

ESTRELLA™ 14

PLANNED AREA DEVELOPMENT

JANUARY 29, 2025

2ND SUBMITTAL
(REVISED APRIL 01, 2025)

3RD SUBMITTAL
(REVISED JUNE 12, 2025)

NARRATIVE

PAD NARRATIVE

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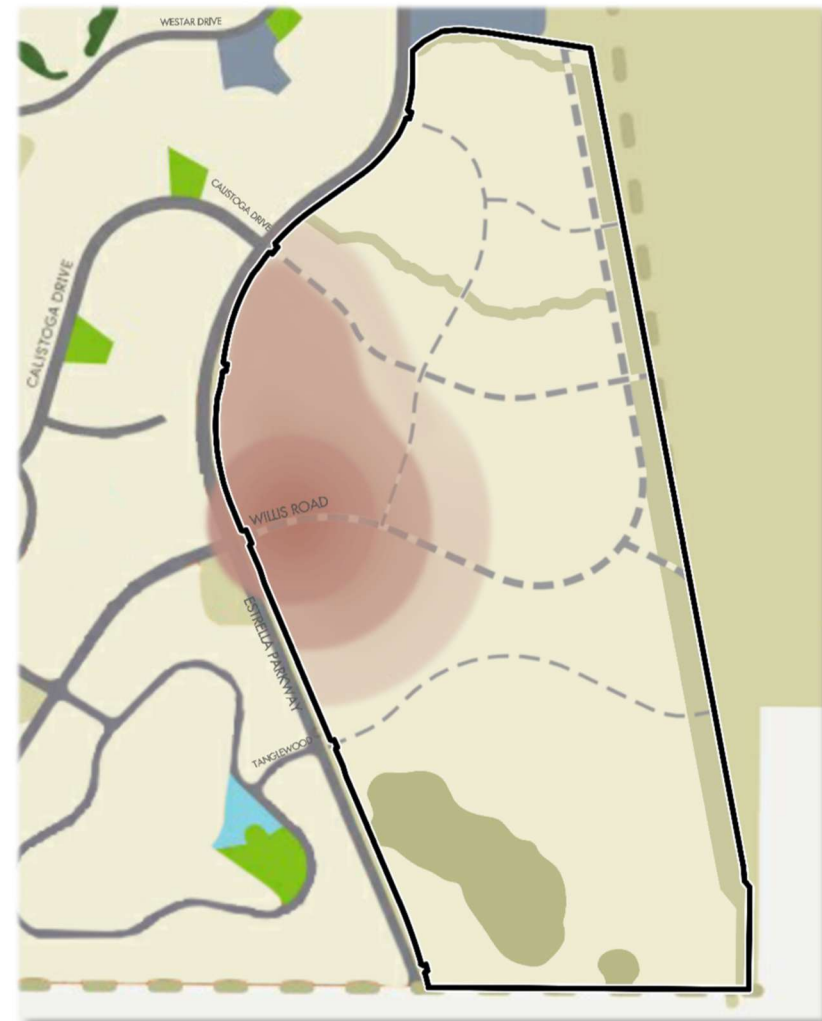
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1. VISION

This request is to rezone approximately 1,505 acres of vacant land (“Request”) located east of Estrella Parkway and south of the Estrella Foothills High School (“Property”) to extend the existing Estrella community with an opportunity for a second services and retail core. The Property is within the Estrella area of Goodyear, a partially built out master planned community of approximately 10,000 acres, that is known for residential neighborhoods nestled among ample open space, a robust trail system, and inviting amenities with picturesque views of the Estrella Mountains. This Request is necessary to accommodate exciting new commercial and retail opportunities for the whole community, increased diversity of residential offerings, and a continuation of Estrella’s hallmark high-quality neighborhoods.

At this time, Estrella is built out almost exclusively as single-family residential with a commercial and services core near the intersection of Estrella Parkway and Elliott Road, approximately two miles north of the Property. The Property was planned 35 years ago as the higher intensity portion of the community based on the then-proposed

Note: Land use and circulation are conceptual and subject to change. Actual locations, alignments, uses, shapes, and sizes will be determined with City approved



PAD NARRATIVE

alignment of the 303 freeway coming through this area. The future freeway alignment has since been relocated outside of Estrella, which has altered the desirable planning concepts in the vicinity.

This proposal will replace the existing 35-year-old planned area development (“PAD”) zoning with an updated PAD, known as the Estrella 14 or E14 PAD, that aligns with modern development principles and adheres to the City’s current General Plan while taking into account the character of the existing community and plans for future infrastructure improvements and growth.

As the Estrella community continues to develop east of Estrella Parkway, the E14 PAD envisions pedestrian friendly neighborhoods that will support a second future commercial core. This core may include uses such as shops, restaurants, community recreation center, office space, and civic space, as well as other uses that are appropriate for this part of Estrella. To sustain desirable commercial users, opportunities for medium density residential surround the core, fanning out to more single-family detached uses farther out. The E14 PAD will help Estrella realize its potential as a complete community catering to first-time buyers, young professionals, families, empty nesters, retirees, and more with both move up and scale down opportunities within the same community.

To achieve this mix of uses, a master planned community structure with layered zoning permissions is proposed. This approach integrates a variety of uses, housing types, amenities, and open space, while providing the flexibility on exact locations of uses that is necessary to implement the plan on this scale. Overall, it permits the master developer to plan in a holistic manner tying future growth to a shared overall vision for Estrella consistent with evolving demand.

Amenities within the existing master planned community cater to a range of resident interests for outdoor recreation and leisure, dining, and fitness with something for all ages. This next phase will continue the trend and include 18% overall open space, neighborhood-serving parks, and a resident’s club that will be a hub for social gathering and recreation. This plan will also expand on Estrella’s popular trail system to connect to existing community amenities, such as StarPointe, Presidio, and the Lakes Park; neighborhood amenities; two commercial cores; and surrounding recreational opportunities, including the nearby Estrella Mountain Regional Park. This approach will foster the outdoor and social lifestyle that has become a trademark of the Estrella community and provide children with safe routes through the community.

PAD NARRATIVE

NEIGHBORHOOD SERVICES

As development in Estrella moves south toward Willis Road and Estrella Parkway, the opportunity for additional residents in a variety of housing types is possible to support a commercial core. The commercial core will be scaled to serve the demands of Estrella. This may include another grocer, restaurants, office, and other neighborhood services. The desire for retail extends beyond just the core intersection. As a designated growth corridor in the General Plan, opportunities for residentially scaled neighborhood commercial services are supported along Estrella Parkway and at the intersections of arterial and collector roadways. The intent is to create opportunities that attract small businesses, particularly restaurants, which are more convenient for residents with the options to walk or ride a bike instead of driving.



PAD NARRATIVE

DIVERSIFIED HOUSING

The master plan zoning approach will help with meeting the City's goal of diversified housing. Neighborhoods will include a variety of housing types, primarily lower density, with opportunities for pockets of medium density located near the core. Allowing for a variety of housing types is essential for a master planned community to meet residents' housing needs at all stages of life, including entry level, move-up, scale-down, and missing middle.

A commercial core at the intersection of Estrella Parkway and Willis Road will be appropriately scaled for success based on the available support from the surrounding neighborhoods and the Estrella community. To help with this the E14 PAD allows for neighborhood density to increase closer to the commercial core. This can result in more choices in housing types; conventional single-family homes, single-family attached homes, courtyard homes, and a variety of multi-family housing types ranging from lower density garden-style living to potentially the integration of commercial and residential uses (mixed use) in the core.

At full buildout, Estrella will offer a variety of housing options and lifestyle choices. While areas such as E14 are prime in location for families, medium density residential, and neighborhoods offering walkability, future development areas in the lower foothills and east of the Cotton Lane alignment may be better suited for executive housing, age targeted, and resort lifestyle living. Holistically planned, Estrella will provide something for everyone.



The E14 PAD proposes zoning structured to provide flexibility, allowing for development patterns that are responsive to desirable uses, diverse housing types, high-quality amenities, and a robust open space and trails system. This structure, applied elsewhere in the Valley, is a master planned community structure that sets the framework for successful and long-term development. Flexibility occurs with boundaries (i.e., parcels and lot lines). As detailed site planning occurs, finite boundaries, uses, and development standards are applied and assigned with the land when approved by the City. This approach, along with infrastructure reports, provides assurances for both the City and the landowner that the land will be developed in a cohesive manner. It is also helpful for attracting quality retail and neighborhood services for existing and future residents as the framework allows development to quickly respond to market demands.

1.1. REQUEST

The Estrella 14 North PAD is a request to rezone the Property and replace the existing Estrella Phase II PAD. Through the E14 PAD, the Property can be developed with a mix of residential and commercial uses, complementing the Estrella master planned community. This request applies to approximately 1,505 acres generally located east of Estrella Parkway, west of the powerline corridor, south of Estrella Foothills High School, and north of the Pecos Road alignment.

The E14 PAD is intended to achieve the following:

- *promote economical, innovative, and efficient land development with an opportunity to incorporate a variety of appropriate and harmonious land uses*
- *permit flexibility to adapt to market demands and provide opportunities for choices in the type of environment one can choose to live in;*
- *allow for a range of land uses including, but not limited to, single-family residential, multi-family residential, professional offices, retail, service, and restaurants, as well as recreational uses;*
- *provide standards to ensure that quality development can occur, including infrastructure that is right-sized for the setting, adequate and safe circulation, appropriate landscaping, preservation of significant natural features, attractive amenities, and opportunities to accommodate residents at various stages of life.*

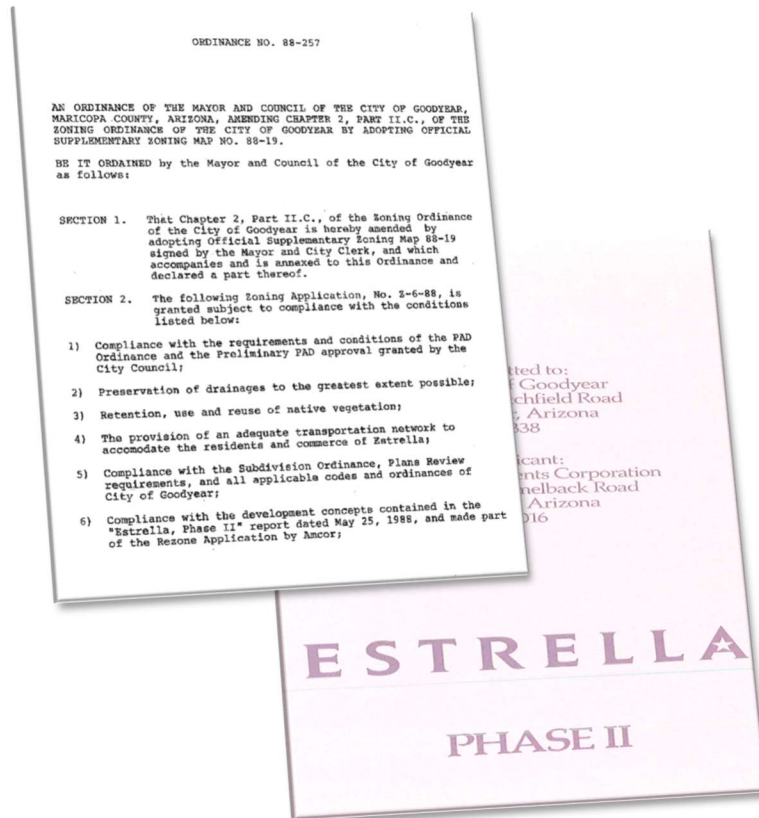
1.2. PURPOSE

The E14 PAD zoning is based on flexible land use groupings that largely rely on the use permissions and development standards already found in the City's current zoning districts. This structure blends the certainty of the City's approved uses and standards with the flexibility to implement them through the holistic approach a master developer is able to provide.

2. EXISTING CONDITIONS

EXISTING ZONING

The Property is within the Estrella Phase II PAD, approved in 1988 (Case No. 88-257). The 1988 vision for the Property includes planning for a high-intensity town center supported by high-density residential and a lake. This plan was approved with the assumption that the 303 freeway was the Cotton Lane alignment. The existing PAD is comprised of a series of parcels that are assigned specific land use categories that effectively serve as per-parcel zoning districts with associated development standards. This plan is no longer feasible for the Property due to the relocation of the proposed Loop 303 alignment to the west. The structure proposed through the E14 PAD will right-size the proposed densities and intensities for current regional circulation planning and affords flexibility that will allow this master planned community to develop successfully over time. See **Exhibit 2.0 – Existing Zoning**.



PAD NARRATIVE

APPROVED 1988 ESTRELLA PHASE II PAD

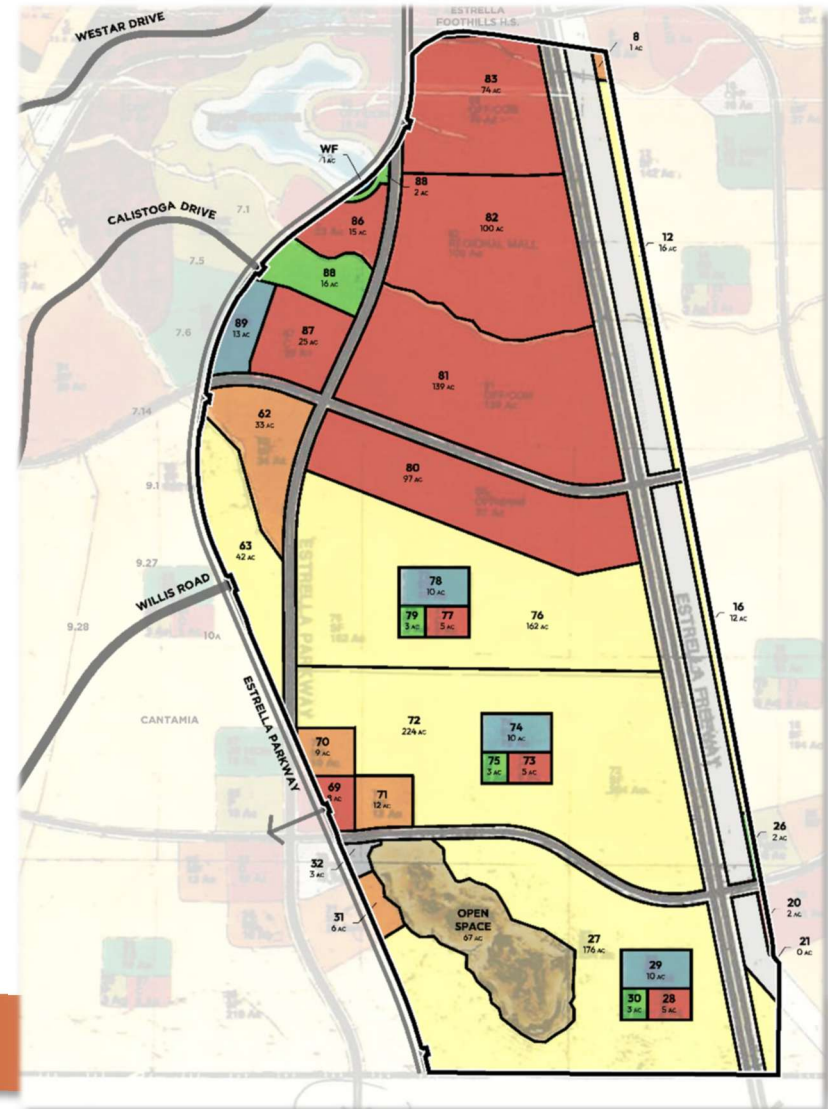
Within the Property the existing Estrella Phase II PAD includes approximately:

- 630 acres of single-family,
- 60 acres of multi-family,
- 480 acres of commercial/office/regional mall land,
- 3 school sites,
- a portion of a higher education site, and
- 4 parks.

The existing Estrella Phase II PAD permits:

- 6 du/ac single-family density,
- 20 du/ac multi-family density, and
- 50 du/ac multi-family within town-center commercial.

If the Property is developed to the maximum residential intensity permitted with the existing zoning, approximately 8,400 homes could be provided, including approximately 4,600 multi-family homes.

**EXHIBIT 2.0.
EXISTING ZONING**


PAD NARRATIVE

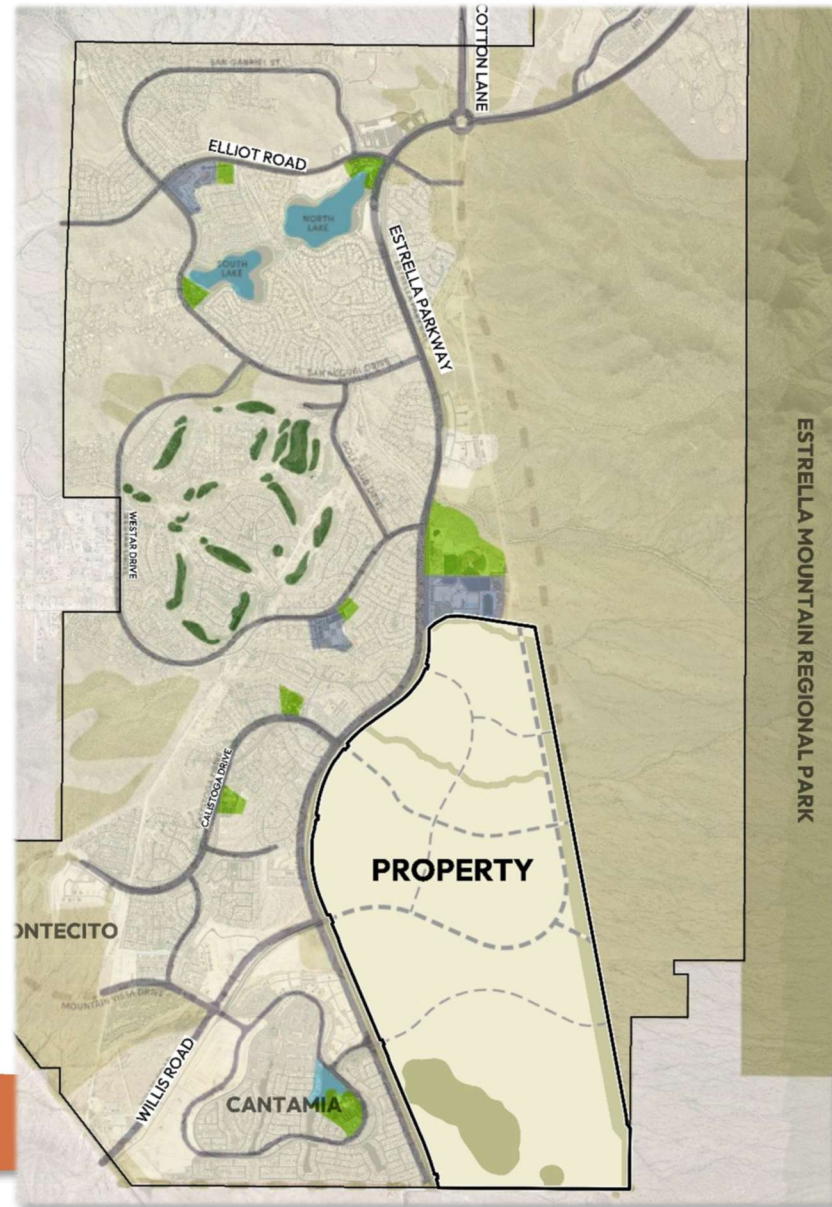
LOCATION

The Property is generally bounded by Estrella Parkway to the west, Estrella Foothills High School to the north, and a wash corridor located approximately one-quarter mile south of Willis Road. The eastern boundary is generally following a 100-foot offset of the TEP powerline corridor easement.

