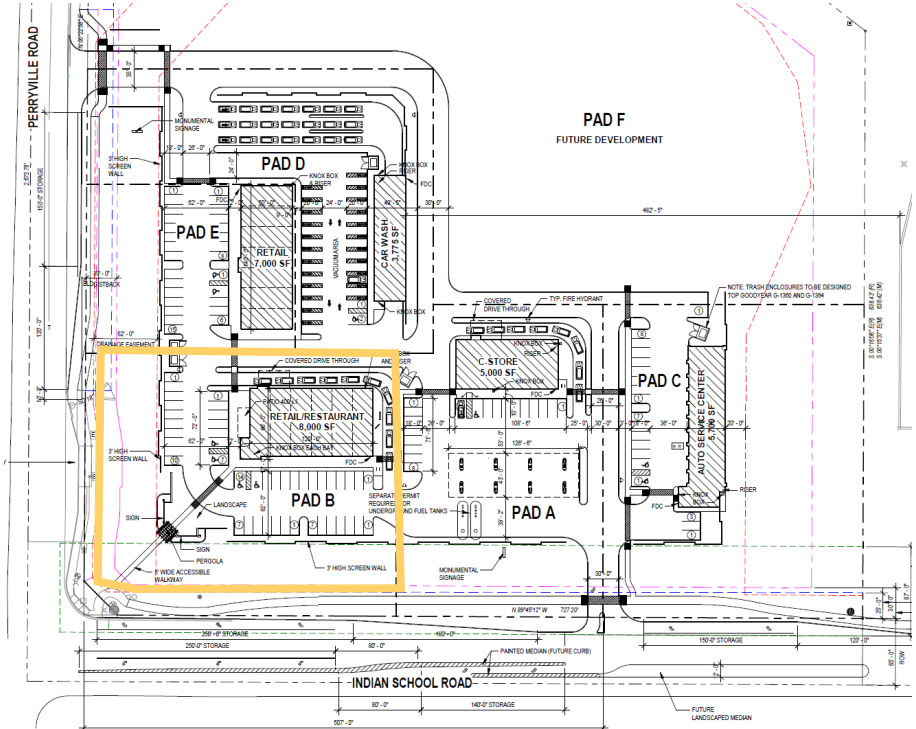
2 EAST ELEVATION - COLOR

3 SOUTH ELEVATION - COLOR

4 NORTH ELEVATION - COLOR

Proposed Site Plan

RETAIL BUILDING WITH DRIVE-THROUGH



1 SOUTH ELEVATION - RETAIL COLOR

3 EAST ELEVATION - RETAIL COLOR

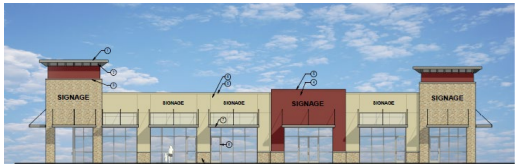
2 WEST ELEVATION - RETAIL COLOR

4 NORTH ELEVATION RETAIL COLOR

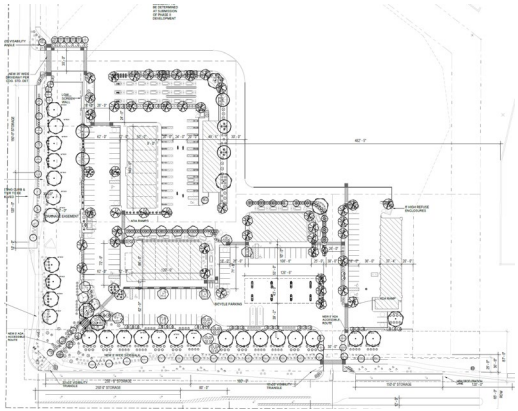
Recommendation

APPROVE SUBJECT TO STIPULATIONS

- Neighborhood Meeting(s) and Planning and Zoning Hearing
- Recommend Approval of Use Permits:
  - Convenience Store with Drive-Through
    - Subject to Stipulations
  - Car Wash
    - Subject to Stipulations
  - Retail/Restaurant and Drive-Through
    - Subject to Stipulations



ENTRANCE SIGNAGE AND PERGOLA



CITY OF
Goodyear

ITEM #: 9.
DATE: 12/18/2023
AI #:1792

CITY COUNCIL ACTION REPORT

SUBJECT: SEDELLA COMMERCIAL CONVENIENCE STORE WITH DRIVE-THROUGH USE PERMIT

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

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SUMMARY

A Public Hearing to Approve a Use Permit for a Convenience Store with Drive-through on an approximately 1.37-acre property zoned Planned Area Development (PAD) with an underlying zoning of (Community) Commercial located at the northeast corner of Perryville Road and Indian School Road.

STRATEGIC PLAN ALIGNMENT

RECOMMENDATION

Approve the request for a Use Permit for a Convenience Store with a Drive-through and gas pumps on approximately 1.37-acres identified as PAD A in the Preliminary Site Plan (the “Convenience Store Use Permit Site”) subject to stipulations. (Christian M. Williams, AICP, Principal Planner)

STIPULATIONS

1. The Preliminary Site Plan attached hereto has not been approved and development on the Property will be subject to site plan review and administrative 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. Notwithstanding the foregoing, the Property shall be developed in substantial conformance with the Preliminary Site Plan attached hereto. An amendment to the Use Permit shall be required if the property owner/developer wants to reconfigure the site and the Zoning Administrator or his/her designee determines the proposed site plan is not in substantial conformance with the Preliminary Site Plan attached hereto; and
2. No alcohol, liquor, tobacco or marijuana shall be distributed through the Drive-through window of the convenience store constructed on the Convenience Store Use Permit Site; and,

3. No stand-alone diesel pump canopies shall be permitted on the Convenience Store Use Permit Site; and,
4. With the exception of temporary deliveries of fuel and goods, semi-truck parking and facilities for overnight semi-truck parking shall not be permitted or accommodated for on the Convenience Store Use Permit Site; and,
5. All roof top units shall be shielded by parapet walls and parapet walls shall be designed and constructed in a manner to appear as a solid, three-dimensional form rather than a veneer; and,
6. All ground mounted mechanical equipment shall be shielded in compliance with the approved landscaping plans; and,
7. The drive-through lane for the convenience store shall have at least four (4) stacking spaces from the menu board to the first product pick-up window and at least four (4) stacking spaces between the entry of the drive-through lane and the menu board for ordering products.
8. Queued vehicles shall not obstruct designated fire lanes or public streets. Any observed obstruction of designated fire lane or public streets 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; and,
9. The Property shall be developed in substantial conformance with the Preliminary Landscape Plan attached hereto, unless the Development Services Director or designee has determined that alternative proposed landscaping provides an equal or greater level of quality and functionality as the landscaping reflected in the Preliminary Landscape Plan attached hereto; and,
10. Except for the canopy over the fueling stations, the proposed convenience store developed on the Convenience Store Use Permit Site shall be in substantial conformance with the Conceptual Building Elevations attached hereto unless the Development Services Director or designee has determined that alternative color and design elements provide an equal or greater level of quality and functionality as the building elevations reflected in the Conceptual Building Elevations attached hereto. The elevations of the canopy over the fueling station shall be upgraded during the site-plan approval process to modify the roofline of the canopy so the roofline is articulated in a manner to match the proposed convenience store and to include colors, undulation and scoring of materials that match the proposed convenience store; and
11. All signage requires separate review and approval by the Development Services Department, and building permits must be obtained from the City prior to the installation of any signage; and,
12. All decorative pavers and crossings shall be constructed of pavers, colored concrete, or stamped concrete (not stamped asphalt); and,
13. All sidewalks, internal to the site, which connect to decorative pavers or a similar material, shall be ramped or sloped so pedestrians, strollers, bikes, etc. may cross the path; and,
14. No fencing or monumentation signage greater than 3-feet tall shall be placed within the site visibility triangle shown on the preliminary site plan attached hereto; and,
15. An outdoor structurally shaded seating area shall be provided on the Convenience Store

Use Permit Site and shall be constructed concurrently with the convenience store and shall remain available to employees of the convenience store for seating breaks; and,

16. The Sedella pergola and corner entry feature located at the northeast corner of Perryville Road and Indian School Road as reflected in the attached Preliminary Site Plan and/or Preliminary Landscape Plans shall be constructed prior to the issuance of a Certificate of Occupancy for the convenience store being permitted herein and shall contain a minimum of two shaded benches. These amenities shall count towards the required 1% of gross site area usable as pedestrian oriented open space; and,
17. The subject property is located within Lighting Zone 2. The City's lighting standards may be found in Article 10 of the Zoning Ordinance when preparing lighting plans for the project except as modified by Ordinance No. 2005-0946, which states the following:
    a. The Developer of any commercial parcel shall minimize the amount of light "spillage" or trespass into abutting residential neighborhoods and general light pollution. The maintained average luminance over the entire parking lot shall be no greater than 3.3-foot candles. Building mounted lighting shall include "house-sideshields" and cutoffs to reduce hot spots. Light trespass shall not exceed .8 vertical foot candles at all residential property lines and will be measured at six feet (6') above grade, with the light meter aimed at 90 degrees above nadir and perpendicular to the site. Light poles adjacent to residential lots shall be a maximum of 18 feet, including concrete base(s); and
18. Prior to the issuance of a building permit on the use permit site, a final photometric plan that identifies how light source will be placed and used to minimize light trespass into the nearby residential neighborhoods shall be submitted and shall be approved by Development Services Director or his designee up a determination that the placement of light sources complies with the requirements set forth above.

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 subject property consists of approximately 1.37 acres and is located within a larger 13.48-acre planned commercial center, generally located at the northeast corner of Perryville Road and Indian School Road.

The subject property was zoned Final Planned Area Development with Ordinance No. 2005-0946 which zoned the larger Sedella development into residential and commercial mixed-use master plan community. The whole of Sedella is 638 acres and contains two commercially zoned corners which total approximately 31.75 acres.

STAFF ANALYSIS

Current Policy:

A Convenience Use (store with gas sales) and Drive-through is a Use Permit use in the General Commercial (C-2) which is equivalent to the Sedella (Community) Commercial Zoning District as well as within the Sedella Final Planned Area Development and is subject to the provisions of Article IV for Convenience Uses, which includes Convenience Use (store with gas sales) and Drive-through. Convenience uses are also subject to the provisions of Article 4-2 (Uses Requiring Additional Evaluation) of the Zoning Ordinance, which requires additional evaluation regarding the appropriate location and conditions of the use or operation. The Use Permit request is to be reviewed by the Planning and Zoning Commission and approved by the City Council.

Section 1-3-2 (Use Permits) of the Zoning Ordinance provides that the Planning and Zoning Commission and City Council must determine that the proposed use meets the following two 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 Retail/Restaurant Drive-Through Use Permit Site, to the neighborhood, or to the public welfare; and,
2. The proposed use is reasonably compatible with uses permitted in the surrounding area.

Section 4-2-2 (Convenience Uses) of the Zoning Ordinance requires evaluation of the following additional 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 proper access and internal circulation.
2. Compatibility of proposed hours of operation with adjacent residential areas (hours of operation to be indicated in narrative).
3. Required traffic and access mitigation measures, if any which may include:
    a. Additional right-of-way.
    b. Off-site traffic mitigation measures.
    c. Restriction of some traffic movements through signs or other measures.
    d. Segregation of queuing lanes, vehicle access and pedestrian circulation areas.
    e. Cross-access easements.
    f. Driveway locations
    g. Other concerns which may place the advisability of the proposed convenience use in question.

Surrounding Properties:

- North – Vacant Commercial lands within Sedella and Sedella residential;
- South – Indian School Road and vacant agricultural lands zoned PAD;
- East – Vacant Commercial lands within Sedella, regional drainage and Sedella residential;
- West – County land under development for Fulton Homes;

Details of the Request:

A convenience store with Drive-through is proposed on the northeast corner of Perryville Road and Indian School Road, within the undeveloped southwestern-most Sedella Commercial parcel. The subject property consists of 1.37 acres within the larger 13.48-acre parcel. The original Sedella Final Planned Area Development envisioned an array of commercial uses, on this site, including convenience uses as a Use Permitted

use.

The proposed site contains a convenience store with gas pumps and a Drive-through window for pick up orders. The convenience store contains a Drive-through with queuing for a minimum of 8 cars (the pick-up window is not facing an arterial roadway), 19 parking spaces, two bike racks and 16 spaces adjacent to fueling stations (for fueling purposes). The applicant submitted their application for a Use Permit prior to the city's new drive-thru standards being approved on June 27, 2022. The text amendment became effective on July 27, 2022. However, considering the Drive-through is limited in nature, and exceeds the city's previous standards by two spaces, staff supports the proposal as presented.

The proposed site includes a 5,000 square-foot convenience store building with a northern facing (rear) drive-through window. The building entrance is oriented to face south, towards the arterial road and the fueling canopy. The gas station is not located at the hard corner of the arterial to arterial road. Separate structures for other types of uses and a shaded seating area/corner monument will be located between the gas station and the corner of Perryville and Indian School. The Sedella residential neighborhood to the north (more than 570 feet north). The convenience store will be located over 330 feet away from the residential properties to the east and 412 feet away from the HOA playground within Sedella.

The convenience store, like the other buildings being developed within the Sedella Commercial Center, will include masonry, stone and metal materials. Building elevations and architectural finishes and colors will be cohesive throughout the development. Four-sided architecture shall be included on all buildings.

Building designs and architecture shall blend with and compliment the "Old World" Spanish Charm as has been established through the Sedella Planned Area Development. All buildings shall have a minimum of two colors painted on the base of the building. Final commercial design guidelines shall be submitted for review and approval by City Staff prior to the submittal of any site plan application for the commercial parcels.

The proposed building height is less than 25 feet at the tallest point which includes a decorative stone and metal tower. This is under the 56-foot maximum building height established for the C-2 (General Commercial) zoning district.

The Preliminary Site Plan was submitted concurrently with the Use Permit. A Site Plan will be approved administratively upon Use Permit approval.

Evaluation Criteria:

The Zoning Ordinance, Section 1-3-2 (Use Permits), provides that the Planning and Zoning Commission and City Council must 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.

    The Use Permit is proposed on property intended for the development of commercial uses. The proposed convenience store with Drive-through will be approximately 330 feet from the nearest residential property within Sedella and 412 feet from the nearest playground within the Sedella community.

Given the building orientation, gas canopy configuration and Drive-through configuration, the Use Permit will not be materially detrimental to those persons working or shopping within the area, to the neighborhood or public welfare.

2. The proposed use is reasonably compatible with uses permitted in the surrounding area.

The area surrounding the property intended for the Use Permit includes a mix of commercial uses, retail and office uses. The existing and proposed commercial uses within the area are of like intensity and operation to the proposed Use Permit, and should therefore be compatible. The developer intends to provide additional landscaping along both the south and western property lines. When consideration is given to the building setback, the existing and new proposed landscaping, screen walls, canopies and pergolas as well as the buildings setback from both Perryville Road and Indian School Road, there is sufficient buffering to the adjacent properties.

Luke Air Force Base:

The subject property is located within the vicinity of a military airport. Given the location of the property and the commercial nature of the proposed Use Permit, base operations will not be adversely impacted by this development.

Phoenix-Goodyear Airport:

The subject property is not located within the Phoenix Goodyear Traffic Pattern Airspace. Additionally, given the commercial nature of the proposed Use Permit, airport operations will not be adversely impacted by this development.

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

Fire Response:

Emergency response times and distances are provided below:

Nearest Fire Station	**Shortest path**		**Nearest Goodyear Fire Station**	**Shortest path**	
	Mins	**Miles**		**Mins**	**Miles**
(Buckeye Valley) Fire Station #321	1.89	0.94	**Goodyear Fire Station #185**	8.43	4.22

Police Response:

The property 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.

Solid Waste:

Solid waste service will be provided by a private company as bulk trash containers will be utilized.

Streets/Transportation:

The subject property will have access Perryville Road and Indian School

Road.

Water/Wastewater:

The subject property will be served by a private provider. All infrastructure necessary to serve the subject property will be required to be installed by the property owner and/or developer.

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:

4. Adequacy of the parcel size and configuration to provide for proper access and internal circulation.

The site of the proposed convenience store with drive-through is a 1.37-acre portion of a commercially zoned development. The convenience store with drive-through property will be adjacent to one of the main driveway entrances into the larger center off of Perryville Road, and will be served by internal connections to the commercial center. The site is adequate to accommodate the proposed building, drive through lane, and required off-street parking and sufficient landscaping.

