
ESTRELLA COMMONS

PLANNED AREA DEVELOPMENT AMENDMENT

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Section 1: Request

The Estrella Commons Planned Area Development (“PAD”) consists of approximately 178 acres of real property (the “Site” or “Community”) located at the southeast corner of Estrella Parkway and the Interstate-10 freeway (I-10) in Goodyear, Arizona. In 2015, at the request of Evergreen Communities, L.L.C. and Evergreen Devco, Inc. (together “Evergreen”), the City of Goodyear approved the current PAD Zoning. That zoning divided the Site into 118.9 acres with a Final PAD and the balance of 59.1 acres with Preliminary PAD. Evergreen, as well as Christopher Todd Communities, are requesting through this amendment, that the City of Goodyear now approve Final PAD zoning on an additional 22.7 acres.

Section 2: Introduction

PAD zoning for the Site was originally secured in 2006, amended in 2007-08 and 2010 and finally revised to the now current PAD in 2015. The plan allowed for Evergreen to phase the project in a manner that provides near term residential development as well as preserving the most logical commercial and employment areas for those uses in the future.

The master plan for Estrella Commons is composed of uses (“The Neighborhoods”) grouped as the District), Multi-Family Residential and Single Family Residential. The District area itself will permit a wide variety of uses.

The District zone allows both vertical and horizontal mixed-use development, and will encourage integrated land uses that increase development intensity, walkability, and thoughtful design solutions. Multi-Family Residential is envisioned to be a moderate to high density transitional residential use that will fill the market gap between single family residential and the mixed use and higher density residential in the District area in the future. The Single Family Residential portions of Estrella Commons are located in the interior portions of the development, with only minimal arterial street presence, providing a setting that is attractive to single family home buyers while also providing for viable initial phases of development of the project. The homes are divided into four neighborhoods that will be well served with a sizable neighborhood park, connecting trails, and additional landscaped open space.

The proposed Estrella Commons is a high quality, well planned employment, retail, residential, and recreational use community which supports the City’s Economic Development goals by providing a live-work-play environment with residential densities compatible with uses in the surrounding areas. This PAD provides a detailed description of the proposed land uses, design themes and criteria, open space concepts, and infrastructure requirements, and meets the requirements of the City of Goodyear 2025 General Plan and the goals and objectives established in that Plan as well as other guiding documents.

With this amendment we are requesting an adjustment in the proportions of the Neighborhoods that make up Estrella Commons. Originally the master plan included the District, (totaling approximately 59 acres or 33% of the Community), Multi-Family Residential (approximately 16 acres or 9% of the Community), and Single Family Residential (approximately 102 acres or 58% of the Community). This amendment seeks to convert a portion of the District to Multi-family adjusting the master plan to the following:

District – 36.4 acres or 20%
Multi-Family – 38.8 acres or 22%
Single Family – 102.8 acres or 58%

This adjustment will allow for additional Multi-Family, on what was previously the District, a designation that already allowed for multi-family as one its wide variety of uses. Adjusting the use of this property, located in the extreme south of the PAD, located between existing commercial and the existing single family homes in Rancho Mirage will allow for a logical and beneficial transition between these uses. This amendment also proposes appropriate development standards to better reflect this location directly adjacent to existing residential and to continue the desire of Estrella Commons to be a high quality live-work-play environment compatible with the surrounding area.

Final PAD approval was granted for the Single Family Residential and North Multi-Family Residential components in 2015 with **Preliminary PAD granted for the** balance of the Site . With this PAD Amendment request, we are seeking Final PAD approval on 22.7 acres of the South Multi-Family Residential property.

Section 3: Property Overview

3.1 Site Location and Surrounding Uses

The Site is shown on the *Regional Map (Exhibit A)*, *Zoning Vicinity Map (Exhibit B)*, and the *Local Vicinity - Aerial Context Map (Exhibit C)*. Estrella Commons is located south of the Interstate-10 freeway (I-10) and is north of Van Buren Street between Estrella Parkway and Bullard Wash in Goodyear, Arizona.

Adjacent to the Site, located at the northeast corner of Van Buren Street and Estrella Parkway, Evergreen's commercial development, Estrella Crossroads, has been developed. Rancho Mirage is a single family residential community located southeast of the Site along the north side of Van Buren Street. South and east of the southeast corner of Van Buren Street and Estrella Parkway is Centerra, another residential community. East of the Site along Bullard Avenue the uses are predominantly agricultural with some commercial/industrial development in place.

North of I-10, Westcor is planning Estrella Falls, Evergreen has developed Goodyear Centerpointe, and a variety of other commercial developments are also being planned. Estrella Marketplace is a Wal-Mart anchored commercial/retail center located west of the Site, at the southwest corner of I-10 and Estrella Parkway. Canyon Trails, another retail commercial center west of the Site, is anchored by Safeway and is located at the northwest corner of Van Buren Street and Estrella Parkway.

3.2 Existing and Proposed Land Uses

The existing and historical use of the Site has been agricultural. Prior to the original 2006 PAD zoning, the Site was zoned Agricultural/Urban (AU). The surrounding uses are predominantly commercial and residential with a fair amount of agricultural (much of which is in transition to residential and commercial uses).

The City's Adopted 2003 – 2013 General Plan, which was consulted during the review and approval of this PAD in 2014 and 2015 designated the Site as Community Commercial (CC), Medium-High Density Residential (M-HDR), and Low-Medium Density Residential (L-MDR). The western half of the Site was within the High Intensity Mixed Use Corridor Overlay which is described as appropriate "for higher intensity retail and office employment developed in conjunction with or integrated into high density residential development (20+ DU/AC)."

The City's Adopted 2025 General Plan designates the western half of the Site as Business & Commerce with the Transit Oriented Development Overlay and the eastern half as Neighborhoods. The Business & Commerce land use category along with the Transit Oriented Development Overlay is described as appropriate for "areas of growth and development of Goodyear's economic base including areas for shopping and entertainment" as well as "near existing and future transit sites. The Neighborhoods designation supports a "wide range of densities and housing products.

When originally approved, this PAD was in conformance with the City's 2003 – 2013 General Plan and implemented the City's goals for the High Intensity Mixed Use Corridor Overlay while complementing and blending with the existing and proposed land uses for surrounding property.

This PAD Amendment continues to remain in conformance with the now implemented 2025 General Plan shown in **Exhibit D**, *2025 General Plan Land Use Map* and **Exhibit E**, *2025 General Plan Land Use Map detail*. Standard 41 of the Business and Commerce Development standards supports multi-family residential in this land use category when located adjacent to "single family residential, commercial, or used as a buffer between the Neighborhoods category and Business & Commerce category." The purpose of this amendment is to approve Final PAD for a residential project on the South Multi-Family property which satisfies this standard.

Section 4: Estrella Commons Development Plan

4.1 Overview

The Community is depicted on **Exhibit F**, *Community Master Plan*. The development plan for Estrella Commons employs a hierarchy in which the Community, consisting of all of the uses within the Site, is comprised of The Neighborhoods (The District, Multi-Family residential, and Single Family residential). The *Proposed Zoning* exhibits are set forth at **Exhibit G1 and G2**, comprised of the *Proposed Preliminary & Final PAD* and the *Proposed Zoning Plan*. The Neighborhoods are formed by groupings of individual parcels organized from the greater density/intensity of use from The District, north and west in the Community, to the lesser density/intensity of use (SFR) in the southeast area of the Community. This organizational structure is intended to emphasize diversity and variety and provides a transition corresponding with the existing commercial uses west of the northwest corner of the Community and to the existing residential uses south of the southeast corner of the Community. The Neighborhood concept fosters a sense of pedestrian scale with unique and distinctive characteristics and a strong sense of identity within the larger context of the Community. Connections between, and circulation among, the Community components are depicted on **Exhibit H**, *Conceptual Transportation Plan* and on **Exhibit I**, *Pedestrian Circulation & Trails Plan*.

When determining the uses and best placement for those uses within Estrella Commons, extra thought was given to how the property along the I-10 Freeway would develop. Naturally, the initial thought was that commercial or multi-family residential would be best suited for the land adjacent to the freeway however, this proved to be problematic. Unlike the properties on the north side of I-10 where there is a relatively short distance between the freeway and McDowell Road, which provides for excellent access off of McDowell Road, there is one-mile distance between the freeway and the next major arterial – Van Buren Road. Also unlike the north side of the freeway where there is access over Bullard Wash to Bullard Avenue, Estrella Commons does not benefit from access to Bullard Avenue to the east making the property a dead end. Both commercial and multi-family residential developers need access to a major arterial and better visibility from the roadway to be viable. In addition, there is already an abundant supply of more suitable commercial along Estrella Parkway and to the north of Interstate-10.

After considering these factors and consulting with brokers and industry leaders, we determined that single-family residential was the only viable option for the northeast portion of the property. Single-family residential will benefit most from the adjacent proposed trail system in Bullard Wash supplying access to retail and restaurants on the north side of Interstate-10 and the limited vehicular access through the site.

There are several other examples of successful single-family residential developments adjacent to freeways. One area that has many similarities to Estrella Commons is the area along the south Loop 202 between Higley Road and Power Road. Several developments

including Higley Park and Cooley Ranch North have developed along the freeway and have been very successful. Similar to Estrella Commons, this area has an abundant supply of commercial property (i.e., SanTan Village, Arizona State Polytechnic Campus, Phoenix-Mesa Gateway Airport, etc.).

In order to mitigate noise that may be associated with the freeway, Evergreen has taken the following steps:

1. Completed a Noise Study and will construct a sound wall at the property line that will be in compliance with the noise study.
2. Provided a minimum 80' buffer between any single family dwelling unit property line and the northern property line for the Development (however, the westernmost home will have a minimum 70' setback. Where the buffer is less than 80', 36" box trees shall be planted 15' on center).
3. Provide appropriate Freeway Disclosures to potential buyers. Disclosure mechanisms will be determined with the City of Goodyear.
4. Construction materials and techniques for homes proximate to Interstate-10 will be incorporated in accordance with the Noise Study and ADOT's Noise Mitigation Criteria.
5. Provide trails with access to HOA owned/maintained common area parks and open spaces so residents have spaces, in addition to backyards, to exercise, play and relax.
6. Construct a multi-purpose trail within the buffer.

4.2 Development Standards and Design Guidelines

The District Development Standards and Uses exhibit is set forth in **Exhibit J** and includes the proposed District development standards as well as the allowed and prohibited uses for the District. The Multi-Family Residential District Standards are set forth in **Exhibit K**. The Single-Family Residential District Standards are intended to guide design of the future phases of the development and are set forth in **Exhibit L**. Any single-family residential development will be required to follow the platting process defined in the City of Goodyear Subdivision Regulations.

4.3 Community Characteristics

The Community incorporates a full range of land uses, open space types, circulation, and recreational opportunities integrated together through a system of transitional elements and features, all sharing common characteristics (roads, parks, signage, public facilities, principled architectural design). The Community development plan is in response to the regional growth needs, local market conditions, and the current plans for the Estrella corridor, as described in the City of Goodyear's 2025 General Plan. At full build-out, the Community will provide opportunities for a significant number of jobs, housing, and retail services for the City of Goodyear and surrounding areas. Livable attributes that are emphasized in the Estrella Commons PAD include:

1. Walkable, bikeable, accessible
2. Clearly defined centers and edges
3. Interconnectivity through active, safe, and attractive public streets
4. Multi-use public space
5. A diversity of housing types, densities, and pricing
6. A balance of land uses (shopping, living, employment, recreation)

Specifically, the Community is characterized by the following elements:

• **Diversity of Residential Types** — The Community plan envisions a diverse range of residential options for a variety of needs and desires. This diversity of residential types affords greater opportunities for the residents of Goodyear of various economic levels and housing interests to live in a dynamic environment close to work, shopping, and outdoor uses. Smaller lot sizes are proposed in order to provide for this diversity and also due to the proximity of the site to employment areas and the I-10 Freeway. Traditionally, 60' wide lots have been considered the minimum width in order to encourage less dense development. This trend is changing and home buyers are moving toward smaller lot sizes in order to be able to spend additional money on the home and its amenities instead of investing their money in larger lots with often unusable side yards. In addition, many young professionals and empty-nesters prefer smaller yards so they can avoid the time and expense of landscape maintenance. Additional open space has been provided (12.59 acres required; 23.10 acres provided) to ensure that residents with smaller lots still have a substantial amount of open space to use as well as walkways and paseos to the adjacent community parks and the future Bullard Wash trail system to ensure that homeowners have access to amenities outside of their home.

The Community plan provides for a sense of arrival as residents enter off of Roosevelt Street to an intersection that provides for entry monumentation as set forth in **Exhibit P3 and P4** and is directly in front of the 7.87 acre Neighborhood Park. Community trails provide access to the open space areas, Bullard Wash, shopping and employment.

• **The District** — The District community core is the heart of Estrella Commons, which allows for a variety of possible land uses to provide an opportunity for a dynamic mix of uses. As further outlined in Exhibit J, the District core may contain community-serving retail, community oriented office, high-density office, civic uses, and medium to high-density residential. Its relationship to the residential neighborhoods, Bullard Wash Park System and major arterial streets also makes the District core a community destination accessible from surrounding neighborhoods within the City of Goodyear.