The project is comprised of portions of several parcels including APN:

- 400-03-963G
- 400-46-018B
- 400-46-018D
- 400-56-019B
- 400-56-046K
- 400-56-046J
- 400-56-047B
- 400-56-048A
- 400-56-048B
- 400-56-056D
- 400-56-046U
- 400-56-047B

See **Exhibit 2.0.A. – Vicinity** and **Exhibit 2.0.B. – Site Context**.

**EXHIBIT 2.0.A.
VICINITY**

PAD NARRATIVE

Surrounding the Property is:

- North – Estrella Foothills High School
- East – undeveloped (Estrella Village 15, Sierra Vista Foothills, and future Cotton Lane)
- South – undeveloped (Estrella South)
- West – across Estrella Parkway, single-family subdivisions (Estrella Montecito Village and CantaMia)

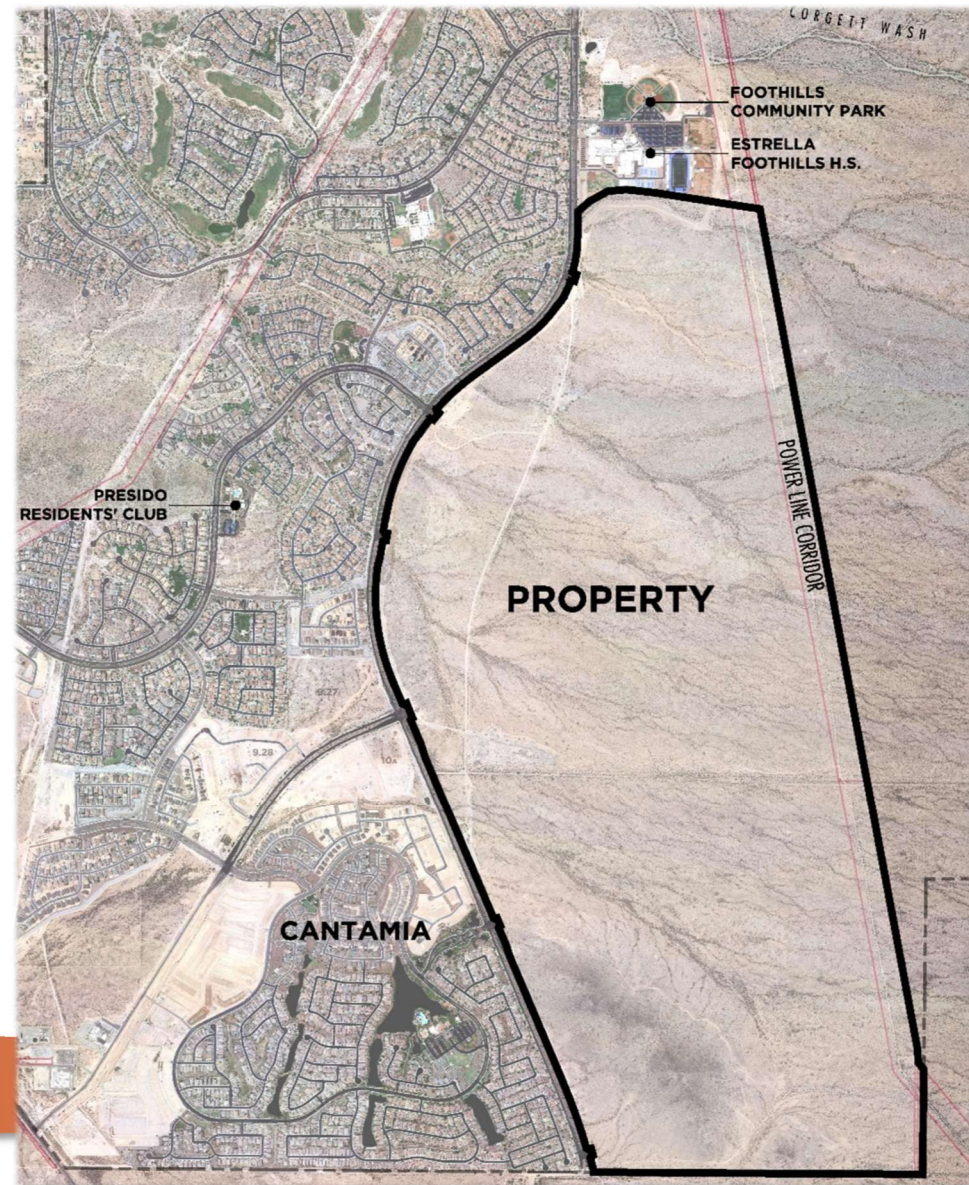


EXHIBIT 2.O.B.
SITE CONTEXT

PAD NARRATIVE

2.1. GENERAL PLAN

In 2021, The City Council approved a General Plan Amendment to address approximately 521 acres within the overall area known as Community 14 (which includes the Property) that was previously designated Business & Commerce. That designation had been based on a now abandoned alignment for the Loop 303 extension through the area and plans for a regional mall. Recognizing that over 500 acres of commercial development had become impractical for this area, the General Plan Amendment changed the designation of 481 of the 521 acres to Neighborhoods, thereby leaving approximately 40 acres as Business & Commerce at the intersection of Estrella Parkway and Willis Road. The current proposal is consistent with that concept and leaves flexibility for the development of Business & Commerce uses around this node.

The Neighborhood category, that now covers most of the Property, provides the flexibility to offer a variety of housing options based on density and character. This flexibility will allow the Property to develop in a manner that increases housing options for a variety of residents, and also provides the critical mass needed to help the existing and future retail and services thrive.



The City Council approved The City of Goodyear General Plan 2035, and the Goodyear voters ratified it on May of 2024. The Request for the Property is consistent with this General Plan. ***Exhibit 2.1 - 2035 GP Land Use and Transportation*** is a portion of the Land Use and Transportation exhibit. It shows that the Property is primarily the Neighborhoods land use category with a Village Center Overlay located at the intersection of Estrella Parkway and Willis Road.

PAD NARRATIVE

The E14 PAD is consistent with the General Plan.

The Neighborhoods category includes flexibility to offer a variety of housing options. Similarly, the Village Center Overlay includes flexibility for a variety of housing types as well as commercial development. The Property is also within the Estrella Parkway Corridor Growth Area. As described in the General Plan 2035, the area provides an opportunity to integrate commercial nodes with an emphasis on retail and services along with a variety of housing, educational, and recreation options to support overall growth.

Estrella Parkway, an existing Scenic Arterial, provides north/south connectivity for the Estrella community and will be the initial route for access to the Property. Cotton Lane, a future Major Arterial – Planned, will also provide north/south vehicular access on a community-wide scale, with roadway improvements being phased as needed. A network of internal collector roadways will provide connectivity between Estrella Parkway and Cotton Lane to sufficiently meet onsite demands and create a safe and connected neighborhood.

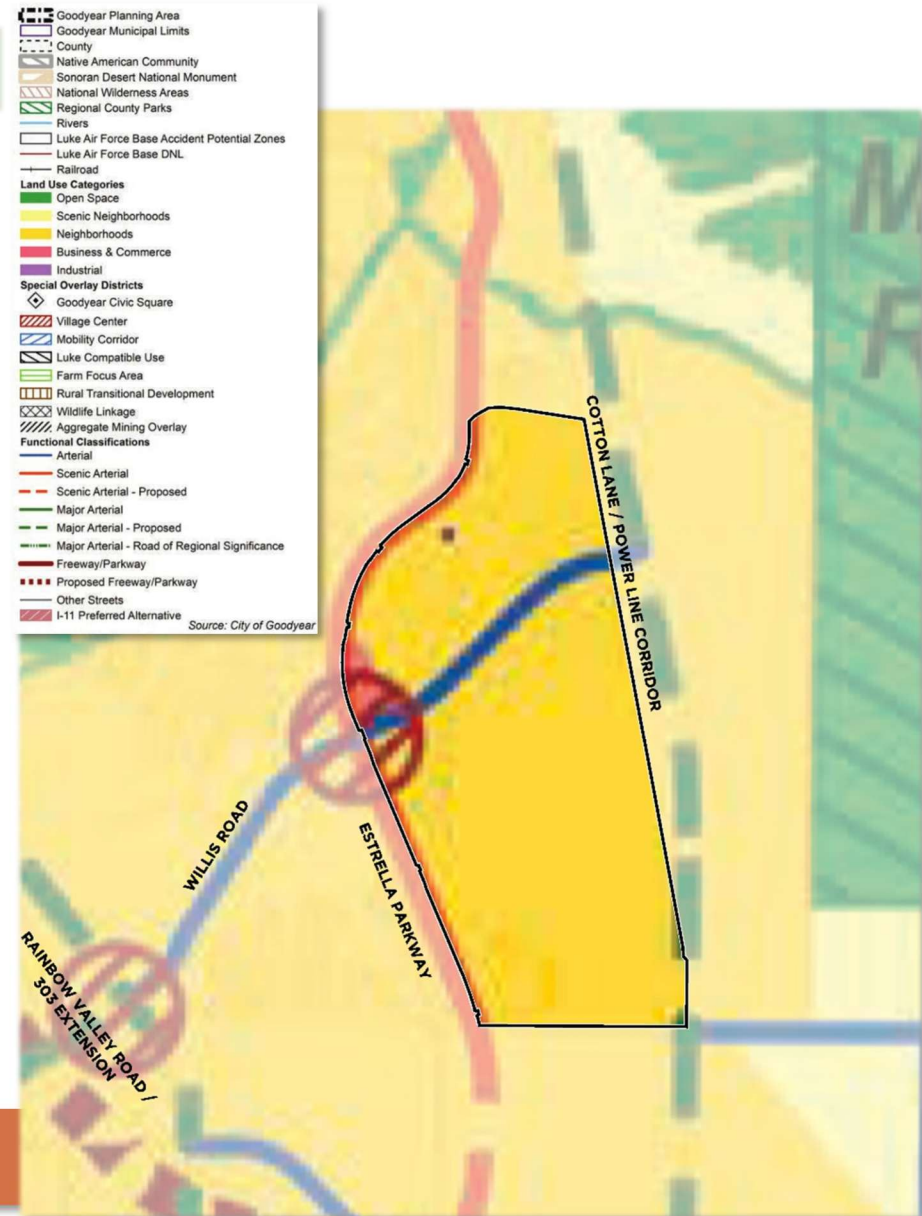


EXHIBIT 2.1.
LAND USE AND TRANSPORTATION

3. E14 PAD REGULATORY STRUCTURE

The E14 PAD is the framework that provides both the structure and flexibility that are key to be able to create high-quality master planned neighborhoods by: a) having flexibility to offer choice in types of environments, living units and amenities, b) providing safe, pedestrian-friendly streets, and c) encouraging design and development that promotes variety and social interaction.

The framework allows for cohesive master planned development based on holistic planning without the burden of geographic constraints implemented prematurely in the planning process. It allows the Property to be developed in a manner that includes logical extensions of infrastructure while providing flexibility for parcel planning that can adapt to market needs. With a site of this scale, it is not practical to pinpoint the exact locations of roads, lot lines and commercial centers today, however, as more detailed planning occurs, these details are further developed and submitted to the City for review and approval prior to development occurring.

To achieve this result, a layered zoning concept is proposed for E14. This approach provides assurances for both the City and the master developer while permitting a

range of land uses and an ability to adapt quickly to the market. This includes having land ready to attract retail, restaurant, and other commercial users as well as the residential uses that are necessary to support these economic assets in the community.

3.1. LAND USE BUDGET

Table 3.1. – Land Use Budget notes the maximum number of permitted residential dwelling units, commercial area, and minimum required open space for the Property (the “Land Use Budget”). The reservation and assignment of dwelling units and open space areas shall be tracked with a Land Use Budget Tracker (the “Budget Tracker”).

TABLE 3.1. – LAND USE BUDGET

RESIDENTIAL^{1,2,4}	COMMERCIAL¹	OPEN SPACE^{1,3}
dwelling units (maximum)	square feet (maximum)	acres (minimum)
6,034	not limited	271 (18%)

1. Gross areas noted and are measured to centerline of road.
2. Maximum 864 multi-family dwelling units (inclusive within the 6,034 unit cap).
3. Open Space to meet the minimum requirements shall be land area devoted to passive or active uses for purposes of recreation, leisure, scenic and visual enjoyment, circulation (path/trail), and community amenity buildings. This includes and is not limited to golf courses, parks, amenities, native character land areas, wash/drainage corridors, stormwater management areas, common area tracts, paths, trails, and plazas. Parking lot landscape islands, like those often located at the end of a row of parking, generally do not count towards satisfying open space requirements in terms of the Land Use Budget. Private yards, balconies and patios as part of a residential dwelling unit do not count towards satisfying open space requirements in terms of the Land Use Budget.
4. Guest and accessory dwelling units that are accessory to a main dwelling unit do not count against the maximum dwelling units permitted.

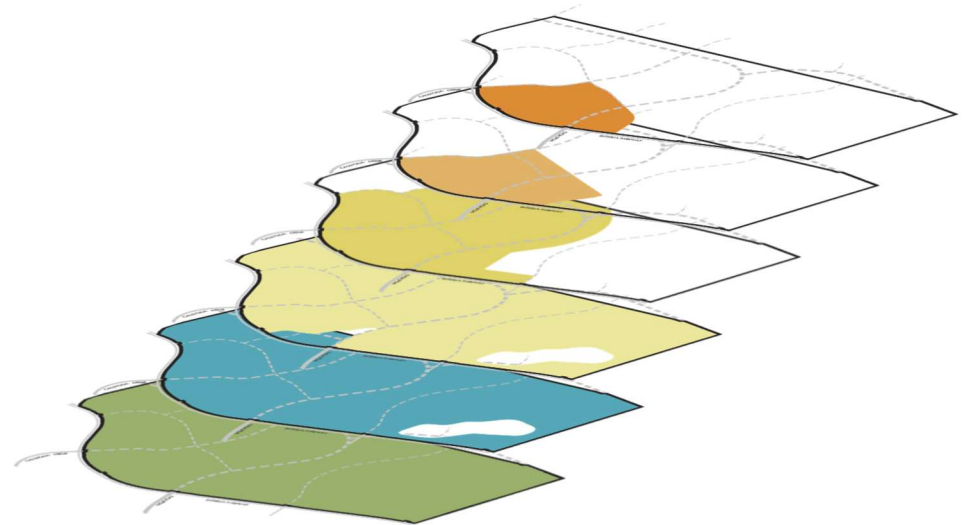
3.2. LAND USE GROUPS

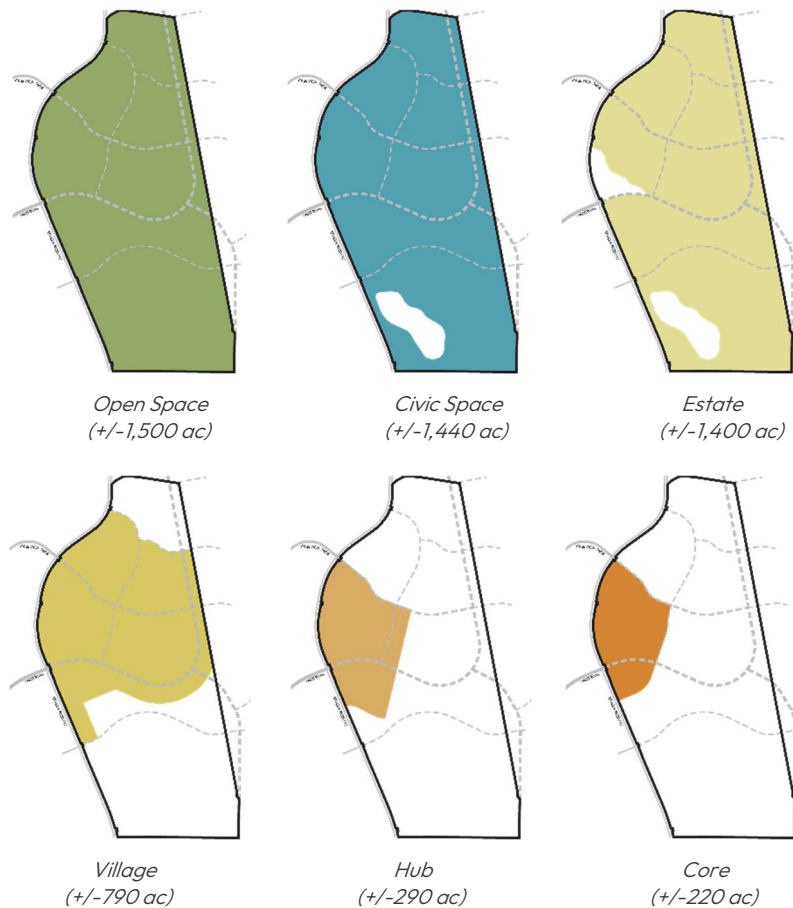
Land uses are evaluated as to where they are appropriate. The Property is comprised of land use groups used to define these areas (together, the “Land Use Groups” or “LUGs”, individually, a “Land Use Group” or “LUG”). ***See Exhibit 3.2. Land Use Groups.*** The LUGs are conceptual in nature and do not necessarily define a development parcel boundary, but rather identify the zoning districts (“Districts”) permitted within a LUG. It is anticipated that LUGs will contain multiple parcels, and a LUG boundary, or portion thereof, may be reasonably adjusted to follow a lot line, tract, easement, boundary, or roadway as ultimately platted, dedicated, or constructed.

