Details of the Request:

Palm Valley Crossing (see Attachment B) is currently zoned Planned Area Development (PAD) under the Palm Valley Crossing 5th Amended and Restated PAD, approved by City Council on February 26, 2024, under Ordinance 2024-1599. The applicant requests a rezone to amend the PAD (see Exhibit D to Attachment A). The new amendment will be referred to as the Palm Valley Crossing 6th Amended and Restated PAD.

The purposes of the amended and restated PAD are as follows:

1. Modify the underlying zoning of a 4.5-acre parcel within the PAD, known as Lot 18. This parcel is located on the north side of West Auto Drive, approximately 432 feet east of the intersection of Auto Drive and North Litchfield Road. It is currently undeveloped.

   The current underlying zoning district for Lot 18 is Automotive Related Commercial and Service Commercial/Commerce, noted as ARC/SC. This zoning district permits a mix of uses pertaining to automobiles, motorcycles, boats, and recreational vehicles, such as sales, rentals, body work, repairs, and upholstering. It also permits a mix of service and light industrial uses, such as manufacturing and assembly uses, warehouses, and wholesale or retail sales of certain products.

   The proposed underlying zoning district for Lot 18 is General Commercial or C-2, which permits all C-2 and Neighborhood Commercial (C-1) uses listed in the city of Goodyear Zoning Ordinance. This modification would facilitate the development of Lot 18 with two new uses: an overflow parking lot for the adjacent Palm Valley Church (to be built on the west side of Lot 18), and a 112-room, four-story hotel (to be built on the east side of Lot 18). A Minor Land Division is in process, which will split Lot 18 into two new parcels, so that each use will be on its own parcel. A Site Plan application is also required per a proposed stipulation of the Rezone.

2. Modify a landscape setback requirement for interior side property lines, for certain parcels within the PAD. Currently, the PAD requires a minimum ten (10)-foot landscape setback along interior side property lines for all parcels within the PAD. The proposed modification would reduce this to zero (0) feet for all parcels within the PAD with underlying C-2 zoning, for side property lines that are shared with another C-2 parcel. The modification would enable the owner/developer of Lot 18 to construct the overflow parking lot and the hotel as one contiguous project even though they will be on separate parcels, with a drive aisle instead of a landscape strip along the shared interior property line. The modification will also ensure that all C-2 properties within the PAD are in compliance with the PAD's development standards, as there are some C-2 properties (such as those within the Palm Valley Crossing shopping center at the southeast corner of Auto Drive and Litchfield Road) that currently are not providing a landscape buffer along their interior side property lines.

3. Reassert and restate the development standards for Lots 6, 7, 8, 9, 10, 11, 12, 13,

15a, 18, 19, 20, 21 and 21b of the PAD. These standards were originally established in the 2007 amendment to the PAD but were inadvertently omitted in the 2011 amendment. When the 2024 amendment was then approved to restate and amend all prior amendments into one document, these standards were again left out of the document, causing confusion as to whether they were still in effect. An Administrative Determination completed by staff in September 2025 upheld the applicability of the standards, but this rezone proposes to include them in the PAD regulatory document for clarity.