The District will incorporate gathering places such as outdoor dining, open spaces or relaxation areas to provide employees, customers and neighbors to meet. Walkways connecting the neighborhood to The District and beyond will be provided for community use providing employees, customers and neighbors access to shopping and business people. Bicycle parking will also be provided for alternate modes of transportation.

Due to The District’s proximity to Interstate-10, employment and regional shopping (i.e. Estrella Falls Mall) we believe that it could be developed in a variety of ways based on market demand therefore, Preliminary PAD approval will remain on the District property while the plan for this site is further refined.

• **Open Space System** — A 7.7 acre central Neighborhood Park is the focal point of the open space system that connect all of the Land Uses within the Community through open space and paseos. This allows the residents to connect via the system of pedestrian linkages and multi-use trail system. The Neighborhood Parks and other open space combine passive recreational uses and active recreational uses to serve the entire Community. The *Open Space Exhibits* are set forth at **Exhibit M**, comprised of *Open Space Framework, Neighborhood Park Concept, and Paseo & Passive Open Space Concept*. Neighborhood Parks are the gathering space allowing for multiple activities, incorporating tot lots, open play, and picnic areas. The Paseo system provides the pedestrian and multi-use pathways necessary to connect each of the Community parks, the Bullard Wash Park System and are designed to encourage pedestrian travel to and from The District. Passive Open Spaces are smaller, strategically located areas designed as gathering places. The table below provides open space calculations for the Single Family Residential:

Minimum Open Space Required					Minimum Open Space Provided	
Average Lot Area	Gross Area of Project ⁽⁵⁾	Percent of Open Space	Open Space ⁽¹⁾	Common Open Space ⁽²⁾	Open Space ⁽³⁾⁽⁵⁾	Common Open Space (Active) ⁽⁴⁾
7283 sq. ft.	104.88 acres	12%	12.59 acres	9.44 acres	23.10 acres	10.29 acres

⁽¹⁾ The area of Open Space required per Section 3-5-4-B of the Zoning Ordinance.

⁽²⁾ The area of Common Open Space as required per Section 3-5-4-B-1 of the Zoning Ordinance.

⁽³⁾ The area of Open Space provided in tracts as outlined on the Tract Table of the Preliminary Plat.

⁽⁴⁾ The area of Common Open Space provided as pedestrian trails, open play areas, 3 Mini Parks (5,500 sq.ft. each) and a Neighborhood Park as outlined on the Tract Table of the Preliminary Plat.

⁽⁵⁾ Per Memorandum of Understanding regarding Bullard Wash Right-of-Way dated July 9, 2007, 1.9424 acres is included for the purpose of calculating required and provided open space. This area is not a part of the Preliminary Plat.

• **Integrated Circulation Network** — The Community circulation concept accommodates and integrates a range of transportation systems. The internal public street network is compatible with the existing Goodyear roadway system and will safely and efficiently convey automobile,

bicycle, and pedestrian traffic around the Community while discouraging cut-through vehicular traffic across the Site. The *Conceptual Transportation Plan* is set for as **Exhibit H** and the *Pedestrian Circulation and Trails Plan* is set forth as **Exhibit I**. The trails and walkways provide bicycle and pedestrian connections between all the major elements, serving the Community and also provide links from the Neighborhoods to the District. These different transportation systems allow people to use a variety of modes to reach destinations within the Community, the Neighborhoods, and the surrounding areas and uses. The plan provides links to the Goodyear transportation system and safe, walkable, and aesthetically pleasing streets.

4.4 Zones

As identified in the *Proposed Zoning Plan (Exhibit G-2)*, Estrella Commons consists of Neighborhoods (SFR & MFR) for Residential uses and a higher intensity of multiple uses in the District zone. Residential uses are allowed in both the Residential zones and the District zone as outlined in Exhibits J, K and L, and as discussed in the *SFR Development Standards & Architectural Guidelines (Exhibit N)* and *Multi-Family & Attached Residential Prototypes (Exhibit O)*.

While the *General Plan Land Use for the property (Exhibit E)*, would permit up to 2,258 residential units, this PAD caps the residential units in Estrella Commons at 1,500². This will allow market and phasing demands to determine the full range of allowed residential development. This flexibility, while capping residential development, allows for implementation of residential uses over, or in conjunction with, retail/commercial uses in The District and allows for lower density housing to expand or contract according to ultimate market demands.

4.4.1 Residential Zones

Residential designations permitted within the residential zones:

- Multi-Family Residential (MFR): Multi-Family (up to 24 DU/AC)
- Single Family Residential (SFR): Single Family Detached, Single Family Attached (3 to 8 DU/AC)

Community facilities/community uses within the residential zone:

- Open Space - Neighborhood parks, pocket parks, linear parks, landscape buffers
- Open Space - Detention and retention basins
- Open Space - Courtyards, plazas, water features, as determined by the home builder

² Although not located within the Luke AFB flight path, because portions of the Site fall within three miles from the farthest (65 LDN) contour line, this residential density cap also addresses this potential issue.

General residential attributes include:

- Variation in size and housing mix
- Contextual features such as open space associations, location, adjacencies, and boundary features
- An evolution over the life of the Community building process as new trends and techniques evolve
- Diversity in style to avoid “mass produced” look and feel
- Encourage multiple product types

Descriptions of conceptual residential design features have been included in Exhibit N as examples that may be used in the Community.

Conceptual home types provided within this PAD are intended to be for representative purposes. Additional home types may be proposed within the appropriate zoning classification provided the product is consistent with the overall vision for the community and is in conformance with the standards as set forth in **Exhibits J, K, and L. Exhibit G-2** has been created based on current residential plans for the site. Although the final plat will be in general conformance with the proposed exhibit, exact layout and unit counts shall remain flexible to allow the site to meet market demands.

With this amendment, Final PAD approval is being requested on the South Multi-Family Residential property for development of a unique multi-family residential community. To differentiate itself from the North Multi-Family Residential property, which is expected to develop with traditional multi-family, the south parcel includes separate standards within **Exhibit L** as it will be developed with a moderate density product that is all single-story and functions less like a traditional apartment complex and more like a grouping of attached and detached single family homes. The use is akin to a compact single family subdivision with centralized common amenities and will fill a niche market for those Goodyear renters who do not need the size of a single-family home or that do not want the maintenance that comes along with a yard, who on the other hand also do not want the traditional apartment experience with a neighbor above or below them. A conceptual site plan is provided in **Exhibit T**, Conceptual Property Development Plan

4.4.2 District Zone

The Estrella Commons PAD District Zone encourages a horizontal and potential vertical blend of retail, office, institutional, and residential uses. The District encourages connectivity between the commercial uses and the adjacent Residential Zones. The District will be the main hub of activity within the Community and encourages “activity clusters” centered on potential retail, entertainment, restaurants, offices, hotel and residential. The District allows for a wide variety of uses and associations in an integrated development.

The basis for the standards and uses for The District comes from the City of Goodyear's Central Business District (CBD). The CBD "provides a variety of uses including retail, governmental offices, service uses, professional, cultural and entertainment establishments, hotels and motels, and transportation facilities within a high density central business/civic center development area." Given the Site's proximity to the City Center and its inclusion within the Estrella Parkway "High Intensity Mixed Use Corridor Overlay," and City Center Gateway Overlay District, the CBD is an appropriate model for the District; however, the CBD District alone does not accomplish the goals of Estrella Commons. Estrella Commons is envisioned to have a horizontal and potential vertical mix of retail, office, institutional and residential uses. The Central Business District provides standards that would be suitable for most of these uses, but not for residential. Within Estrella Commons, the residential standards have been incorporated.

To preserve the integrity of The District, a list of allowed and prohibited uses are provided in **Exhibit J**, *District Development Standards*. In addition, the District Development Standards, which are based on the City of Goodyear's Central Business District, also are provided in the *Development Standards* portion of **Exhibit J**.

The existing Preliminary PAD approval will remain on the District property while the plan for the site is further refined and specific standards and land uses can be determined when specific users have been identified

4.5 Landscaping and Open Space

Estrella Commons is comprised of a series of residential neighborhoods, public places, and commercial uses that are connected both physically and by thematic design as shown in *Landscape Exhibits (Exhibit P)* and *Plant Palette (Exhibit Q)*. The parks and landscape designs provide visual and vehicular linkages to the Neighborhoods and to Bullard Wash via an open space hierarchy of Neighborhood Parks and pedestrian-friendly streetscapes. District Entry Concepts, a Residential Entry Concept, and Community Monumentation Concepts are displayed as part of the Landscape Exhibits in **Exhibit P**.

Open space areas will be developed to enhance the quality of life, provide recreational opportunities, and take advantage of the regional connection and the development of future active and passive recreational amenities planned for Bullard Wash. The SFR of Estrella Commons includes approximately 23.1 acres of open space which includes a 7.87 acre Neighborhood Park at the center of the SFR community. This open space acreage is approximately 22% of the net SFR acreage within the Final PAD area. Additionally, the Community directly abuts the 1000+ acre Bullard Wash Regional Park. The open space components of Estrella Commons and their connection with Bullard Wash are depicted in **Exhibit I**, *Pedestrian Circulation & Trails Plan* and **Exhibit M-1**, *Open Space Framework Plan*.

The design of The District and the residential neighborhoods will provide for useable outdoor spaces such as plazas, squares, courts, or paseos. Open space areas should be designed as “outdoor rooms” of equal importance to the enclosed commercial and residential spaces. Active and passive recreation uses as depicted in **Exhibit M** shall be incorporated. Some of the characteristics of the Estrella Commons open space system include:

- Well-articulated landscape features with planting that will integrate well with higher intensity uses
- Pedestrian and bicycle friendly, multi-use pathways, minimized roadway crossings, continuity of paving material, wayfinding, lighting and furnishings
- Variety of uses within the residential park system, active and passive recreation, preservation of natural features (Bullard Wash transition)
- Gathering areas, plaza, picnic and ramada areas
- Architecture of the park system, strong commonality, paving, lighting, materials, furniture and signage, while still allowing for “special features” within the parks

4.6 Circulation

The Site is bounded by I-10 to the north, Estrella Parkway to the west, Van Buren Street to the south, and Bullard Wash to the east. Currently, Estrella Parkway is built to its interim four-lane divided roadway configuration (with curb and gutter) between I-10 and Van Buren Street and is classified as a scenic arterial roadway. Van Buren Street east of Estrella Parkway is a five-lane road (with curb and gutter) and is classified as a major arterial roadway. The intersection of Estrella Parkway and Van Buren Street is signalized. There is a traffic signal at Roosevelt Street along Estrella Parkway that provides access to an existing Wal-Mart Super store at Estrella Marketplace and to the future District within the Community. There is also a traffic signal at Fillmore Street and Estrella Parkway. The eastbound and westbound ramps at the I-10/Estrella Parkway interchange are also signalized.

The proposed Estrella Commons circulation plan is presented in **Exhibit H, Conceptual Transportation Plan** and the roadway cross-sections are presented in **Exhibit R, Street and Streetscape Exhibits**.⁴ A right-in/right-out entry driveway is proposed along Van Buren Street east of Estrella Parkway. Additionally, two full directional and signalized accesses are provided at Roosevelt Street and Fillmore Street and one 3/4 turning movement (right-in/right-out and left-in) and one right-in/right-out accesses are proposed along Estrella Parkway.

⁴ This PAD modifies the City Standard Minor Collector cross-section. **Exhibit R** Section “A” displays a 16’ median, in place of the City Standard Roadway without a median.

Non-vehicular circulation is provided at **Exhibit I**, *Pedestrian Circulation & Trails Plan*.

The roadways within the SFR will be public while the roads within The District will be private commercial driveways typical to a commercial development. Should The District include residential development, public roadway dedications may be made in accordance with City of Goodyear standards.

Section 5: Other

5.1 Grading and Drainage

The Site is farmland with irrigation and tailwater ditches. Natural runoff is directed to the east into the Bullard Wash corridor which flows in a north-to-south direction generally along the east boundary of the Site. The Federal Emergency Management Agency (FEMA) has designated Bullard Wash as a Flood Zone "A." A small area on the northeast corner of the Site is influenced by a floodway fringe district of Bullard Wash. Since this area is not within the floodway, its elevations can be raised to higher than the elevation of base flood for development purposes. There are no major stormwater related improvements that exist on the Site. The City of Goodyear in association with the Flood Control District of Maricopa County (FCDMC) is contemplating building a regional drainage corridor along Bullard Wash, outside of the Site boundaries.

Under proposed conditions, rainfall runoff from the Site will be routed via surface flow and, where necessary, storm drain pipes to onsite stormwater storage basins. In consideration of the Site's proximity to large downstream drainage corridors, these stormwater storage facilities will be sized to maintain existing discharges at the downstream limits of the Site. Runoff in excess of the basin capacities will be routed to outfall points located along the Bullard Wash channel or the existing storm drain located in Van Buren Street. The Site will be designed such that all finished floors will be protected from the 100-year design storm event.

A Master Drainage Report has separately been submitted to further establish on-site drainage requirements and to present the master drainage plan.

5.2 Water

The Site is located within the City of Goodyear water service area. The City of Goodyear will be the water service provider for Estrella Commons.