The LUGs add use permissions through a layering concept, but do not restrict other land use groups. For example, the open space LUG (green) covers the entire Property; therefore, a park, a plaza, a trail corridor, or a landscape corridor could be anywhere within the Property. The next layer would be civic space. A school, a church, or a community center could be located anywhere, except on a hillside. The civic space land use group (blue) covers the entire Property except hillsides. The significant hillside area is necessarily set aside as open space, because no other LUG applies to them.

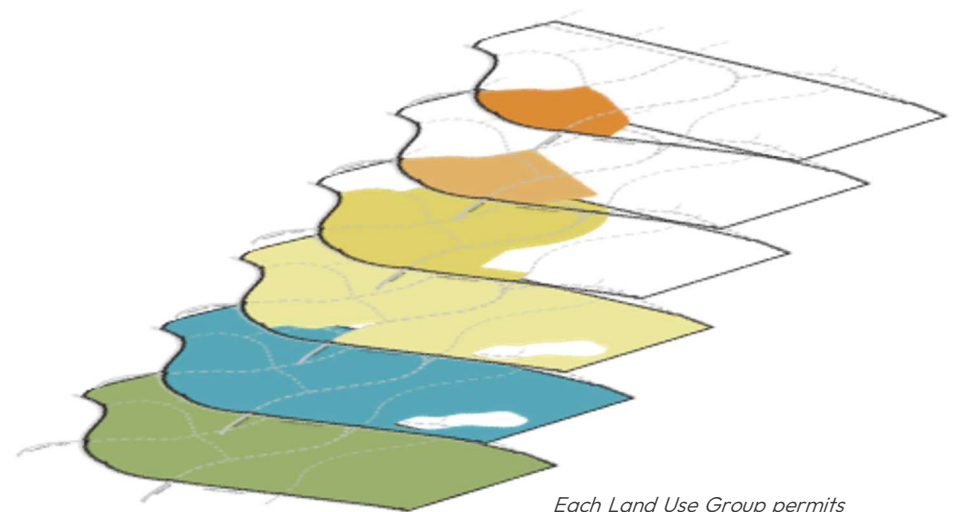
The same evaluation is done for single-family, multi-family, and commercial uses. More intense commercial

uses are most appropriate near Estrella Parkway and Willis Road. Neighborhood serving commercial uses that are residential in scale may be located along arterial and collector roads. Multi-family uses are appropriate near commercial areas, open space, or larger roadways. Lastly, single-family uses are appropriate everywhere except the core commercial intersection. The land use groups overlap with one another, in particular providing that single-family development could also occur on land with multi-family and commercial permission except that approximately 40 acres near the Estrella Parkway and Willis Road intersection is reserved for commercial or multi-family use.



**EXHIBIT 3.2.
LAND USE GROUPS**

Land Use Groups are used to describe where different uses and zoning are allowed. These are layered. The bottom layer represents open space and the top the community core.



Each Land Use Group permits specific PAD Districts (zoning districts). These are described in Section 5. PAD Districts. All areas are approximate.

PAD NARRATIVE

A. LUG OS (OPEN SPACE)

The general character of LUG OS includes, but is not limited to, natural environments, rolling open landscapes, community parks and open spaces, plazas, ballfields, sport courts, and path and trail corridors.

B. LUG CS (CIVIC SPACE)

In addition to LUG OS, the general character of LUG CS includes civic and culturally important buildings often in a landscaped setting. Support buildings visually retreat while culturally important buildings may have a more iconic presence. Schools, churches, libraries, recreation facilities, and a variety of other public and private uses that benefit the community are characteristic of LUG CS.

C. LUG E (ESTATE)

The general character of LUG E includes single-family homes on lots with varying width and depth. Blocks may be larger and roads irregular. Homes may formally address the street or be varied in response to the features in the landscape and neighborhood character.

D. LUG V (VILLAGE)

The general character of LUG V includes smaller homes that relate to a nearby amenity or commercial area. Homes may be attached and detached. Yards,

if provided, are often small. Neighborhood open spaces, parks, and plazas are provided for social gathering. Neighborhood serving commercial uses that are residentially-scaled offer a local service or amenity that is complementary and walkable when woven into the neighborhood fabric.

E. LUG H (HUB)

LUG H includes residential, commercial, and office uses that provide a transition between LUGs V and C. Uses within LUG H are intended to be supportive of LUG C while providing a use buffer to LUGs E and V. The general character includes multi-family, attached homes or townhomes with amenities for residents, and commercial uses surrounded by landscaping that buffers surrounding uses and provides an aesthetic enhancement.

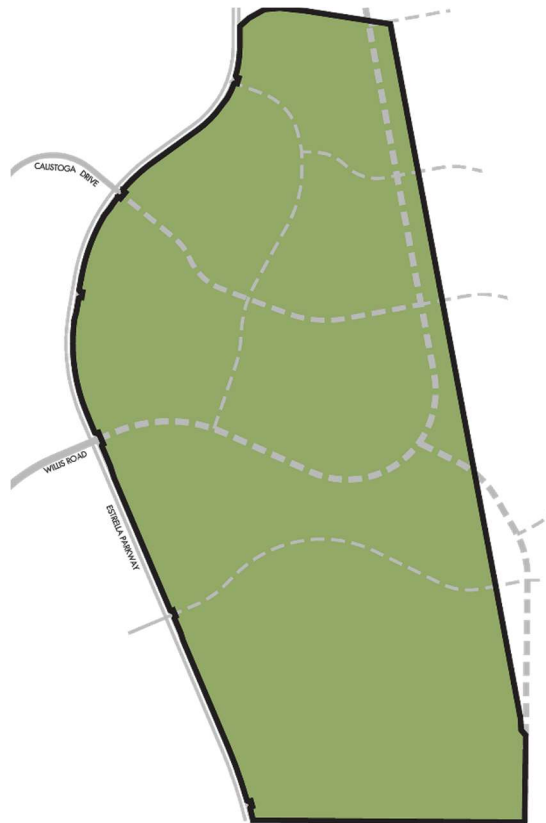
F. LUG C (CORE)

The general character of LUG C includes retail shopping, restaurants, office space, and hotels right-sized to support the community. As a core for shopping, employment, and residential uses, LUG C allows for walkable mixed-use development.

PAD NARRATIVE

The following character imagery is intended to help illustrate ideas for each LUG. The images are intended to be representative of the character and quality of the types of development and are not intended to be exhaustive, express specific design details, colors, or materials.

PAD NARRATIVE

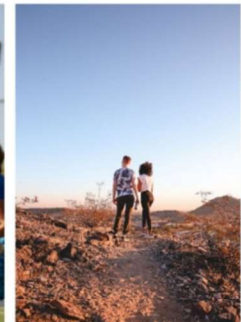


LUG OS (OPEN SPACE)

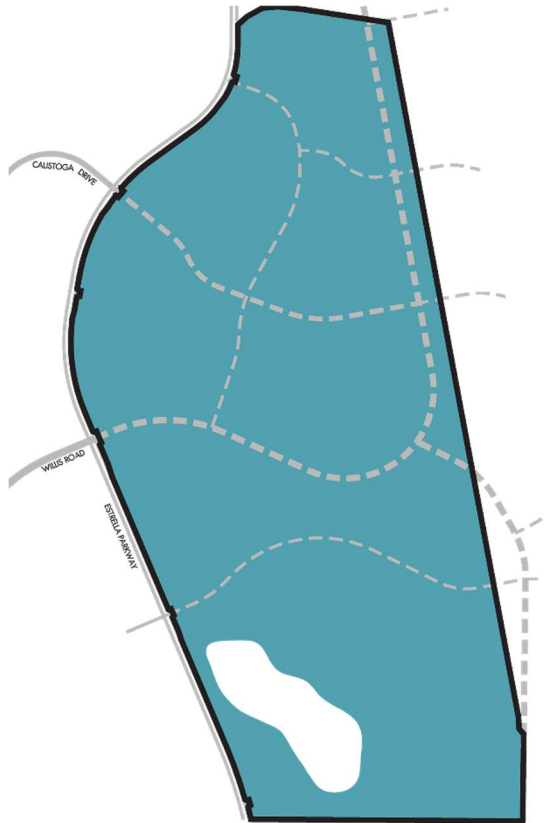
Typical Uses: Natural environments, landscape areas, parks, plazas, fields, community amenities, paths, trails (including parking areas), utility corridors

Location: anywhere within the Property

Districts Permitted: All Districts when uses analogous to open space are provided



PAD NARRATIVE



LUG CS (CIVIC SPACE)

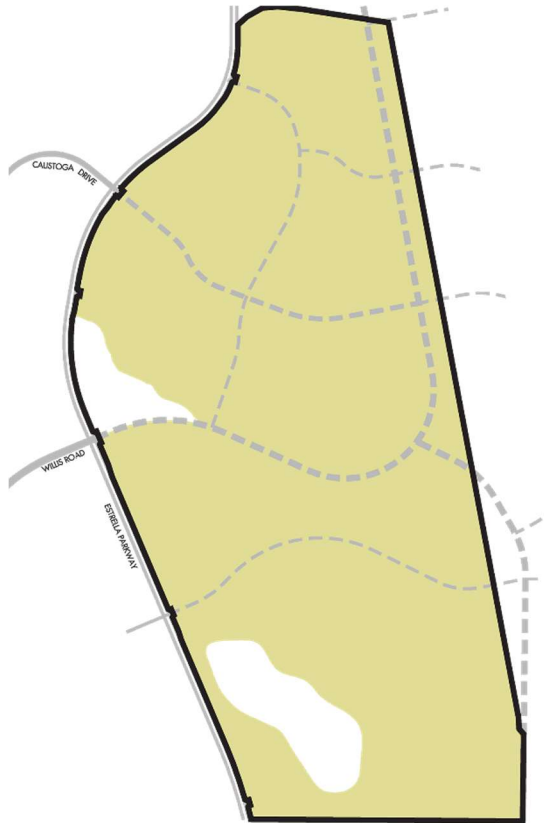
Typical Uses: civic and recreational uses including but not limited to, government and institutional buildings, police/fire stations, places of worship, schools, arts and cultural facilities, theaters, landscape areas, parks, plazas, fields, community amenities, paths, trails

Location: anywhere within the Property, except preserved hillside

Districts Permitted: Public Facilities (PF) District



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LUG E (ESTATE)

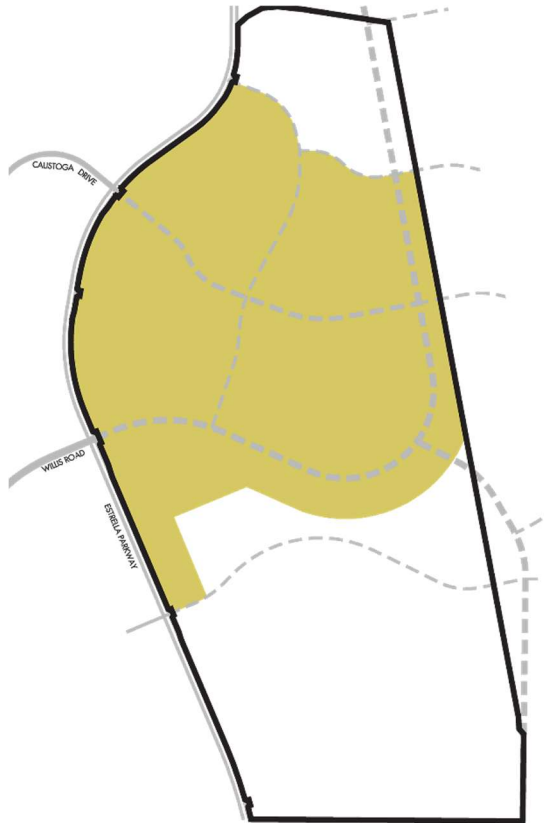
Typical Uses: Residential, single-family

Location: anywhere within the Property, except preserved hillside, and an area northeast of the intersection of Willis Road and Estrella Parkway

Districts Permitted: R1-10, R1-7, R1-6, R1-4, R1-A, R1-C



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LUG V (VILLAGE)

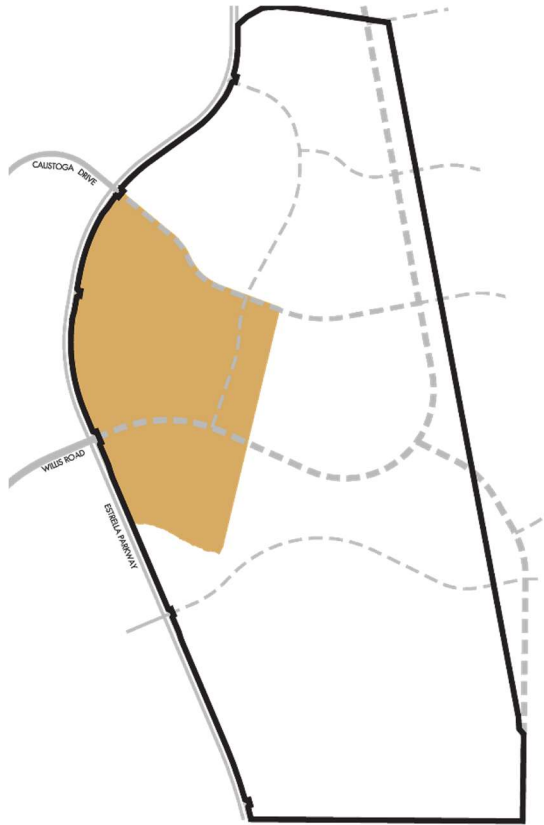
Typical Uses: Neighborhood-scaled multi-family, single-family attached/detached, live-work units, neighborhood serving commercial uses residentially scaled at intersections of collector (or arterial) roadways

Location: north of Tanglewood Drive and south of Estrella Foothills High School as generally depicted on the map

Districts Permitted: MF-12, C-1



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LUG H (Hub)

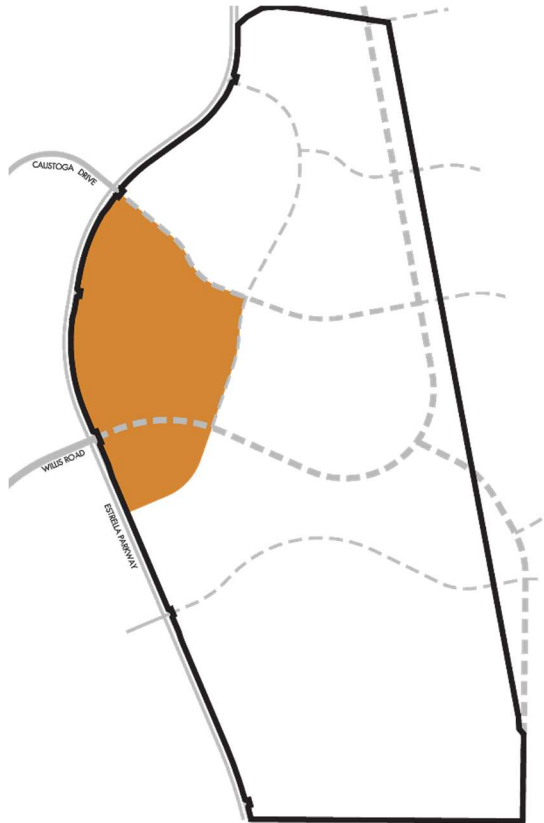
Typical Uses: Multi-family, commercial, and office

Location: limited to a transition zone around LUG Core as generally depicted on the map

Districts Permitted: MF-18, C-2



PAD NARRATIVE



LUG C (CORE)

Typical Uses: Multi-family, commercial center, office, and mixed-use

Location: limited to south of Calistoga Drive and areas near the intersection of Willis Road and Estrella Parkway as generally depicted on the map

Districts Permitted: MF-24, MU



PAD NARRATIVE

JUSTIFICATION:

Unlike typical PADs that may prematurely establish defined parcel boundaries within a large property – often prior to identification of end users – E14 PAD uses development options, known as Land Use Groups (LUGs), and establishes appropriate, but more generalized parameters for where each LUG can be implemented. This approach allows greater adaptability to physical conditions and market realities while also supporting greater creativity in the development of the Property without compromising the City’s ability to ensure familiar product types within a common regulatory structure. More importantly, this approach will result in a more holistic development by softening the transitions between projects and making a more cohesive community. Instead of E14 PAD being a 1,505-acre property comprised of multiple small and somewhat isolated ‘sub-projects’, it will be a more integrated master planned development where the internal boundaries are virtually seamless due to shared open space and infrastructure, pedestrian connectivity, and thematic elements such as streetscape, common walls, and landscaping all while blending with the greater Estrella community.

LAND USE GROUPS

The LUG concept is also administratively efficient as it provides the City with the tools needed to support alternative development concepts while maintaining a defined set of parameters that provide certainty as possible development concepts are presented for review. Doing so allows a collaborative relationship between the City, the developer, and future builders.

The Districts are described in Section 5. PAD Districts. Appendix A - Uses identifies uses that are permitted, uses that are permitted if certain conditions are met, and uses that may be permitted with a Use Permit.

3.3. ESTABLISHMENT OF PAD DISTRICTS

The land use groups define where the PAD Districts (together, the “Districts”, individually, a “District”) are applicable. The PAD Districts, similar to City zoning districts, define the development standards to regulate, restrict, and separate the use of land, buildings and structures. Each District also establishes the uses that are permitted, uses that are permitted if certain conditions are met, and uses that may be permitted with a Use Permit.

The layered zoning concept is in place prior to development. At the time of development, a single “zoning” is assigned to the land. This occurs with a site plan or final plat approval. Development plans will be prepared and submitted to the City for review and approval. The appropriate zoning District(s) is declared with the application. The review of the application is for conformance with the applicable standards for the District and the City Code.

After a property has an assigned District, if a property owner desires to change the zoning to permit a different use, an application to the City will be made and follow the standard City processes for a rezoning application.

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3.4. ADMINISTRATION

The following outlines the sequence and hierarchy of planning and development within the Property

A. E14 PAD

The E14 PAD is the first level of planning, sets forth the framework for development of the Property and incorporates development standards that apply to the Districts permitted within the Property. More specific development proposals within the Property will follow the City's standard process for subdivisions or site plan, except as specified herein.