5. Compatibility of the proposed hours of operation with adjacent residential areas.

The location of the facility is within a quarter mile of a residential neighborhood. Given the proposed building orientation facing north to south, and future commercial building allowances, staff believes the proposed establishment is compatible with the adjacent residential area.

6. Required traffic mitigation measures, if any.

A Traffic Statement is forthcoming. Any recommendations from the statement for site improvements will be required prior to Site Plan approval.

7. Other concerns, which may place the advisability of the proposed convenience use in question.

The Convivence store and Drive-through will be required to proceed through the full Site Plan review process to ensure the development is consistent with the General Commercial (C-2) Zoning District development regulations, the approved “Old World” character of Sedella, as well as the City’s adopted Design Guidelines, development standards, codes, and ordinances.

8. General public concerns.

Public Comment and Planning and Zoning Commission Meeting:

An in-person Neighborhood Meeting was conducted for this proposal and the proposal for the car wash. A Notice of the Neighborhood Meeting was sent to property owners within 500 feet of the property on September 19, 2022; signs advertising the Neighborhood Meeting were placed on the site on September 19, 2022. The Neighborhood Meeting took place on October 4, 2022. During the meeting, some residents voiced concerns about traffic within and around Sedella, having a gas station on the site, the potential for alcohol to be distributed through a drive-through and concerns about the proximity of the commercial center

to a nearby unfenced HOA park, and concerns that patrons and employees of the Convenience Store/Drive-through would use the HOA park. Other residents voiced their support for the proposed uses.

Additional Use Permit uses were added within the overall Sedella Commercial center. Accordingly, a second in-person Neighborhood Meeting. Notice of the Neighborhood Meeting was sent to property owners within 500 feet of the property on September 13, 2023; signs advertising the Neighborhood Meeting were placed on the site on September 13, 2023. The Neighborhood Meeting took place on October 4, 2023. During the meeting this proposed Use Permit Use was presented along with the other proposed Use Permit uses.

A public notice that this use permit request would be considered and reviewed at a public hearing to be held before the Planning and Zoning Commission on December 6, 2023 appeared in the Arizona Republic Southwest Valley Edition November 17, 2023; postcards were mailed to adjoining owners on November 3, 2022; and, the sign(s) on the site were updated on November 7, 2023 to notify residents of the scheduled public hearing. During the second neighborhood meeting, residents voiced concerns about traffic within and around Sedella, the amount of industrial in the area, the desire for high quality restaurants, and a fear that if the use permits were not approved the site could become industrial.

The Planning and Zoning Commission considered this item at their regular meeting on December 6, 2023. Upon the conclusion of the staff presentation, two residents from Litchfield Farms (within the Maricopa County island) expressed concerns for the three Use Permits being considered that evening and sited noise and light trespass, community safety (including the potential for alcohol sales on the premise) and traffic congestion within the greater Sedella area. At the conclusion of the Public Hearing, Commissioners voted (5-0) to forward a recommendation of approval to the City Council.

Attachments

Aerial Exhibit
Narrative
Preliminary Site Plan
Preliminary Landscape Plan
Preliminary Building Elevations
Staff Presentation

Sedella Commercial Use Permits

Aerial Exhibits

22-300-00003

22-300-00004

23-300-00003

ARCHICON ARCHITECTURE & INTERIORS, L.C.

Project Narrative
Retail Development
NEC Indian School Rd & Perryville Rd

This project consists of a new retail complex located on approximately 13.49 acres of previously undeveloped land at the Northeast Corner of Indian School Road & Perryville Road. The development will consist of two phases, Phase I is a Convenience Store/filling station, Auto Service Center, and Retail / restaurant building; Phase II, is a Car Wash and an additional retail building. Phase III is reserved for future development.

This project is part of the Sedella development and has been designated in the PAD as a commercial use parcel.

This project consists of multiple buildings which include a gas station / convenience store, car wash, retail shop, and automotive service center. Each of these is proposed to be on separate lots within the development. Parcel sizes for the Lots are as follows,

1. PAD A - Convenience Store and Gas Station, 1.37 Acres
2. PAD B - Retail / Restaurant Building, 1.78 Acres
3. PAD C - Automotive Service Center, 1.79 Acres
4. PAD D - Car Wash, 1.38 Acres
5. PAD D - Retail Building, 0.77 Acres
6. PAD F - Phase II (Future Development), 6.40 Acres

Use permits would need to be obtained for the convenience store / drive-thru, Retail / restaurant drive-thru, and the carwash. Permitted uses include retail building and automotive service center.

Development standards will comply with the standards identified in Section 3-3-6 of the Goodyear Zoning Ordinance.

Orientation of buildings have been coordinated to have strong street presence with car wash openings facing away from the street and adjacent pads and convenience store moved along setback with fuel canopy not facing the street. Retail store and Automotive center entrance will face towards parking.

Per the Zoning Ordinance Stipulation #24 - "Commercial design guidelines shall be submitted for review and approval by City Staff prior to the submittal of any site plan application for the commercial parcels." Design criteria shall employ multiple exterior field and accent materials throughout Sedella Development with masonry, stone, stucco and metal panels. Building elevations shall have coordinated architectural finishes and color design consistent throughout the development. Architectural elements are consistent on all four sides, especially the carwash and convenience store which face major streets.

5055 E WASHINGTON ST. SUITE 200 PHOENIX AZ, 85034
PHONE (602) 222-4266 • FAX (602) 279-4305

Two new access points are proposed, one along Indian School Road and one along Perryville Road. The drive off Perryville Road would be limited to right-in, right-out; the drive off Indian School will be a right-in, right-out, and a left-in. A waiver was requested and granted for a left-turn lane off east-bound Indian School Road due to the proximity to the Perryville / Indian School intersection.

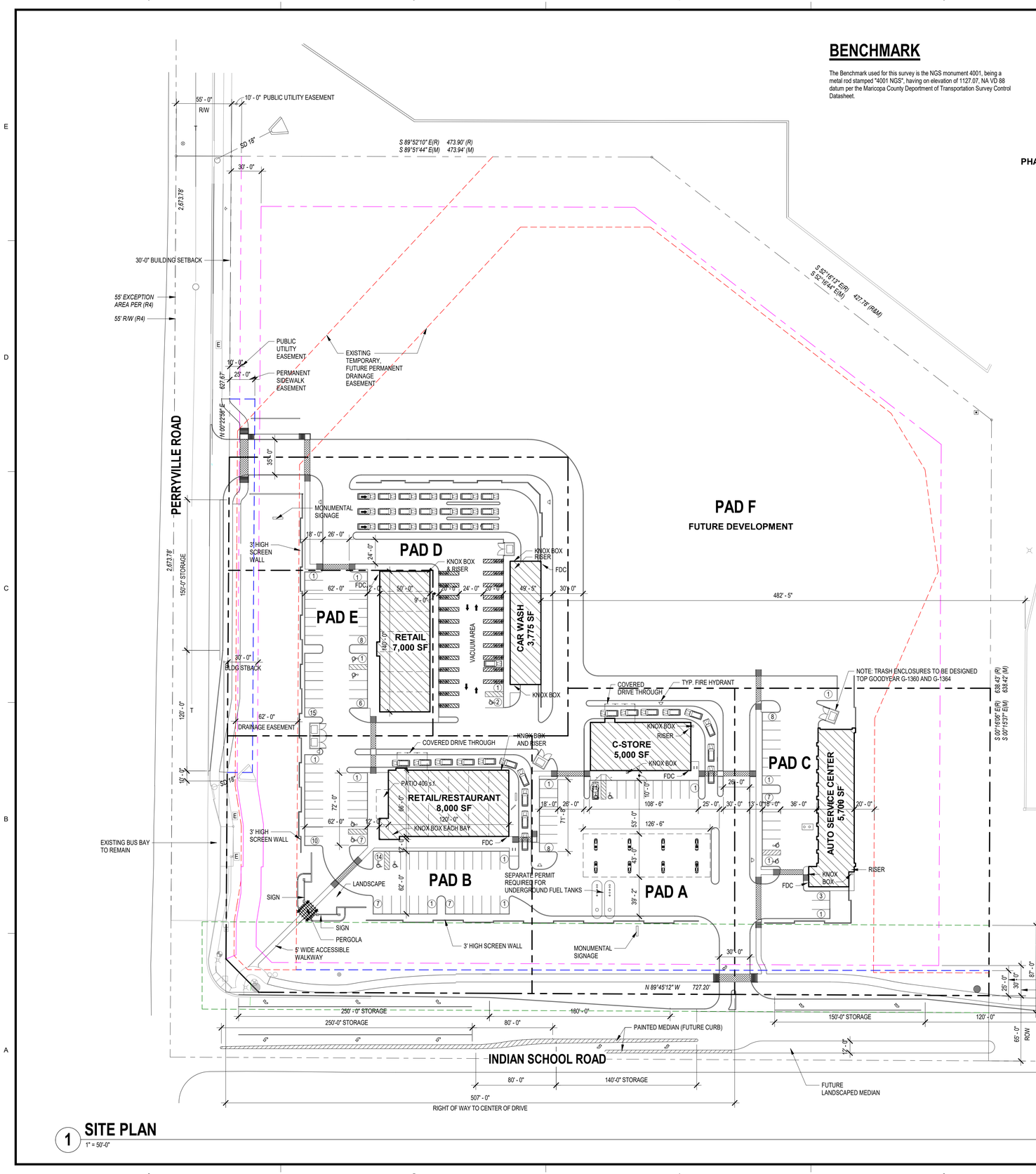
There is an existing electrical transmission line along Indian School Road with an existing 87-foot-wide easement. The site is also bisected with a drainage easement which runs from the southwest corner to the north, then east along the north property line and then back south along the eastern property line. This drainage way will generally remain intact with only one access drive to Perryville Road interrupting it along the west side of the site.

Landscaping will be provided along the perimeter of the property along with internal to the site. Screen walls will be provided along the parking areas and fueling canopy along the street frontages, and at retail / restaurant parking.

A Pedestrian connection is provided to both Indian School Road and Perryville Road along with internal pedestrian pathways to traverse between parking aisles and building throughout the development.

A temporary drainage easement at the west and northwest portion of the site will be dedicated as a permanent easement.

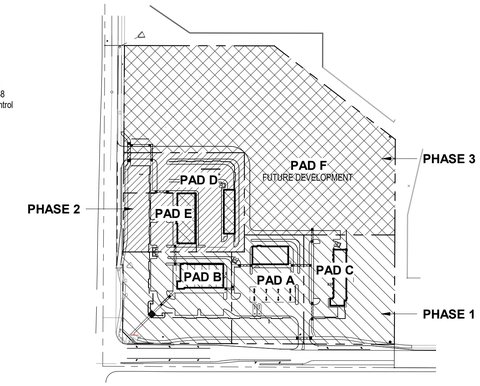
5055 E WASHINGTON ST. SUITE 200 PHOENIX AZ, 85034
PHONE (602) 222-4266 • FAX (602) 279-4305



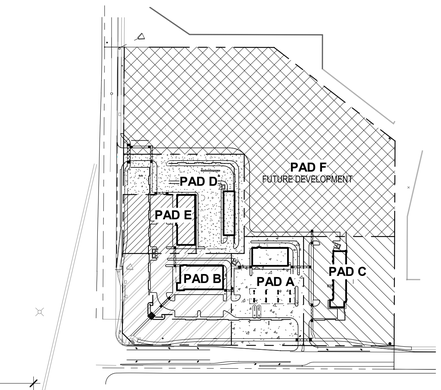
1 SITE PLAN
1" = 50'-0"

BENCHMARK

The Benchmark used for this survey is the NGS monument 4001, being a metal rod stamped "4001 NGS", having on elevation of 1127.07, NA VD 88 datum per the Maricopa County Deportment of Transportation Survey Control Datasheet.

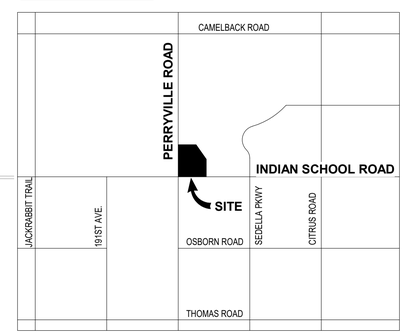


2 PHASING PLAN
1" = 200'-0"



3 AREA PLAN
1" = 200'-0"

VICINITY MAP



LEGAL DESCRIPTION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 2 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

PROJECT DATA - SITE

PROJECT ADDRESS:	NEC INDIAN SCHOOL ROAD & PERRYVILLE ROAD GOODYEAR, ARIZONA
PROJECT OWNER:	MGN1LLC 7220 HAYNE BLVD. LLC 5201 N. CLAIRBORNE AVE NEW ORLEANS, LA 70117 MAAN GHAZOOL MGHAZOOL@GMAIL.COM
ARCHITECT:	ARCHICON ARCHITECTURE AND INTERIORS, LC 5055 E WASHINGTON ST, SUITE 200 PHOENIX, AZ 85034 MITCHELL MASTRIN, R.A. 602.222.4266 MITCHELLM@ARCHICON.COM
APN#:	502-30-004S
ZONING :	PAD (C-2 UNDERLAY)
LOT AREA:	587,533 SF (13.5 ACRES)
MAX LOT COVERAGE:	50%
MAX. BLDG. HEIGHT:	56 FEET

LOT SIZE:

PAD A (C-STORE):	59,815 SF (1.37 ACRES)
PAD B (RETAIL/RESTAURANT):	77,358 SF (1.78 ACRES)
PAC C (AUTO SERVICE CTR):	77,928 SF (1.79 ACRES)
PAD D (CAR WASH):	60,032 SF (1.38 ACRES)
PAD E (RETAIL):	33,730 SF (0.77 ACRES)
PAD E (FUTURE):	278,691 SF (6.40 ACRES)

SETBACKS:
(BASED ON 20' BLDG. HEIGHT)

FRONT:	30' BUILDING SETBACK
SIDE (STREET):	30' BUILDING SETBACK
SIDE (RESIDENCE):	50' BUILDING SETBACK
REAR (RESIDENCE):	50' BUILDING SETBACK

PARKING CALCULATIONS:

PAD A (C-STORE):	1 SPACE / 300 S.F. (5,000 / 300)
REQUIRED / PROVIDED	17 / 19
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2
PAD B (RETAIL/RESTAURANT):	1 SPACE / 50 S.F., PUBLIC @60% (1,300 X .6/50)
	1 SPACE / 150 S.F., KITCHEN @40% (1,300 X .4/150)
	1 SPACE / 150 S.F., PATIO (450/150)
	1 SPACE / 300 S.F., RETAIL (7,800 / 300)
REQUIRED / PROVIDED	45 / 45
H.C.REQUIRED / PROVIDED	2 / 4
BICYCLE REQ'D. / PROVIDED	2 / 4
PAD C (AUTO CENTER):	1 SPACE / 300 S.F. (5,700 / 300)
REQUIRED / PROVIDED	19 / 19
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2
PAD D (CAR WASH):	2 REQUIRED
REQUIRED / PROVIDED	2 / 2
H.C. REQUIRED / PROVIDED	1 / 1
BICYCLE REQ'D. / PROVIDED	1 / 1
PAD E (RETAIL):	1 SPACE / 300 S.F. (7,000 / 300)
REQUIRED / PROVIDED	24 / 29
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2

BUILDING CALCULATIONS:
PAD A BLDG. 5,000 S.F. 11.9% COVERAGE
PAD B BLDG. 7,800 S.F. 9.9% COVERAGE
PAD C BLDG. 6,890 S.F. 14.1% COVERAGE
PAD D BLDG. 3,775 S.F. 8.9% COVERAGE
PAD E BLDG. 7,000 S.F. 4.8% COVERAGE

SITE PLAN NOTES

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 MOWED 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.
   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.

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www.ARCHICON.COM

SEDELLA RETAIL DEVELOPMENT
N.E. CORNER OF INDIAN SCHOOL AND PERRYVILLE ROAD
GOODYEAR, ARIZONA

PROJECT NO:	1937010-01
PROJECT MANAGER:	MDM
DRAWN BY:	MDM
CHECKED BY:	JP

NO.	REVISION	DATE

SHEET DESCRIPTION
SITE PLAN

REGISTERED ARCHITECT
CERTIFICATE NO. 23515
JERE W. PLANCK
DATE SIGNED 09/05/2023
ARIZONA U.S.A.