Water service for Estrella Commons will be provided by the City of Goodyear. The property is located within Pressure Zone 1 of the City's water distribution system. Existing water infrastructure in the vicinity of the Site includes a 24-inch water main along Van Buren Street, 12-inch and 16-inch water mains along Estrella Parkway, and 8-inch and 12-inch waterlines within the Rancho Mirage development south of Estrella Commons. The onsite

water system for Estrella Commons will consist of a looped network of 8-inch and 12-inch waterlines which will connect to the existing offsite water mains in several locations for redundancy.

A Master Potable Water Plan has been submitted separately to Staff and will provide a design analysis based upon the City of Goodyear Design Guidelines.

5.3 Wastewater

The Site is located within the wastewater service area of the City of Goodyear and will be served by the City.

Wastewater service for Estrella Commons will be provided by the City of Goodyear. An onsite network of 8-inch to 12-inch sewer mains will collect and convey wastewater flows from the property southerly and easterly to existing mains along Van Buren Street and Bullard Wash. Existing wastewater infrastructure in the project vicinity includes an 8-inch to 12-inch sewer main in Estrella Parkway, a 12-inch to 27-inch sewer in Van Buren Street, and a 15-inch to 18-inch sewer along Bullard Wash east of the Site. Wastewater flows from Estrella Commons will be routed to the City's 157th Avenue Wastewater Treatment Plant (WWTP), which has a current capacity of 4 MGD and an ultimate capacity of 18 MGD.

A Master Wastewater Plan has been submitted separately to the City that demonstrates system capacity.

5.3 Utilities

The utility companies which provide service to this area include:

Electrical - Arizona Public Service Company (APS)

Telephone - Qwest Communication Corporation (Qwest)

Natural Gas - Southwest Gas Corporation (Southwest Gas)

Cable TV/Internet with Telephone Service - Cox Communications (Cox)

With the recent improvements of Estrella Parkway and the commercial development on the west side of the Site, there is sufficient capacity for the proposed Estrella Commons development with the standard facility extensions.

5.4 Schools

Estrella Commons is located within the Avondale Elementary School District and the Aqua Fria Unified High School District.

Centerra Mirage Elementary (K-8)
15151 W. Centerra Drive
Goodyear, AZ

Desert Edge High School (9-12)
15778 W. Yuma Road
Goodyear, AZ

5.5 Phasing Plan

The development of Estrella Commons is likely to occur in multiple phases as shown in the *Conceptual Phasing Plan (Exhibit S)*. It is anticipated that the Single Family Residential Phase will be designated as the first phase of development however; phasing may change in order to meet market demands. The Single Family Residential Phase will consist of backbone infrastructure to support the residential neighborhood which will include: grading of the Single Family Residential phase; utilities to serve the Single Family Residential Phase (with provisions to provide stubs to future phases); streets (including construction of Roosevelt and Fillmore from Estrella Parkway to the Single Family Residential phase); streetscapes and; active and passive open spaces. The Single Family Residential Phase is entirely within the Final PAD Area and may be constructed in separate time frames based on homebuilder demand and preference.

The Multi-Family Residential Phases will consist of backbone infrastructure to support the multi-family development, including grading, utilities, streets, streetscapes, and active and passive open spaces within the Final PAD area. The Single Family Residential Phase and the Multi-Family Residential Phases are shown together as Final PAD on *Exhibit G, Preliminary and Final PAD Areas*.

The District (which may also be further divided into sub-phases) will consist of the backbone infrastructure to support the development of the Preliminary PAD Area (also shown on *Exhibit G*). Development is expected to occur in a sequence of sub-phases in accordance with market demand and construction efficiencies. The implementation of this plan will be accomplished by following the Site Plan and Subdivision processes detailed in the City of Goodyear Zoning Ordinance and Subdivision Regulations. All portions of the District will be submitted as the timing is appropriate for Final PAD approval by the City as the boundaries and development plan and details are known.

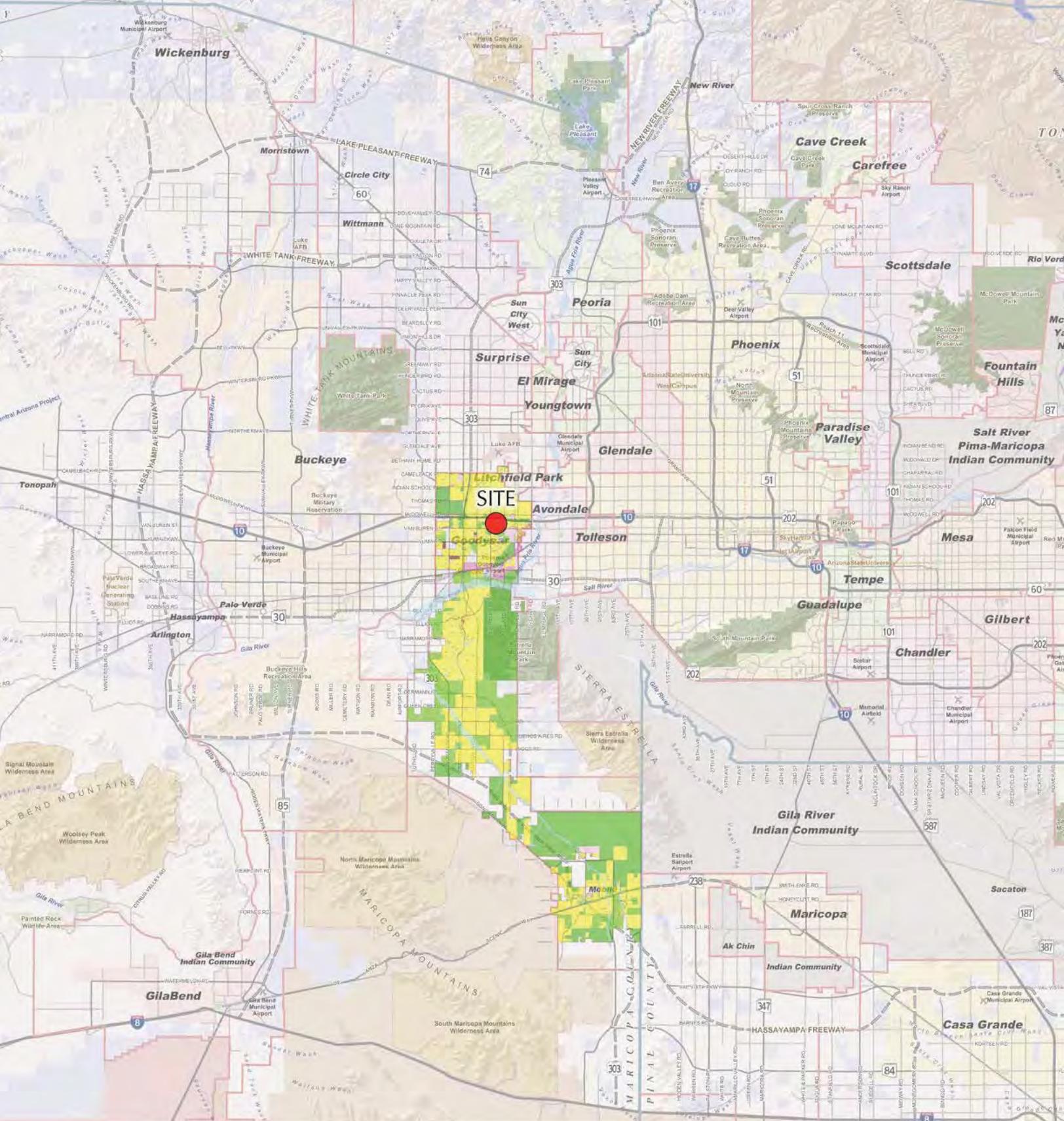
All phases of development are designed so that they could each stand-alone without the necessity to complete a prior phase. This allows the phases of development to change as market demand may change.

A Conceptual Property Development Plan is shown at *Exhibit T* to demonstrate the potential overall build out of Estrella Commons.

Section 6: Conclusion

The Estrella Commons development plan contained within this PAD Project Booklet is in conformance with the 2025 General Plan and is in support of the vision for a dynamic and innovative project at the “gateway” to the City of Goodyear. The thoughtful planning of Estrella Commons has been and will continue to be a joint effort between the City of Goodyear Planning, Engineering and Economic Development staff, Evergreen’s residential and commercial teams and carefully selected consultants with years of experience in developing award-winning communities. The land plan implements the City’s goals while complementing and maintaining sensitivity to the existing and proposed land uses for the surrounding properties. A focus on the wide variety of land uses and intensities and an emphasis on quality design will create a vibrant and dynamic community that Evergreen and the City of Goodyear will be proud of for years to come.

Approval of the standards and criteria within this PAD is intended to provide Evergreen, Christopher Todd Communities, and the City of Goodyear with reasonable assurances that the Estrella Commons development plan is consistent with the City’s vision. **Final PAD** approval is included in this PAD for the Single Family Residential and Multi-Family Residential components, and **Preliminary PAD** approval is included in this PAD for the District Parcel.



Regional Vicinity Map

GOODYEAR, ARIZONA

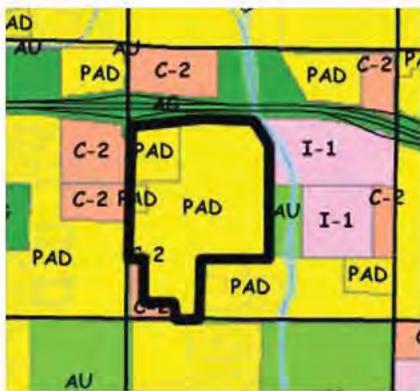
ESTRELLA COMMONS

CITY OF GOODYEAR ZONING DISTRICTS

Legend

Zoning

- AG Agricultural District
- AU Agricultural/Urban
- C-0 Commercial Office
- C-1 Neighborhood Commercial
- C-2 General Commercial
- I-1 Light Industrial Park
- I-2 General Industrial Park
- MF-24* Multi Family Residential
- MH/RVP Mobile Home or R.V. Park
- MHS Mobile Home Subdivision
- PAD Planned Area Development
- PFD Public Facilities District
- R-1-4* Single Family Residential
- R1-6 Single Family Residential
- R1-7 Single Family Residential
- R1-10 Single Family Residential
- R-2 One and Two Family Residential
- PARK
- * Discontinued
- County
- Planning Area
- City Boundary
- Sections