B. DECLARATION OF A DISTRICT

Upon submittal of a preliminary plat or site plan (depending on the type of development), an applicant will declare a District for all of the property or each portion of the property based on the permitted District(s) under the applicable LUGs. This approach allows the City to review preliminary plat or site plan applications under the standards of the applicant-declared District(s) as permitted within the property's LUGs.

C. ASSIGNMENT OF A DISTRICT

Upon approval of a final plat or issuance of the first permit for a site plan (depending on the type of development), the City will assign the District for all of the property or each portion of the applicable property based on the permitted District(s) under the applicable LUGs, as declared by the applicant in the preliminary plat or site plan (depending on the type of development). The mechanism for tracking will be a Budget Tracker.

D. DISTRICT BOUNDARIES

Similar to how the City establishes zoning on the Zoning Map, the Districts permitted per the PAD will be established along discernible boundaries. The locations and boundaries of the Districts:

- are intended to follow (i) the centerline of a street or alley, or (ii) a lot or parcel boundary line.
- when indicated as approximately following a street, alley, or right-of-way, then the District of the adjacent property shall be extended to the centerline of such street, alley, or right-of-way.
- may include hillside, or portion thereof, where only LUG OS is permitted; the area permitted as LUG OS shall be assigned with an easement or tract.

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E. INFRASTRUCTURE MASTER REPORTS

The E14 PAD includes, by reference, infrastructure master reports for water, wastewater, drainage, and transportation (individually, “Master Report,” or collectively, “Master Reports”) that provide the guidance for infrastructure to assure that the development can be reasonably accommodated in an orderly fashion. Ultimate infrastructure improvements will be based on actual subdivision plats and development plans.

Updates to a Master Report may be required by the City’s Director of Engineering or designee, to the extent reasonably necessary, to address significant changes made to the land use and infrastructure assumptions originally approved in a Master Report. Additionally, if an approved Master Report provides sufficient analysis and detail, and development shown on a preliminary plat or site plan is equal to or less intense than that assumed in the Master Report, the City’s Director of Engineering or designee may waive the Preliminary Report requirement.

F. INFRASTRUCTURE PHASING

The Property will be developed in multiple phases as market conditions warrant. Improvement plans for

each phase will be submitted to the City as such phases develop to ensure proper and orderly development. The infrastructure, public facilities, and community amenities will be built in phases, and in many cases, will be constructed concurrently with the parcels being served. Infrastructure improvements will be designed and sized to accommodate planned improvements with each phase of development and may be expanded at the time of the initial installation or in the future to accommodate additional development. Infrastructure required to serve each parcel (beyond the boundary of the parcel) is required to be installed with or before the parcel improvements.

The infrastructure master reports for water, wastewater, drainage, and transportation provide the guidance for the infrastructure systems to assure that the development of residential, commercial, and open space uses can be reasonably accommodated in an orderly fashion.

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JUSTIFICATION:

Critical to the success of a large master planned project is the recurring theme of flexibility and holistic planning and design. To be effective, this theme must carry throughout all aspects of the project, from zoning district selection to infrastructure planning and reports.

This PAD includes six layered LUGs, each of which is defined by permitted land uses that are regulated by a predetermined set of Districts, that are selected at the time of application to the City for implementation at the time of development. This approach encourages choice by the builder while maintaining a cohesive vision for Estrella's build out and limits the need for frequent PAD amendments to implement minor changes – which can add time to the development process and strain the resources of both the City and the applicant. Because each District is defined within this PAD, the City has certainty in enforcement and implementation, thereby functionally negating the need for certain PAD amendments. This section details the mechanisms to implement the layered LUGs concept through the application and review process.

ADMINISTRATION

Also embedded in this approach is the ability for the infrastructure of the 1,505-acre project to be master planned. That is, by reviewing and approving large infrastructure master plans early in the entitlement and development processes, the City and the development community are able to reduce the time and cost of individual infrastructure plan preparation, review, and revisions unless a proposed development is of greater intensity than the approved master plan.

This is beneficial because a developer would typically be required to submit infrastructure master plans for a given project regardless of its size or intensity; however, under this PAD, master infrastructure plans will have already been reviewed and approved by the City. Accordingly, when the developer submits an application for a project and can demonstrate that is at or below the approved thresholds of the master plans, no additional studies would be required.

4. REZONING EVALUATION CRITERIA

The E14 PAD is in conformance with the Rezoning Evaluation Criteria of Zoning Ordinance Section 1-3-1.D.3.

Section 1-3-1.D.3. of the City of Goodyear's Zoning Ordinance sets forth evaluation criteria to be considered for amendments to the zoning map. As described below, the E14 PAD is in conformance with these criteria and meets the goals and objectives provided in the City of Goodyear's planning documents.

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

For nearly 40 years, Estrella has been envisioned as a master planned community with a mix of land uses enhanced by robust open space and recreational amenities throughout the property. Some portions of this 10,000-acre community have been developed or rezoned

since the initial planning, but the E14 PAD Property remains vacant under the initial Phase II PAD zoning from 1988. At that time, the preferred alignment for the Loop 303 ran through Estrella and approximately 500 acres of the E14 PAD Property was planned and zoned for high intensity commercial and multi-family development, inclusive of a regional mall along that freeway alignment. That alignment has been modified over time, and the Loop 303 is now expected to run west of Estrella. In recognition that the change in regional circulation pattern would also impact appropriate land use planning, the City approved a General Plan amendment in 2021 that reduced the Business and Commerce designation within the Property from approximately 500 acres to 40 acres at the intersection of Estrella Parkway and Willis Road, with the balance designated Neighborhoods. The E14 PAD will bring the Property's zoning into conformance with the current General Plan designations by removing the existing zoning's requirement for commercial or high-intensity (50 du/ac) multi-family and allowing for single-family development in all of the Neighborhoods designation. It will also accommodate a community core around the Estrella Parkway and Willis Road intersection

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with the potential for some neighborhood serving commercial and multi-family of various densities branching out from the core.

The General Plan also designates a Village Overlay at the intersection of Estrella Parkway and Willis Road, further enforcing the core-style development pattern proposed in this PAD. In addition, the Goodyear General Plan 2035 added an Estrella Parkway Corridor Growth Area along Estrella Parkway within the Property to promote a mix of uses and neighborhood services in the area. The Project's consistency with specific goals, objectives, and policies in the General Plan is provided below.

Goal LC-1:

A compatible mix of land uses that foster a high quality of life in a distinctive way that is unique to the city.

Policy LC-1.7. Development within large master planned communities should:

- *Allow for greater flexibility since the area is being master planned.*
- *Include a diversity of housing.*
- *Include trails, open space, and internal and external connectivity.*
- *Include an integrated lifestyle.*

Policy LC-1.6. High-density residential should

- *Have access to transit services.*
- *Locate near commercial uses or integrate commercial uses such as coffee shops.*
- *Provide a buffer between commercial and lower-density residential.*
- *Respect the surrounding residential development.*
- *Be compatible with existing surrounding development when infill development (e.g., limit height of buildings to reflect surrounding existing residential buildings).*

Policy LC-1.11. Promote creativity and maintain flexibility in the development process while still protecting existing residents and businesses from incompatible land uses and preserving and enhancing Goodyear's existing character.

Standard 4

Goodyear promotes a graduated density/intensity concept. Developments with similar densities should locate near each other, gradually increasing density towards Village Centers, Civic Square, Growth Areas, or transit corridors and lowering density near protected uses (such as a natural feature). Developments with similar intensities (e.g., building height, building bulk, or intensity of

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use) should locate near each other gradually increasing intensity towards transit corridors, Civic Square, industrial development, and commercial centers and decreasing intensity towards residential developments.

Estrella is a unique community tucked in the shadow of the picturesque Estrella Mountains with an existing mix of single-family detached housing options; integrated open space, trails, and amenities; and a developing commercial node. As Goodyear's developable area fills out north of the Gila River, the Estrella community will take on more of the City's housing needs while also integrating and expanding commercial and recreational opportunities to serve the growing resident base. The E14 PAD will set the stage for development east of Estrella Parkway, maintaining the long-held vision for a mix of uses in Estrella with updated planning and flexibility to meet market demand into the future. New residents will benefit from Estrella's existing amenities, such as the StarPointe and Presidio residents' clubs as well as miles of connected trails and integrated parks. E14 PAD will also feature a new community amenity to serve both new and existing residents and provide connectivity for new residents to drive, bike, or walk to the many destinations for activity and leisure throughout the master planned community.

The existing core area near the intersection of Estrella Parkway and Elliot Road currently houses commercial and recreational services for Estrella residents and is continuing to fill out as commercial demand increases. E14 PAD offers a second core at the intersection of Estrella Parkway and Willis Road, in and around the Business and Commerce designated area in the General Plan. This second core will create a destination for existing and future residents in the southern and eastern portions of Estrella to work, shop, and socialize. It will feature a mix of uses near the higher volume transportation corridors and includes options for higher density residential uses. The residential offered in this second core area will provide new housing choices in Estrella that help realize the goal of a complete community and support nearby commercial development, making the area more conducive to retail, restaurant, and service users. This mixed-use concept is consistent with the existing zoning that permits a range of commercial uses as well as multi-family residential development at a density of 50 du/ac; however, the permitted density in the E14 PAD will be significantly curtailed from the earlier proposal in order to better align with current planning and demand while complementing the existing Estrella development. Although the previous plan for a regional mall and freeway-adjacent commercial development is no longer viable at this location due to the realignment of the

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regional scale transportation corridor, this area is ripe to attract uses that serve the growing Estrella population.

The E14 PAD implements innovative layered zoning through its LUGs in order to promote higher intensity development of Estrella's second core area while also allowing for a variety of housing options and smaller neighborhood commercial opportunities throughout the Property. This approach allows the community to be planned holistically and will help to add diversity in housing as density generally decreases while moving away from the core area, but avoids an overly prescriptive plan that unnecessarily hinders the ability to react to market conditions. The proposal also maintains buffers and transitions between uses while allowing a master planned developer to plan a cohesive, high-quality community. E14 PAD is designed to attract a variety of market-rate housing options that will address the needs of a range of prospective residents including first-time buyers, young families, out-of-state transplants, seasonal residents, move-up buyers, empty nesters, and retirees. The E14 PAD area will enhance Estrella's housing stock, which has largely been limited to single-family detached options, in order to build a more complete community where residents can remain through all stages of life. The desire is to plan for housing options that will grow with the needs of the residents and for children raised in the community

to continue making Estrella their home as adults while building their own lives in this idyllic setting.

Goal LC-2:

A stable approach to growth that is well managed and distributed to meet or exceed the quality of existing development and equitably address the needs of existing and future residents, businesses, and visitors.

Policy LC-2.4. Promote appropriate development within the designated growth areas:

- *Estrella Parkway Corridor: Promote the development of commercial nodes, retail, services, and educational, and recreational uses.*

The Estrella master planned community has been developing for decades through various economic climates and shifting market demands. It remains vibrant and continues to grow with expectations of high-quality development and amenities. E14 PAD will transition growth within Estrella to land east of Estrella Parkway and offer diverse uses that meet or exceed the needs of a broad range of current and future residents. From first home buyers, to move-up or seasonal residents, or those seeking a high-quality rental option, E14 PAD advances Goal LC-2 by blending a variety of residential options with

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accessible open space and recreational amenities as well as an appropriately scaled secondary commercial core.

In particular, the Estrella Parkway Corridor (Growth Area) runs through E14 PAD's frontage on Estrella Parkway and has been identified as a prime location for greater intensity. This concept is reflected in the alignment of the E14 PAD's higher intensity LUGs. As prescribed herein, this PAD allows commercial, mixed-use, and higher-density residential development, but concentrates these uses into a secondary core area near the intersection of Estrella Parkway and Willis Road, where they are most accessible to the community and higher-density residential can serve as a transition between commercial and single-family residential neighborhoods as planned by a master developer. This approach will help support and entice appropriate commercial services to the area to meet current and future market demand.

Goal LC-4:***All areas of Goodyear become complete neighborhoods***

Policy LC-4.1. Promote the concept that all neighborhoods in Goodyear should be "complete neighborhoods" meaning they include:

- *A range of housing options.*

- *The option to safely walk or bike to internal and external destinations.*
- *Access to a variety of transportation options.*
- *Schools that meet the needs of the neighborhood.*
- *Parks and other recreational facilities.*
- *Neighborhood commercial centers that provide daily needs.*
- *Places of worship.*
- *A sense of place and community pride.*
- *Places and spaces that encourage social interaction.*
- *Accessibility for people of all abilities.*
- *Access to healthy food.*
- *Other amenities identified as important by the neighborhood.*

Policy LC-4.2. Link neighborhoods and individual destinations within neighborhoods together through publicly accessible and private shared-use sidewalks, greenways, trails, and open space. Also, provide bike paths and bike lanes where possible to increase connectivity.

Policy LC-4.7. Designate open space or parks as the focal point of the neighborhood and ensure they are available within walking distance to all residents.

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Goal HS-1:

A comprehensive, connected, and accessible parks, open space, and recreation system serves existing and future residents by contributing to the community's social, economic, and environmental quality.

Policy HS-1.7. In the Neighborhoods land use category, parks and open spaces primarily should:

- Be a focal point of the neighborhood.*
- Contribute to a sense of place.*
- Be a place where children can safely play.*
- Provide opportunities for social interaction.*
- Locate parks to integrate neighborhoods, so that residents of different neighborhoods can meet and socialize.*
- Provide appropriate connections between residential and commercial areas by consolidating open spaces in different land uses to create larger areas (e.g., a neighborhood park and required commercial buffer could be located near each other to create larger open space).*
- All residences shall be located within a ¼ mile of a public or private neighborhood park.*

E14 PAD is an extension of the Estrella master plan community that promotes complete neighborhoods with a cohesive mix of housing options that are anticipated to

develop in conjunction with commercial and civic uses, all of which benefit from integrated open spaces in close proximity to every home. E14 PAD will provide an open space system comprised of 18% of the property (approximately 271 acres) as open space of which 75% (approximately 203 acres) will be usable. Usable open space areas will be distributed throughout the Property with the integration of a community-level amenity, but also in the form of pocket and neighborhood parks, greenways, and trails, consistent with the robust system already found throughout Estrella. Each neighborhood will be designed to ensure that each lot is located within one-quarter mile of a park. As the Estrella community abuts Maricopa County's Estrella Mountain Regional Park, E14 PAD will connect to Estrella's prized trail system leading into the park and connecting to the broader Maricopa Trail system. Overall, E14 PAD's open space is intended to establish community identity and promote resident interaction. This system is designed to reach residents of all ages and make living in E14 PAD an experience rather than just a place to dwell.

With various levels of development intensity emanating from the core area, E14 PAD's neighborhoods will be connected for ease of access by automobile, foot, or bicycle to the commercial and mixed-use core at Estrella Parkway and Willis Road. Site and building design within the core will be focused on pedestrian activity and

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community engagement. Commercial areas are accessible and connected to the neighborhoods but will be buffered by setbacks and landscaping that will protect privacy and enhance community identity.

Goal ID-1:

Vibrant, equitable, and diverse neighborhoods recognized as being “a home for everyone,” each with their individual character yet connected and integrated into a cohesive Goodyear.

Policy ID-1.3. Encourage the integration of varied housing models, architectural styles and form, streetscapes, signage, common landscaped areas, and other character-defining features that contribute to a distinct neighborhood identity.

Goal ID-2:

A range of housing types, price points, and sizes meet the needs of all ages, incomes, and lifestyles.

Policy ID-3.3. Partner with developers to integrate diversity of housing types into large master planned communities.

Policy ID-2.7. Ensure that new development preserves surrounding community character through buffering techniques, design elements, and appropriate landscaping.

Estrella is a master-planned community that, at full build-out, will include a wide array of housing types, price points and home sizes. As in other areas of the City, landforms and infrastructure influence where certain housing types occur. For instance, sloping terrain (i.e., Communities 11 South and 13) is often suitable for larger lots and homes while locations near major intersections (Community 14) attract commercial uses and surrounding residential at a density to make them successful.

The E14 PAD features a layered zoning framework that establishes multiple LUGs, functioning as a series of overlays that promote housing and community diversity through flexible development options. This approach allows for a full array of housing options to develop over time with various single-family lot sizes, attached and cluster product, townhomes, and multi-family of various densities. The zoning districts for these products are based on the City’s existing zoning districts to provide certainty and familiarity in the development options, however, the layered LUGs allow responsiveness to market demand that will provide for resident choice within multiple market segments at various stages of life and appeal to a variety of lifestyles.

Pedestrian connectivity by means of shared use trails and shaded sidewalks will connect residents to each neighborhood and through a series of linked hierarchical

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open spaces. E14 PAD will focus on creative neighborhood design, including commercial and mixed-use development integration, while not straying from the Estrella master planned community vision of high-quality and diverse housing with world class recreational amenities for all ages and abilities. Uses of varying intensities will be buffered through building placement and site design and screened when necessary.

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

The Property experiences some minimal change in grade as it rises on approach to the Estrella Mountains to the east. It is predominantly developable except for a foothill area near the southern boundary that has been identified for preservation. The Property is located within the Estrella master planned community and is currently zoned for residential and intense commercial development, thereby confirming the suitability for a variety of development options.

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

The Property is currently undeveloped and is bounded to the east and south by vacant property. To the north is an existing high school and to the west, across Estrella Parkway is the Montecito neighborhood and the gated and aged-restricted Canta Mia community. E14 PAD will provide a much-needed secondary commercial core for the residents in the southern portion of Estrella and for the future residents of this property.

Designed with flexibility in mind, the E14 PAD will permit the master developer to remain nimble as housing and commercial development trends evolve and market demand changes over time. The proposed commercial uses align with the City's current commercial zoning districts, with minor modifications to ensure proper fit within the Estrella community. In addition, this Project will reduce the density and intensity permitted under existing zoning that allows for approximately 8,400 homes and 480 acres of commercial development, which includes a high-intensity town center permitting 50 du/ac multi-family development. The E14 PAD will more closely align development with the current General Plan land use designations that have been implemented over the past few years. These past amendments proactively recognized the increasingly residential character of the area as well as the need for community-serving commercial development near Estrella Parkway and Willis Road instead of a regional commercial hub.