SHEET NO.
DP-00

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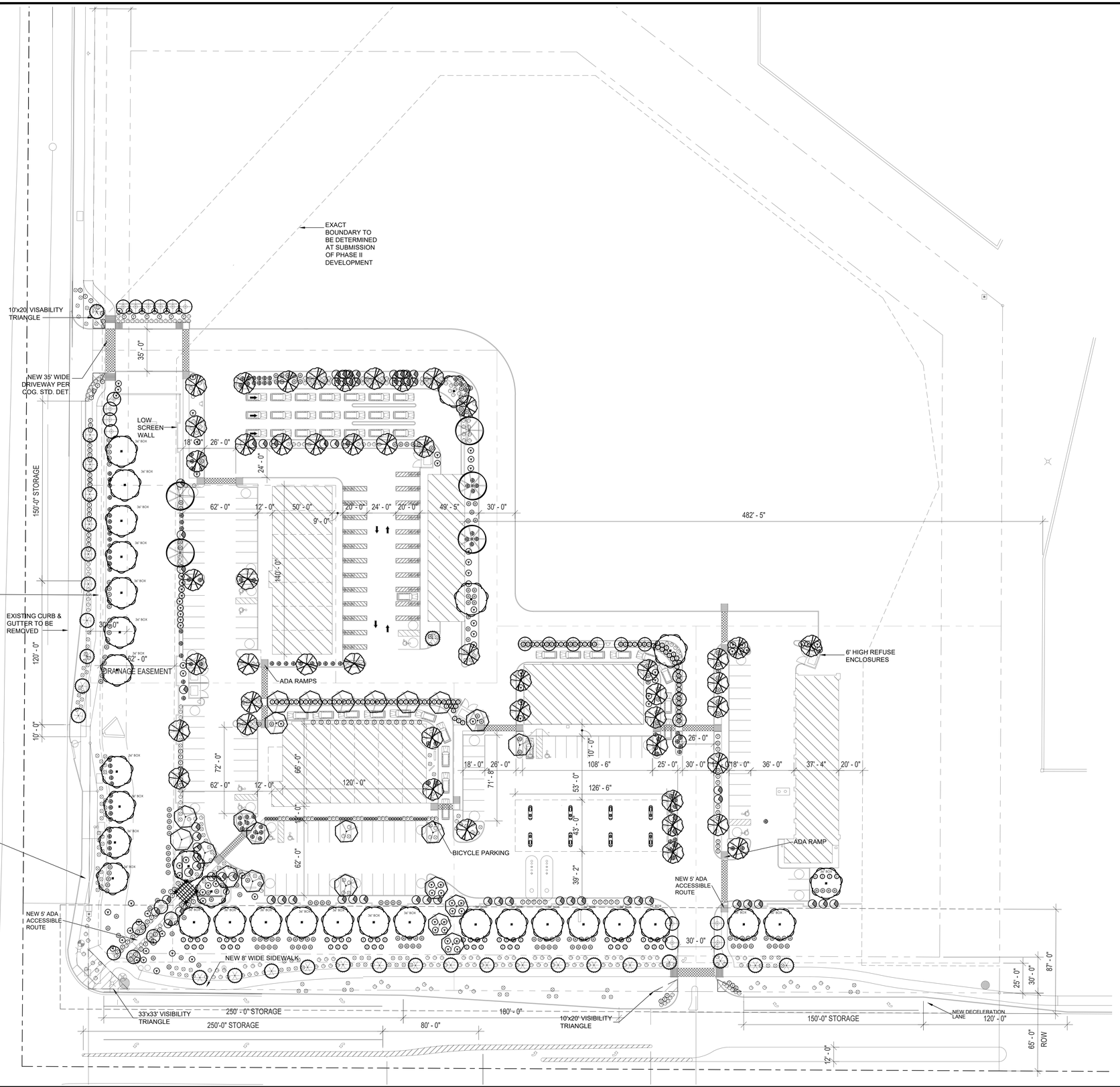

*SPECIES, QUANTITIES, AND SIZES ARE SUBJECT TO CHANGE BEFORE FINAL LANDSCAPE PLA

PLANT MATERIALS LEGEND

SYM.	PLANT NAME	SIZE	QTY	REMARK
TREES				
	Acacia aneura Mulga Acacia	15 GAL. HT:4'-0", W:1'-2" CAL:0.5"-0.75"	29	
	Parkinsonia floridum Blue Palo Verde	15 GAL. HT:3'-4", W: 2'-3"	23	MULTI-TRUNK
	Pistacia x Red Push Red Push	24" BOX HT:7'-9", W: 2.5'-3.5" CAL. 1"-1.5"	5	
		36" BOX HT:9'-11", W: 4'-5" CAL. 1.75"-2.25"	27	
	Prosopis velutina Native Mesquite	15 GAL. HT:4'-0", W: 2'-3"	5	MULTI-TRUNK
	Quercus virginiana Southern Live Oak	24" BOX HT:7'-9", W: 3'-4" CAL. 1"-1.5"	48	
	Cordia Boissieri Texas Olive	36" BOX HT:8'-10", W: 6'-8" CAL. 2"-2.5"	30	
SHRUBS				
	Leucophyllum frutescens 'Green Cloud' Texas Ranger	5 GAL.	156	
	Ruellia brittoniana 'Katie' Compact Ruellia	5 GAL.	35	
	Russelia equisetiformis Coral Plant	5 GAL.	98	
	Tecoma stans Yellow Bells	5 GAL.	68	
GROUNDCOVERS				
	Convolvulus cneorum Bush Morning Glory	5 GAL.	21	
	Lantana montevidensis Purple Trailing Lantana	5 GAL.	162	
	Lantana hybrid New Gold	5 GAL.	294	
ACCENTS/CACTUS				
	Hesperaloe parviflora Red Yucca	5 GAL.	116	
	Hesperaloe parviflora-yellow Yellow Hesperaloe	5 GAL.	204	
	Bouteloua gracilis Blue Grama Grass	5 GAL.	115	

INERTS

SYM.	DESCRIPTION
	SIZE:1/2" SCREENED @ 2" THICK 84,130 S.F. *EXCLUDING EXISTING BASIN COLOR: TO MATCH EXISTING SEDELLA BASIN ROCK COLOR

GENERAL NOTES/MISCELLANEOUS

1. ALL PLANTS SHALL be WATERED with AUTOMATIC DRIP IRRIGATION SYSTEM.
2. ALL LANDSCAPE AREAS EXCLUDING TURF to be COVERED with TOPDRESSING.
3. LANDSCAPE ARCHITECT to APPROVE FINAL GRADING. PLANTING SHALL NOT OCCUR until FINAL GRADING is APPROVED.
4. ALL SHRUBS to be PLANTED 3'-0" MIN. AWAY from EXISTING or FUTURE WALLS.
5. ALL TREES to be PLANTED 5'-0" MIN. AWAY from EXISTING or FUTURE WALLS.
6. WHERE POSSIBLE, ALL TREES & SHRUBS to be PLANTED 2'-0" MIN. AWAY from WALKS and CURBS.
7. QUANTITIES FOR TOPDRESSING ALONG WITH PLANT SIZES, SPECIES AND LOCATIONS ARE PRELIMINARY AND MAY VARY. THEY WILL BE FINALIZED AT THE TIME OF THE LANDSCAPE CONSTRUCTION DOCUMENT SUBMITTAL AND WILL BE PER THE CITY OF GOODYEAR APPLICABLE GUIDELINES AND STANDARDS.

Call at least two full working days before you begin excavation.
ARIZONA 811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)
in Maricopa County: (602) 263-1100

Landscape Architecture
Land Planning
Urban Design
phone 480.949.7127
fax 480.949.2655
tneill@neillandyoung.com
3295 north drinkwater blvd
suite 12
scottsdale, arizona 85251
neill + young associates, llc

Registered Landscape Architect
CERTIFICATE NO.
JAMES D. NEILL
Date
Not for Construction
ARIZONA, U.S.A.
EXPIRES 09/30/2024

Preliminary Landscape Plan
SEDELLA RETAIL DEVELOPMENT
N.E.C. of INDIAN SCHOOL RD. & PERRYVILLE RD.
Goodyear, Arizona

DATE:	10.11.23
JOB NO:	
DRAWN BY:	NYA
DESIGNED BY:	NYA
SCALE:	

REVISIONS: DATE:

SUBMITTED FOR:

Preliminary Landscape Plan

SHEET NO.

L01

1 OF 1

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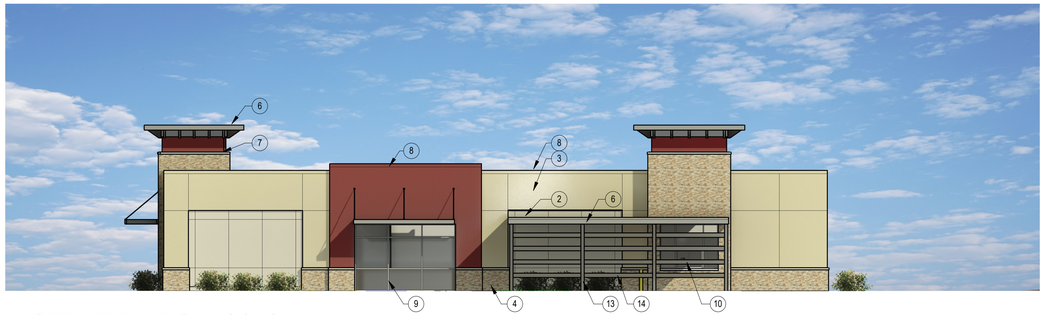
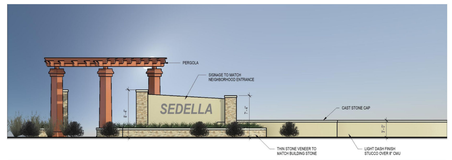


2 NORTH ELEVATION - COLOR
3/32" = 1'-0"

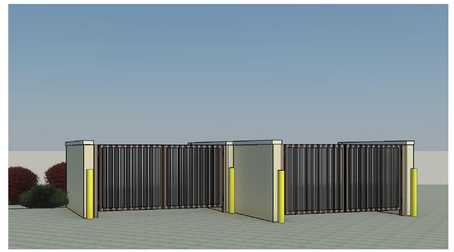
1 SOUTH ELEVATION - C-STORE COLOR
3/32" = 1'-0"

3 WEST ELEVATION - C-STORE COLOR
1/8" = 1'-0"

4 EAST ELEVATION - C-STORE COLOR
1/8" = 1'-0"



ENTRANCE SIGNAGE AND PERGOLA



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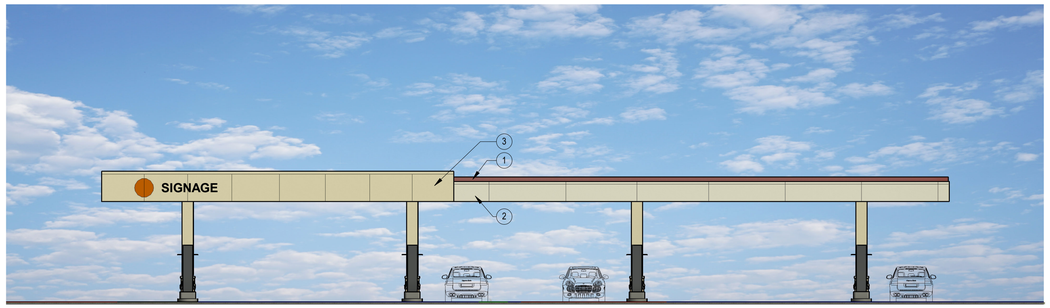
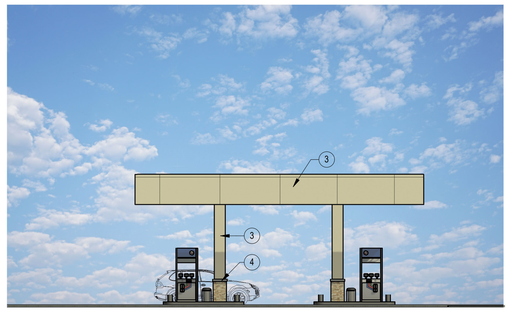
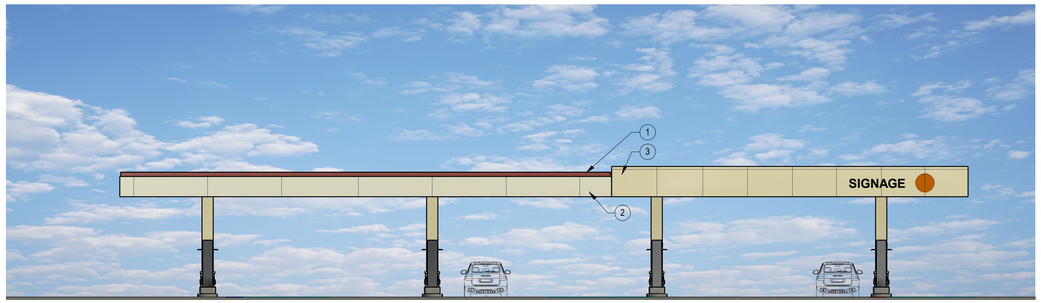


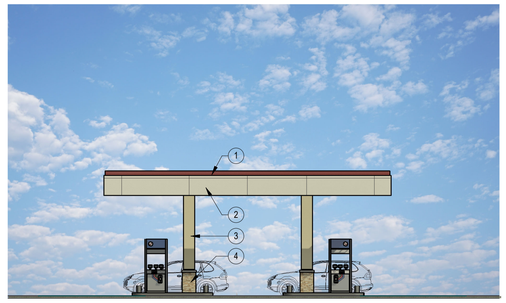
5 SOUTH ELEVATION - GAS CANOPY
3/32" = 1'-0"



6 WEST ELEVATION - GAS CANOPY
3/32" = 1'-0"



7 NORTH ELEVATION - GAS CANOPY
3/32" = 1'-0"



8 EAST ELEVATION - GAS CANOPY
3/32" = 1'-0"

KEYED NOTES

1 STUCCO OVER 4" INSULATION, WEATHER BARRIER, AND 8" CMU, PAINT P3
2 STUCCO OVER 1" INSULATION, WEATHER BARRIER,AND 8" CMU, PAINT P2
3 STUCCO OVER 4" INSULATION, WEATHER BARRIER AND 8" CMU, PAINT P1
4 STONE VENEER OVER WEATHER BARRIER AND 8" CMU
5 METAL CANOPY WITH 3/4" THREADED ROD AND CLEVIS, PAINT P4
6 METAL FASCIA, PAINT P4
7 CAST STONE SILL
8 METAL COPING, PAINT TO MATCH STUCCO
9 CLEAR ANODIZED ALUMINUM STOREFRONT FRAMING AND GLAZING
10 DRIVE-THRU WINDOW
11 CAST STONE BASE
12 CLEAR ANODIZED ALUMINUM FULL GLASS DOOR
13 PAINTED STEEL 6 X 6 COLUMN, PAINT P4
14 PAINTED STEEL 8 X 4 BEAM, PAINT P4

MATERIAL COLOR LEGEND

S1 ELDORADO STONE, THIN VENEER, RUSTIC LEDGE, CLEARWATER

P-1 SHERWIN WILLIAMS SW 6399, CHAMOMILE

P2 SHERWIN WILLIAMS SW 7005, PURE WHITE

P3 SHERWIN WILLIAMS, SW 7599, BRICK PAVER

P4 SHERWIN WILLIAMS, SW 7622, HOMBURG GRAY

AL1 CLEAR ANODIZED ALUMINUM

S2 CAST STONE SILL, WHITESTONE BY CONTINENTAL CAST STONE

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SEDELLA RETAIL DEVELOPMENT
N.E. CORNER OF INDIAN SCHOOL AND PERRYVILLE ROAD
GOODYEAR, ARIZONA

PROJECT NO:	1937010-01
PROJECT MANAGER:	JOHN D
DRAWN BY:	JOHN D
CHECKED BY:	ARCHICON

NO.	REVISION	DATE

SHEET DESCRIPTION

COLOR ELEVATIONS - C-STORE AND CANOPY

SHEET NO.