Zoning Vicinity Map

GOODYEAR, ARIZONA

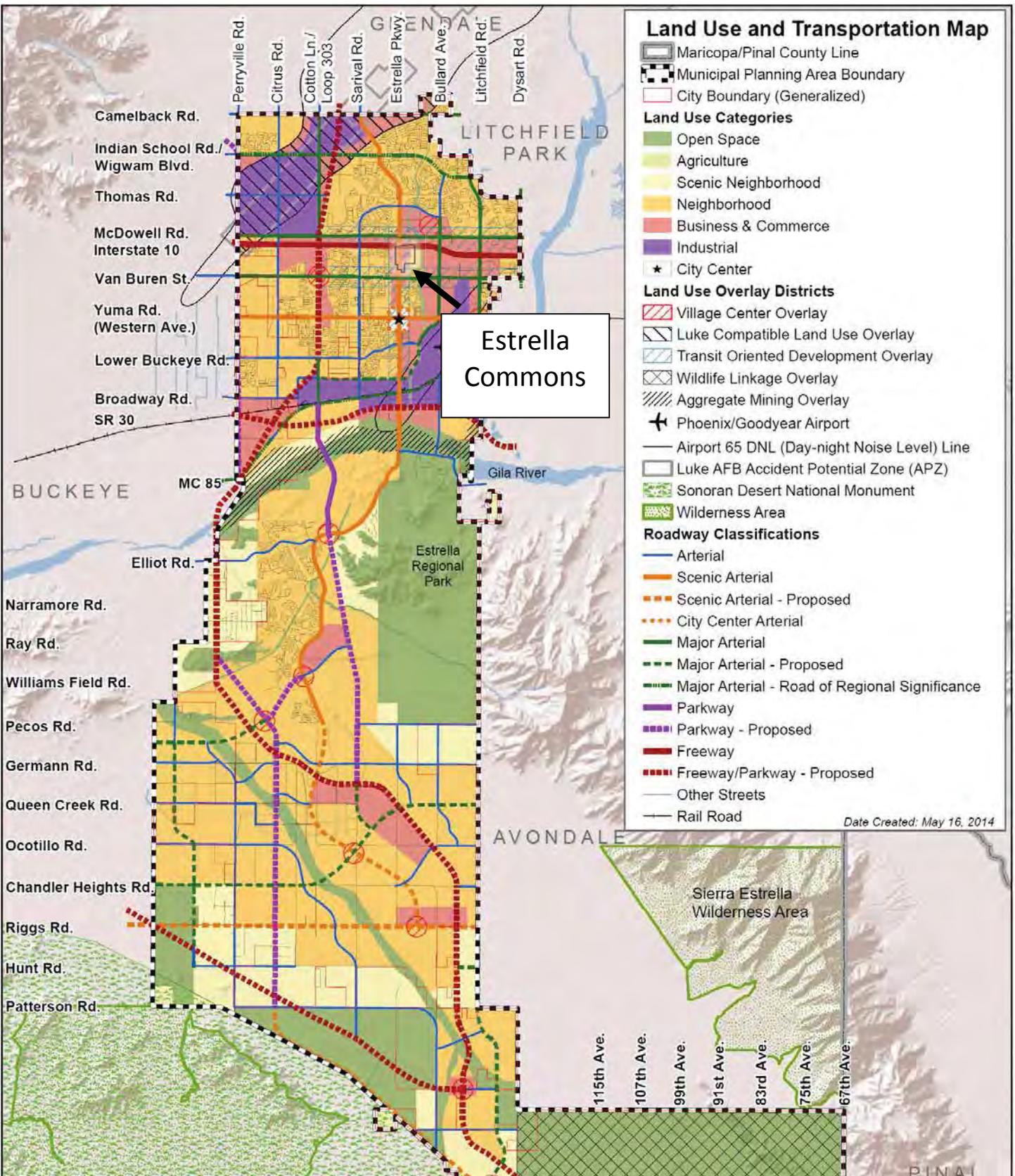
ESTRELLA COMMONS



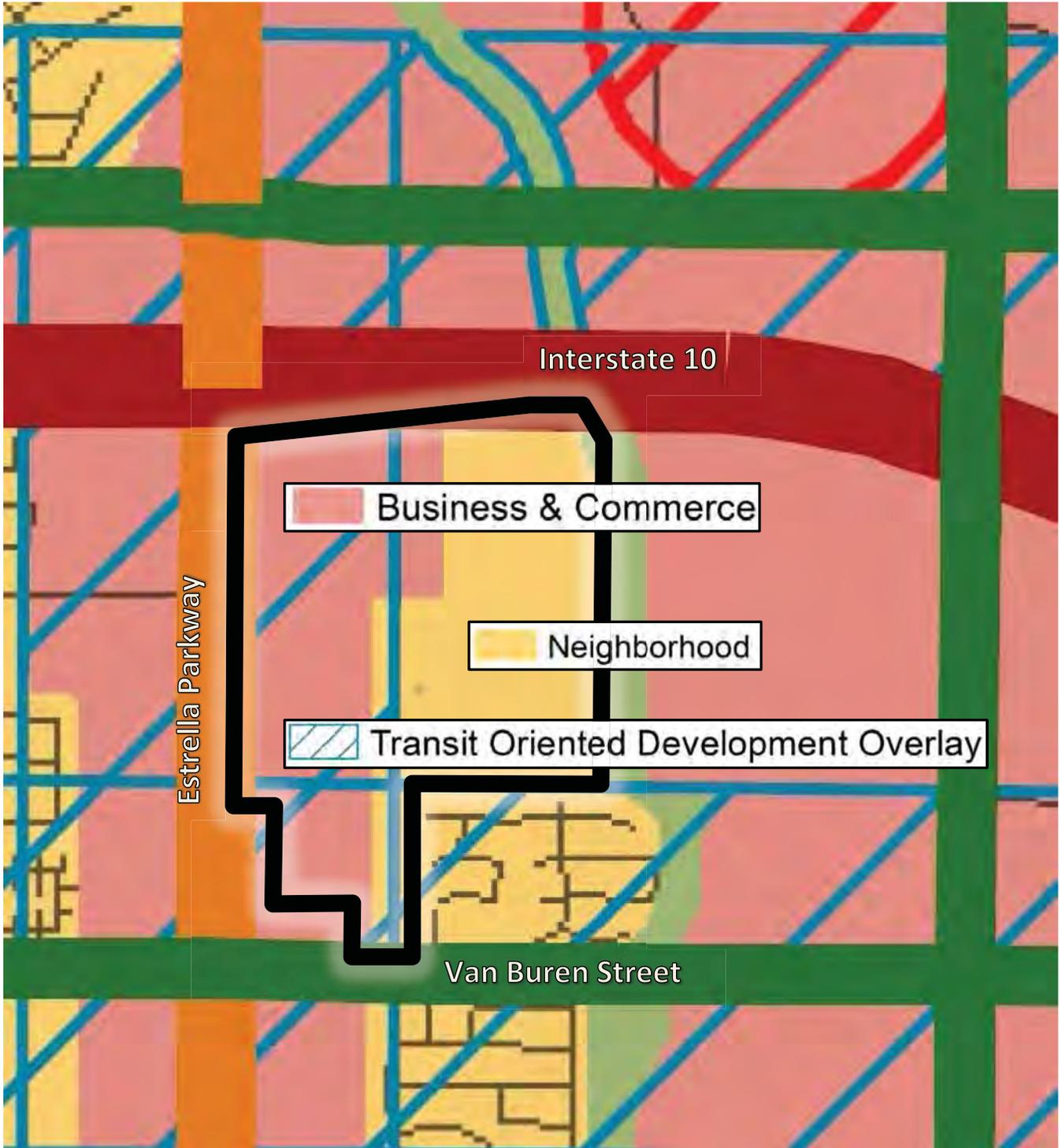
Local Vicinity Map

GOODYEAR, ARIZONA
ESTRELLA COMMONS

Exhibit C



Existing General Plan Map
 GOODYEAR, ARIZONA
 ESTRELLA COMMONS



Existing General Plan Land Use

GOODYEAR, ARIZONA

ESTRELLA COMMONS



Community Master Plan

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Papago Freeway (I-10)

Estrella Parkway

Preliminary
PAD
36.4 Ac.

Final PAD
118.9 Ac.

Final PAD
22.7 Ac.

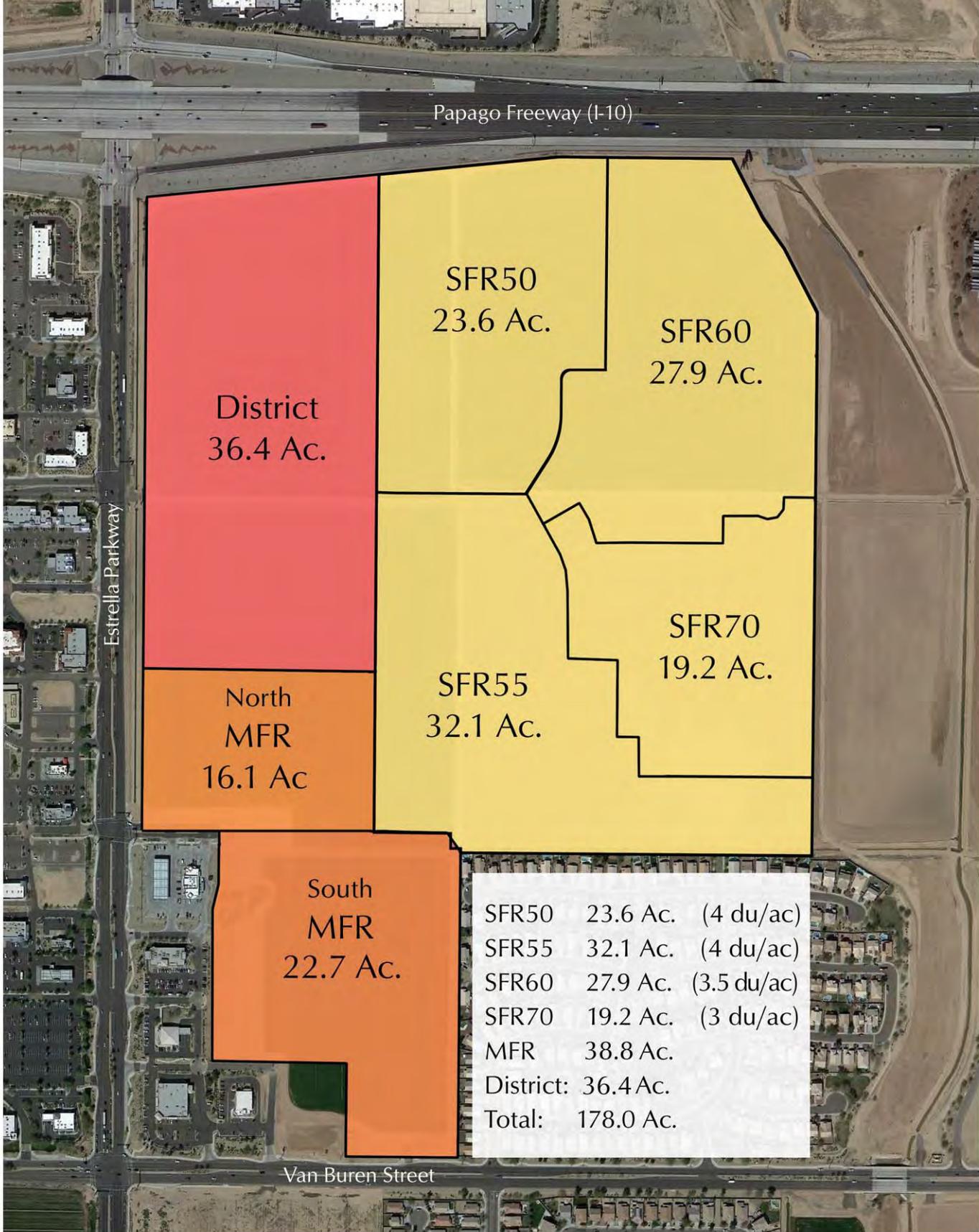
Van Buren Street

Preliminary & Final PAD

GOODYEAR, ARIZONA

ESTRELLA COMMONS

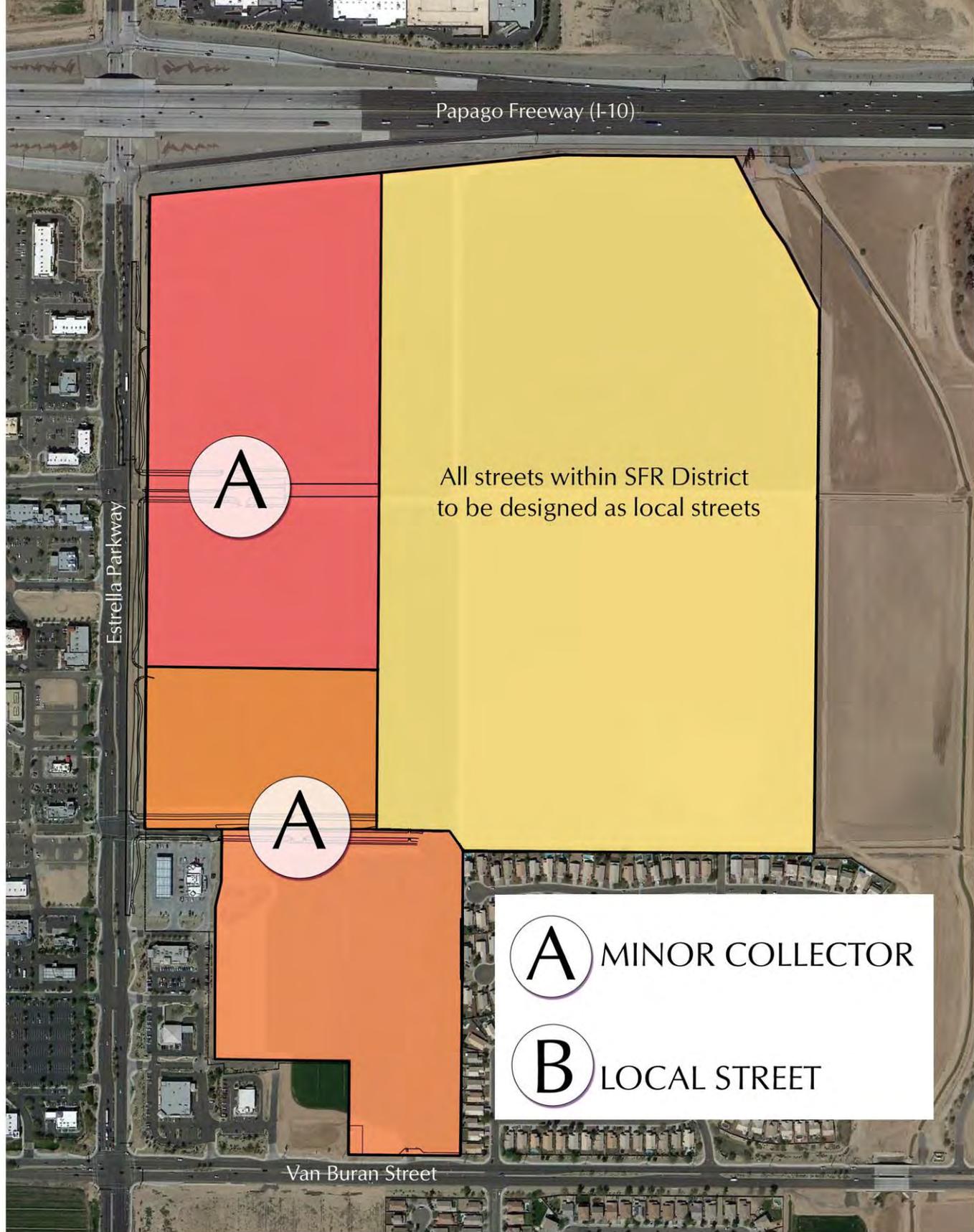
Exhibit G1



Proposed Zoning Plan

GOODYEAR, ARIZONA

ESTRELLA COMMONS



Papago Freeway (I-10)

Estrella Parkway

All streets within SFR District
to be designed as local streets

Van Buran Street

A MINOR COLLECTOR

B LOCAL STREET

Conceptual Transportation Plan

GOODYEAR, ARIZONA

ESTRELLA COMMONS



Pedestrian Circulation & Trails Plan

GOODYEAR, ARIZONA
ESTRELLA COMMONS

Exhibit J
District Development Standards & Uses

A. DEVELOPMENT STANDARDS:

The standards listed below are for the commercial components within the District. Any Multi-Family Residential within the District will be governed by Exhibit K. Development standards not addressed below shall comply with the City of Goodyear CBD Development Standards.