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

The Property is currently zoned PAD with an outdated plan from 1988 that included a very large regional-scale commercial area. That concept was predicated on a proposed freeway alignment and interchange that has since changed significantly. The Project represents an improvement by providing a more cohesive and balanced product mix that appeals to the modern market and the current circulation plan. The E14 PAD will allow development to better align with current planning assumptions and modern trends, and the layered zoning approach will provide flexibility to react to future demand more efficiently than the current zoning with stagnant and specific geographic limitations. This PAD also memorializes key open space criteria including programming, accessibility, and connectivity to build upon the previous concepts associated with the existing PAD.

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

Estrella is a highly sought after community with potential for a menu of housing options and projected demand for a second commercial core – all on land that is already planned for development. As land north of the Gila River in Goodyear fills out for development over the next 5-10 years, Estrella is the next logical step for housing in Goodyear. It is an existing community with infrastructure and amenities, which is only approximately half built out at this time. The E14 PAD will allow the community to begin extending east of Estrella Parkway with additional single-family options and a new commercial core to serve residents in the growing southern portion of Estrella. The current zoning on this property is not conducive to a viable development pattern for the community, as it is focused on regional commercial activity centered around a now-abandoned freeway alignment. As such, this proposal will realign the property with a more desirable use palette for the area.

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

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bridges, schools and emergency services facilities and equipment;

The Project will be able to connect to existing infrastructure that currently supports the Estrella community and has been planned with future growth in mind. An expansion of the Rainbow Valley Water Reclamation Facility is currently underway to increase capacity from 0.75 mgd to 2.0 mgd. There are currently two elementary schools and one high school in Estrella, with additional land set aside for future schools. The master developer is in communication with both the Liberty Elementary School District and Buckeye Union High School District about development plans and facility needs. The table below provides a standard student ratio calculation for elementary and high schools; however, the actual number of students generated may vary.

School Type	No. of Res. Units	Student Ratio	No. of Students
Elementary School	6,034	0.30 students/unit	1,810
High School	6,034	0.19 students/unit	1,147
Total	6,034		2,957

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

No adverse impacts are anticipated. The Property will be able to connect to existing infrastructure, and the master developer is working with the City on any needed improvements.

h. general public's concerns;

The Applicant will comply with the citizen outreach and notification requirements of Sections 1-3-8 and 1-3-9 of the Zoning Ordinance.

i. whether the amendment promotes orderly growth and development; and

The E14 PAD promotes orderly growth, as the Estrella community extends east of Estrella Parkway, consistent with the General Plan's land use and growth corridor designations. It allows for creativity and flexibility through its LUGs with the greatest intensity near the intersection of Estrella Parkway and Willis Road. Intensity and density decrease further away from the core, reserving areas for single-family uses. This approach allows the Property to be planned holistically instead of on a limited parcel-by-parcel basis.

5. PAD DISTRICTS

This section describes development standards applicable to the E14 PAD Districts. The purpose and standards are based on the City's zoning districts with some modifications. The District classifications include single-family residential, multi-family residential, commercial, and public facilities

The District standards provide for:

- quality, complete neighborhoods to meet the varying lifestyles of the City's residents,
- the orderly, well-planned, and balanced growth of neighborhoods,
- standards to help create distinct and attractive neighborhoods designed for pedestrian experience,
- activity centers with shopping and services, employment for local residents, and to strengthen the City's economic base,
- standards intended to assure convenience, safety, positive community image, and
- use intensities and site development criteria that are intended to mitigate impact on, as well as maintain compatibility with, adjacent residential areas.

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5.1. SINGLE-FAMILY DISTRICTS DEVELOPMENT STANDARDS

The table to the right prescribes the development standards applicable for each single-family District.

1. Flag lots are permitted. The width of a flag lot is measured by the largest circle that can be inscribed within the lot.
2. Setback measured to building from back of curb. Vehicular parking within a setback is prohibited except on a paved driveway or dedicated parking stall.
3. Face of Garage setback measured from back of curb or back of sidewalk when a sidewalk exists; Face of Garage setback of zero (0) feet is permitted along an alley, shared drive, and auto court. Face of Garage setback does not apply when the garage door is rotated +/-90 degrees to the street; Face of Garage setback is intended to either be deep enough to provide space for a parked car on a driveway or short enough to discourage parking on a driveway (typically 4' or less).
4. Street Side Building Setback not required when a tract is located between a lot and right-of-way; Side setback applies.
5. Minimum building separation determined by Fire Code.
6. As required to meet the open space required per Table 3.1. Land Use Budget

	R1-10	R1-7	R1-6	R1-4	R1-A	R1-C	R2
Lot Area (typ. min. sq. ft.)	10,000	7,000	5,500 5,000	4,500 4,000	2,800	3,200	7,200
Lot Width ¹ (min. feet)	80	70	55-50	45-40	35	40	72
Lot Depth (min. feet)	125	100	100	100	80	80	100
Building Form							
Building Height (max. feet)	30	30	30	30	30	30	30
Lot Coverage	40%-NA	45%-NA	60%-NA	60%-NA	75%-NA	60%-NA	40%-NA
Building Setbacks⁵ (minimum feet)							
Front ²	10	10	10	10	10	5	20
Face of Garage ³	20	20	20	20	20	20	20
Side	10	5	5	5	0	0	5
Side (aggregate on lot)	20	15	15-10	15-10	0	10	15
Street Side ⁴	20	15	10	10	10	10	20
Rear	30-25	25-20	20-15	20-10	15-10	15-10	20-15
Auto-court/Alley ³	0	0	0	0	0	0	0
Open Space⁶							
% of Net Lot Area	10%NA	12%NA	15%NA	15%NA	15%NA	15%NA	12%NA

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JUSTIFICATION:

The Planned Area Development (PAD) zoning district is an alternative to traditional zoning and is a good fit for large projects, such as master planned communities, where unique development standards are implemented to accommodate a creative product mix, transitions between uses, and integration with Estrella's amenities. By its very nature, the PAD option exists to encourage creativity and provide variety while maintaining an overall thematic consistency. The PAD with a mix of development options and their respective standards provided within a single document is far more efficient for a 1,505-acre project than piecemealing several smaller zoning categories within that same 1,505 acres. If a large-scale property is broken into multiple standalone zoning districts, there is a significant potential for multiple one-off rezonings for small parcels or other types of modifications – which could result in a fractured, uninspired development.

The City of Goodyear already provides some allowances for alternative standards, such as reduced lot sizes and side setbacks when accompanied by enhanced amenities. As such, the requested deviations from the City's standards are minimal considering the context of the Property, and the overall approach adheres to the City's existing hierarchy and vision. More specific justifications are provided below:

SINGLE-FAMILY DISTRICTS DEVELOPMENT STANDARDS

1. **Lot Width.** *This PAD reduces the R1-6 and R1-4 lot widths from 55 feet and 45 feet as provided in the Zoning Ordinance to 50 feet and 40 feet, respectively. The proposed lot width reductions for the R1-6 and R1-4 are currently allowed by the Zoning Ordinance with enhanced amenity, connectivity, and streetscape design standards; the E14 PAD establishes amenity design standards along with overall open space standards that will meet and exceed typical requirements. Amenities beyond the minimum requirements include the existing StarPointe and Presidio residents' clubs and Lakes Park in addition to the community amenity and series of neighborhood parks that will be provided as part of the E14 PAD. Another trademark of Estrella is its connectivity with a robust trail system throughout the community and leading to the Estrella Mountain Regional Park and Maricopa Trail system. The E14 PAD will continue this tradition of connectivity with paths and trails along roadways and powerline corridors with additional connections through open space and connecting to parks and commercial areas where appropriate. While the quality of amenities and connectivity is better measured on a holistic level, streetscape elements are more aptly considered on a subdivision-specific level. As such, the E14 PAD will require specific levels of streetscape elements at the plat level for R1-6, R1-4, R1-C, and R1-A districts as set forth in Section 6.3.D.*

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2. **Lot Coverage.** *Maximum lot coverage can be an impediment to creativity, especially for single-family residential development. The E14 PAD is intended to bring about new housing opportunities in Estrella for an evolving homebuying market while maintaining the overall quality of design and outdoor recreation and leisure opportunities that define Estrella. Instead of lot coverage requirements, building setbacks associated with a defined lot size may serve to define the envelope of developable area while allowing for greater flexibility within that envelope.*
3. **Rear Setback.** *The proposed rear building setbacks for R1-10 (30'), R1-7 (25'), R1-6 (20'), R1-A (15'), R1-C (15'), and R2 (20') have been reduced by 5 feet and R1-4 (20') by 10 feet to align with other similar, and recent, comparable developments in Estrella. Ample connected open space existing throughout Estrella and proposed in this PAD provide opportunities for outdoor leisure and recreation. At the same time, the reduced rear setback allows greater flexibility for siting different sized homes on single-family lots while not requiring homebuyers to purchase additional lot area they may not need or want.*
4. **Garage Setback.** *This PAD maintains the City's Zoning Ordinance baseline setback of 20 feet, but includes allowances for reductions to 0 feet. The face of garage setback is intended to either be deep enough to provide space for a parked car on a driveway or short enough to discourage parking on a driveway (typically 4' or less). Where some zoning districts support a mix of housing products, some are more compact, such as motor courts or alley-loaded products where traditional driveways and lot configurations are inconsistent with the neighborhood design and function. This allowance encourages alternative community design and product types without the need for variances or PAD amendments for driveways.*
Auto-court and alley setbacks are currently undefined in the Zoning Ordinance. This product type is increasing in popularity and promises to serve a variety of lifestyles where yards are undesirable or impractical.

PAD NARRATIVE

5.2. MULTI-FAMILY DISTRICTS DEVELOPMENT STANDARDS

The table to the right prescribes the development standards applicable for each multi-family residential District.

1. Building height may be increased ten (10) feet to accommodate pitched roof forms.
2. Setback measured to building from back of curb. Vehicular parking within a front setback is prohibited except in a dedicated parking area.
3. Setbacks may be reduced to zero (0) feet a) adjacent to open space, b) adjacent to a landscape area within a ROW, or c) in LUG C (Core) and/or LUG H (Hub) when holistically planned as determined by the Zoning Administrator. Building separation is determined by Fire Code.
4. Additional height related to a pitched roof is excluded from the height measurement.
5. May be applied to required open space budget.
6. May be reduced or waived when some or all of a requirement is provided off-site and in context with an applicable site as determined by the Zoning Administrator.

	MF-12	MF-18	MF-24
Density (max. du/ac)	12	18	24
Lot Width (min. feet)	200	200	100
Lot Depth (min. feet)	N/A	N/A	N/A
Height ¹ (max. feet)	25	30	40
Accessory Building Height (max. feet)	12	12	12
Building Coverage (max.)	50%	50%	50%
Building Setbacks (min. feet)			
Front ²	30	30	30
Side ³ (abutting a street)	20	30	30
Side ³ (not abutting a street)	20	30	20
Side (aggregate on lot)	40	60	40
Rear ³	30	30	30
Building Height 20' or less ⁴ (adjacent to single-family detached residential)	30	30	30
Building Height between 20' and 30' ⁴ (adjacent to single-family detached residential)	50	50	50
Building Height > 30' ⁴ (adjacent to single-family detached residential)	N/A	N/A	50' +5' for every foot over 30'
Open Space⁶			
Recreational Open Space ⁵ (minimum area per unit)	400 sf / unit		
Private Outdoor Open Space (minimum square feet per unit)	200	60	60
Landscape Area ⁵ (% of Net Lot Area)	20%	20%	20%

PAD NARRATIVE

A. MULTI-FAMILY DISTRICT
PARKING STANDARDS

The table to the right prescribes the parking standards applicable for each multi-family residential District.

- 1. At least one (1) parking stall per dwelling unit must be covered and assigned to a dwelling unit.
- 2. The Zoning Administrator may waive or reduce required parking when supported by a parking study.

Required Parking ^{1,2}	
Efficiencies, Studios	1 space per dwelling unit
One bedroom	1.5 spaces per dwelling unit
Two, Three, or more bedrooms	2 spaces per dwelling unit
Townhomes	2 spaces per dwelling unit
Guest Parking	1 stall per 10 dwelling units if more than 5 dwelling units in the development

PAD NARRATIVE

JUSTIFICATION:

There is currently no multi-family residential development in the Estrella community despite the existing PAD providing for multi-family uses and development standards. In fact, approximately 4,600 multi-family units are currently permitted within the Property. This PAD application will reduce the maximum number of multi-family units to only 864. In addition, the existing standards allow up to 50 du/ac on certain “town core” portions of the Property, whereas the E14 PAD will rely on density limits found within the City’s existing Zoning Ordinance, and with only minor modifications to such standards. The E14 PAD standards will be less intense than the current multi-family standards for the Property and blend the current Estrella standards, the City’s standards, and common industry standards with certain modifications where necessary.

MULTI-FAMILY DISTRICTS DEVELOPMENT STANDARDS

1. **Height.** *The current 25-foot building height for MF-12 is untenable as this height would not support typical two-story development with pitched roof forms. Additional height is for pitched roof forms. It allows for roof forms and building massing to be similar to the single-family development standards that are complementary in scale.*
2. **Setbacks.** *The minimum setbacks provided in the PAD reflect those of the corresponding Zoning Ordinance zoning district; however, clarifying footnotes were added to allow conditional modifications to these setbacks based on the LUG in which a development occurs and a building’s proximity to common areas and open space. These modifications encourage integration between communities and community elements and avoid arbitrary building placement and illogical separation from open areas.*
3. **Setback adjacent to residential.** *These standards remain largely unchanged from those in the Zoning Ordinance. The Zoning Ordinance provides specific setbacks when a multi-family property is adjacent to properties with single-family residential detached zoning. These setbacks are carried forward into this PAD with one clarification – currently, the Zoning Ordinance provides an increased setback for the MF-18 district for buildings greater than 30 feet in height; however, the MF-18 district does not allow more than 30 feet of building height, therefore, this standard is not applicable. This correction is reflected in the PAD.*

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4. **Parking.** As multi-family residential continues to evolve and its characterization broadens to capture new product types that are designed to meet more narrowly-defined user categories, Valley ordinances are responding by encouraging greater flexibility in open space and site design criteria, architectural design, and parking standards. This PAD maintains the Zoning Ordinance parking requirements for multi-family residential development with the addition of a footnote that grants the Zoning Administrator authority to reduce the parking requirements when supported by a parking study. This modification provides an opportunity for a developer to work with the City to determine a revised parking requirement when appropriate, such as in a mixed-use environment, where reduce parking requirements are justified.

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5.3. COMMERCIAL AND PUBLIC FACILITIES DISTRICTS DEVELOPMENT STANDARDS

The table to the right prescribes the development standards applicable for commercial and public facilities Districts.

1. Net site area, lot width, building coverage, and building setbacks (interior to the site) requirements do not apply to individual lots within a unified commercial/mixed-use development or district (which is a development intended for three or more businesses) so long as the development has permanent cross-access, shared parking and access easements when necessary to meet minimum parking and maneuvering requirements and any other applicable requirements.
2. Setbacks are measured to building from back of curb. Vehicular parking within a front setback is prohibited except in a dedicated parking area.
3. Setback for lots within a unified commercial/mixed-use development shall be measured from the nearest public streets.
4. Building setbacks, not interior to the site, may be reduced ten (10) feet when abutting open space or a landscape area that is at least twenty-five (25) feet wide.
5. Landscape standards apply to the development site and not necessarily an individual lot.

Note: Development standards may be reduced or waived by the Zoning Administrator with holistically planned development, an integrated development plan that creates synergies. This may include combining various aspects of physical forms, transportation, housing, management, and diversity. A holistic plan, often in the form of a site plan under a single application which may be developed in phases.

	C-1	C-2	MU	PF
Net Site Area ¹ (min. square feet)	10,000	10,000	10,000	None
Lot Width ¹ (min. feet)	150	150	150	None
Height (max. feet)	30	56	56	40
Building Coverage ¹ (max.)	50%	50%	50%	None
Building Setbacks ^{1,2,3,4} (minimum feet)				
Front	30	30	30	None
Side (abutting a street)	30	30	30	30
Side (not abutting a street)	20	N/A	N/A	None
Rear	20	N/A	N/A	None
Side/Rear (abutting single-family or two-family residential use or district lot)	30' setback when building is 20' or less tall 50' setback when building is 21' to 30' tall 50' plus 5' of additional setback for each foot of building height over 30' at the point where such additional building height occurs			
Side/Rear (abutting multi-family residential use or district unit)	30' setback when building is 20' or less tall 50' setback when building is 21' to 30' tall 50' when building is greater than 30' tall plus 5' of additional setback for each foot of building height over 30' at the point where such additional building height occurs up to a 50' setback			
Landscape Area ⁵				
% of Net Site Area	15%			

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JUSTIFICATION:

The E14 PAD proposes a significant reduction in commercial and multi-family residential acreage when compared to the current zoning. The realignment of the Loop 303 off the Cotton Lane alignment and the subsequent removal of a freeway interchange dramatically reduced the demand for a regionally-scaled freeway-oriented core with employment, commercial, and high-density multi-family (up to 50 du/ac) uses across approximately 450 acres. Commercial uses remain highly desirable, however, the demand is for more modest, community-level commercial development.

The E14 PAD effectively ‘downzones’ this property to better align with the Estrella community and current General Plan while still encouraging a balanced mix of uses, in the appropriate locations and at an appropriate scale. This PAD plans for more neighborhood-scale commercial development, though a portion of that development may occur in the form of mixed-use, which is why a new Mixed-Use (MU) district was created. The proposed commercial, and now Mixed-Use, districts were created to mirror the City’s development standards for each respective district.

COMMERCIAL AND PUBLIC FACILITIES DEVELOPMENT STANDARDS

1. **Mixed-Use District.** Added to the table is MU for Mixed-Use development. The development standards are the same as C-2 to allow the height and setbacks required for a meaningful mixed-use development. The MU district is only permitted in LUG C (Core) and allows for the development of true, vertically or horizontally integrated mixed-use projects, that is, residential projects with ground floor retail and/or office uses.
2. **Commercial Districts.** This PAD includes two traditional commercial zoning districts – C-1 and C-2, both reflective of the City’s zoning districts of the same name. It should be noted that the City’s C-O uses have been ‘rolled into’ the C-1 district. Doing so ensures that the City’s full spectrum of commercial uses of varying intensities can be captured without requiring a third commercial district in the PAD.
3. **Public Facilities.** For additional consistency with the City’s Zoning Ordinance, the PAD also includes a Public Facilities District (PF) with uses and development standards that match those of the City’s Public Facilities District (PFD).
4. To encourage **flexibility** and promote **collaboration** with City staff, a footnote was added to the commercial and public facilities district development standards table that clarifies the Zoning Administrator’s authority to reduce or waive certain development standards, specifically for those projects that are holistically planned and submitted to the City for review of a pre-plat or site plan application.