PA-2.2

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K:\1937010-01 - Cholecki, Sam - Perryville & Indian School\Architecture\Sedella Site Plan.rvt
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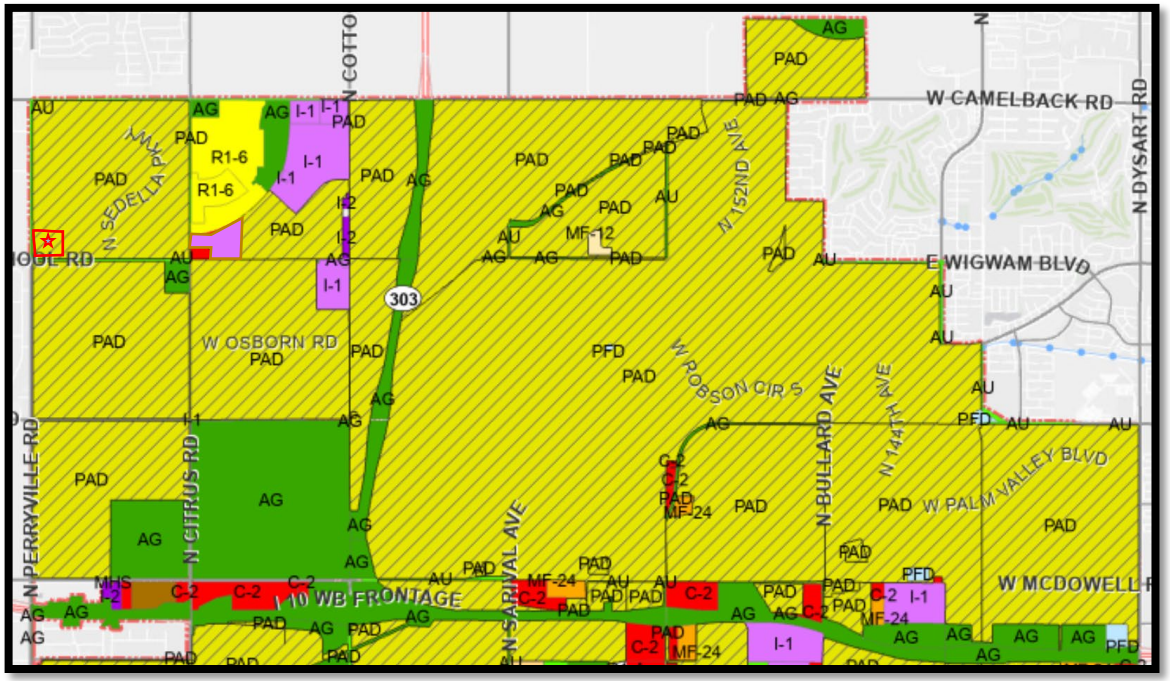
Sedella Commercial Use Permits

City Council Meeting
December 18, 2023

Location

NORTH GOODYEAR

- Sedella Master Plan
  - Northeast corner of Perryville and Indian School Roads
  - Overall site is 13.48 acres
  - Currently zoned PAD
    - Underlying Commercial



Specific Location

ZOOMED IN

- NEC of Perryville and Indian School Roads
  - North
    - Commercial vacant, drainage and residential
  - South
    - Indian School and vacant State Trust Land
  - East
    - Commercial vacant, drainage and residential
  - West
    - Perryville and County Residential under development (Buckeye Mun. Planning Area)

Zoning History

2005

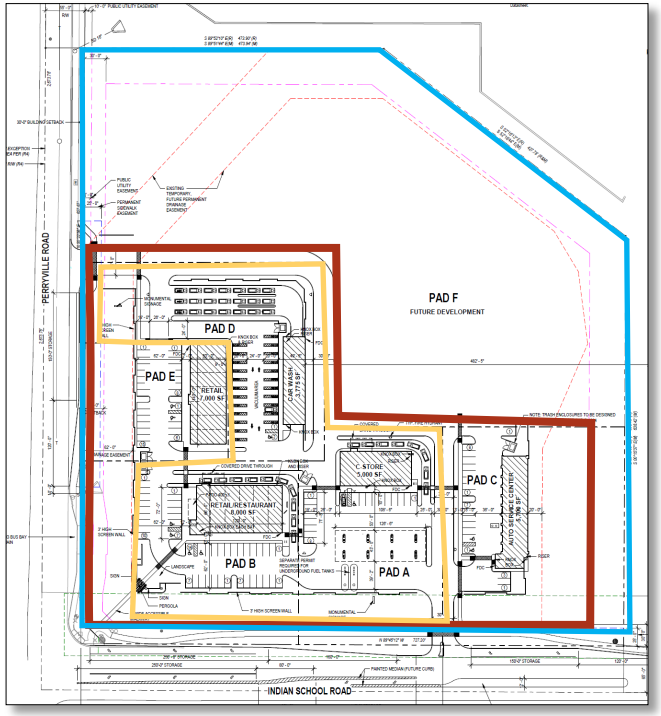
Proposal

SEDELLA COMMERCIAL

- Use Permits
  - Convenience Store with Drive-Through(Case # 22-300-00003)
    - 1.37 acres
  - Car Wash (Case #22-300-0004)
    - 1.38 acres
  - Retail/Restaurant and Drive-Through (Case #23-300-00003)
    - 1.78 acres

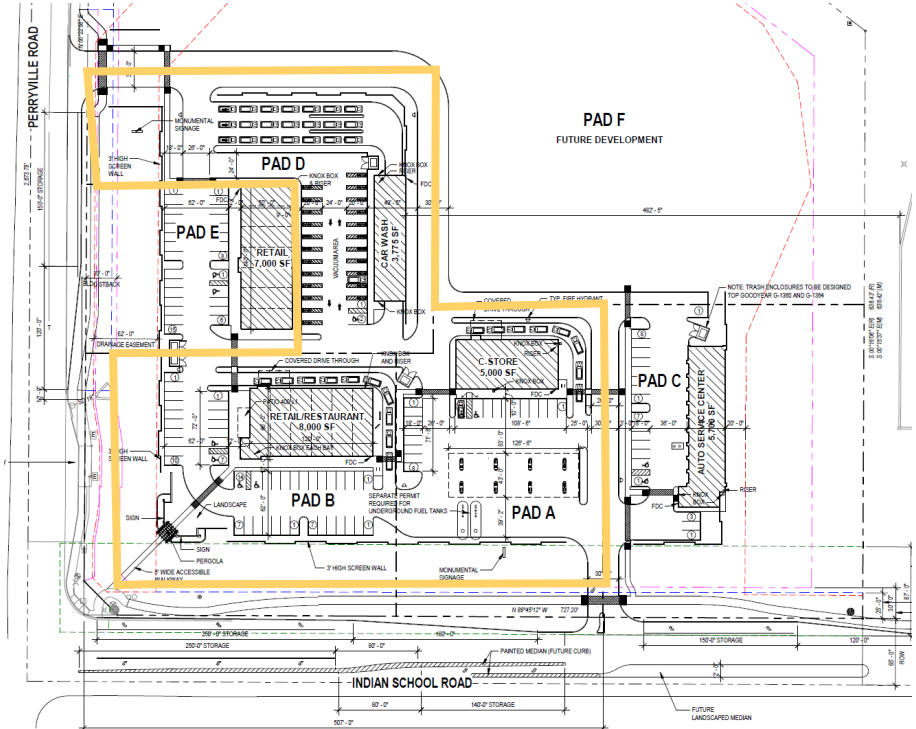
Proposed Site Plan

OVERALL SITE



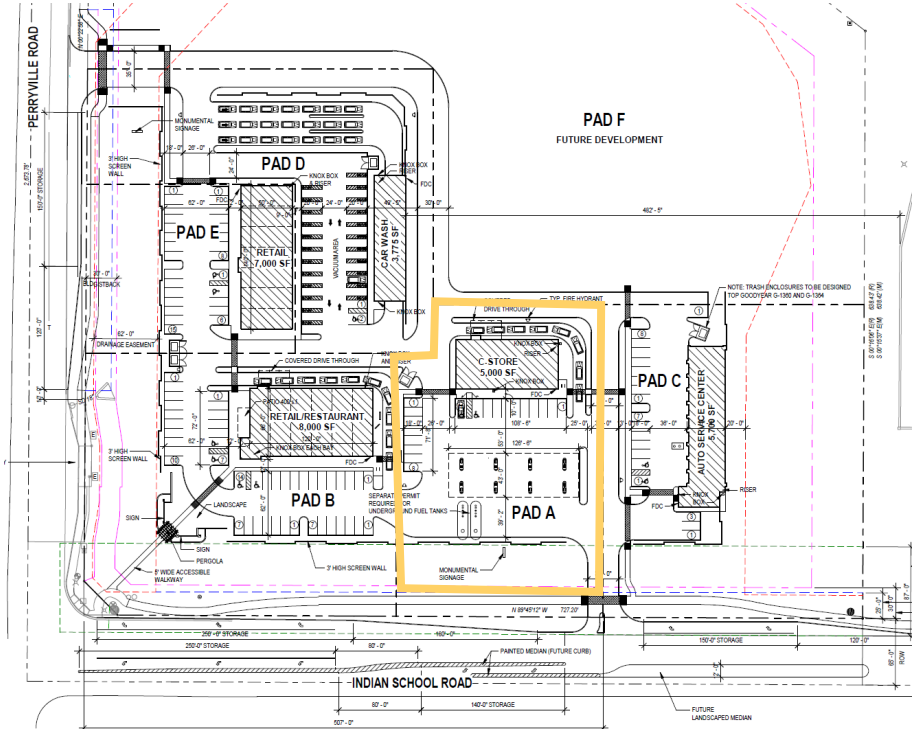
Proposed Site Plan

SOUTHERN PORTION OF THE SITE



Proposed Site Plan

CONVENIENCE STORE WITH DRIVE-THROUGH



2 NORTH ELEVATION - COLOR
3/32" = 1'-0"

3 WEST ELEVATION - C-STORE COLOR
1/8" = 1'-0"

1 SOUTH ELEVATION - C-STORE COLOR
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4 EAST ELEVATION - C-STORE COLOR
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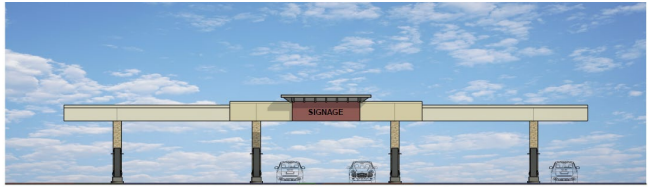
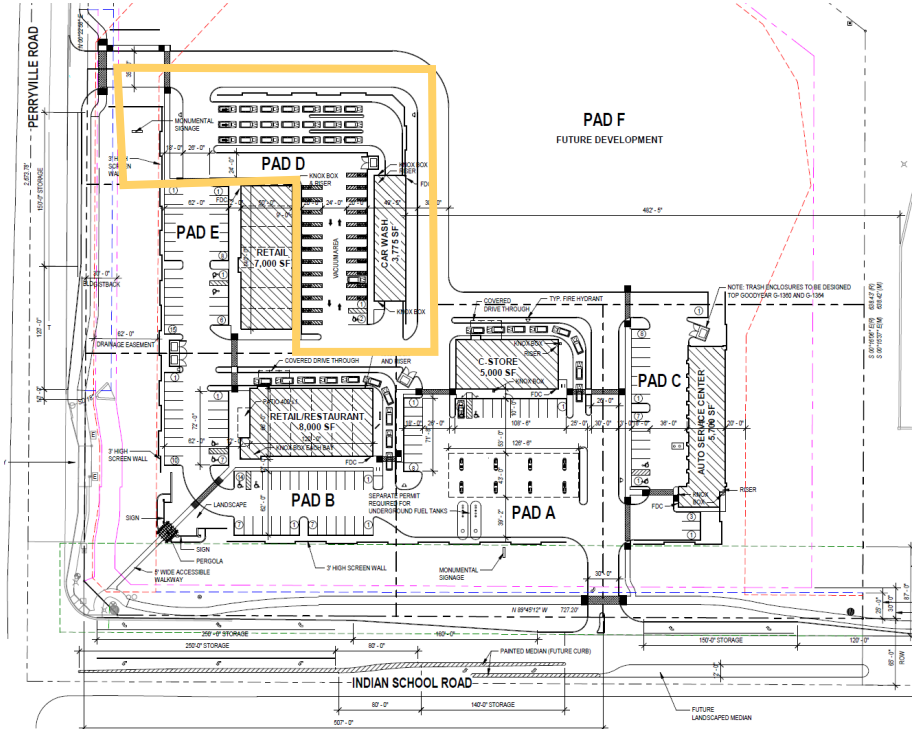


5 SOUTH ELEVATION - GAS CANOPY
3/32" = 1'-0"

Proposed Site Plan

CAR WASH



1 WEST ELEVATION - COLOR

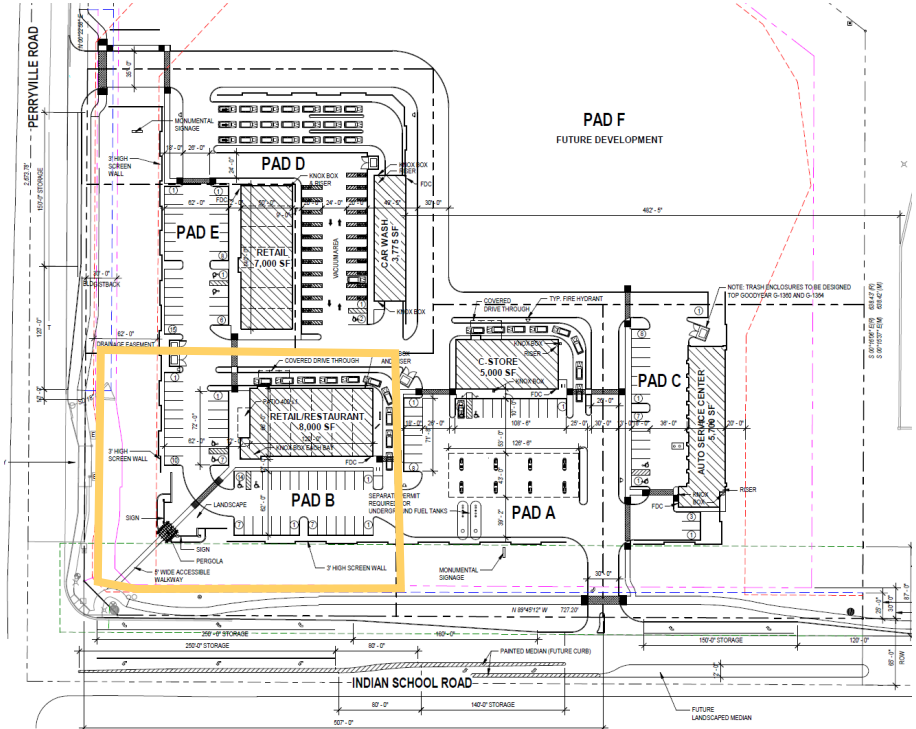
2 EAST ELEVATION - COLOR

3 SOUTH ELEVATION - COLOR

4 NORTH ELEVATION - COLOR

Proposed Site Plan

RETAIL BUILDING WITH DRIVE-THROUGH



1 SOUTH ELEVATION - RETAIL COLOR

3 EAST ELEVATION - RETAIL COLOR

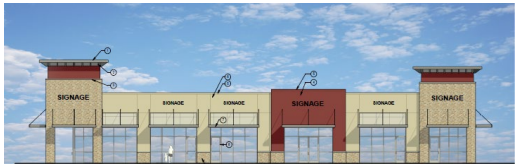
2 WEST ELEVATION - RETAIL COLOR

4 NORTH ELEVATION RETAIL COLOR

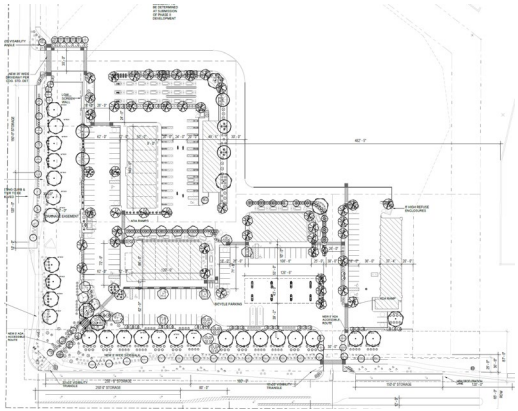
Recommendation

APPROVE SUBJECT TO STIPULATIONS

- Neighborhood Meeting(s) and Planning and Zoning Hearing
- Recommend Approval of Use Permits:
  - Convenience Store with Drive-Through
    - Subject to Stipulations
  - Car Wash
    - Subject to Stipulations
  - Retail/Restaurant and Drive-Through
    - Subject to Stipulations



ENTRANCE SIGNAGE AND PERGOLA



CITY OF
Goodyear

ITEM #: 10.
DATE: 12/18/2023
AI #:1793

CITY COUNCIL ACTION REPORT

SUBJECT: SEDELLA COMMERCIAL CAR WASH USE PERMIT

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

---

SUMMARY

A Public Hearing to Approve a Use Permit for a car wash on an approximately 1.38-acre property zoned Planned Area Development (PAD) with an underlying zoning of (Community) Commercial located at the northeast corner of Perryville Road and Indian School Road.