Minimum Lot Area	none
Minimum Lot Width	none
Maximum Lot Coverage	none
Maximum Building Height	60'/90' ⁽¹⁾
Minimum Building Setbacks	
Adjacent to Estrella Parkway	30' ⁽²⁾
Side or other ROW	10'
Adjacent to Single Family Residential (from the property line)	30'
Adjacent to Multi Family Residential (from the property line)	30'
Minimum Landscape Setbacks	
Adjacent to Estrella Parkway	15'
Adjacent to Roosevelt Street	10'
Side or Other ROW	10' ⁽³⁾
Minimum Landscape Coverage	15%

(1) 60' for commercial/retail uses; 90' for office, hotel or vertical mixed use (mix of at least two of the following: retail, residential, office, hotel). An additional 5' is allowed for screening of mechanical equipment. An additional 10' is allowed for architectural embellishments. For every 1' over 30' in height, an additional 2' of building setback shall be required from residential property lines.

(2) Setbacks along Estrella Parkway shall comply with the City Center Gateway Overlay District standards.

(3) If adjacent to another non-residential use, landscape setback is 0'.

A 10' PUE adjacent to any public or private Collector and Arterial street right-of-way (excepting Estrella Parkway as sufficient right-of-way exists for uses typically kept within a PUE) and an 8' PUE adjacent to local streets will be provided. All vertical (fencing or other related ancillary improvements) and drainage related improvements cannot be located within the PUE.

B. ALLOWED USES:

1. District Uses

The District will allow all uses that are found within the CO, C-1, C-2 and CBD zoning districts within the City of Goodyear Zoning Ordinance or any other use that the Planning Director (or equivalent) deems appropriate.

Uses requiring a Use Permits will follow the City Center Gateway Overlay District Section 9-2-3 C except that, due to the proximity of the property to Interstate-10, the City Center and shopping (Estrella Falls Mall), the following uses will be allowed without a Use Permit:

- a. Banks and financial institutions with a drive-through component
- b. Entertainment establishments including: athletic facilities, bowling alleys, electronic game centers and arcades, ice and roller rinks, miniature golf, outdoor water parks, performing arts centers, pool halls and theaters, but not including health clubs
- c. Hospitals and related uses
- d. Hotels and Motels
- e. Mixed-use developments where residential dwelling units are integrated into the buildings with commercial uses

The uses outlined in Section 9-2-4 of the City Center Gateway Overlay District shall undergo an expanded review as a part of the Site Plan Review Process. In addition, any use listed above (not requiring a Use Permit) shall also go through the expanded review if the use is not already listed on Section 9-2-4.

2. Allowed Residential Uses:

- a. Multi-Family Residential using the standards contained in Exhibit K.
- b. Mid-rise or high-rise for sale and/or for rent residential (standards to be established with Final PAD).

3. Prohibited Uses:

- a. Adult bookstore, novelty store or theatre
- b. Discotheque or dance hall unless included within an entertainment venue that houses a variety of entertainment uses.
- c. Massage parlor (unless a licensed massage therapist, day spa or salon)
- d. Junkyard
- e. Mortuary/Funeral parlor /Crematory
- f. Check cashing establishments
- g. Manufactured home sales

- h. Employment agency
- i. Bus terminal
- j. Railway

**Exhibit K
Multi-Family Residential Standards**

A. DIMENSION REQUIREMENTS

Lot Area, height, setback and related standards for the Multi-Family Residential Districts are as follows. Unless otherwise noted below in Table 1 or Table 2, as applicable, standards will follow MF-24 standards in Section 3-2-9 D of the City of Goodyear Zoning Ordinance:

Table 1

NORTH MULTI FAMILY RESIDENTIAL OR DISTRICT	
Maximum Density (dwelling units per net acre)	24 (per section 3-2-12 of zoning code)
Minimum Net Site Area	n/a
Minimum Lot Width	100' (per section 3-2-12 of zoning code)
Minimum Lot Depth	n/a (per section 3-2-12 of zoning code)
Maximum Height	40' (per section 3-2-12 of zoning code)
Maximum Building Coverage	50% (per section 3-2-12 of zoning code)
Minimum Building Setbacks	
Front	30'*
Total Both Sides	40' (per section 3-2-12 of zoning code)
Minimum Side Yard (Other Uses)	20' (40') (per section 3-2-12 of zoning code)
Rear yard % of lot depth	n/a
Street Side	30' (per section 3-2-12 of zoning code)
Rec/ Open Space	400 sf/du (per section 3-2-12 of zoning code)

*Unless front is adjacent to Estrella Parkway, in which case the minimum setback is 15' to allow for buildings closer to the street to comply with the vision of the City Center Gateway Overlay District.

Table 2

SOUTH MULTI-FAMILY RESIDENTIAL	
Maximum Density (dwelling units per net acre)	14 du/ac
Maximum Height (Primary and Accessory buildings)	20' (one-story) *
Minimum Building Setbacks	
Front	30' (per section 3-2-12 of zoning code)
Total Both Sides	40' (per section 3-2-12 of zoning code)
Minimum Side Yard (Other Uses)	20'
Street Side	30' (per section 3-2-12 of zoning code)
Recreational / Open Space	400 sf/du (per section 3-2-12 of zoning code)
Minimum Building Separation	10'

*If an entry portico is provided, it shall be allowed up to a height of 28' to allow for adequate clearance for fire apparatus underneath.

B. DEVELOPMENT STANDARDS FOR MULTI-FAMILY RESIDENTIAL DISTRICTS

Development Standards shall comply with Section 3-2-12 of the City of Goodyear Zoning Ordinance unless otherwise listed below:

1. In order to encourage buildings closer to the street in accordance with the City Center Gateway overlay district and to encourage more usable common open space within the Multi-Family Residential development, a minimum of **10%** of the required common open space shall be provided along the public street frontage in the form of a landscape setback. Such areas shall not be required to exceed 15' in width along Estrella Parkway (3-2-12 (B) (d)).
2. Commencing vertical construction in the rezoned area within **five (5)** years of City Council approval of a rezone request. Failure to commence shall be cause for the City Council to rescind the zoning, unless an extension of time is granted by the City Council. (3-2-12 (B) 3 (i))
3. Parking shall be based on the following standards:
 - 1 parking space/studio unit
 - 1 parking space/1-bedroom unit
 - 1.5 parking spaces/2-bedroom unit
 - 2 parking spaces/3-bedroom unit
 - Guest parking 1 space/10 units
 - At least one (1) space per multi-family dwelling unit must be covered and assigned to a dwelling unit.
4. Common open space usable for recreation or leisure purposes shall constitute not less than **fifty (50) percent** of residential development's open space requirements (3-5-4 B 1)

C. MULTI-FAMILY RESIDENTIAL DISTRICT USES

Development Standards shall comply with Section 3-2-9 of the City of Goodyear Zoning Ordinance unless otherwise listed below:

1. The City requires a 10' PUE adjacent to any public or private Collector and Arterial right-of-way (excepting Estrella Parkway as sufficient right-of-way exists for uses typically kept within a PUE) and an 8' PUE adjacent to local streets. All vertical fencing (or other related ancillary improvements) and drainage related improvements cannot be located within the PUE.

Exhibit L

Single-Family Residential Districts Standards

A. DIMENSION REQUIREMENTS

Lot Area, height, setback and related standards for the Single-Family Residential District are shown here on **Table 1**:

TABLE 1

(SFR) SINGLE FAMILY RESIDENTIAL DISTRICT				
	SFR50	SFR55	SFR 60	SFR 70
Minimum Net Site Area	5,750 sf	6,600 sf	7,200 sf	8,750 sf
Minimum Lot Width	50'	55'	60'	70'
Minimum Lot Depth	115'	120'	120'	125'
Maximum Height	30'	30'	30'	30'
Maximum Building Coverage	60%	50%	50%	50%
Minimum Setbacks				
Front (Garage)	20' ⁽¹⁾	20' ⁽¹⁾	20' ⁽¹⁾	20' ⁽¹⁾
Front (Livable)	15'	15'	15'	15'
Total Both Sides	15' ⁽²⁾	15' ⁽²⁾	15' ⁽²⁾	15' ⁽²⁾
Minimum Side Yard	5' ⁽²⁾	5' ⁽²⁾	5' ⁽²⁾	5' ⁽²⁾
Rear yard	20'	20'	20'	20'
Street Side	10'	10'	10'	10'

⁽¹⁾ Ten foot setback for side entry garage or front porch that is at least 60 sf in size.

⁽²⁾ Where two-story residences occur side-by-side, the minimum side yard setback is 6' (12' total between the two homes)

B. The Development Standards for Single-Family Residential Districts listed in 3-2-7 B of the City of Goodyear Zoning Ordinance shall be used unless otherwise listed in Table 1 above.

The purpose of the reduced side yard setback is for the following:

1. Allow a more diverse product range. For example, on a 50' wide lot, the 5'/5' setback would allow a home builder to go with either a 35' or 40' wide product. With 5'/10', the home builder would be limited to a 35' wide product.
2. Reduce pressure to build 2-story homes.
3. Increase varied streetscape (side entry garages, varied elevations).
4. Provide greater ability for inline 3-car garage instead of tandem.
5. Provide the ability to offer larger "executive" type homes (i.e. a 60' wide product on a 70' lot).

The justification for lot widths smaller than 60' are as follows:

1. Although the lot width for portions of the property are reduced to 50' and 55', the minimum lot area of 5,750 sf is 250 sf more than the City's minimum lot area.
2. Additional usable open space has been provided (12.59 acres required; 23.10 acres provided) to ensure that residents with smaller lots still have a substantial amount of open space to use.
3. The minimum lot depth in the Zoning Ordinance is 100'. The Estrella Commons minimum lot depth is 115' allowing for additional lot area.
4. Per section 3-5-4 of the Zoning Ordinance, compact residential lots are proximate to employment or freeway interchange and create a desirable housing market.
5. The majority of smaller lots are adjacent to and provide a buffer for the I-10 Freeway, commercial uses and multi-family residential.

C. Design Criteria

1. Facades that are visible from public areas shall have special articulation.
2. A variety of façade materials and textures shall be used to provide visual interest to the street scene.
3. Front entrances shall exhibit a "human scale".
4. Horizontal fascia, headers and sills are to be used as visual organizers.
5. Garages shall be well-articulated.
6. Front porches are encouraged to create a friendly street presence.
7. Roof overhangs are encouraged to create shadow lines.
8. Light and warm colors shall be used with rich accent colors.
9. Roofs shall be composed of clean forms.
10. All feature windows shall use similar details.

D. The Principal Permitted Uses, Permitted Accessory Uses, Use Permit Uses and Development Regulations listed in 3-2-6 A – D of the City of Goodyear Zoning Ordinance shall be used unless otherwise listed in Table 1 above.

E. The north side of the property, where single family residences are adjacent to the I-10 Freeway, shall provide the following mitigation measures:

1. Minimum 80' buffer between any single family dwelling unit and the northern property line for the Development (however, the westernmost home will have a minimum 70'

setback).

2. Sound wall constructed along I-10.
3. Where the buffer is less than 80', 36" box trees shall be planted 15' on center.
4. A multi-purpose trail shall be constructed within the buffer.