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5.4. USES

Each District classification includes permitted uses and not permitted uses. Uses not listed are permitted when deemed analogous or acceptable by the Zoning Administrator. Use permissions are as follows:

A. PERMITTED USES

The following is a list of the uses permitted within a District.

1. Except for uses otherwise permitted by the E14 PAD, uses permitted are those that for each District most closely relate to the City's zoning districts.
2. Uses permitted in a MU District include PF (excluding outdoor storage), uses in MF-12, MF-18, MF-24, and all uses allowed per the City's C-O, C-1, and C-2 zoning districts as modified by the E14 PAD.

JUSTIFICATION:**MIXED USE DISTRICT**

Because the City does not have a mixed-use district, the E14 PAD defines the use permissions by combining a mix of residential and commercial use permissions already found in the City's Zoning Ordinance as modified by the E14 PAD.

3. Government offices (excluding outdoors storage), libraries, museums, and parks are permitted in C-1, C-2, and MU Districts.

JUSTIFICATION:**CIVIC USES**

Government offices, libraries, museums, and parks are desirable uses that are similar to other uses already found in commercial zoning districts and are appropriate for the commercial and mixed uses areas within the E14 PAD.

4. One (1) Automobile Service station (Gas Stations) and one (1) Car Wash, which are not located within five hundred (500) feet of an approved single-family or multi-family residential lot line within a preliminary plat, final plat or site plan, shall be a permitted use within the LUG C (Core). Automobile Service stations (Gas Stations) shall not contain fueling stations for semi-trucks, on-site semi-truck parking or overnight parking accommodation. A combined Automobile Service station and Car Wash use meeting these criteria shall count as using the allocation within this paragraph for each use.

Any Automobile Service stations (Gas Stations) or Car Wash that does not meet the standards in this paragraph shall instead be subject to the applicable standards of the City of Goodyear Zoning Ordinance, which may include a less

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restrictive standard if one is in effect at the time of establishment.

The 500 feet shall be measured from the gasoline pump canopy/island to an approved single-family or multi-family residential lot line within a preliminary plat, final plat or site plan, unless separated by a public roadway, canal, or railroad track.

JUSTIFICATION:***AUTOMOTIVE SERVICE STATIONS/CARWASH***

This modification provides the ability to develop, by right, one (1) Automobile Service station (Gas Stations) and one (1) Car Wash located more than 500' from a residential property line within the LUG C (Core). Automotive service stations can be a beneficial neighborhood commercial amenity and can be situated to avoid potential negative impacts to residential uses within the master planned community.

5. Medical office uses are permitted in C-1, C-2, and MU Districts.

JUSTIFICATION:***MEDICAL OFFICE USES***

This modification adds the medical office use to the C-1, C-2, and MU districts, whereas the Zoning Ordinance currently only permits the use in CO or BPD. Without this modification, medical office would not be permitted within

the E14 PAD. While large scale medical office complexes are not anticipated, smaller stand-alone medical office uses could be beneficial to the residential population of the community and would not have impacts that differ substantially from other professional office and service uses permitted in the C-1 and C-2 districts.

6. Pet boarding uses are permitted with conditions in C-1, C-2, and MU Districts. Pet boarding use conditions are:
 - a. The average noise level, measured at the property line, shall not exceed fifty-five (55) dBa.
 - b. Outdoor walks and exercise must take place within specified play/exercise areas.
 - c. Animals must be supervised by facility staff when in an outdoor play/exercise area.
 - d. Animals shall not be allowed outside between the hours of 7 p.m. and 7 a.m.
 - e. Animal waste shall be removed from outdoor play/exercise areas every five (5) hours, at a minimum, when the areas are in use.
 - f. A solid block wall with a minimum height of eight (8) feet shall enclose the perimeter of any outdoor play/exercise area.

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JUSTIFICATION:***PET BOARDING USES***

Pet boarding has become a desirable neighborhood commercial use and is found in many neighborhood-serving commercial areas throughout the Valley. Conditions related to noise and outdoor areas have been provided to ensure any potential impacts from to surrounding uses are properly mitigated within the master plan concept of the E14 PAD.

7. Drive-throughs for restaurants, coffee shops, and/or similar uses that are located a minimum of 150 feet from an approved single-family or multi-family residential lot line within a preliminary plat, final plat or site plan, that is attached by a plaza, trellis, or roofline to a multi-tenant building with three (3) or more tenant spaces (end-cap drive-through/multi-tenant building drive-through) and does not occupy more than fifty percent (50%) of the multi-tenant building, shall be permitted within the LUG C (Core).

A maximum of two (2) drive-through restaurants, coffee shops, and/or similar uses, not meeting the multi-tenant criteria in the preceding paragraph, that are located a minimum of 150 feet from an approved single-family or multi-family residential lot line within a preliminary plat, final plat or site plan, shall be permitted with in the LUG C (Core).

Any drive-through that does not meet the standards in this paragraph shall instead be subject to the applicable standards of the City of Goodyear Zoning Ordinance, which may include a less restrictive standard if one is in effect at the time of establishment.

The 150 feet shall be measured from the closest exterior wall of the portion of the multi-tenant building containing the drive-through or the closest lane line or curb of the drive-through queuing lane for a standalone drive-through, to an approved single-family or multi-family residential lot line within an approved preliminary plat, final plat or site plan.

JUSTIFICATION: DRIVE-THROUGH RESTAURANT USES

This modification provides the ability to develop, by right, end-cap drive-through/multi-tenant building drive-through and two (2) standalone drive-through restaurants, coffee shops, and/or similar uses located a minimum 150' from a residential property line within LUG C (Core). The drive-through restaurants can bring a much needed food service option to the community and can be situated to avoid potential negative impacts to residential uses within the master planned community.

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8. Veterinary office is permitted by right in C-1, C-2, and MU Districts, provided such facilities are constructed to prevent objectionable noises and odors outside the walls of the office. Boarding of animals shall be permitted only for short time periods for the purpose of observation incidental to care.

JUSTIFICATION:**VETERINARY USES**

Veterinary office is already permitted by right in the C-2 district. This modification adds the by-right use to the MU and C-1 districts. With the applicable conditions, the use is appropriate for commercial areas with the holistic planning concept of the E14 PAD.

B. NOT PERMITTED USES

The following uses are not permitted in any District:

1. Adult business
2. Detention Facility (adult and juvenile)
3. Non-chartered financial institution (pawn shop, title loan, check cashing)
4. Landfill

6. OPEN SPACE

The parks and open space system is an essential community and social connective element providing important gathering spots for both active and passive uses. The framework of the system includes a variety of open space including a community amenity (streets and pedestrian pathways connect surrounding neighborhoods with a community amenity), parks & plazas dispersed throughout the community providing needed local gathering nodes and landscape areas, and greenways, or linear parks, often following a drainage corridor, roadway, or utility corridor. The path and trail system is described in Section 7.2. Path and Trail System. Pedestrian routes will meet applicable ADA requirements. The integration of this parks and open space system, as an essential component of a community master plan, supports many of the modifications requested through the E14 PAD.

The minimum open space requirement is intended to ensure residents have ample area for outdoor leisure and recreation (refer to Section 3.1. Land Use Budget for minimum open space required). The Property is also located in close proximity to the Golf Club of Estrella, Presidio and StarPointe residents' clubs, as well as North Lake Park and South Lake Park. Both lakeside parks feature multi-use fields, basketball courts, and paved jogging paths.

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6.1. OPEN SPACE, PARKS, AND PLAZAS

Exhibit 6.1. - Conceptual Open Space conceptually depicts the locations and makeup of the interconnected and hierarchy of the open space system planned for the community. As a master-planned community, development will be phased and amenities will be planned in context with the setting. The parks system is evaluated on the entirety of the Property and the Estrella master planned community rather than each individual neighborhood, subdivision, or site plan. To this end, required open space provided may not necessarily be located within a specific residential or commercial parcel. Therefore, open space, parks, plazas, and amenities provided elsewhere in the community, including those at a community park, school, a commercial center, or community amenity, may fulfill some or all of the open space and park requirements for one or more neighborhoods. The minimum 18% open space requirement of this PAD must be met within the Property.


EXHIBIT 6.1.
CONCEPTUAL OPEN SPACE

Note: open space, park locations, and community amenity location shown are conceptual and are subject to change.

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6.2. COMMUNITY AMENITY

A community amenity is envisioned to provide opportunities for recreational, social, and educational spaces. The community amenity, or a system of community amenities when combined, will serve all of the Property (the “Community Amenity”). The Community Amenity may be phased and at buildout must include at least one (1) major amenity and at least two (2) minor amenities. Major amenities include a swimming pool, a clubhouse, indoor sport courts, a fitness center, or other comparable amenity approved by the Zoning Administrator. Minor amenities include outdoor sport courts, outdoor fitness equipment, shade pavilion, splash pad, dog park, playground, restroom, or other comparable amenities approved by the Zoning Administrator.

EXHIBIT 6.2.**CONCEPTUAL COMMUNITY AMENITY CHARACTER**

Note: Images are intended to be representative of the character and quality of the types of development within a land use group and are not intended to be exhaustive, express specific design details, colors, or materials.



Single-family open space standards are evaluated in context with the neighborhood setting; home types, open space needs, and relationships to adjacent uses and amenities. For example, a neighborhood of homes with small or no yard may have neighborhood open spaces that include amenities similar to those found in the rear yards of homes with larger yards (swings, firepit, bbq, pool, etc.). Conversely, a neighborhood of homes with larger yards has less demand and less of a need for amenities that are commonly incorporated into a private yard. With a mix of uses and home types proposed, the open space standards are expanded to include social gathering spaces, plaza spaces, and seating areas along with tot-lots and recreational space.

6.3. SINGLE-FAMILY OPEN SPACE STANDARDS

Abundant open space and unparalleled connectivity has helped attract homebuyers to Estrella for three decades. Residents are able to enjoy both active and passive outdoor activities along with community amenities that provide opportunities for all ages and all levels of activity. The E14 PAD seeks to continue that tradition and will ensure high quality open space is within easy walking distance of all single-family homes. Throughout E14, the need for neighborhood amenities will vary depending on neighborhood location, relationships to adjacent and nearby open spaces, relationship to a nearby amenity, relationship to a commercial use, and the types of homes within a neighborhood. The following requirements apply to single-family Districts:

A. OPEN SPACE REQUIREMENTS

A minimum of 18% open space will be provided throughout the Property. At least seventy-five (75) percent of the required open space shall be provided as useable open space. To ensure residents throughout the Project will be able to benefit from the proposed open space plan, there will be at least one (1) park within a ¼ mile walking distance of a home.

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B. USEABLE OPEN SPACE

Useable open space is for recreation and/or social gathering purposes. It includes pocket parks, neighborhood parks, community parks, regional parks, specialty parks, community amenities, linear parks/greenways, and other areas for social gathering and recreation. It includes the amenity itself and the entirety of the tract the amenity is located within. Useable open space does not have a minimum area or dimensional requirement but will often include at least one (1) of the following amenities when not a park: path, trail, seating, swing, field or open play area, or other amenity that encourages social or recreational gathering.

**C. PARK DESIGN STANDARDS**

Parks do not have a minimum area requirement, but must meet the following standards:

1. A park shall provide at least one (1) tot lot, social gathering amenity (such as picnic ramada, amphitheater, dog park, fire feature with seating, seating node, etc.), or recreation amenity of similar scope.
2. A plaza, a predominantly hardscape setting, is considered a park when it includes a social gathering amenity (i.e., seating, art, fountain, garden, etc.).
3. Parking shall be provided for a park either on-street or on-site. Parking is not required for neighborhood-oriented parks as parking is provided with each home, and residents are encouraged to walk or bike along Estrella's interconnected system of trails and pedestrian paths.
4. When provided, seating areas should be shaded, which may include trees.

D. DESIGN ELEMENT REQUIREMENTS FOR SINGLE-FAMILY DISTRICTS

The design element requirements for single-family residential neighborhoods in the Zoning Ordinance are intended to help create diverse places within a

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community that are accessible to the surrounding residents. The requirements include amenity elements, connectivity elements, and streetscape elements. The inclusion of these elements allows for reduced lot widths in R1-6, R1-4, R1-A, and R1-C Districts and reduced setbacks in R1-10, R1-7, and R2 Districts as provided for in this PAD. As Estrella is a master planned community, the amenity and connectivity elements are met collectively throughout the community and not on a parcel-by-parcel basis. Streetscape elements will need to be provided for in each neighborhood. E14 PAD will continue to develop with a high level of amenities, community-wide connectivity, and create neighborhoods that foster a sense of place.

1. Amenity Elements

The quantity of amenity elements required varies by District. R1-10, R1-7, and R-2 Districts require one (1) amenity element, R1-6, R1-A, and R1-C Districts require two (2) amenity elements, and R1-4 Districts require three (3) amenity elements.

As demonstrated in Estrella and throughout the E14 PAD, the amenity elements are satisfied and provide the envisioned level of service to residents on a holistic level without requiring

each residential parcel to meet certain quotas. Notable community-scaled amenity elements within Estrella include the lakes, the Yacht Club, South Lake Park, Bougainvillea Park, D-votion Field, Ladera Park, Foothills Community Park, StarPointe Resident's Club, and Presidio Resident's Club. These elements combined count as one of the required amenity elements. Estrella Mountain Regional Park is immediately east of Estrella and is an amenity to the community with multiple connections via the trail system. This element counts as a second required amenity element. Lastly, a minimum of one (1) community-scaled amenity will be provided within the Property. This will satisfy the third required amenity element. See Section 6.2. Community Amenity for information on this amenity.

2. Connectivity Elements

The quantity of connectivity elements required varies by District. R1-6, R1-A, and R1-C Districts require two (2) connectivity elements and R1-4 Districts require four (4).

Estrella has an extensive path and trail network. The system will be extended through the Property as further described in Section 7.2

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Path and Trail System and will satisfy one required connectivity element.

The General Plan identifies the Estrella Parkway Corridor Growth Area within the Property. This growth area has nearby amenities including the Estrella Lakes, StarPointe Resident's Club Estrella Foothills High School, the Estrella Mountain Regional Park trail system, and Foothills Community Park. This network of connected amenities and its expansion satisfies a second connectivity element requirement.

A pedestrian route along the powerline corridor will serve as a regionally significant route for the community. The system may be composed of a combination of street oriented and open space oriented systems. The powerline corridor system must connect with arterial and collector street oriented systems. This corridor, and the connections thereto, counts as a required connectivity element.

The PAD provides a framework for lot diversity. As demonstrated in Estrella, neighborhoods vary in lot size resulting in a mixture of home sizes, block lengths, and opportunities for pedestrian activity and engagement. This will continue within the Property as a market

necessity satisfying a connectivity element requirement.

The aforementioned connectivity elements meet or exceed the Zoning Ordinance standards.

3. Streetscape Elements

The purpose of streetscape elements is to create a sense of place and ensure that smaller lot developments are of high quality. Streetscape Elements are required for R1-6, R1-4, R1-A, and R1-C neighborhoods. A minimum of one (1) streetscape element is required for R1-A and R1-C neighborhoods, a minimum two (2) streetscape elements are required for an R2, R1-6, R1-7, and R1-10 neighborhoods, and a minimum four (4) streetscape elements are required for an R1-4 neighborhood. Acceptable streetscape elements include:

a. Additional Front Setback

Homes (and all elements of the homes and garages) have a minimum setback of thirty (30) feet.

b. Detached Sidewalk

A detached sidewalk is utilized with a planter strip that is a minimum of five and a half (5.5)

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feet wide. Planter strips shall be planted, irrigated, and maintained with live plant materials.

c. Shared or Clustered Driveways

Driveways are paired so that there is a single curb-cut providing access to two (2) houses and the total width for the driveway is not more than twenty (20) feet. Alternatively, driveways may be clustered (but need not share the same curb cut) so that there is at least thirty-six (36) feet of uninterrupted curb between the clustered driveways.

d. Alley-Loaded

Homes utilize alley-loaded garages.

e. Open Space Facing Homes

Homes do not have a traditional front yard but face onto a shared open space or courtyard.

f. Paving Material

Decorative paving (i.e., pavers) are utilized for paved surfaces between the house and sidewalk.

g. Recessed Garages

Garages are set back at least twenty (20) feet from the front part of the home which could

include living space or a front porch but does not include a courtyard.

h. Porches and Courtyards

100% of homes have a front porch or courtyard with at least fifty percent (50%) of the homes having a covered front porch that is at least forty-eight (48) square feet. Covered porch can include a slatted roof or other roof design alternative, if it is an integrated, significant architectural feature with columns that are complimentary to the style of the home.

i. Expanded Sidewalk

A sidewalk or path, attached or detached, greater than the typical applicable street section is provided.

j. Street Trees

Trees are incorporated along neighborhood streets at a minimum of one (1) tree per residential lot.

k. Arrival Amenity

An arrival sequence or neighborhood entry includes visibility of an amenity or open space area, enhanced roadway landscaping, context appropriate landscape lighting,

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and/or other features that exceed minimum requirements.

l. Perimeter Landscape

Landscape around the perimeter, including that along collector and arterial roads, is enhanced with a ten percent (10%) increase of plant material or incorporates rainwater harvesting features.

m. Open Space Adjacent to Collector Roadway

Locate open space adjacent to portions of a collector road exceeding minimum requirements.

n. Enhanced Theming

Provide a design theme that exudes a sense of identity or place. Such theming need not be identical to themes in other subdivisions within Estrella or the Property.

o. Other Streetscape Elements

Other streetscape elements not minimally required by any other regulation, ordinance, or standard that meets the stated purpose and provides the same impact to the community as the listed elements may be approved by the Zoning Administrator.

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JUSTIFICATION:

This PAD will expand upon the existing variety of open space and recreation amenities currently being enjoyed by the Estrella residents and increase the overall open space percentage from 15% (for most residential districts under the City's Zoning Ordinance) to 18% as measured throughout the entire E14 PAD. Much of what is being identified in the PAD already exists in the City's zoning ordinance and/or the City's Design Guidelines Manual; however, there are a few select modifications that will improve the community's open space planning and programming.

First, the PAD clarifies that gathering amenities, such as hardscaped plazas with shade, firepit areas, and picnic areas that provide value to the community's social fabric can also be counted in the park and open space calculations.