STRATEGIC PLAN ALIGNMENT

RECOMMENDATION

Approve the request for a Use Permit for a Car Wash on an approximate 1.38 acres identified as PAD D in the Preliminary Site Plan (the "Car Wash Use Permit Site") subject to stipulations. (Christian M. Williams, AICP, Principal Planner)

STIPULATIONS

1. The Preliminary Site Plan attached hereto has not been approved, and development on the Car Wash Use Permit Site will be subject to site plan review and administrative 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. Notwithstanding the foregoing, the Car Wash Use Permit Site shall be developed in substantial conformance with the Preliminary Site Plan attached hereto, and an amendment to the Use Permit shall be required if the property owner/developer wants to reconfigure the site and the Zoning Administrator or his/her designee determines the proposed site plan is not in substantial conformance with the Preliminary Site Plan attached hereto; and and,
2. The conceptual building elevations for the car wash are not approved and will be approved during the site plan process. The building elevations for the car wash shall include masonry, stone and metal materials and the building elevations and architectural finishes and colors for the car wash shall be cohesive with the other structures being developed within the Sedella Commercial Center. Four-sided architecture shall be

included on all buildings and the designs and architecture shall blend with and compliment the "Old World" Spanish Charm as has been established through the Sedella Planned Area Development. The buildings on the Car Wash Use Permit Site shall l have a minimum of two colors painted on the base of the building.

3. Queued vehicles shall not obstruct designated fire lanes or public streets. Any observed obstruction of designated fire lane or public streets 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; and,
4. The noise generated from the operation of the car wash subject to this use permit shall not exceed 74.1dB as measured at the north or south property line of the Car Wash Use Permit Site. Prior to obtaining a Certificate of Occupancy, Owner shall have a noise test performed by a qualified professional and the results of the test shall demonstrate that the noise generated by the operation of the car wash developed pursuant to this use permit does not exceed 74.1 dB as measured at the property line of the Car Wash Use Permit Site. The owner of the Car Wash Use Permit Site or the operator of the car wash shall make all modifications to its equipment and/or to the site as needed to ensure that the noise generated from the operation of the car wash does not exceed 74.1dB as measured at the property line of the Car Wash Use Permit Site. The failure to comply with the requirements set forth herein can result in the termination of this use permit; and,
5. The hours of operation for the car wash shall be limited from 7:00 a.m. to 8:00 p.m.
6. All roof top units shall be shielded by parapet walls and parapet walls shall be designed and constructed in a manner to appear as a solid, three-dimensional form rather than a veneer; and,
7. All ground mounted mechanical equipment shall be shielded in compliance with the approved landscaping plans; and,
8. All signage requires separate review and approval by the Development Services Department, and building permits must be obtained from the City prior to the installation of any signage; and,
9. All decorative pavers and crossings shall be constructed of pavers, colored concrete, or stamped concrete (not stamped asphalt); and,
10. All sidewalks, internal to the site, which connect to decorative pavers or a similar material, shall be ramped or sloped so pedestrians, strollers, bikes, etc. may cross the path; and,
11. No fencing or monumentation signage greater than 3-feet tall shall be placed within the site visibility triangle shown on the site plan; and,
12. 1The Property shall be developed in substantial conformance with the Preliminary Landscape Plan attached hereto, unless the Development Services Director or designee has determined that alternative proposed landscaping provides an equal or greater level of quality and functionality as the landscaping reflected in the Preliminary Landscape Plan attached hereto; and
13. The Sedella pergola and corner entry feature located at the northeast corner of Perryville Road and Indian School Road as reflected in the attached Preliminary Site Plan and/or Preliminary Landscape Plans shall be constructed prior to the issuance of a Certificate of

Occupancy for the carwash being permitted herein and shall contain a minimum of two shaded benches. These amenities shall count towards the required 1% of gross site area usable as pedestrian oriented open space; and,

14. The Car Wash Use Permit Site is located within Lighting Zone 2. The City's lighting standards may be found in Article 10 of the Zoning Ordinance when preparing lighting plans for the project except as modified by Ordinance No. 2005-0946, which states the following:
    a. The Developer of any commercial parcel shall minimize the amount of light "spillage" or trespass into abutting residential neighborhoods and general light pollution. The maintained average luminance over the entire parking lot shall be no greater than 3.3 foot candles. Building mounted lighting shall include "house-sideshields" and cutoffs to reduce hot spots. Light trespass shall not exceed .8 vertical foot candles at all residential property lines and will be measured at six feet (6') above grade, with the light meter aimed at 90 degrees above nadir and perpendicular to the site. Light poles adjacent to residential lots shall be a maximum of 18 feet, including concrete base(s); and
15. Prior to the issuance of a building permit on the Car Wash Use Permit Site, a final photometric plan that identifies how light source will be placed and used to minimize light trespass into the nearby residential neighborhoods shall be submitted and shall be approved by Development Services Director or his designee up a determination that the placement of light sources complies with the requirements set forth above.

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 Car Wash Use Permit Site consists of approximately 1.38 acres and is located within a larger 13.48-acre planned commercial center, generally located at the northeast corner of Perryville Road and Indian School Road.

The Car Wash Use Permit Site was zoned Final Planned Area Development with Ordinance No. 2005-0946 which zoned the larger Sedella development into residential and commercial mixed-use master plan community. The whole of Sedella is 638 acres and contains two commercially zoned corners which total approximately 31.75 acres.

STAFF ANALYSIS

Current Policy:

A Car Wash (Hand or Automatic) is a Use Permit use in the General Commercial (C-2) which is equivalent to the Sedella (Community) Commercial Zoning District as well as within the Sedella Final Planned Area Development and is subject to the provisions of Article IV for Convenience Uses, which includes self-service or automatic car washes. Convenience uses are also subject to the provisions of Article 4-2 (Uses Requiring

Additional Evaluation) of the Zoning Ordinance, which requires additional evaluation regarding the appropriate location and conditions of the use or operation. The Use Permit request is to be reviewed by the Planning and Zoning Commission and approved by the City Council.

Section 1-3-2 (Use Permits) of the Zoning Ordinance provides that the Planning and Zoning Commission and City Council must determine that the proposed use meets the following two 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 Car Wash Use Permit Site, to the neighborhood, or to the public welfare; and,
2. The proposed use is reasonably compatible with uses permitted in the surrounding area.

Section 4-2-2 (Convenience Uses) of the Zoning Ordinance requires evaluation of the following additional 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 proper access and internal circulation.
2. Compatibility of proposed hours of operation with adjacent residential areas (hours of operation to be indicated in narrative).
3. Required traffic and access mitigation measures, if any which may include:
    a. Additional right-of-way.
    b. Off-site traffic mitigation measures.
    c. Restriction of some traffic movements through signs or other measures.
    d. Segregation of queuing lanes, vehicle access and pedestrian circulation areas.
    e. Cross-access easements.
    f. Driveway locations
4. Other concerns which may place the advisability of the proposed convenience use in question.

Surrounding Properties:

- North – Vacant Commercial lands within Sedella and Sedella residential;
- South – Vacant Commercial lands within Sedella that is to be developed as a retail/restaurant with a drive-through pursuant to a use permit being heard concurrently with this use permit; Indian School Road and south of Indian School Road vacant agricultural lands zoned PAD;
- East – Vacant Commercial lands within Sedella, regional drainage and Sedella residential;
- West – Vacant Commercial lands within Sedella intended to be developed as a retail use, Perryville Road, and west of Perryville Road, Commercial lands within Sedella and County land under development for Fulton Homes;

Details of the Request:

An express car wash is proposed within Car Wash Use Permit Site at the northeast corner of Perryville Road and Indian School Road, within the undeveloped southwestern-most Sedella Commercial parcel. The Car Wash Use Permit Site consists of 1.38 acres within the larger 13.48-acre parcel. The original Sedella Final Planned Area Development envisioned an array of commercial uses, on this site, including a car wash as a Use Permitted use.

The proposed site contains an automated car wash and 24 self-service vacuum stations/parking spaces. Customers remain in their vehicles through the pay and wash process and have the option of self-vacuuming their vehicles prior to or after the tunnel wash. After exiting the car wash tunnel, customers may exit and enter into the vacuums area and/or proceed towards the exit drive of the commercial center. The site will also provide a bicycle rack on-site.

The proposed site includes a 3,775 square-foot car wash building. The building is oriented with the tunnel entrance and exit facing north and south parallel to Perryville Road (but more than 270 feet from the Perryville Road right-of-way) and facing Indian School Road. Zoning Ordinance, Article 3-3-6-B-7-b does not allow carwash service bays fronting onto public streets, however this building orientation is preferred to avoid creating detrimental noise impacts onto the Sedella residential neighborhood to the far north (more than 435 feet north of any homes) or the Fulton homes development to the east of the Car Wash Use Permit Site. Additionally, the tunnel is visually largely hidden by the retail buildings which shall front onto Indian School Road. The car wash entrance tunnel will be located over 284 feet away from the Indian School Road right-of-way and will have landscaping, drive-aisles, various structures and screen walls between the tunnel and the roadway.

The carwash, like other buildings being developed within the Sedella Commercial Center will include masonry, stone and metal materials. Building elevations and architectural finishes and colors will be cohesive throughout the development. Four-sided architecture shall be included on all buildings.

Building designs and architecture shall blend with and compliment the "Old World" Spanish Charm as has been established through the Sedella Planned Area Development. All buildings shall have a minimum of two colors painted on the base of the building. All buildings shall have a minimum of two colors painted on the base of the building. Final commercial design guidelines shall be submitted for review and approval by City Staff prior to the submittal of any site plan application for the commercial parcels.

The proposed building height is less than 23 feet at the tallest point which includes a decorative stone and metal tower. This is under the 56-foot maximum building height established for the C-2 (General Commercial) zoning district.

The Preliminary Site Plan was submitted concurrently with the Use Permit. A Site Plan will be approved administratively upon Use Permit approval.

Evaluation Criteria:

The Zoning Ordinance, Section 1-3-2 (Use Permits), provides that the Planning and Zoning Commission and City Council must 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.

    The Use Permit is proposed on property intended for the development of commercial uses. The proposed car wash will be approximately 418 feet from the nearest residential property in the county (across one arterial roadway) and more than 435 feet from the nearest residential property within Sedella (across a large regional drainage channel). Given the building orientation, the

Use Permit will not be materially detrimental to those persons working or shopping within the area, to the neighborhood or public welfare. Furthermore, staff is recommending a stipulation to ensure noise around the property does not exceed measurements stated on noise exhibit to protect residents and businesses.

2. The proposed use is reasonably compatible with uses permitted in the surrounding area.

The area surrounding the property intended for the Use Permit includes a mix of commercial uses, retail and office uses. The existing and proposed commercial uses within the area are of like intensity and operation to the proposed Use Permit, and should therefore be compatible. The developer intends to provide additional landscaping along both the south and western property lines. When consideration is given to the building setback, the existing and new proposed landscaping, screen walls, canopies and pergolas as well as the buildings setback from both Perryville Road and Indian School Road, the tunnel entrance there is sufficient buffering to the adjacent properties.

Luke Air Force Base:

The Car Wash Use Permit Site is located within the vicinity of a military airport. Given the location of the Car Wash Use Permit Site and the commercial nature of the proposed Use Permit, base operations will not be adversely impacted by this development.

Phoenix-Goodyear Airport:

The Car Wash Use Permit Site is not located within the Phoenix Goodyear Traffic Pattern Airspace. Additionally, given the commercial nature of the proposed Use Permit, airport operations will not be adversely impacted by this development.

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

Fire Response:

Emergency response times and distances are provided below:

Nearest Fire Station	**Shortest path**		**Nearest Goodyear Fire Station**	**Shortest path**	
	Mins	**Miles**		**Mins**	**Miles**
(Buckeye Valley) Fire Station #321	1.89	0.94	**Goodyear Fire Station #185**	8.43	4.22

Police Response:

The Car Wash Use Permit Site is located within an existing police patrol beat and the current level of service within the beat can accommodate the development of the Car Wash Use Permit Site.

Solid Waste:

Solid waste service will be provided by a private company as bulk trash containers will be utilized.

Streets/Transportation:

The Car Wash Use Permit Site will have access Perryville Road and Indian School Road.

Water/Wastewater:

The Car Wash Use Permit Site will be served by a private provider. All infrastructure necessary to serve the Car Wash Use Permit Site will be required to be installed by the property owner and/or developer.

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:

4. Adequacy of the parcel size and configuration to provide for proper access and internal circulation.

The site of the proposed car wash is a 1.38-acre portion of a commercially zoned development. The Car Wash Use Permit Site will be adjacent to one of the main driveway entrances into the larger center off of Perryville Road, and will be served by internal connections to the commercial center. The site is adequate to accommodate the proposed building, drive through lane, and required off-street parking and sufficient landscaping.

5. Compatibility of the proposed hours of operation with adjacent residential areas.

The car wash will be open daily from 7:00 AM to 8:00 PM.

The location of the facility is approximately 418 feet from the nearest residential property in the county (across one arterial roadway) and more than 435 feet from the nearest residential property within Sedella (across a large regional drainage channel). Given the proposed building orientation with the tunnel facing north to south, staff believes the proposed hours of operation are compatible with the adjacent residential area.

6. Required traffic mitigation measures, if any.

A Traffic Statement is forthcoming. Any recommendations from the statement for site improvements will be required prior to Site Plan approval.

7. Other concerns, which may place the advisability of the proposed convenience use in question.

The car wash will be required to proceed through the full Site Plan review process to ensure the development is consistent with the General Commercial (C-2) Zoning District development regulations, the approved “Old World” character of Sedella, as well as the City’s adopted Design Guidelines, development standards, codes, and ordinances.

8. General public concerns.

Public Comment and Planning and Zoning Commission Meeting:

An in-person Neighborhood Meeting was conducted for this proposal and the proposal for the convenience store with a drive-through. A Notice of the Neighborhood Meeting was sent to property owners within 500 feet of the property on September 19, 2022; signs advertising the Neighborhood Meeting were placed on the site on September 19, 2022.

The Neighborhood Meeting took place on October 4, 2022. During the meeting, some residents voiced concerns about traffic within and around Sedella, having a gas station on the site, the potential for alcohol to be distributed through a drive-through and concerns about the proximity of the commercial center to a nearby unfenced HOA park, and concerns that patrons and employees of the Conveniences Store/Drive-through would use the HOA park. Other residents voiced their support for the proposed uses.

Additional Use Permit uses were added within the overall Sedella Commercial center which facilitated a second in-person Neighborhood Meeting. Notice of the Neighborhood Meeting was sent to property owners within 500 feet of the property on September 13, 2023; signs advertising the Neighborhood Meeting were placed on the site on September 13, 2023. The Neighborhood Meeting took place on October 4, 2023. During the second neighborhood meeting, residents voiced concerns about traffic within and around Sedella, the amount of industrial in the area, the desire for high quality restaurants, and a fear that if the use permits were not approved the site could become industrial

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 December 6, 2023 appeared in the Arizona Republic Southwest Valley Edition November 17, 2023; postcards were mailed to adjoining owners on November 3, 2023; and, the sign(s) on the site were updated on November 7, 2023 to notify residents of the scheduled public hearings.

The Planning and Zoning Commission considered this item at their regular meeting on December 6, 2023. Upon the conclusion of the staff presentation, two residents from Litchfield Farms (within the Maricopa County island) expressed concerns for the three Use Permits being considered that evening and sited noise and light trespass, community safety (including the potential for alcohol sales on the premise) and traffic congestion within the greater Sedella area. At the conclusion of the Public Hearing, Commissioners voted (5-0) to forward a recommendation of approval to the City Council.

Attachments

Aerial Exhibit
Narrative
Preliminary Site Plan
Preliminary Landscape Plan
Preliminary Building Elevations
Staff Presentation

Sedella Commercial Use Permits

Aerial Exhibits

22-300-00003

22-300-00004

23-300-00003

ARCHICON ARCHITECTURE & INTERIORS, L.C.