Papago Freeway (I-10)

Estrella Parkway

Van Buren Street



NEIGHBORHOOD PARK



PASSIVE OPEN SPACE



RETENTION AREA/PASSIVE OPEN SPACE



COMMUNITY TRAIL



LINEAR ROADWAY TRAIL/WALKWAY

Open Space Framework Plan

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit M1



Neighborhood Park Concept
GOODYEAR, ARIZONA
ESTRELLA COMMONS



Paseo Concept



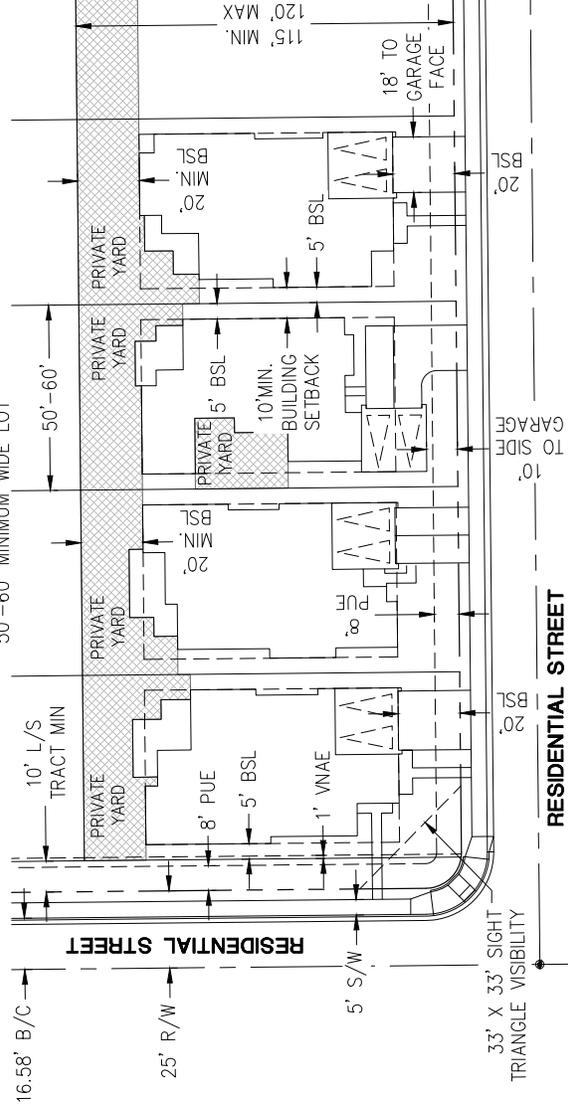
Passive Open Space

Paseo & Passive Open Space Concept

GOODYEAR, ARIZONA
ESTRELLA COMMONS

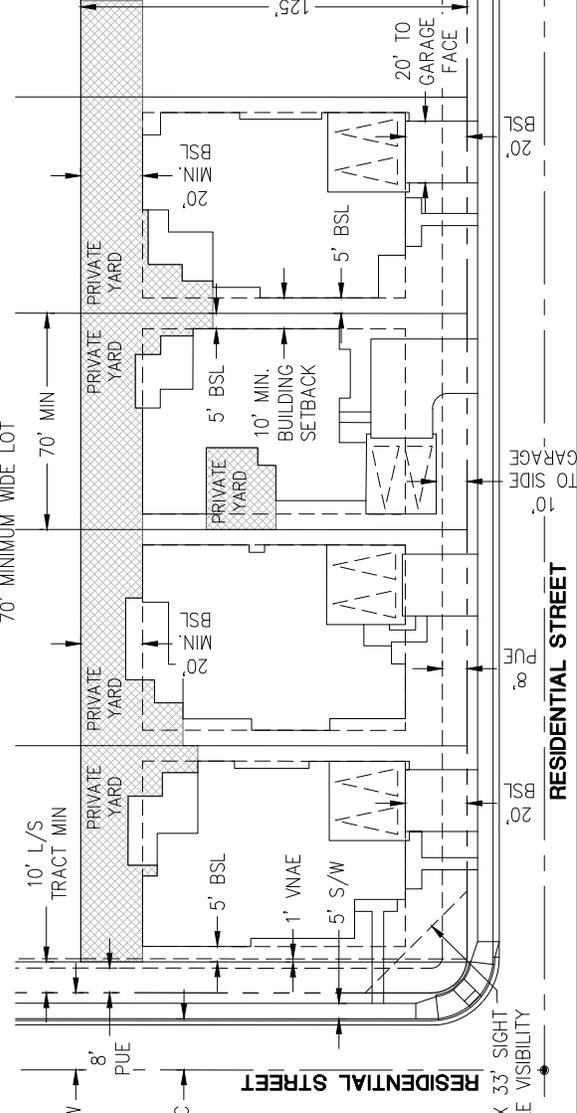
Exhibit M3

SINGLE FAMILY RESIDENTIAL



- MINIMUM DEVELOPMENT STANDARDS**
- BUILDING SETBACKS:
 - FROM RESIDENTIAL STREET - 20', 10' TO SIDE FACING GARAGE, 15' FOR LIVEABLE SPACE
 - FROM INTERIOR SIDE PROPERTY LINE - 5' (MEASURED TO FINISHED EXTERIOR WALL SURFACE) MINIMUM, 15' TOTAL FOR BOTH SIDES.
 - FROM SIDE STREET PROPERTY LINE - 10' (MEASURED TO FINISHED EXTERIOR WALL SURFACE)
 - FROM REAR PROPERTY LINE - 20' MINIMUM (MEASURED TO FINISHED EXTERIOR WALL SURFACE)
 - BUILDING SEPARATION - 10' (MEASURED TO FINISHED EXTERIOR WALL SURFACE)
 - PROPERTY WALLS TO BE LOCATED AT PROPERTY LINES

SINGLE FAMILY RESIDENTIAL



- MINIMUM DEVELOPMENT STANDARDS**
- BUILDING SETBACKS:
 - FROM RESIDENTIAL STREET - 20', 10' TO SIDE FACING GARAGE, 15' FOR LIVEABLE SPACE
 - FROM INTERIOR SIDE PROPERTY LINE - 5' (MEASURED TO FINISHED EXTERIOR WALL SURFACE) MINIMUM, 15' TOTAL FOR BOTH SIDES.
 - FROM SIDE STREET PROPERTY LINE - 10' (MEASURED TO FINISHED EXTERIOR WALL SURFACE)
 - FROM REAR PROPERTY LINE - 20' MINIMUM (MEASURED TO FINISHED EXTERIOR WALL SURFACE)
 - BUILDING SEPARATION - 10' (MEASURED TO FINISHED EXTERIOR WALL SURFACE)
 - PROPERTY WALLS TO BE LOCATED AT PROPERTY LINES



Single Family Residential Guidelines

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit N2

Elevations are provided for illustrative purposes only and are not indicative of the final approved products



Single Family Residential Guidelines

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit N2

Elevations are provided for illustrative purposes only and are not indicative of the final approved products



Single Family Residential Guidelines

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit N2

Elevations are provided for illustrative purposes only and are not indicative of the final approved products



Single Family Residential Guidelines

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit N2

Elevations are provided for illustrative purposes only and are not indicative of the final approved products



Multi-Family & Attached Residential Prototypes

GOODYEAR, ARIZONA
ESTRELLA COMMONS

Exhibit O

Papago Freeway (I-10)

Estrella Parkway

Van Buren Street

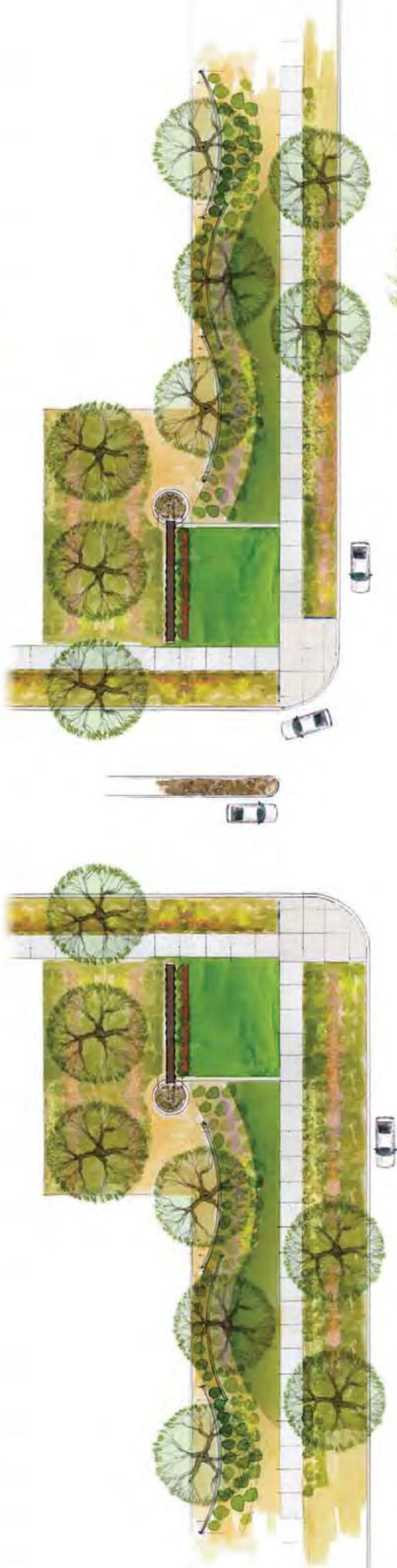
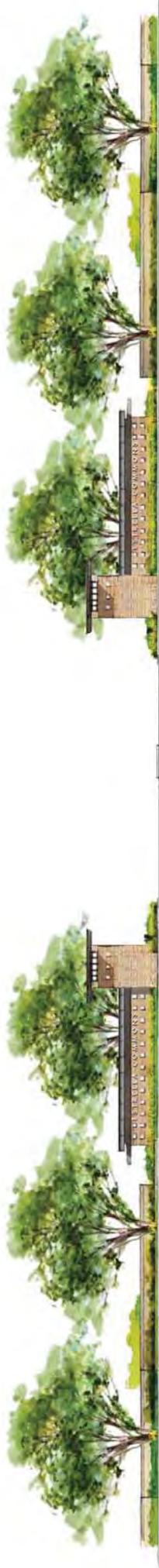
-  SEMI-FORMAL to FORMAL LANDSCAPE DESIGN
-  NATURALISTIC LANDSCAPE DESIGN