The PAD also recognizes the value of a network of smaller parks within this large master planned community that already ties into the broader Estrella amenities, such as StarPointe, Presidio, and the Lakes Park. The Zoning Ordinance requires developments 40 acres in size or larger to adhere to the following standards - there shall be a 5-acre neighborhood park within a ¼ mile walking distance of all dwelling units; two parks totaling at least 5 acres may be provided in lieu of a single 5-acre park if additional amenities are provided above and beyond those listed in Section C; and the parks are connected via

SINGLE-FAMILY OPEN SPACE STANDARDS

a system of on or off-street paths or trails; and lastly, when two parks are provided it is highly encouraged to connect them via off-street trails. The proposed deviation is that instead of requiring a park to be five (5) acres in size, a series of smaller parks will provide the appropriate level of service to the community. These smaller parks will be located within neighborhoods where there can always be "eyes" on them. A successful neighborhood park is one that is highly accessible, safe, and comfortable regardless of season or user ability, and smaller parks can feel more personal. The typical neighborhood park will range in size from 0.25 to 1.75 acres.

Amenities vary from park to park in relation to the neighborhood context. For example, family-oriented neighborhood parks will include amenities such as a playground, turf area, and shaded seating while another park in the same neighborhood may be oriented toward social gathering and free play with a ramada, barbeque, fire pit, turf area, swings, and shade areas. In addition to the practical and safety benefits associated with smaller, more frequent parks, they also enhance the streetscape and the overall experience of travel through the community, let alone the practical benefits associated with drainage design that is equally as effective as larger, centralized basins, but less visually intrusive.

The E14 PAD will allow for these types of parks to exist while still meeting the Zoning Ordinance requirement of

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75% usable open space within each park. See also Section 6.1. Open Space, Parks, and Plazas.

Section 3-5-4 A.3.a.1. of the Zoning Ordinance requires “parking spaces shall be designated for parks and recreation areas”. Clarification was added that neighborhood parks are not all subject to this parking requirement. This PAD allows these parks to be smaller, but with the required open space percentage, their frequency is greater, making them more accessible to pedestrians and less dependent upon automobiles.

This PAD proposes a deviation from the current percentage of open space per individual development parcel to a more holistic, project-wide approach that recognizes open space as a unifying design feature that will tie neighborhoods to each other and to nearby supporting uses rather than a fractured collection of isolated neighborhoods. Overall, the E14 PAD will have a minimum of 18% open space, which exceeds the requirements of any single-family district or PAD requirements in Goodyear’s Zoning Ordinance.

Residents will also have the opportunity to frequent a community amenity provided within the Property in addition to the existing amenities in Estrella. The PAD provides for a large-scale amenity, referred to as a Community Amenity. While plans for the Community Amenity will evolve throughout the development process, the PAD sets expectations by requiring at least one (1) major amenity and at least two (2) minor amenities within the Community Amenity – with examples of what

constitutes each amenity classification. This approach allows for a high-quality amenity at a scale that is appropriate for the community while allowing for the flexibility to adapt to the recreation trends and demands present at the time of construction.

The PAD clarifies the number and allocation of amenity, connectivity, and streetscape elements based on the residential zoning option selected at the time of development. The developer will have the opportunity to select the assigned number of streetscape elements from a predetermined list provided in the PAD. The connectivity elements are satisfied on a project-wide basis, including existing community-wide features such as paths and trails associated with the existing Estrella amenity areas, the powerline corridor, and connected pedestrian-scale open spaces elements. The amenity elements are addressed in three specific ways. First, the existing community-scale elements such as the Yacht Club, StarPointe Residents’ Club, and the Presidio Resident’s Club satisfy the first required amenity element. The second required amenity element is satisfied through the community’s adjacency to the Estrella Regional Park, which is supported by Section 3-2-3.D.4.a of the Zoning Ordinance. And, lastly, the third amenity element, which, like the second amenity element, is not required for all residential zoning district options, will be satisfied by the new Community Amenity as described above. As such, all amenity, connectivity, and streetscape element requirements will be met or exceeded by this PAD.

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6.4. MULTI-FAMILY OPEN SPACE STANDARDS

As with single-family homes, residents of multi-family housing will also benefit from Estrella's extensive set of amenities and the overall outdoor experience. The following open space development standards that align with the Zoning Ordinance apply to multi-family residential Districts:

- A. Recreational open space is that portion of a project site not divided into individual lots and made available to residents for the purpose of outdoor living space and may include lawn areas, walkways, sitting areas, courtyards, pools, and outdoor recreation facilities. Buildings, structures, or other impervious surfaces devoted to recreation or common open space shall be considered as open space. This space shall be a feature that is accessible to the residents of the project. Driveways, parking areas, and private yard areas are not considered recreational open space.
- B. Private outdoor open space is that portion of the unit devoted to outdoor use for the individual unit or lot. This area is provided in addition to the recreational open space. Private outdoor space

shall be provided in the form of private yards, patios, or balconies. The minimum length and width of patios and balconies shall be six (6) feet.

- C. Landscape setback areas along public streets shall be entirely landscaped except for necessary driveways and walkways. Parking is not permitted within this area, including a driveway area.
- D. No more than fifty (50) percent of the required front yard landscaped area or any other street frontage area may be used for stormwater retention purposes. Side slopes of basins shall not exceed a 6:1 slope. The maximum side slope ratio shall be 4:1 ratio.

JUSTIFICATION: MULTI-FAMILY OPEN SPACE STANDARDS

This section does not modify the standards found in the Zoning Ordinance. Certain current open space standards related to the E14 PAD's holistic approach to open space are preserved to ensure certainty in application throughout the life of the Project.

7. CIRCULATION AND ACCESS

Vehicular circulation within the Property will be phased with development. Initially, access will be provided via Estrella Parkway. Cotton Lane will provide another access route in the future. The installation of Cotton Lane will be determined based on capacity needs as analyzed with traffic studies reviewed by the City. Cotton Lane will continue south through and past Estrella. While Estrella Parkway and Cotton Lane will both provide connectivity beyond the Property, multiple west/east connector roads will provide internal circulation and meet traffic demands specific to onsite development.

Estrella Parkway access points include the extension of the fourth leg of the four-way intersections at Calistoga Drive, Willis Road, and Tanglewood Drive. An additional collector roadway (Road A) intersects Estrella Parkway just south of the existing high school at a planned intersection that is already installed. Internal vehicular circulation to individual neighborhoods is planned from these roadway extensions by way of neighborhood roadways.

An analysis of proposed roadway infrastructure has been presented to the City in a Master Traffic Impact Analysis submitted with this PAD. As preliminary plats and site plans are submitted for various areas within the E14 PAD, roadway alignments will be finalized and traffic impacts will be further refined.



Roadway alignments and classifications are conceptual and will be based on improvement plans approved by the City.

7.1. PARKING

Parking can be a particularly impactful design issue in development. The E14 PAD development standards are rooted in flexibility and creativity. The proposed flexibility keeps the project nimble and responsive to ever-changing development trends, while creativity encourages openness to design alternatives that have, through decades of experience, proven to be successful in other similar master planned communities in Arizona. The proposed standards below are intended to ensure adequate parking is provided, can be provided when standards such as screening requirements would otherwise be prohibitive, and can be provided consistently regardless of parking space location.

- A. On-street parking is vehicular parking provided along a street. In most cases, on-street parking is located within a right-of-way (i.e., along a neighborhood street). In some cases, on-street parking may be located on private property. For instance, a main street-like shopping area. This may include parallel or head-in style parking. In such case, the screening regulations for parking would not apply. When defined and not within a right-of-way, on-street parking is permitted within a building setback area.

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- B. Parking is a large component of retail centers. As such it impacts a large area of a site with asphalt. Parking structures help to reduce the footprint area of parking, but a structure is not often economically feasible until the value of the land in a commercial core can offset the cost of a structure. Parking structures are designed for adequacy and efficient parking. These same principles should be applied to surface parking.
- C. In an effort to attract local business and restaurant ownership, the E14 PAD allows for surface parking stalls with LUG C (Core) that are the same size as a parking structure stall as well as compact parking spaces. For surface parking areas, Parking Space means an area a minimum nine (9) feet wide and eighteen (18) feet deep that is specifically designated for and used for the parking of an automobile or light truck, exclusive of driveways and access ways in a parking lot. Parking space for a compact vehicle in a parking lot means an area a minimum eight (8) feet wide and sixteen (16) feet deep, exclusive of driveways and access ways. At least eight-five (85) percent of required vehicular parking spaces must be standard spaces.
- D. A bike friendly community is envisioned. The path and trail system will provide an opportunity for residents to travel within the neighborhood without the need to use a car. To incentivize this, whenever bicycle parking is provided beyond the amount required, a credit toward required on-site vehicular parking may be granted at a rate of one (1) vehicular space per three (3) additional bicycle spaces provided. The number of required vehicle parking spaces credits shall not be more than twenty (20) percent or twenty (20) spaces, whichever is less, for any use or building unless otherwise deemed acceptable by the Zoning Administrator.

PAD NARRATIVE

JUSTIFICATION:

Street circulation and access is proposed to meet the City's standards, and the applicant will continue working with the City on street design to enhance the aesthetics and character of the community. Circulation and parking within the E14 PAD will be overseen by the City, the master developer, and the Estrella HOA, all of which have a vested interest in the project's long-term success. Two minor modifications are proposed for parking in E14, and the rationale for these modifications is provided as follows:

PARKING

1. ***Parking Space Dimensions.*** *Surface parking space dimensions are refined from twenty (20) feet deep to match the City standard for a parking structure stall at eighteen (18) feet deep. The standards for a parking structure provide adequate room for vehicular circulation. Reducing stall depth reduces asphalt, lowers heat gain related to pavement, and reduces infrastructure costs helping to attract local businesses. A provision for compact spaces is included with a restriction limiting the number to avoid insufficient parking while providing an ability to define a parking stall where a typical space may not fit.*
2. ***Vehicular Parking Space Credit.*** *The E14 PAD proposes a revised vehicle parking space credit for providing bicycle parking from 10 bicycle spaces for a vehicle space to 3, as the average family is 2.3 people per household equaling 1 vehicle. There is a strong desire to incentivize small businesses to locate within the community. Trading expensive vehicle parking spaces for less expensive bicycle spaces can help, particularly in a bicycle-friendly community.*

7.2. PATH AND TRAIL SYSTEM

A path and trail system shall connect neighborhoods to amenities, resulting in a string of amenities woven together throughout the community. The system shall include a primary community network and a secondary neighborhood network.

The primary network is an addition to the greater community network in Estrella. This system includes street-oriented and open space-oriented routes. Street-oriented routes are associated with arterial and collector street alignments. Open space-oriented routes are typically associated with a drainage corridor, utility corridor, or weave in and around neighborhoods and amenities. Community paths or trails, which may meander in width and alignment to complement the character of the landscape, must be located within a right-of-way, tract, or easement.

A secondary network of paths and/or trails is required to provide connectivity from neighborhoods and amenities to the community system. These paths and trails may be part of a street or open space-oriented system. A neighborhood system may rely on another neighborhood system, or a series of neighborhood systems to ultimately connect with the community system.



EXHIBIT 7.2. CONCEPTUAL PATH AND TRAIL CHARACTER

Note: Images are intended to be representative of the character and quality of the types of development within a land use group and are not intended to exhaustive, express specific design details, colors, or materials.

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A. STREET ORIENTED SYSTEM

A street oriented system is typically located along a roadway. The street-oriented system has a hierarchy much like the roadway system, to accommodate more users. For instance, a path along an arterial roadway is typically wider than a path along a neighborhood street. The applicable arterial, collector, and neighborhood street standards include path and sidewalk widths.

Estrella Parkway includes eight (8) foot wide paths on both sides of the roadway as part of the regional street oriented system. No additional improvements are required with the development of the Property.

Path and trail connections from neighborhoods will be made to connect with the arterial and collector street oriented systems.

B. OPEN SPACE ORIENTED SYSTEM

An open space oriented system is often located along a drainage corridor, in a landscape buffer between homes, along a hillside, or within a utility corridor. An open space-oriented path or trail shall generally be a minimum of four (4) feet wide and may narrow in response to site conditions. Community paths and trails within the powerline corridor and in areas of greater pedestrian intensity shall be a minimum six (6) feet wide. Earthen trails are permitted in native character landscape areas. A trail in an urban character landscape area should be composed of decomposed granite, concrete, asphalt, pavers, or other similar material.

JUSTIFICATION:***PATH AND TRAIL SYSTEM***

A recurring theme throughout the E14 PAD is holistic planning and how it improves compatibility between uses and creates seamless transitions between neighborhoods. This is further supported by the proposed path and trail concept that weaves a network of paths and trails through the community that serves as a functional circulation element while reinforcing the importance of recreation and connection within a community.

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7.3. TREES

The landscape character will embrace the native plant palette found in the Sonoran Desert. Many of the tree species include multi-trunk trees, and when mature, provide shade over paths, trails, and roads. Trees with canopies growing over public rights-of-way, sidewalks, bikeways, and within parking lots shall be single trunk, or if multi-trunk, planted and maintained in a manner that the trunk does not impede the circulation of emergency vehicles, bicycle riders, and pedestrians. Native character multi-trunk trees are permitted as long as protections remain in place for public safety.

JUSTIFICATION:***TREES***

The E14 PAD also implements the 'right tree, right place' whereby using the proper tree variety in the proper location, and at the ideal spacing, the tree will thrive. Consistent with this concept is the notion of proper placement of multi-trunk trees. These trees have tremendous utility for creating volume or adding privacy; however, due to their wide canopy, they should not be located near routes of pedestrian or vehicular travel. Doing so can result in a conflict, which in turn can result in over-maintenance or even removal. This PAD supports the use of multi-trunk trees but restricts their placement to locations where conflicts are minimized.

8. DESIGN/THEMEING

COMMUNITY DESIGN TENETS

- *A community designed to embrace the High Sonoran Desert, and its rich native character.*
- *A place where residents may easily walk, stroll, or bike, connecting homes to neighborhoods and neighborhoods to community.*
- *A community that leads with best practices in water stewardship through responsible native plant selections, limited turf use, and employing efficient irrigation and retention methodology.*
- *A destination filled with opportunities for social gathering — including varieties of neighborhood parks, trails, paths and walkways, community nodes and centers, schools, and a new retail core.*
- *A vision for Estrella built on inclusivity — welcoming every type of resident who wants to live in a high-quality, diverse and well-executed master plan.*
- *Built on the premise that great development must meet and exceed the needs of residents today — and well into the future —home, neighborhood, and enclave choices are designed for every life stage.*

Envisioned is a community that embraces the natural character of the site, taking cues from the native landscape and landforms to create neighborhoods that uniquely embody the character of Estrella and creating opportunities for social gathering. Several community design tenets will guide the character of the community.

Open space and amenities will be woven into the neighborhood fabric. Neighborhood parks with areas for recreation and socializing will be sprinkled throughout providing a setting for neighbors to visit with each other. The character of the park spaces will relate to the neighborhood. Some parks may include turf and play equipment catering to young family needs while others may include a fire-pit, swings, or other social gathering amenities in a more native landscape setting. Estrella has many great community amenities. Added to this will be a community amenity that will be a hub for social gathering and recreation.

The native landscape palette will continue to influence the landscape character as it has within Estrella. Areas of native plant material will mostly remain in place and undisturbed in hillside areas and locations where existing

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drainage patterns are maintained. Where the landscape is disturbed, certain areas will be designed to recreate a native character landscape, while other areas, like a neighborhood park, will be enhanced to emphasize the importance of a setting.

An active community connected throughout with a path and trail system is envisioned. This will add to the already prevalent system within Estrella. Not only will the system create opportunities for recreation, but it will also provide connections from homes to neighborhood amenities, from neighborhood amenities to community amenities, and from community amenities to a commercial core.



8.1. DESIGN STANDARDS

Except where modified herein, all development within the Property will adhere to the City of Goodyear Design Guidelines Manual (“City Design Guidelines”). The Zoning Administrator is permitted to provide flexibility from the strict adherence of the City Design Guidelines to maintain a cohesive relationship with the character established within Estrella and to promote for attainable development that allows Goodyear residents to afford a home in the thriving Estrella community.

A. RESIDENTIAL DESIGN STANDARDS

Neighborhood or individual lot layouts shall consider functional and visually appealing features that contribute to residential livability and community sustainability appropriate to the District classification. Design solutions should address compatibility at the neighborhood, block, and individual lot perspectives. Residential design standards are included in the City Design Guidelines.

B. NONRESIDENTIAL DESIGN STANDARDS

Building elevations and site designs are expected to complement the surrounding context. Nonresidential design standards are included in the City Design Guidelines.

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8.2. STREETS

Street patterning and width can significantly influence the character of neighborhoods and how one experiences the community. The width of the streets and distance between buildings heavily influences this. The relationships of buildings, walls, paths, and landscape to the street can result in a charming walkable community when done well utilizing roadway infrastructure that accommodates a pedestrian-scaled experience. Street design will be based on the City's Engineering Design Standards and Policies Manual, except that alternative street design may be approved as part of any preliminary plat or site plan application.

8.3. OUTDOOR LIGHTING

The vision for lighting includes:

- dark sky preservation
- alternative light details and light level intensities related to the context of the site and setting
- fixtures appropriately sized to complement the character of the community and setting
- variety of light color and mounting methods (i.e. pole, wire strung, building mounted)
- artistic lighting for dramatic effect
- lighting for recreation uses

The lighting standards are intended to ensure proper illumination is achieved across the community. Rather than provide a uniform blanket of nighttime illumination across the Property, the goal is to create character with illumination and with variation across the community to emphasize the individual character of a neighborhood after dark. The community lighting may vary from areas of darkness to preserve a dark sky to charming, mutely lit neighborhood settings and vibrant and energizing commercial entertainment areas.