Project Narrative
Retail Development
NEC Indian School Rd & Perryville Rd

This project consists of a new retail complex located on approximately 13.49 acres of previously undeveloped land at the Northeast Corner of Indian School Road & Perryville Road. The development will consist of two phases, Phase I is a Convenience Store/filling station, Auto Service Center, and Retail / restaurant building; Phase II, is a Car Wash and an additional retail building. Phase III is reserved for future development.

This project is part of the Sedella development and has been designated in the PAD as a commercial use parcel.

This project consists of multiple buildings which include a gas station / convenience store, car wash, retail shop, and automotive service center. Each of these is proposed to be on separate lots within the development. Parcel sizes for the Lots are as follows,

1. PAD A - Convenience Store and Gas Station, 1.37 Acres
2. PAD B - Retail / Restaurant Building, 1.78 Acres
3. PAD C - Automotive Service Center, 1.79 Acres
4. PAD D - Car Wash, 1.38 Acres
5. PAD D - Retail Building, 0.77 Acres
6. PAD F - Phase II (Future Development), 6.40 Acres

Use permits would need to be obtained for the convenience store / drive-thru, Retail / restaurant drive-thru, and the carwash. Permitted uses include retail building and automotive service center.

Development standards will comply with the standards identified in Section 3-3-6 of the Goodyear Zoning Ordinance.

Orientation of buildings have been coordinated to have strong street presence with car wash openings facing away from the street and adjacent pads and convenience store moved along setback with fuel canopy not facing the street. Retail store and Automotive center entrance will face towards parking.

Per the Zoning Ordinance Stipulation #24 - "Commercial design guidelines shall be submitted for review and approval by City Staff prior to the submittal of any site plan application for the commercial parcels." Design criteria shall employ multiple exterior field and accent materials throughout Sedella Development with masonry, stone, stucco and metal panels. Building elevations shall have coordinated architectural finishes and color design consistent throughout the development. Architectural elements are consistent on all four sides, especially the carwash and convenience store which face major streets.

5055 E WASHINGTON ST. SUITE 200 PHOENIX AZ, 85034
PHONE (602) 222-4266 • FAX (602) 279-4305

Two new access points are proposed, one along Indian School Road and one along Perryville Road. The drive off Perryville Road would be limited to right-in, right-out; the drive off Indian School will be a right-in, right-out, and a left-in. A waiver was requested and granted for a left-turn lane off east-bound Indian School Road due to the proximity to the Perryville / Indian School intersection.

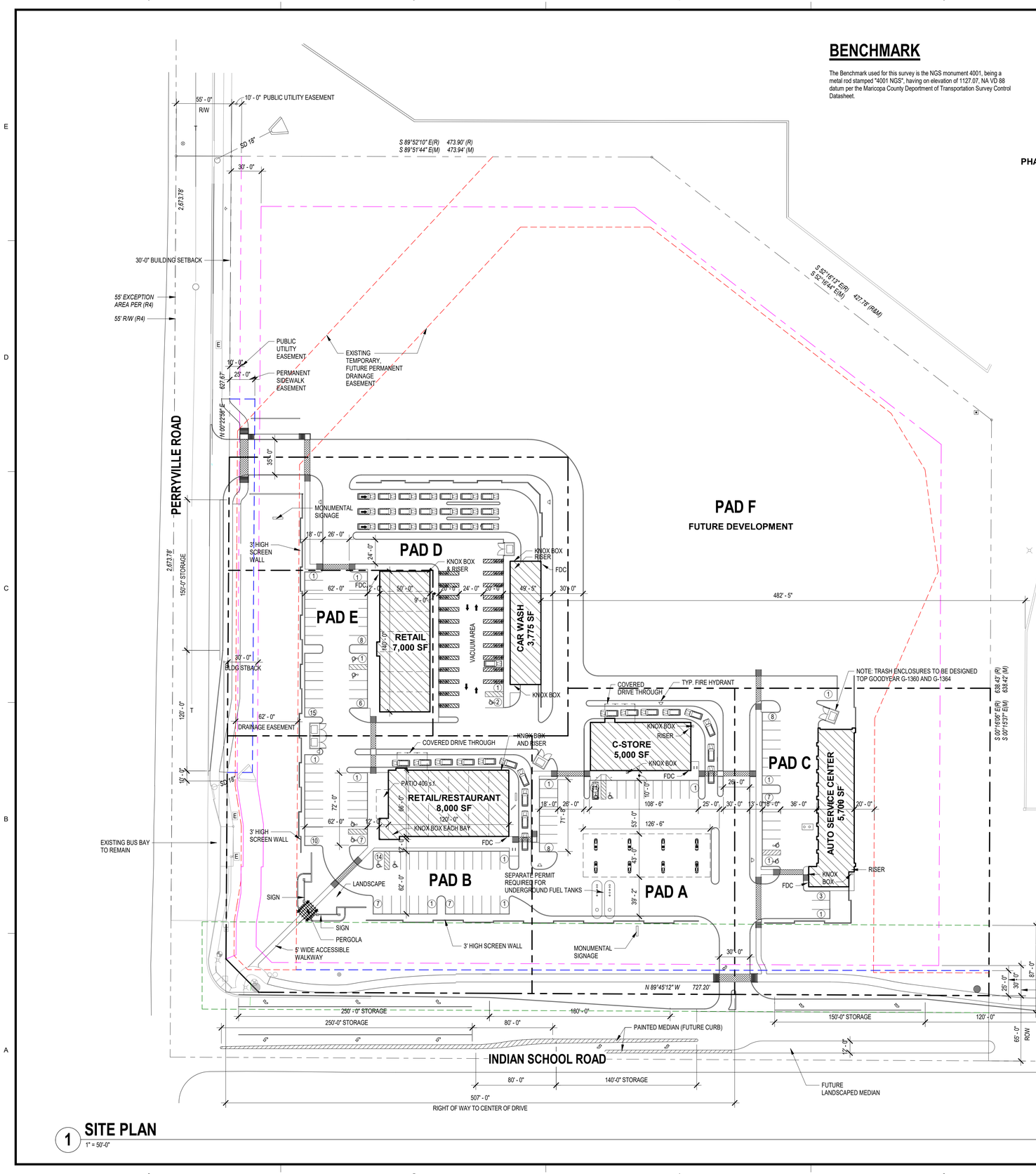
There is an existing electrical transmission line along Indian School Road with an existing 87-foot-wide easement. The site is also bisected with a drainage easement which runs from the southwest corner to the north, then east along the north property line and then back south along the eastern property line. This drainage way will generally remain intact with only one access drive to Perryville Road interrupting it along the west side of the site.

Landscaping will be provided along the perimeter of the property along with internal to the site. Screen walls will be provided along the parking areas and fueling canopy along the street frontages, and at retail / restaurant parking.

A Pedestrian connection is provided to both Indian School Road and Perryville Road along with internal pedestrian pathways to traverse between parking aisles and building throughout the development.

A temporary drainage easement at the west and northwest portion of the site will be dedicated as a permanent easement.

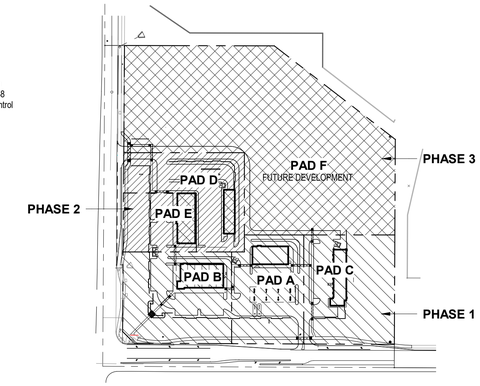
5055 E WASHINGTON ST. SUITE 200 PHOENIX AZ, 85034
PHONE (602) 222-4266 • FAX (602) 279-4305



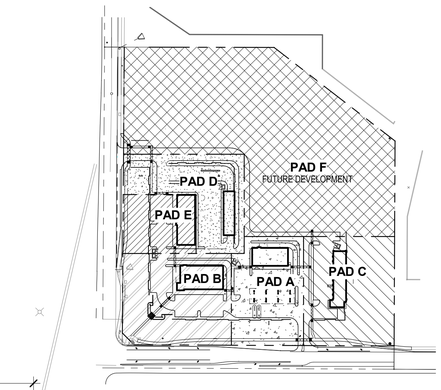
1 SITE PLAN
1" = 50'-0"

BENCHMARK

The Benchmark used for this survey is the NGS monument 4001, being a metal rod stamped "4001 NGS", having on elevation of 1127.07, NA VD 88 datum per the Maricopa County Deportment of Transportation Survey Control Datasheet.

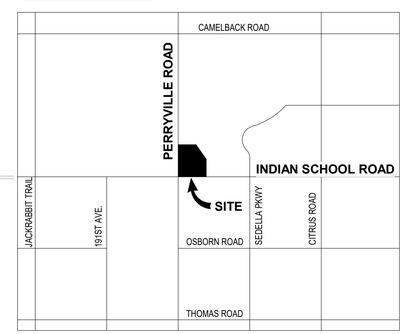


2 PHASING PLAN
1" = 200'-0"



3 AREA PLAN
1" = 200'-0"

VICINITY MAP



LEGAL DESCRIPTION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 2 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

PROJECT DATA - SITE

PROJECT ADDRESS:	NEC INDIAN SCHOOL ROAD & PERRYVILLE ROAD GOODYEAR, ARIZONA
PROJECT OWNER:	MGN1LLC 7220 HAYNE BLVD. LLC 5201 N. CLAIRBORNE AVE NEW ORLEANS, LA 70117 MAAN GHAZOOL MGHAZOOL@GMAIL.COM
ARCHITECT:	ARCHICON ARCHITECTURE AND INTERIORS, LC 5055 E WASHINGTON ST, SUITE 200 PHOENIX, AZ 85034 MITCHELL MASTRIN, R.A. 602.222.4266 MITCHELLM@ARCHICON.COM
APN#:	502-30-004S
ZONING :	PAD (C-2 UNDERLAY)
LOT AREA:	587,533 SF (13.5 ACRES)
MAX LOT COVERAGE:	50%
MAX. BLDG. HEIGHT:	56 FEET

LOT SIZE:

PAD A (C-STORE):	59,815 SF (1.37 ACRES)
PAD B (RETAIL/RESTAURANT):	77,358 SF (1.78 ACRES)
PAC C (AUTO SERVICE CTR):	77,928 SF (1.79 ACRES)
PAD D (CAR WASH):	60,032 SF (1.38 ACRES)
PAD E (RETAIL):	33,730 SF (0.77 ACRES)
PAD E (FUTURE):	278,691 SF (6.40 ACRES)

SETBACKS:
(BASED ON 20' BLDG. HEIGHT)

FRONT:	30' BUILDING SETBACK
SIDE (STREET):	30' BUILDING SETBACK
SIDE (RESIDENCE):	50' BUILDING SETBACK
REAR (RESIDENCE):	50' BUILDING SETBACK

PARKING CALCULATIONS:

PAD A (C-STORE):	1 SPACE / 300 S.F. (5,000 / 300)
REQUIRED / PROVIDED	17 / 19
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2
PAD B (RETAIL/RESTAURANT):	1 SPACE / 50 S.F., PUBLIC @60% (1,300 X .6/50)
	1 SPACE / 150 S.F., KITCHEN @40% (1,300 X .4/150)
	1 SPACE / 150 S.F., PATIO (450/150)
	1 SPACE / 300 S.F., RETAIL (7,800 / 300)
REQUIRED / PROVIDED	45 / 45
H.C.REQUIRED / PROVIDED	2 / 4
BICYCLE REQ'D. / PROVIDED	2 / 4
PAD C (AUTO CENTER):	1 SPACE / 300 S.F. (5,700 / 300)
REQUIRED / PROVIDED	19 / 19
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2
PAD D (CAR WASH):	2 REQUIRED
REQUIRED / PROVIDED	2 / 2
H.C. REQUIRED / PROVIDED	1 / 1
BICYCLE REQ'D. / PROVIDED	1 / 1
PAD E (RETAIL):	1 SPACE / 300 S.F. (7,000 / 300)
REQUIRED / PROVIDED	24 / 29
H.C. REQUIRED / PROVIDED	1 / 2
BICYCLE REQ'D. / PROVIDED	1 / 2

BUILDING CALCULATIONS:
PAD A BLDG. 5,000 S.F. 11.9% COVERAGE
PAD B BLDG. 7,800 S.F. 9.9% COVERAGE
PAD C BLDG. 6,890 S.F. 14.1% COVERAGE
PAD D BLDG. 3,775 S.F. 8.9% COVERAGE
PAD E BLDG. 7,000 S.F. 4.8% COVERAGE

SITE PLAN NOTES

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 MOWED 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.
   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.

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www.ARCHICON.COM

SEDELLA RETAIL DEVELOPMENT
N.E. CORNER OF INDIAN SCHOOL AND PERRYVILLE ROAD
GOODYEAR, ARIZONA

PROJECT NO:	1937010-01
PROJECT MANAGER:	MDM
DRAWN BY:	MDM
CHECKED BY:	JP

NO.	REVISION	DATE

SHEET DESCRIPTION
SITE PLAN

REGISTERED ARCHITECT
CERTIFICATE NO. 23515
JERE W. PLANCK
DATE SIGNED 09/05/2023
ARIZONA U.S.A.

SHEET NO.
DP-00

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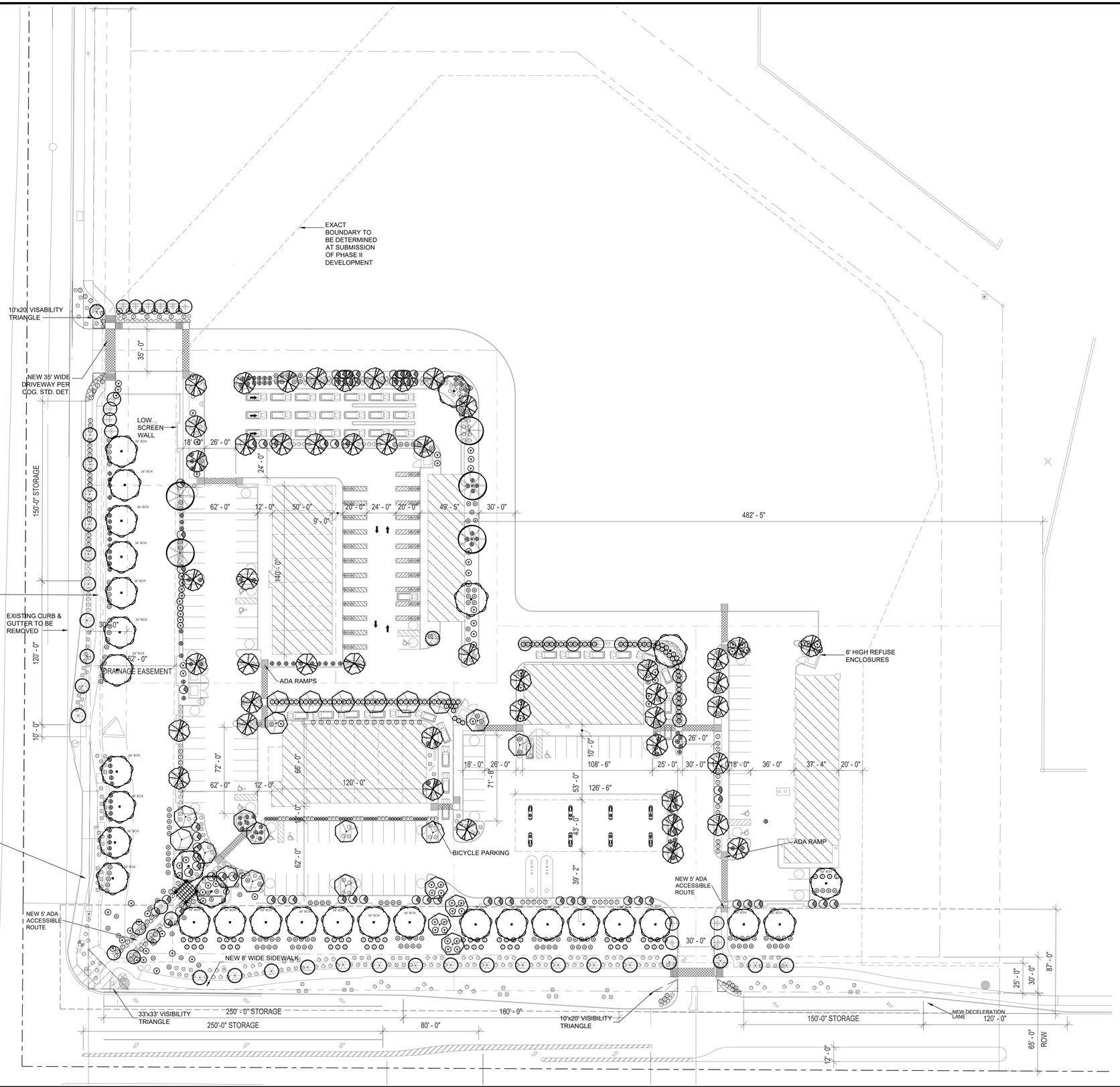