Landscape Concept

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit P1



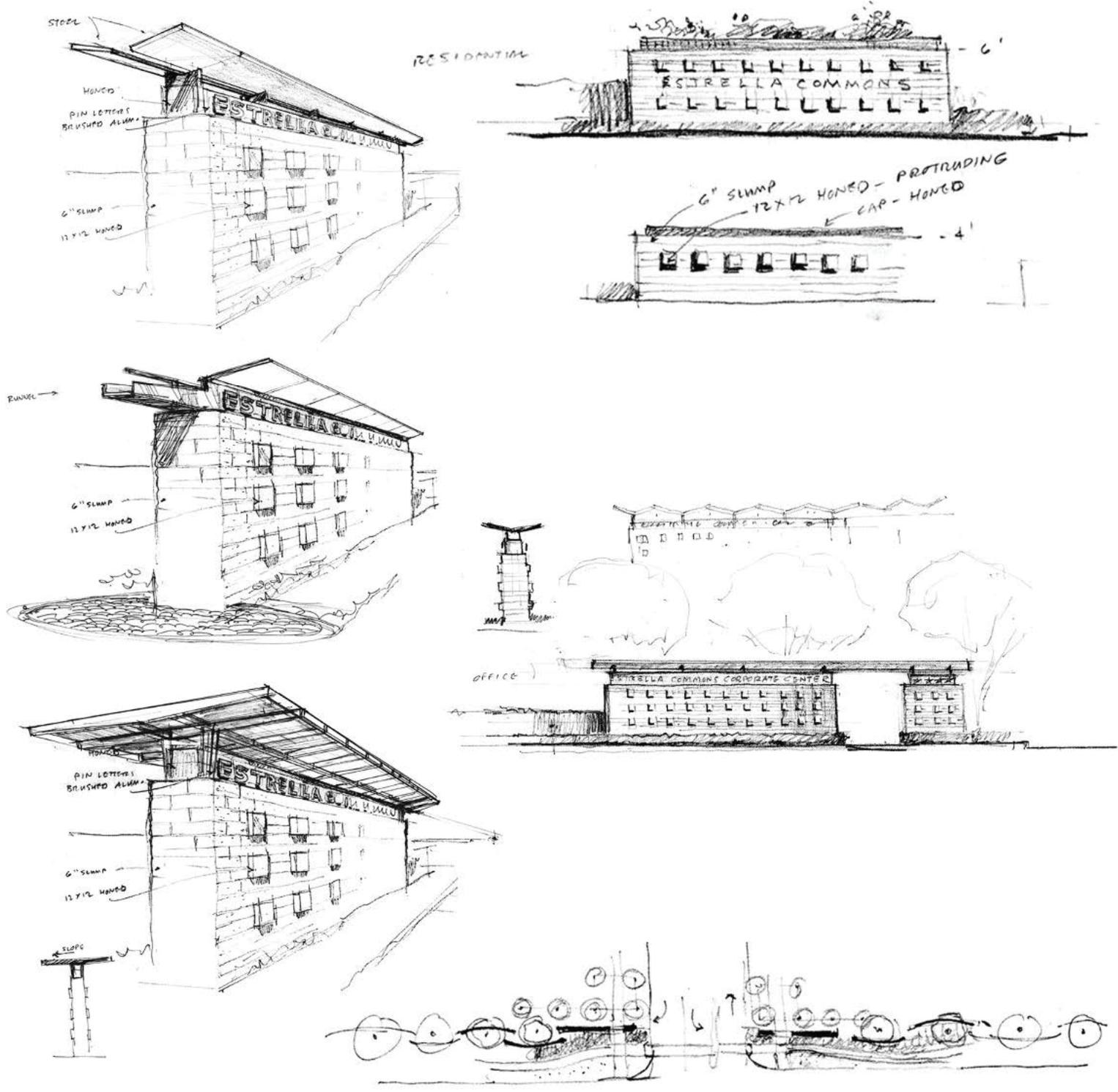
Potential Entry Locations

District Entry Concepts
GOODYEAR, ARIZONA
ESTRELLA COMMONS



Potential Entry Locations

Residential Entry Concept
GOODYEAR, ARIZONA
ESTRELLA COMMONS



Community Monumentation Concepts

GOODYEAR, ARIZONA

ESTRELLA COMMONS

Exhibit P4

Botanical Name	Common Name
<i>Acacia spp.</i>	Acacia
<i>Albizia julibrissin</i> (1)	Silk Tree
<i>Bauhinia lunariodes</i> (2)	Orchid Tree
<i>Brabeia armata</i> (1)	Mexican Blue Palm
<i>Celtis reticulata</i>	Western Hackberry Tree
<i>Cercidium praecox</i>	Palo Brea
<i>Cercius spp.</i>	RedBud Tree
<i>Chilopsis linearis</i>	Desert Willow Tree
<i>Chitalpa tashkentensis</i>	Chitalpa Tree
<i>Chorisa speciosa</i>	Silk Floss Tree
<i>Dalbergia Sissoo</i> (2)	Sissoo Tree
<i>Eucalyptus microtheca</i>	Coolidah
<i>Frasinus greggii</i> (2)	Little Leaf Ash
<i>Frasinus Spp.</i> (1)	Ash
<i>Geijera parviflora</i>	Australian Willow Tree
<i>Jacaranda mimosifolia</i> (1)(2)	Jacaranda
<i>Juglans nigra</i> (1)(2)	Black Walnut
<i>Lagerstroemia indica</i> (1)(2)	Crape Myrtle
<i>Ligustrum spp.</i> (1)(2)	Privet
<i>Magnolia</i> (1)(2)	Magnolia
<i>Leucaena retusa</i>	Golden Ball Lead Tree
<i>Olea europaea 'Swan Hill'</i> (2)	Olive
<i>Phoenix dactylifera</i> (2)	Date Palm
<i>Pinus spp.</i>	Pine Tree
<i>Pistachia chinensis</i> (2)	Chinese Pistache
<i>Platanus wrightii</i> (1)	Arizona Sycamore
<i>Prosopis chilensis</i>	Mesquite
<i>Quercus spp.</i> (2)	Oak Tree
<i>Rhus lancea</i>	African Sumac
<i>Schinus spp.</i> (2)	Pepper Tree
<i>Sophora secundiflora</i>	Mescal Bean Tree
<i>Tipuana tipu</i> (2)	Tipu Tree
<i>Ulmus spp.</i> (2)	Elm Tree
<i>Vitex angus castus</i> (2)	Chaste Tree
<i>Alyogyne huegelii</i> (1)(2)	Blue Hibiscus
<i>Ambrosia deltoidea</i>	Bursage
<i>Asclepius subulata</i>	Desert Milkweed
<i>Bougainvillea spp.</i> (1)(2)	Bougainvillea
<i>Caesalpinia spp.</i> (2)	Bird of Paradise
<i>Calliandra spp.</i> (2)	Fairy Duster
<i>Callistemon viminalis</i> (2)	Bottle Brush

SHRUBS	<i>Dalea spp.</i>	Dalea
	<i>Dodonaea viscosa</i>	Hopbush
	<i>Eremophila spp.</i> (2)	Emu Bush
	<i>Hibiscus rosa-sinensis</i> (1)(2)	Chinese Hibiscus
	<i>Jasminum blinii</i> (1)	Pink Jasmine (vine)
	<i>Juniperus spp.</i> (2)	Juniper
	<i>Justicia spicigera</i> (2)	Mexican Honeysuckle
	<i>Leucophyllum spp.</i> (2)	Sage
	<i>Macfadyena unguis-cati</i>	Cat's claw (vine)
	<i>Muhlenbergia spp.</i> (2)	Grass
	<i>Myrtus communis</i> (2)	Myrtle
	<i>Rosa banksiae</i>	Lady Banks Rose (vine)
	<i>Rosemarinus spp.</i> (2)	Rosemary
	<i>Ruellia spp.</i> (2)	Ruellia
<i>Salvia spp.</i> (2)	Sage	
ACCENTS	<i>Tecoma stans</i>	Yellow Bells
	<i>Tecomaria capensis</i>	Cape Honeysuckle
	<i>Wisteria sinensis</i> (1)	Chinese wisteria (vine)
	<i>Dasyliion spp.</i> (2)	Desert Spoon
	<i>Dietes spp.</i> (1)(2)	Dietes
	<i>Agave spp.</i> (2)	Agave
	<i>Penstemon spp.</i>	Penstemon
	<i>Hesperaloe spp.</i> (2)	Yucca
	<i>Fouquieria splendens</i>	Ocotillo
	<i>Phoenix roebeleni</i> (1)(2)	Pigmy Date Palm
GROUNDCOVERS	<i>Pyracantha spp.</i>	Pyracantha
	<i>Cycas revoluta</i> (2)	Sago Palm
	<i>Baccharis hybrid 'starn'</i>	Baccharis
	<i>Baileya multiradiata</i>	Desert Marigold
	<i>Chrysanthia mexicanana</i> (2)	Damianita
	<i>Convolvulus spp.</i> (2)	Morning Glory
	<i>Euphorbia rigida</i> (2)	Euphorbia
	<i>Zauschneria californica</i>	Hummingbird Trumpet Bush
	<i>Gazania spp.</i> (2)	Gazania
	<i>Lantana spp.</i> (2)	Lantana
TURF CACTI	<i>Myoporum parvifolium</i> (1)(2)	Myoporum
	<i>Verbena spp.</i> (2)	Verbena
	<i>Wedelia trilobata</i>	Yellow Dots
	<i>Echinocactus grusonii</i>	Golden Barrel Cactus
TURF GRASS	<i>Opuntia spp.</i>	Prickley Pear
	<i>Hybrid Bermuda spp.</i> (1)(2)	Bermuda Grass

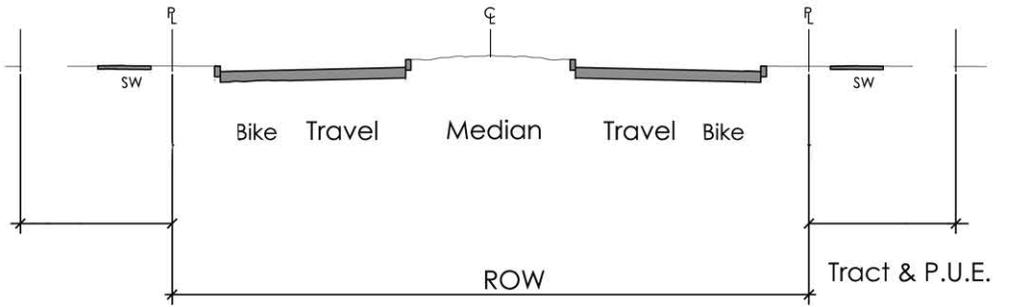
* Plants marked with (1) cannot be placed within City right of way

** All plants will follow ADWR regulations at time of development

Exhibit Q

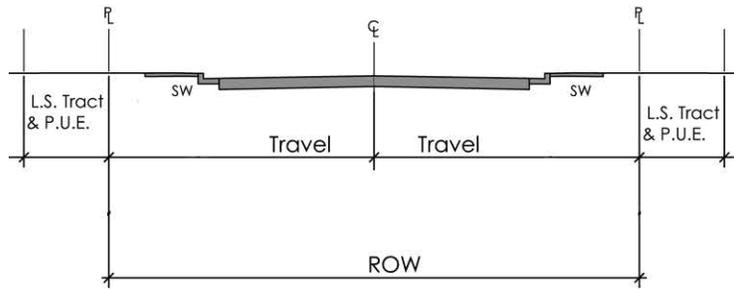
A

Minor Collector Street
Roosevelt Street
& Fillmore Street



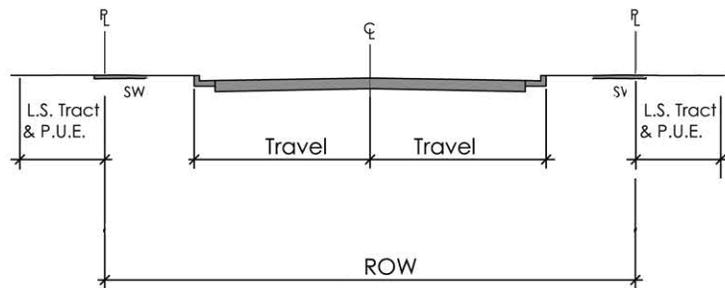
B1

Local Street



B2

Local Street
w/ Detached Sidewalk



*Roadway Cross-Sections will be constructed to the prevailing City of Goodyear street cross-sections at the time of platting

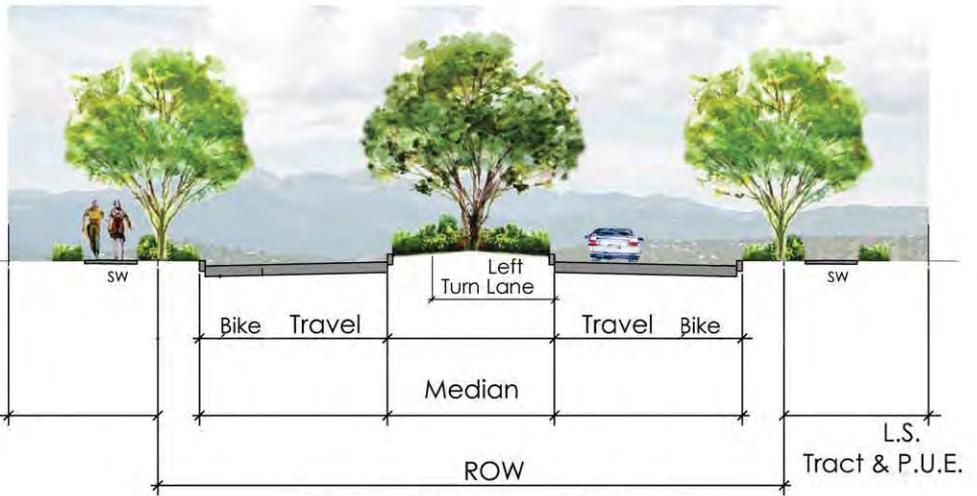
Street Sections

GOODYEAR, ARIZONA

ESTRELLA COMMONS

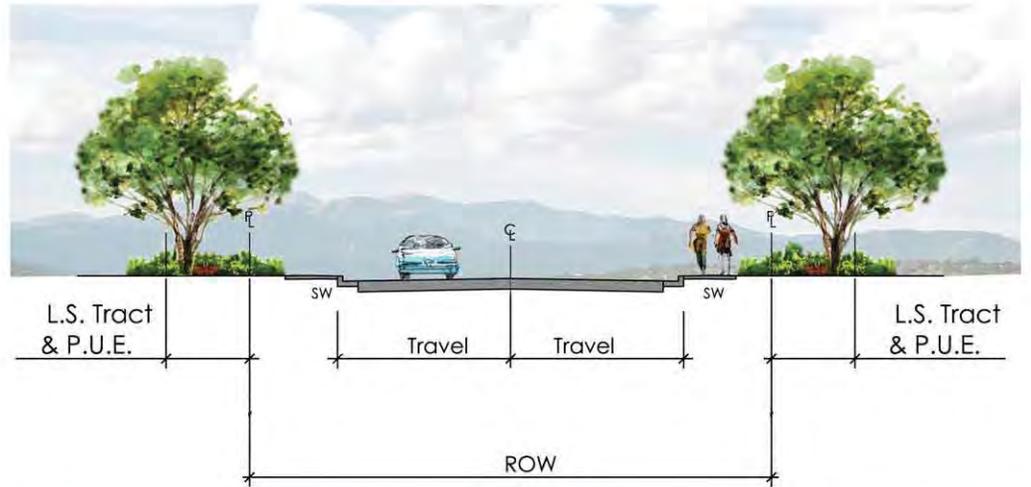
A
 Minor Collector Street
 Roosevelt Street
 & Fillmore Street

L.S.
 Tract & P.U.E.