Character with illumination may be implemented with:

- A. thematic poles and fixtures that complement the architecture, landscape or district design;
- B. the lighting of tensile fabric or similar structures (such lighting may be up-lighting and may use the canopy, fabric, or structure to achieve the shielding requirements);
- C. cable mounted lighting strung over streets, patios, paths or other outdoor areas for ambient effect;
- D. parking lot lighting designed to provide lighting appropriate to the context, pedestrian uses, and building entrances per Illuminating Engineering Society ("IES") recommendations;

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- E. active recreation and sport court lighting installed for sport court and field lights located away from single-family residential homes;
- F. passive recreation areas illuminated if intended for nighttime use;
- G. discouraging illumination of retention areas and/or open space not intended for nighttime use;
- H. discouraging illumination of path and trail systems along drainage corridors, hillsides, utility corridors, and areas desired for dark sky preservation;
- I. limited street lighting, particularly discouraged is continuous street lighting for portions of the Property outside of the LUG C (Core) as dark sky preservation is desired. Street lighting will be based on City's Lighting Zone 1 requirements for all single-family and multi-family uses and Lighting Zone 2 for all commercial uses, except that alternative lighting standards may be approved as part of any preliminary plat or site plan application.

JUSTIFICATION***OUTDOOR LIGHTING***

The intention is to promote dark sky neighborhoods since the neighborhoods are getting closer to the Estrella Mountain Preserve and the foothills in Estrella. The goal is to preserve as much as possible starry-night views – after all, 'Estrella' is Spanish for 'star'.

Reducing street lighting will help this. Streetlights are still necessary; however, a runway of continuous streetlights along the roadways should be avoided. Much like some of the most valued areas of the valley that have very limited lighting, this area of Estrella strives to do the same. In the commercial core, away from the preserve, lighting can be designed as a feature adding ambiance and energy to a socially active space.

9. LANDSCAPING AND WALLS

The landscape design objectives for the Property are consistent with those of the City. Landscape design should:

- *utilize a natural desert theme with appropriate native vegetation and inorganic groundcover; rock, boulders, etc. are encouraged,*
- *include hardscape elements such as walls and fences, that are complementary and compatible with the context in which they are located,*
- *incorporate a water efficient design that encourage the formation of deep root systems,*
- *include groundcovers to retain soil moisture,*
- *group trees and plants with similar water requirements*
- *utilize green infrastructure where practical,*
- *address sight visibility,*
- *incorporate appropriate plant material, particularly on the south and west sides of buildings, to promote energy conservation,*
- *plant trees in locations that, when mature, provide shade for pedestrians and gathering areas, and*
- *include landscaped areas planted with pollinator and other insect friendly vegetation.*

Proposed wall types shall represent the Estrella theming, which provides a pleasing sense of community character. They will also create a cohesiveness across the neighborhoods while maximizing open views and providing visual interest through patterning, wall color, and texture. Together, the landscaping design and walls will provide a complementary mixture of desert friendly trees, shrubs, accent plants, and ground cover along with a cohesive character for the next phase of the community.

9.1. POWERLINE CORRIDOR LANDSCAPE

Planting requirements within a powerline corridor may be reduced to avoid conflicts with utility services. Due to the length and width of the corridor, planting to achieve fifty (50) percent live coverage is not required in order to be counted as open space. In powerline corridor areas, other than those where enhanced improvements are approved and where disturbance has occurred related to the installation of improvements, landscape shall be installed in a manner that blends with native character landscape.

JUSTIFICATION POWERLINE CORRIDOR PLANTING

This PAD proposes a reduction of the 50% live coverage requirement due to the length and width of the existing powerline corridor, protecting the existing native character, and maintaining functionality and accessibility for utility services. The utility provider will be consulted on the improvements allowed in the powerline easements. Often, improvements, including landscape material selection, are extremely limited in order to preserve the ability to access, safety, and service the powerlines. Additionally, this PAD clarifies that the powerline corridor is a buffer, therefore, an additional buffer is not necessary nor required.

9.2. LANDSCAPE BUFFER

The E14 PAD envisions high quality site design that is complementary in character for the overall community. The E14 PAD will largely rely on the City's existing standards, with some modifications, to reflect the complete neighborhood and holistic planning approach of Estrella. The following supplemental standards apply.

A. LANDSCAPE BUFFER (SINGLE-FAMILY RESIDENTIAL)

A landscape buffer shall be provided along an arterial street adjacent to a single-family residential subdivision. The buffer shall have a minimum width of ten (10) feet measured from back of curb of the nearest through lane. Landscape buffers shall be planted with at least one (1) tree for every thirty (30) feet of length measured at back of curb along with an appropriate number of shrubs, groundcover and other plant material to achieve fifty (50) percent live coverage.

B. LANDSCAPE BUFFER (COMMERCIAL AND MULTI-FAMILY)

For properties within a commercial or multi-family District and for nonresidential development within a single-family residential District, the following landscape buffer provisions apply:

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1. Any required setback area adjacent to a street shall be landscaped with the exception of driveways, walkways, and on-street parking. Landscaping shall include at least one (1) tree for every thirty (30) linear feet of street frontage along with an appropriate number of shrubs, groundcover and other plant material to achieve fifty (50) percent live coverage. Solid walls higher than three (3) feet, off-street parking areas, and drive aisles are prohibited from locating within the required setback area.
2. When adjacent or separated by an alley, canal, easement, or similar feature, from a single-family residential District, a landscape buffer shall be provided along the full length of the adjacent boundary. A minimum buffer width of ten (10) feet shall be provided in a multi-family District and for non-residential development, and a minimum buffer width of fifteen (15) feet shall be provided in a commercial District. The buffer abutting a single-family property shall be planted with one (1) non-deciduous tree per thirty (30) feet of buffer length. Required trees shall be planted at grade and not within depressed areas (i.e., retention basins). A buffer is not required along a powerline corridor easement, nor when a neighborhood is holistically planned, eliminating the need for a buffer.
3. When commercial uses are adjacent or separated by an alley, canal, easement, or similar feature, from a multi-family residential District, a minimum buffer of ten (10) feet shall be provided. The buffer shall be planted with one (1) tree per thirty (30) linear feet of common property line. A landscape buffer and screen wall is not required when a mix of uses are designed in a comprehensive manner and an alternate solution to buffer adjoining uses is approved by the Zoning Administrator.

JUSTIFICATION***LANDSCAPE BUFFER***

This PAD largely keeps the applicable standards of the Zoning Ordinance intact, with a few exceptions related to the uniqueness of this property. The refined tree planting measurement provides additional room for full-size tree canopies without growing into each other, resulting in healthier trees that require less maintenance, which when done incorrectly or too frequently is detrimental to the trees' health, thereby undermining their intended function. Clarification was also added that drainage corridors and the trees within them count toward the required planting as an incentive to maintain and protect wash corridors in their natural form.

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9.3. WALLS

Except as otherwise provided in the E14 PAD, the following standards apply to walls when retaining walls are needed:

- A. Retaining walls are permitted with a maximum height of six (6) feet; and,
- B. A privacy, perimeter, theme, or any other type of wall may be constructed on top of the retaining wall; and,
- C. The maximum combined height of the retaining wall and walls constricted on top of the retaining wall is twelve (12) feet,
 - 1. All final plats including any portion of the Property shall contain a note that the combined wall height for walls within the Property, including residential lot walls and perimeter walls, may be up to twelve (12) feet if retaining walls are needed; and,
- D. For any wall constructed on top of a retaining wall with a combined height exceeding eight (8) feet that is visible to the public, the Zoning Administrator may require aesthetic enhancements to reduce any visual impact (such as change in material, color, and/or enhancements along the face of wall) at the time of preliminary plat or site plan approval; and

- E. The following standards apply to all lots adjacent to an arterial or parkway road; and,
 - 1. Any wall with a retaining wall in excess of four (4) feet shall be separated from right-of-way by a landscape buffer with a minimum depth of twenty (20) feet from the Property boundary; and,
 - 2. The maximum combined height of a retaining wall and privacy, perimeter, or theme wall shall be ten (10) feet along arterial and parkway roadways; and,
- F. Where unique conditions exist and the provisions contained herein cannot be satisfied, alternative design and retaining solutions may be proposed and approved by the Zoning Administrator to ensure safety and to maintain the area's overall design theme.

JUSTIFICATION:***WALLS***

Retaining walls are often associated with hillside property or property with undulating topography; however, flat properties present their own challenges, specifically large properties when addressing stringent drainage requirements. This property is a good example of a relatively flat property that will require drainage solutions, many of which will result in the need for retaining walls.

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The open space provisions in this PAD were created to distribute open areas and will result in a reduced need for large retaining walls; however, the intent of this deviation is to have more small retaining walls distributed throughout the community and integrated into the open space areas versus large retaining walls on the perimeter. The standards contained within the PAD are modeled after recently-approved walls in Estrella.

This PAD is tasked with two significant outcomes – (1) to create a modern, flexible master planned community with a unique identity, and (2) fit in with the rest of Estrella. Thematic elements like walls and landscaping can bridge the gap between the existing community and the new product. Additionally, by including such wall standards in the PAD will give both the City and the developer the necessary knowledge to reduce potential comments and redesign.

10. SIGNAGE

Signage is a major component of the streetscape. In addition to providing messaging, its presence can be an artful, playful, elegant, vibrant, and/or iconic addition. Signage can take on many forms, including, but not limited to directional signs, monument signs, and wall signs. The intent of the signage program at Estrella is to be understated and sensitive to its desert backdrop, yet an effective wayfinding feature that celebrates the community. Signage will be used to express the character of community life within E14, doubling as an effective tool for placemaking.

The unique nature of the Property as a master planned community warrants the ability for signage to be planned holistically. As part of future design and development of the Property, a Comprehensive Sign Package may be prepared and provided to the City for review and approval. The package will describe the signage locations, standards, and design character, ensuring unified signage throughout each phase and across the Project as a whole.

11. COMMUNITY FACILITIES AND SERVICES

Community services providers include:

- Police – Goodyear Police Department
- Fire – Goodyear Fire Department
- Telephone/Cable – Cox and Century Link
- Electricity – Arizona Public Service (APS)
- Gas – Southwest Gas Corporation
- Schools – Liberty Elementary School District No. 25 and Buckey Union High School District.

The E14 PAD allows for the development of additional school facilities. The developer will work closely with the school districts to provide land for schools.

12. WATER AND SEWER

The Property is located predominately in water Pressure Zone 2, with a portion adjacent to Estrella Parkway in Zone 1, and is serviced by the City of Goodyear. The Estrella water distribution system includes two interconnected water campuses (13 and 23) and existing water mains adjacent to the Property (16-inch in Estrella Parkway, 24-inch in Willis Road and 12-inch in Calistoga Drive). Extensions within E14 will include a looping system of 8- and 12-inch pipes. The Development Team will work with the City on any needed water or wastewater infrastructure improvements needed to serve the community.

The proposed future sewer collection system, which includes planned sewer mains with diameters ranging from 8-inch to 15-inch, is planned to connect to the existing sewer system in multiple locations along Estrella Parkway and convey the wastewater to the Rainbow Valley Water Reclamation Facility (RVWRF). The existing sewer mains have adequate capacity for full build-out and no upsizing improvements will be required. The RVWRF is currently in the process of being expanded to allow a total capacity of 2.0 MGD. The Conceptual Master

Wastewater Report for Estrella Mountain Ranch PAD Portions of Communities 11-15, submitted under separate cover, demonstrates the sufficiency of the proposed sewer collection system to serve the Property in accordance with City of Goodyear Wastewater Standards.

A detailed analysis of the proposed water and wastewater infrastructure has been presented to the City in Master Reports and provided as a supplement to this application. As a development parcel advances, a basis of design report will be prepared to justify required infrastructure development.

City of Goodyear water and wastewater systems exist in the area and are proposed to serve the Property with required infrastructure improvements. The water distribution system will be a looped system and the wastewater system will include a gravity flow system.

13. GRADING AND DRAINAGE

A system of storm drains, culverts, channels, street drainage, and/or spillways will be utilized to manage stormwater and detention within the Property. The system will be designed and implemented to mitigate increased runoff from the Property related to development. A detailed analysis of proposed onsite detention, offsite drainage flows and conveyance, and other drainage design considerations have been presented to the City in a Master Drainage Report (Estrella Community 14 & 15 Master Drainage Plan). Drainage system designs for proposed development will be submitted to the City for review and approval with development plans.

The Property generally drains from the southeast to the northwest. All significant watercourses that are determined to have 404 designations at time of development will be maintained in historic locations, with crossings as permitted. Drainage patterns within the Property may be modified with the necessary approval(s) of the county, state and/or federal agencies when required.

PAD NARRATIVE

A. STORMWATER DETENTION/RETENTION

The drainage systems for the Property will be evaluated as a whole. Each project will need to evaluate the system(s) to consider integrating drainage with a larger centralized system or a smaller decentralized system. One, the other, or both may be appropriate for a particular phase of development. The following describes potential drainage system elements implemented in a master planned model.

1. Parcel and/or roadway development shall conform to the approved Master Drainage Plan for that community, and as a part of that, both centralized and decentralized retention and/or detention basins are permitted.
2. “First flush” storage and/or treatment is required for any parcel or development area that outfalls into a natural wash. Bioswales, commonly small basins along roadways, in parking lots and in parks, are encouraged and permitted as a “first flush” treatment.

B. ON-LOT DRAINAGE

Individual on-lot drainage is required to drain to the street or a dedicated drainageway that has been designed to accommodate the flow from that lot. A drainage easement may be required.

PAD NARRATIVE

JUSTIFICATION:**GRADING AND DRAINAGE**

The E14 PAD modifies the City's current drainage requirements accommodate a large master planned communities where internal boundaries are intentionally less defined and where drainage solutions are designed as features and amenity areas are tightly integrated with the neighborhoods, the commercial areas, and natural open spaces. Strict application of the City's current standards could inhibit overall drainage design and fracture the implementation of the system throughout the community.

1. **Drainage Systems.** *This PAD allows drainage systems to be designed and implemented in a master planned manner rather than located within the boundary of each development phase or subdivision boundary. The evaluation of drainage still applies; however, the location of a series of basins, or single, large basin may accommodate one or more parcels. This allows for the design of an overall system that accommodates the development of the larger property.*
2. **On-Lot Drainage.** *This PAD provides for an allowance for drainage to outlet to a defined drainage corridor rather than mandating that all on-lot drainage must outlet to a street. This creates an incentive for integrating drainage systems in greenways, as well as allowing for the ability to direct water toward bioswales.*

14. AMENDMENTS AND INTERPRETATIONS

The E14 PAD gives the Zoning Administrator authority to grant flexibility in order to implement the vision. With smaller conventional development projects, the boundaries are known, the adjacent uses are known, and the time frame for development is much shorter. With a master plan, the intent of the certain standards may be met, however the strict application of the standard may not. This can be the result of the location of an invisible line (a property line, phase line, or parcel boundary).

For instance, the intent of open space requirements may be met in the greater context of a neighborhood while not being met for a specific phase or sub-phase of a development. Two parcels, adjacent to each other, are both utilizing the same park for open space. The park is technically included within the boundary of only one parcel. Therefore, the second parcel does not meet the park requirement. The Zoning Administrator has the ability to approve the second parcel that doesn't meet the strict application, but does meet the intent of the standard.

14.1. AMENDMENTS

Amendments to the E14 PAD may be necessary from time to time. There are two types of amendments: major and minor amendments. The Zoning Administrator will determine an amendment is major or minor. If deemed a major amendment, the amendment request will be processed in the same manner as an application for an amendment to the City zoning map. If deemed a minor amendment, and the amendment is compatible with the surrounding uses, it may be approved by the Zoning Administrator.

Criteria for major and minor amendments are provided below.

A. MAJOR AMENDMENT

An amendment is deemed major if it involves one or more of the following:

- an increase in the total number of dwelling units for the overall Property, as set forth is the Land Use Budget,
- a major change to a LUG location, other than as described in Section 1.2. Land Use Groups.
- A change from one District to another for a specific property subsequent to an effective assignment of such District through an approval pursuant to Section 3.4. Administration.
- An increase or reduction of ten percent or more for open space or setbacks.
- Addition or reduction of permitted uses except those that the Zoning Administrator interprets to be analogous to a permitted use.
- An increase or reduction in the allowable stories for a building.

B. MINOR AMENDMENT

An amendment not meeting the criteria for a major amendment, as set forth above, shall be considered a minor amendment. A request for a minor amendment shall be filed with the Development Services Department and include relevant information needed by the Zoning Administrator to determine if the minor amendment (i) will ensure the same general level of land use compatibility as the current E14 PAD, (ii) will not materially and adversely affect adjacent land uses and the physical character of uses in the immediate area of the Property or the portion of the Property that is the subject of the minor amendment request, and (iii) will be generally consistent with the purposes of the E14 PAD. In order to ensure the efficiency benefit of the minor amendment process, a request for a minor amendment shall be reviewed on an accelerated schedule and may be administratively approved by the Zoning Administrator.

In the event a minor amendment is denied, the applicant may elect to pursue the application as a major amendment subject to the processes set forth for a Major Amendment.

14.2. INTERPRETATIONS AND CLARIFICATIONS

Without requiring an amendment to the E14 PAD, the Zoning Administrator may administratively approve interpretations of and clarifications to the E14 PAD. The Zoning Administrator may also waive or reduce the literal application of one or more regulations or standards upon finding that two or more of the following criteria are met:

- A. the intent of the regulation or standard is met,
- B. an alternate design solution is considered acceptable,
- C. in the context of the application, the regulation or standard is not necessary or is not practical,
- D. in the context of the application, the effect of the regulation or standard is contrary to the intent of the E14 PAD.

The Zoning Administrator may not waive a regulation or standard that is considered a major amendment.

PAD NARRATIVE

JUSTIFICATION:

Large master planned communities can take decades to develop. Estrella is no exception. This extended development timeframe is based on a number of variables including, but not limited to general and/or specific market or market sector conditions, development trends and practices, and consumer tastes. This PAD is rooted in flexibility in the front-end with the LUG concept; however, even this flexibility has limitations.

Embedded within each LUG and District, lies a defined set of permitted uses and development standards. By design, these elements are prescriptive; however, over time new uses, or perhaps an existing development standard is preventing the development of a highly desirable use may require a crucial change to the applicable regulation. In some circumstances the required changes to the zoning document are so fundamental as to warrant a rezoning process; however, certain smaller adjustments consistent with the character and vision of the approved PAD are appropriately and expediently reviewed on an administrative level.

AMENDMENTS

By incorporating a minor PAD amendment option, Staff can quickly and efficiently analyze an issue, and if determined to meet the minor amendment threshold, the request can be processed and approved administratively, thereby saving Staff time, prioritizing speed to market without compromising project quality, and minimizing disruption within the Estrella community. This concept is often employed in other cities, such as Peoria and Buckeye, and is often associated with larger acreage master planned communities.