*SPECIES, QUANTITIES, AND SIZES ARE SUBJECT TO CHANGE BEFORE FINAL LANDSCAPE PLA

PLANT MATERIALS LEGEND

SYM.	PLANT NAME	SIZE	QTY	REMARK
TREES				
	Acacia aneura Mulga Acacia	15 GAL. HT:4'-0", W:1'-2" CAL:0.5"-0.75"	29	
	Parkinsonia floridum Blue Palo Verde	15 GAL. HT:3'-4", W: 2'-3"	23	MULTI-TRUNK
	Pistacia x Red Push Red Push	24" BOX HT:7'-9", W: 2.5'-3.5" CAL. 1"-1.5"	5	
		36" BOX HT:9'-11", W: 4'-5" CAL. 1.75"-2.25"	27	
	Prosopis velutina Native Mesquite	15 GAL. HT:4'-0", W: 2'-3"	5	MULTI-TRUNK
	Quercus virginiana Southern Live Oak	24" BOX HT:7'-9", W: 3'-4" CAL. 1"-1.5"	48	
	Cordia Boissieri Texas Olive	36" BOX HT:8'-10", W: 6'-8" CAL. 2"-2.5"	30	
SHRUBS				
	Leucophyllum frutescens 'Green Cloud' Texas Ranger	5 GAL.	156	
	Ruellia brittoniana 'Katie' Compact Ruellia	5 GAL.	35	
	Russelia equisetiformis Coral Plant	5 GAL.	98	
	Tecoma stans Yellow Bells	5 GAL.	68	
GROUNDCOVERS				
	Convolvulus cneorum Bush Morning Glory	5 GAL.	21	
	Lantana montevidensis Purple Trailing Lantana	5 GAL.	162	
	Lantana hybrid New Gold	5 GAL.	294	
ACCENTS/CACTUS				
	Hesperaloe parviflora Red Yucca	5 GAL.	116	
	Hesperaloe parviflora-yellow Yellow Hesperaloe	5 GAL.	204	
	Bouteloua gracilis Blue Grama Grass	5 GAL.	115	

INERTS

SYM.	DESCRIPTION
	SIZE:1/2" SCREENED @ 2" THICK 84,130 S.F. *EXCLUDING EXISTING BASIN COLOR: TO MATCH EXISTING SEDELLA BASIN ROCK COLOR

GENERAL NOTES/MISCELLANEOUS

1. ALL PLANTS SHALL be WATERED with AUTOMATIC DRIP IRRIGATION SYSTEM.
2. ALL LANDSCAPE AREAS EXCLUDING TURF to be COVERED with TOPDRESSING.
3. LANDSCAPE ARCHITECT to APPROVE FINAL GRADING. PLANTING SHALL NOT OCCUR until FINAL GRADING is APPROVED.
4. ALL SHRUBS to be PLANTED 3'-0" MIN. AWAY from EXISTING or FUTURE WALLS.
5. ALL TREES to be PLANTED 5'-0" MIN. AWAY from EXISTING or FUTURE WALLS.
6. WHERE POSSIBLE, ALL TREES & SHRUBS to be PLANTED 2'-0" MIN. AWAY from WALKS and CURBS.
7. QUANTITIES FOR TOPDRESSING ALONG WITH PLANT SIZES, SPECIES AND LOCATIONS ARE PRELIMINARY AND MAY VARY. THEY WILL BE FINALIZED AT THE TIME OF THE LANDSCAPE CONSTRUCTION DOCUMENT SUBMITTAL AND WILL BE PER THE CITY OF GOODYEAR APPLICABLE GUIDELINES AND STANDARDS.

Call at least two full working days before you begin excavation.
ARIZONA 811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)
in Maricopa County: (602) 263-1100

Landscape Architecture
Land Planning
Urban Design
phone 480.949.7127
fax 480.949.2655
tneill@neillandyoung.com
3295 north drinkwater blvd
suite 12
scottsdale, arizona 85251
neill + young associates, llc

Registered Landscape Architect
CERTIFICATE NO.
JAMES D. NEILL
Date
Not for Construction
ARIZONA, U.S.A.
EXPIRES 09/30/2024

Preliminary Landscape Plan
SEDELLA RETAIL DEVELOPMENT
N.E.C. of INDIAN SCHOOL RD. & PERRYVILLE RD.
Goodyear, Arizona

DATE:	10.11.23
JOB NO:	
DRAWN BY:	NYA
DESIGNED BY:	NYA
SCALE:	

REVISIONS: DATE:

SUBMITTED FOR:

Preliminary Landscape Plan

SHEET NO.

L01

1 OF 1

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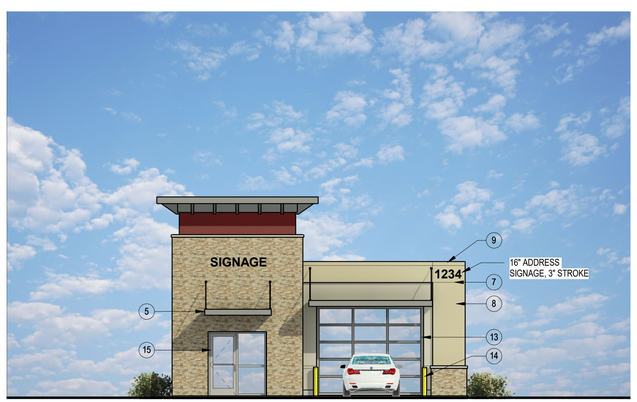
1 **WEST ELEVATION - COLOR**
1/8" = 1'-0"

2 **EAST ELEVATION - COLOR**
1/8" = 1'-0"



3 **SOUTH ELEVATION - COLOR**
1/8" = 1'-0"

4 **NORTH ELEVATION - COLOR**
1/8" = 1'-0"

KEYED NOTES

1 METAL FASCIA, PAINT P4
2 METAL BRACKETS, PAINT P4
3 STUCCO OVER 4" INSULATION, WEATHER BARRIER, AND 8" CMU, PAINT P3
4 CAST STONE SILL
5 METAL CANOPY WITH 3/4" THREADED ROD AND CLEVIS, PAINT P4
6 STONE VENEER OVER WEATHER BARRIER AND 8" CMU
7 CONTROL JOINT
8 STUCCO OVER 4" INSULATION, WEATHER BARRIER AND 8" CMU, PAINT P1
9 METAL COPING, PAINT TO MATCH STUCCO
10 STUCCO OVER 1" INSULATION, WEATHER BARRIER,AND 8" CMU, PAINT P2
11 CAST STONE BASE
12 CLEAR ANODIZED ALUMINUM STOREFRONT FRAMING AND GLAZING
13 CLEAR ANODIZED FULL-GLAZED SECTIONAL DOOR
14 STEEL PIPE BOLLARD, PAINT YELLOW
15 CLEAR ANODIZED ALUMINUM FULL GLASS DOOR
16 HOLLOW METAL DOOR AND FRAME, PAINT P4
17 PAINTED STEEL FENCING

MATERIAL COLOR LEGEND

S1 ELDORADO STONE, THIN VENEER, RUSTIC LEDGE, CLEARWATER

P-1 SHERWIN WILLIAMS SW 6399, CHAMOMILE

P2 SHERWIN WILLIAMS SW 7005, PURE WHITE

P3 SHERWIN WILLIAMS, SW 7599, BRICK PAVER

P4 SHERWIN WILLIAMS, SW 7622, HOMBURG GRAY

AL1 CLEAR ANODIZED ALUMINUM

S2 CAST STONE SILL, WHITESTONE BY CONTINENTAL CAST STONE

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SEDELLA RETAIL DEVELOPMENT
N.E. CORNER OF INDIAN SCHOOL AND PERRYVILLE ROAD
GOODYEAR, ARIZONA

PROJECT NO:	1937010-01
PROJECT MANAGER:	JOHN D
DRAWN BY:	JOHN D
CHECKED BY:	ARCHICON

NO.	REVISION	DATE

SHEET DESCRIPTION
COLORED ELEVATIONS

REGISTERED ARCHITECT
CERTIFICATE NO.
23576
JERE W. PLANCK
DATE SIGNED 08/04/2023
ARIZONA U.S.A.

SHEET NO.
PA-03

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K:\1937010-01 - Cidwood, Sedella Retail\Architecture\Revit\Sedella SDR-CAD V2023.rvt

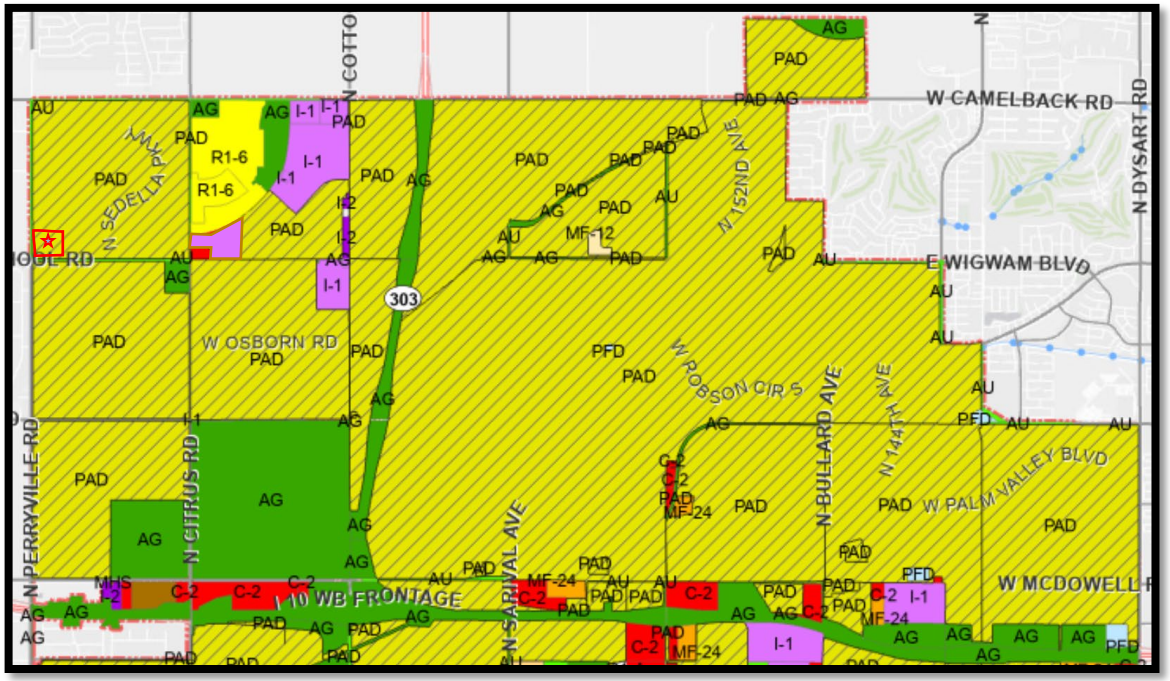
Sedella Commercial Use Permits

City Council Meeting
December 18, 2023

Location

NORTH GOODYEAR

- Sedella Master Plan
  - Northeast corner of Perryville and Indian School Roads
  - Overall site is 13.48 acres
  - Currently zoned PAD
    - Underlying Commercial



Specific Location

ZOOMED IN

- NEC of Perryville and Indian School Roads
  - North
    - Commercial vacant, drainage and residential
  - South
    - Indian School and vacant State Trust Land
  - East
    - Commercial vacant, drainage and residential
  - West
    - Perryville and County Residential under development (Buckeye Mun. Planning Area)

Zoning History

2005

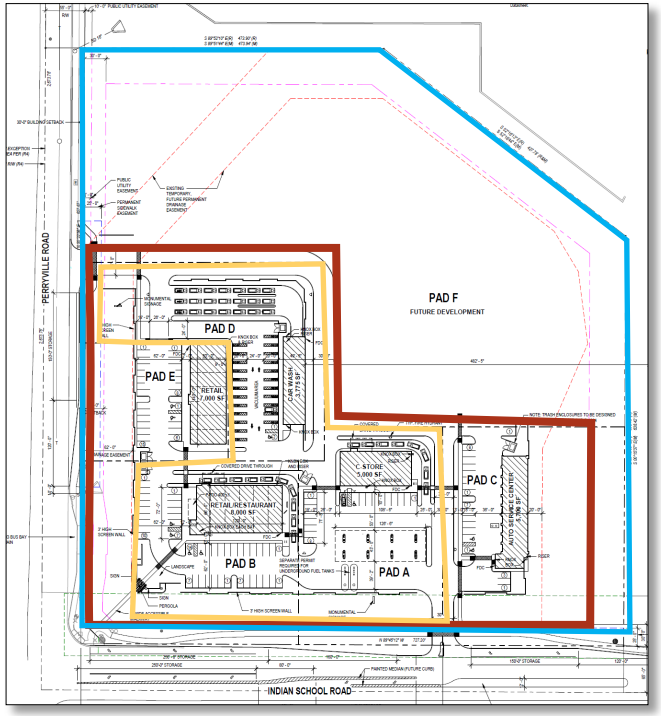
Proposal

SEDELLA COMMERCIAL

- Use Permits
  - Convenience Store with Drive-Through(Case # 22-300-00003)
    - 1.37 acres
  - Car Wash (Case #22-300-0004)
    - 1.38 acres
  - Retail/Restaurant and Drive-Through (Case #23-300-00003)
    - 1.78 acres