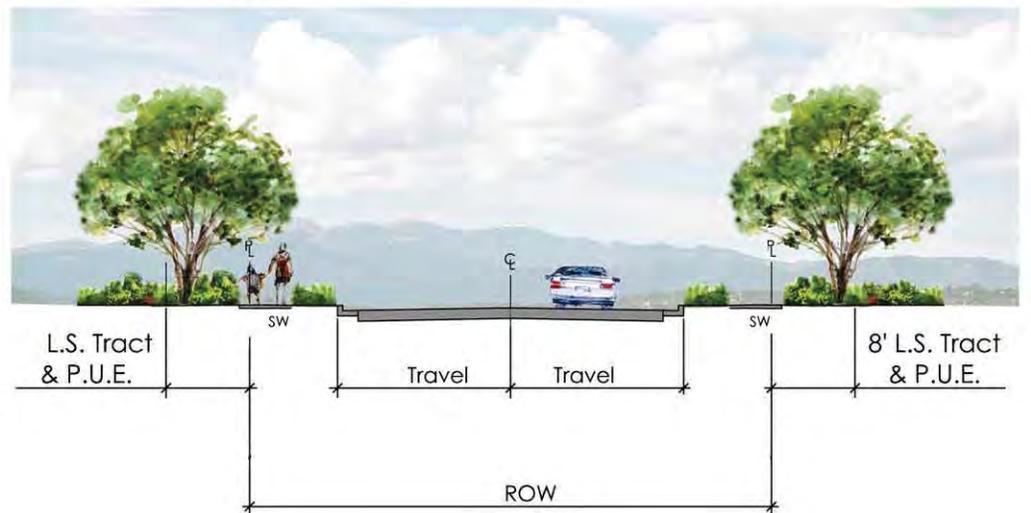


*No Median/Island in front of QT on Fillmore Street

B1
 Local Street



B2
 Local Street
 w/ Detached Sidewalk



Streetscape Concept
 GOODYEAR, ARIZONA
 ESTRELLA COMMONS

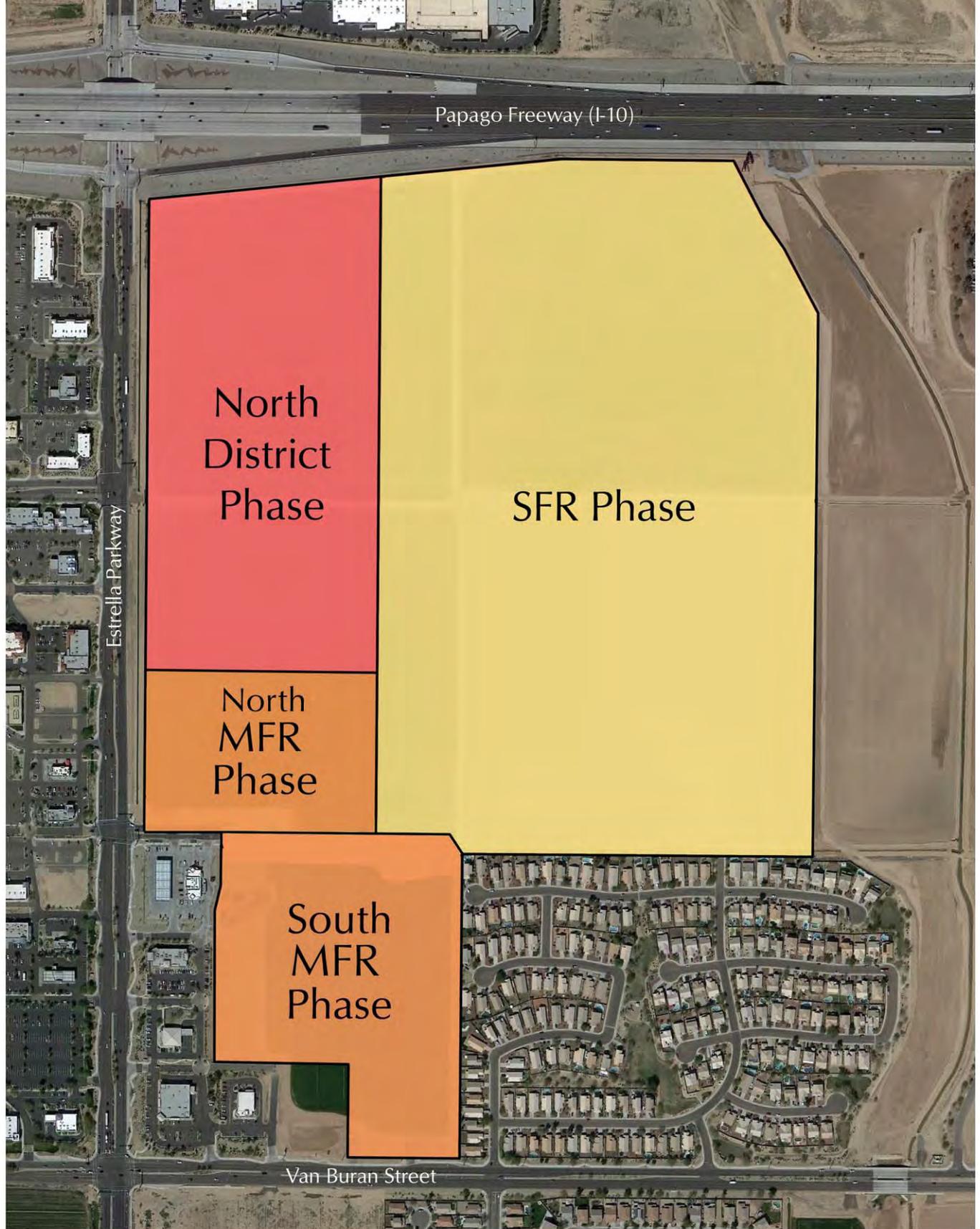


Minor Collector



Local Streets

Streetscape Concept
GOODYEAR, ARIZONA
ESTRELLA COMMONS

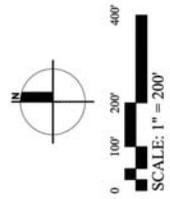
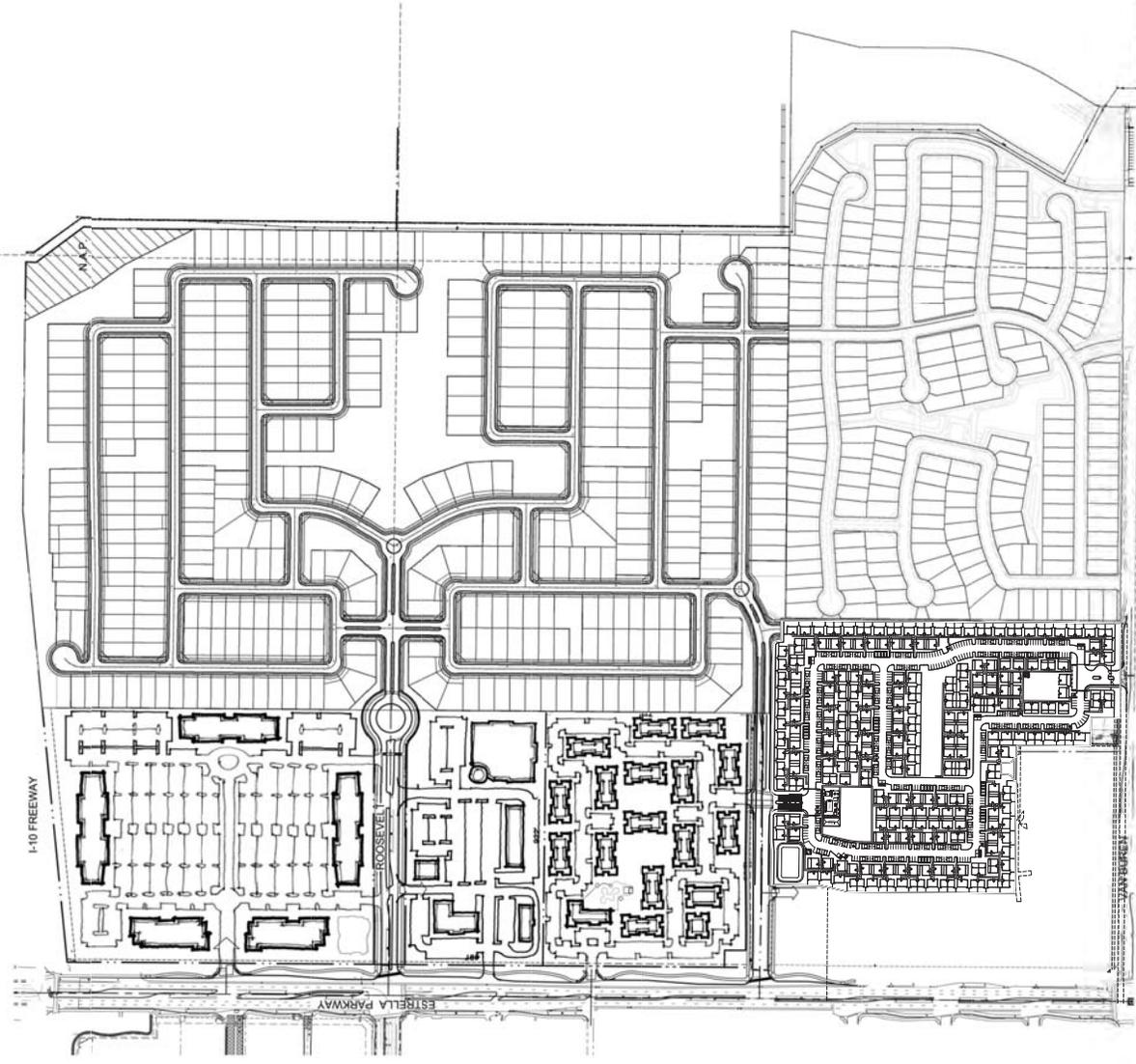


Conceptual Phasing Plan

GOODYEAR, ARIZONA

ESTRELLA COMMONS

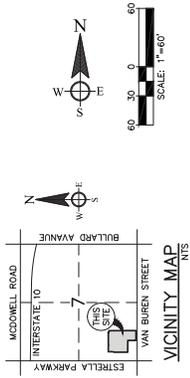
EXHIBIT "I"
Page 1 of 2



05.14.14
11099-ST01A-2
B d o
Butler Design Group, Inc
architects & planners

Estrella Commons
I-10 & Estrella Parkway
Goodyear, Arizona


EVERGREEN



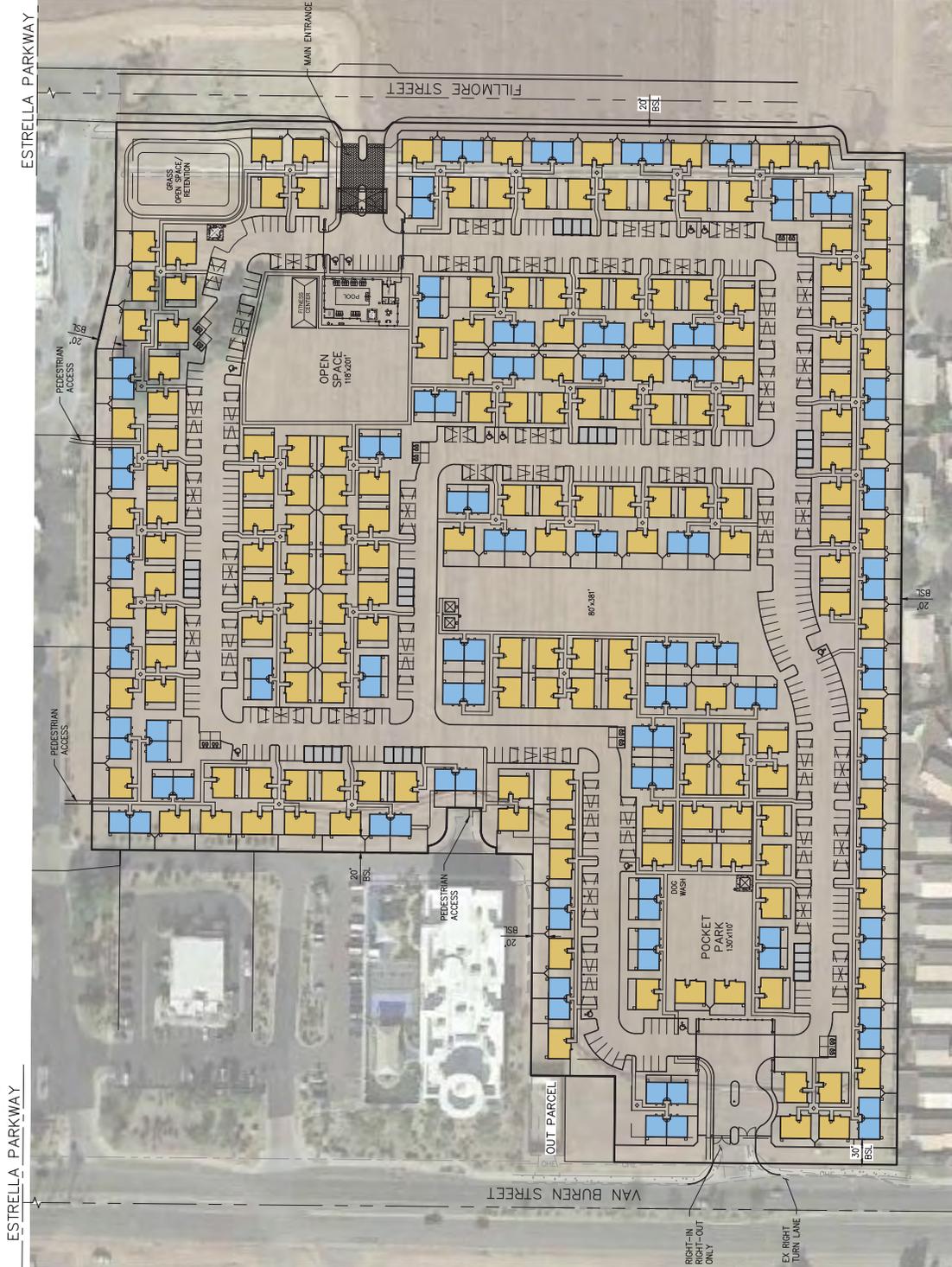
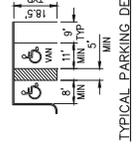
PRODUCT YIELD		TOTAL	
NUMBER OF UNITS	MAX %	UNITS REQUIRED PER UNIT	PARKING REQUIRED
1-BEDROOM	40%	1.0	114
2-BEDROOM	60%	1.5	206
TOTALS	100%		320

GUEST PARKING (1 PER 10 UNITS)		TOTAL	
NUMBER OF UNITS	MAX %	UNITS REQUIRED PER UNIT	PARKING REQUIRED
1-BEDROOM	40%	1.0	46
2-BEDROOM	60%	1.5	87
TOTALS	100%		133

ADA PARKING (61-600 PARKING SPACES)
GARAGES PROVIDED

SITE DATA	
DESCRIPTION	VALUE
NUMBER OF UNITS	297
GROSS ACRES	23.82
NET ACRES	22.41
GROSS DUAAC	12.15
NET DUAAC	12.75
MAXIMUM DENSITY*	24
FRONT SETBACK*	37
SIDE SETBACK*	20

*PER ESTRELLA COMMONS PAD



CHRISTOPHER TODD COMMUNITIES
AT ESTRELLA COMMONS
CONCEPTUAL LAYOUT