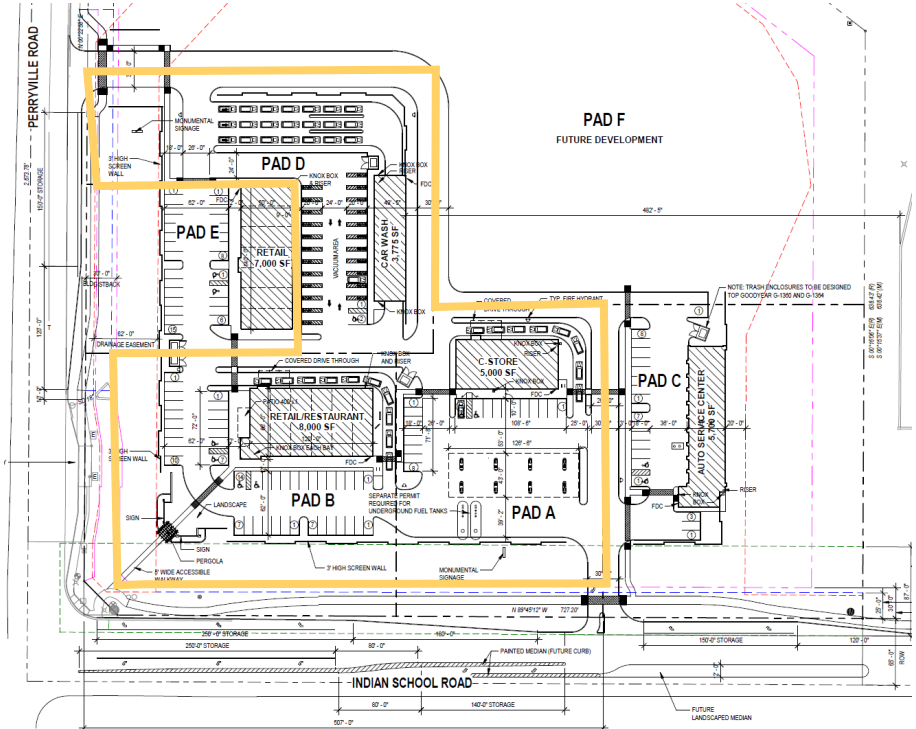
Proposed Site Plan

OVERALL SITE



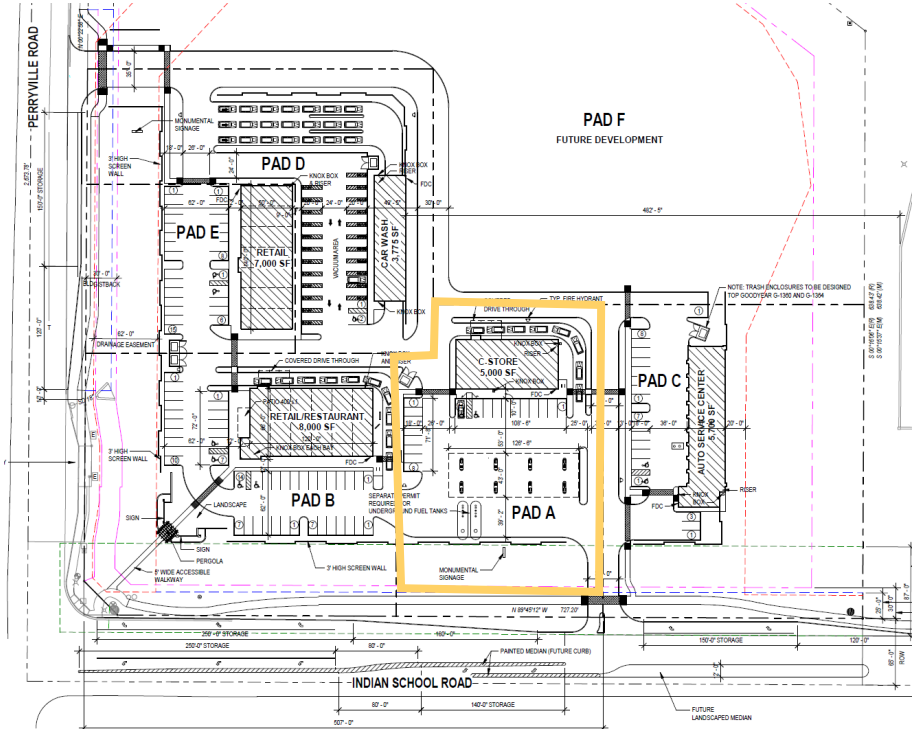
Proposed Site Plan

SOUTHERN PORTION OF THE SITE



Proposed Site Plan

CONVENIENCE STORE WITH DRIVE-THROUGH

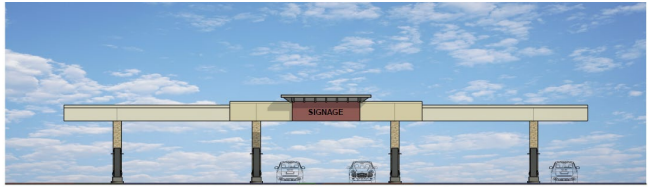


2 NORTH ELEVATION - COLOR
3/32" = 1'-0"

3 WEST ELEVATION - C-STORE COLOR
1/8" = 1'-0"

1 SOUTH ELEVATION - C-STORE COLOR
3/32" = 1'-0"

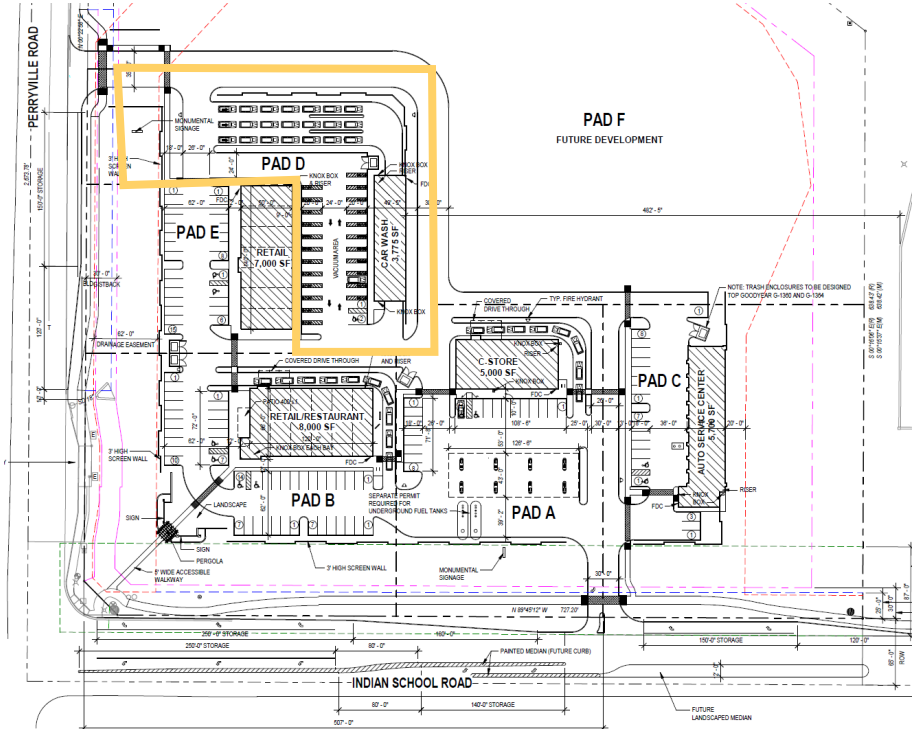
4 EAST ELEVATION - C-STORE COLOR
1/8" = 1'-0"



5 SOUTH ELEVATION - GAS CANOPY
3/32" = 1'-0"

Proposed Site Plan

CAR WASH



1 WEST ELEVATION - COLOR

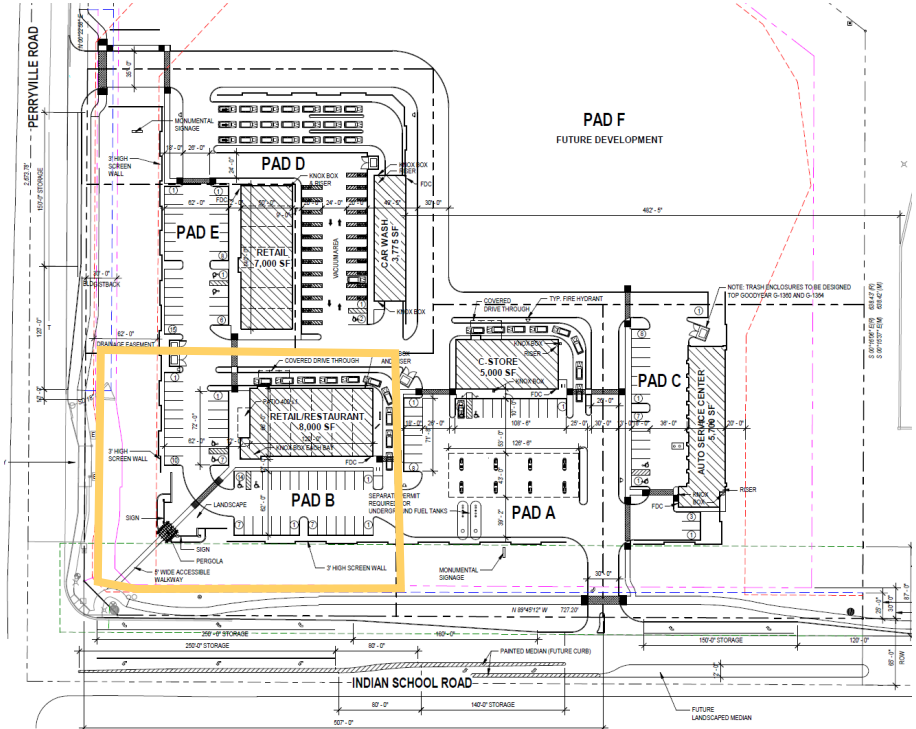
2 EAST ELEVATION - COLOR

3 SOUTH ELEVATION - COLOR

4 NORTH ELEVATION - COLOR

Proposed Site Plan

RETAIL BUILDING WITH DRIVE-THROUGH



1 SOUTH ELEVATION - RETAIL COLOR

3 EAST ELEVATION - RETAIL COLOR

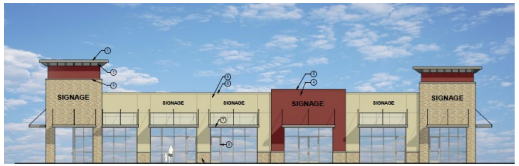
2 WEST ELEVATION - RETAIL COLOR

4 NORTH ELEVATION RETAIL COLOR

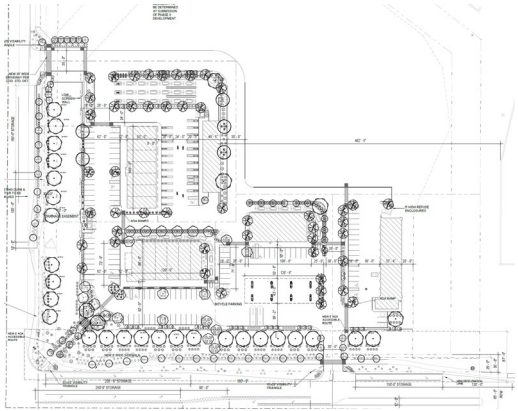
Recommendation

APPROVE SUBJECT TO STIPULATIONS

- Neighborhood Meeting(s) and Planning and Zoning Hearing
- Recommend Approval of Use Permits:
  - Convenience Store with Drive-Through
    - Subject to Stipulations
  - Car Wash
    - Subject to Stipulations
  - Retail/Restaurant and Drive-Through
    - Subject to Stipulations



ENTRANCE SIGNAGE AND PERGOLA



CITY OF
Goodyear

ITEM #: 11.
DATE: 12/18/2023
AI #:1853

CITY COUNCIL ACTION REPORT

SUBJECT: **RETIREE HEALTHCARE**

STAFF PRESENTER(S): Lyman Locket, Human Resources Director, Jared Askelson, Deputy Finance Director

SUMMARY

A request to approve the plan design framework and transition plan for the implementation of a retiree healthcare plan.

STRATEGIC PLAN ALIGNMENT

Fiscal Resource Management

RECOMMENDATION

ADOPT RESOLUTION NO. 2023-2377, ACCEPTING THE FRAMEWORK AND TRANSITION PLAN FOR THE IMPLEMENTATION OF A RETIREE HEALTHCARE PLAN WITH THE TRANSITION COMMENCING ON DECEMBER 19, 2023 WITH A PLAN EFFECTIVE DATE OF JULY 1, 2024. (Lyman Locket, Human Resources Director, Jared Askelson, Deputy Finance Director)

FISCAL IMPACT

The proposed bridge plan has a minimum first year ongoing cost of $120,000 with the amount of benefits earned estimated at $1.7 million. There is an additional one-time cost of $25.8 million for benefits earned in prior years. As a part of the fiscal year 2025 budget process, a full plan to fund the ongoing and one-time costs will be developed along with the funding of other strategic plan initiatives.

BACKGROUND AND PREVIOUS ACTIONS

At the December 11, 2023 Council work session, Council reached consensus on the creation of a retiree healthcare plan for eligible retirees. The plan design framework will be a bridge plan that covers retirees from the point of retirement to age 65 or Medicare eligibility. The premium equivalency rate will be 50% retiree, and 50% city. Rates are based on the full premium rate that is established on an annual basis for active employees. Eligibility rules will include commencement of retirement and actively drawing retirement benefit from PSPRS or ASRS for members of each plan. Retirees must also complete ten consecutive years of

service with the city and elect the retiree healthcare plan at the time of retirement.

For Council members eligibility will include serving two full consecutive terms. At the end of the final term, Council members must elect the retiree healthcare plan to be eligible.

Effective December 19, 2023, we will begin the transition and implementation period concluding with the commencement of the new retiree healthcare plan effective July 1, 2024. During the transition period, employees retiring between January 1, 2024 and June 30, 2024, who wish to elect retiree healthcare coverage must enroll in COBRA immediately upon retirement. Retirees enrolling in COBRA during this period will receive COBRA rates equal to the retiree premium equivalency rate. In order to remain eligible for retiree healthcare, employees wishing to enroll in the retiree healthcare plan must maintain COBRA coverage until June 30, 2024.

The transition and implementation period will include establishing contracts with plan administration and billing services, finalizing the contract renewal for medical and stop-loss coverage, developing plan documents, finalizing policy and guidelines and developing open enrollment materials. Final plan policies related to retiree healthcare will come to Council for approval in April, 2024 before implementation.

Attachments

Resolution 2023-2377 w/exhibit

Retiree Healthcare Presentation

RESOLUTION NO. 2023-2377

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, ACCEPTING THE FRAMEWORK AND TRANSITION PLAN FOR THE IMPLEMENTATION OF A RETIREE HEALTHCARE PLAN WITH THE TRANSITION COMMENCING ON DECEMBER 19, 2023, AND WITH A PLAN EFFECTIVE DATE OF JULY 1, 2024.

WHEREAS, pursuant to Section 5-B of the City Charter of Goodyear, the City Council shall have the right, by ordinance, to govern the process of setting employee wages, hours, benefits, and working conditions with employees, employee groups, or their representatives; and

WHEREAS, the Mayor and City Council have been provided with data from a feasibility study with cost estimates for providing retiree healthcare benefits for retirees who meet the eligibility requirements; and

WHEREAS, staff has provided the Mayor and City Council with retiree healthcare plan design options for consideration.

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

SECTION 1. ACCEPTANCE AND APPROVAL

The Mayor and Council hereby approve the Framework and Transition Plan, attached as Exhibit A, for the implementation of a retiree healthcare benefit for retirees who are members of ASRS, PSPRS or City Council and meet the established eligibility requirements subject to the formal future appropriation of funding and Council approval of a Retiree Healthcare Plan.

SECTION 2. CITY MANAGER IMPLEMENTATION

The City Manager is authorized and directed to take action consistent to implement the Framework and Transition Plan to finalize the design of a Retiree Healthcare Plan for formal Council approval prior to July 1, 2024, and to include necessary budgetary requests required to implement the Retiree Healthcare Plan in the Fiscal Year 2024-25 Annual Budget for formal Council consideration and approval.

SECTION 3. Resolution 2023-2377 shall be effective upon the date of its adoption.

PASSED AND ADOPTED by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, by a _____ vote, this _____ day of _____, 2023.

_____
Joe Pizzillo, Mayor

Date: _____

ATTEST:

_____
Darcie McCracken, City Clerk

APPROVED AS TO FORM:

_____
Roric Massey, City Attorney

Exhibit “A”

RETIREE HEALTHCARE FRAMEWORK
AND TRANSITION PLAN

(ON THE FOLLOWING PAGES)

RETIREE HEALTHCARE FRAMEWORK AND TRANSITION PLAN

DECEMBER 18, 2023

RETIREE HEALTHCARE FRAMEWORK

Plan Design – Required Service & Retirement Status			
Plan Design Components	**Covered Groups**		
	PSPRS	**ASRS**	**Council**
Continuous Years of Service with City of Goodyear	**10 - Years**		**Two Full-Terms**
Retirement Status	**Must meet eligibility requirements and commence retirement with ASRS or PSPRS** *(Includes LTD w/ASRS or Disability Retirement w/PSPRS)*		**N/A**
Wellness Center Access	*Includes access to Goodyear Wellness Center*		
Premium Equivalency	**50% Retiree / 50% City** (Based on total established premium rate for active employees)		
Medical Plan	Provides option to enroll in same plan(s) provided to active employees		

TRANSITION PLAN

Transition Period January 1 – June 30, 2024

- Communication Plan
- Council Policy Approval
- 50/50 Cobra rates provided to retirees

Retiree Open Enrollment

- Retiree Benefits Brochure
- May 2024 Open Enrollment

Launch Date - July 1, 2024

Effective date of retiree healthcare plan.

Retiree Healthcare Implementation Timeline

December 18, 2023
Council Approval

December 26, 2023
Send initial communication to employees

Jan 1, 2024
Establish new coverage elements for insurance renewal

Jan 1, 2024
Establish COBRA transition rates.

January 29, 2024
Determine new systems requirements

January - April 2024
Establish contracts for any new services: RHA, Admin, Billing

January – April 2024
Finalize plan documents, draft new or updated policies and guidelines

April 2024
Finalize Plan Documents

May 2024
Launch retiree open enrollment

June 2024
Transmission of open enrollment data to carrier

July 1, 2024
Implementation Day

12-12-2023

RETIREE HEALTHCARE FRAMEWORK AND TRANSITION PLAN

DECEMBER 18, 2023

RETIREE HEALTHCARE FRAMEWORK

Plan Design – Required Service & Retirement Status			
Plan Design Components	**Covered Groups**		
	PSPRS	**ASRS**	**Council**
Continuous Years of Service with City of Goodyear	**10 - Years**		**Two Full-Terms**
Retirement Status	**Must meet eligibility requirements and commence retirement with ASRS or PSPRS** *(Includes LTD w/ASRS or Disability Retirement w/PSPRS)*		**N/A**
Wellness Center Access	*Includes access to Goodyear Wellness Center*		
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