

# ***Minor General Plan Amendment Perryville & Southern Area***



## **Project Narrative**

### **A. Introduction**

The City of Goodyear Development Services Department is proposing a Minor General Plan Amendment to the City of Goodyear General Plan – Goodyear 2025 – for an area referred to as the “Perryville & Southern Area.” This area consists of 868 acres and is bounded by Perryville Road on the west, the Union Pacific Railroad tracks on the north and MC85 on the east.

### **B. Purpose**

This proposed Minor Amendment is being proposed in conjunction with the Major General Plan Amendment proposed for the Lakin Park Area located immediately east of the amendment area. The primary purpose of this amendment is to reflect the location of the future SR303L and SR30 freeways.

### **C. Proposed Amendment**

This amendment will amend the Land Use and Transportation Plan Map, Figure 8.12 in Chapter 8 of the Goodyear 2015 General Plan to more accurately represent the future location of the SR303L and SR30 freeways, as depicted in the Final Location/Design Concept Report (L/DRC) and its associated Final Environmental Assessment (EA) that were prepared by the Arizona Department of Transportation (ADOT) for ADOT Project No. 303 MA 100 H6870 01L and for which a Finding of No Significant Impact (FONSI) was Issued by the Federal Highway Administration (FHWA) in November 2018.

No changes are being proposed to the land use categories for any of the properties within the amendment area.

### **D. Existing Land Use**

The existing land use in the amendment area primarily consists of undeveloped lands, many of which are in agricultural use and actively being farmed. Of the 868 acres within this area, about 55 acres are located within a flood plain where Perryville Road crosses the Buckeye Irrigation Canal. This is an area of localized flooding and not related to the Gila River.

Within the amendment area there are 17 single family dwelling units and one commercial use (a general store) at the northeast corner of Perryville Road and MC85.

### **E. Existing Zoning**

Almost all of the 868 acres in the amendment area (825 acres or 95%) are outside of the city limits of Goodyear and under the jurisdiction of Maricopa County. Most of the County land in

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the amendment area is zoned RU-43 agricultural which has a minimum lot size of one acre and allows agricultural uses and keeping of animals on a non-commercial basis. There is one vacant 3.78-acre parcel located on the west side of MC85 about half way between Southern and Perryville that is zoned R-5 Multi-Family Residential District which allows multi-family dwelling units up to 43 units per acre. The frontage along MC85 adjacent to this R-5 -Family parcel is zoned C-2 Intermediate Commercial District. There is one other commercial parcel which is located at the northeast corner of Perryville Road and MC85 where the “On the Curve” general store is located. That 1.38-acre parcel is zoned C-3 General Commercial District along the MC95 frontage – about 0.70 acres - and the balance is zoned RU-43.

Approximately 69 acres of the amendment area are located within the city limits. Of this total, 27 acres are located at the northwest corner of Cotton Lane and MC85 and is zoned PAD/C-2 under the El Cidro Planned Area Development (PAD) District. About 39 acres at the northeast corner of Roeser Road and Perryville Road are zoned AG Agricultural, as are another three acres that are within a strip annexation that runs along the Citrus Road alignment. The current zoning of the amendment area is provided in more detail in Table 1.

Table 1. – Existing Zoning				
City Zoning		County Zoning		Total
AG	42.3	RU-43	792.2	834.5
PAD – C-2	27	C-2	2.0	29
-	-	C-3	0.7	0.7
-	-	R-5	3.8	3.8
Total	69.3	Total	798.7	868

### F. Utilities

**WATER:** The Perryville & Southern Area is located within the Central Planning Area Pressure Zone, as identified in Figure 3.1 of the City of Goodyear 2016 *Integrated Water Master Plan*. There is no existing water infrastructure in the amendment area. The closest water line is a 24-inch water main located in Broadway Road from Perryville Road to Citrus Road. There also is a 30-inch water line in Cotton Lane south of MC85 that connects to a 20-inch line just south of the Buckeye Canal and which continues south to serve the Estrella community. The nearest existing storage and booster facilities to serve this area include Sites 7 and 12 of the City of Goodyear water system. Site 7 is located along Eddie Albert Way, east of Sarival Avenue, and Site 12 is located along 173rd Avenue, south of Lower Buckeye Road. Improvements to these facilities may be necessary to serve this area as it develops.

Water lines will need to be extended to serve this area. In addition, a new water system pressure zone boundary is planned near the Gila River. This proposed pressure zone boundary would begin along Lower Buckeye Road to serve development both in West Goodyear and the amendment area. This would be achieved by the installation of pressure reducing valve stations (PRVs) along Lower Buckeye Road. Until such time as the City of Goodyear implements this

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pressure zone break, any development in this area that is predicted to exceed 80 psi will need to have an individual PRV installed on its service line.

The city is pursuing the construction of a new surface water treatment plant that will be located south of MC85 and east of Sarival Avenue, just east of the amendment area. The new plant is expected to be completed by December 2021 and will deliver up to 8 mgd of potable water.

**SEWER:** The Perryville & Southern Area is located in the sewer basin service area for the Goodyear Water Reclamation Facility (WRF), as identified in Figure 4.1 of the City of Goodyear 2016 *Integrated Water Master Plan*. There is no existing wastewater infrastructure in the amendment area. The closest existing wastewater infrastructure consists of an 8-inch and a 12-inch gravity sewer main located north and west of the intersection of Cotton Lane and MC85 (North of the Union Pacific Railroad ROW). These sewer mains collect wastewater flows and convey them to the east to the existing Rubbermaid Lift Station located at the northeast corner of MC85 and Cotton Lane. The lift station lifts the wastewater flows into a shallower existing 12-inch gravity sewer main, which continues east along the north side of the UPRR ROW to the Bio Flora lift station that is about ¼ mile east of Sarival Avenue. From there, wastewater flows are conveyed by a 6-inch force main to an 18-inch gravity sewer main that conveys these flows to the Goodyear WRF for treatment. The Rubbermaid Lift Station is currently at capacity of its design flow.

In addition to these sewer mains and lift stations, there also is an existing 10-inch force main located in Broadway Road that conveys wastewater from the Las Brisas lift station at the intersection of Broadway Road and 181<sup>st</sup> Avenue to the 54-inch sewer main located at Elwood Street and Cotton Lane. The wastewater flows then continue eastward in the 54-inch sewer main in Elwood Street to a 60-inch line in the 159th Avenue alignment which outfalls to the Goodyear WRF.

The City's 2008 *Integrated Water Master Plan* recommended that wastewater flows from the amendment area be directed to a new lift station near the intersection of Perryville Road and MC85 – the Extension Canal Lift Station - which would convey wastewater by force main to the Rubbermaid Lift Station at Cotton Lane and MC85. The Rubbermaid Lift Station would be reconfigured at that time to join the flows from the proposed Lakin Lift Station which would then convey these flows by way of a new force main to the 54-inch interceptor sewer line in Elwood Street and on to the Goodyear WRF. There is a considerable amount of sewer infrastructure (lines and lift stations) that will need to be designed and constructed before development could occur within the amendment area. In terms of treatment, the Goodyear WRF has a current treatment capacity of 4.0 MGD; however, the City is in the process of expanding the treatment capacity to 6.0 MGD and has room for future expansion.

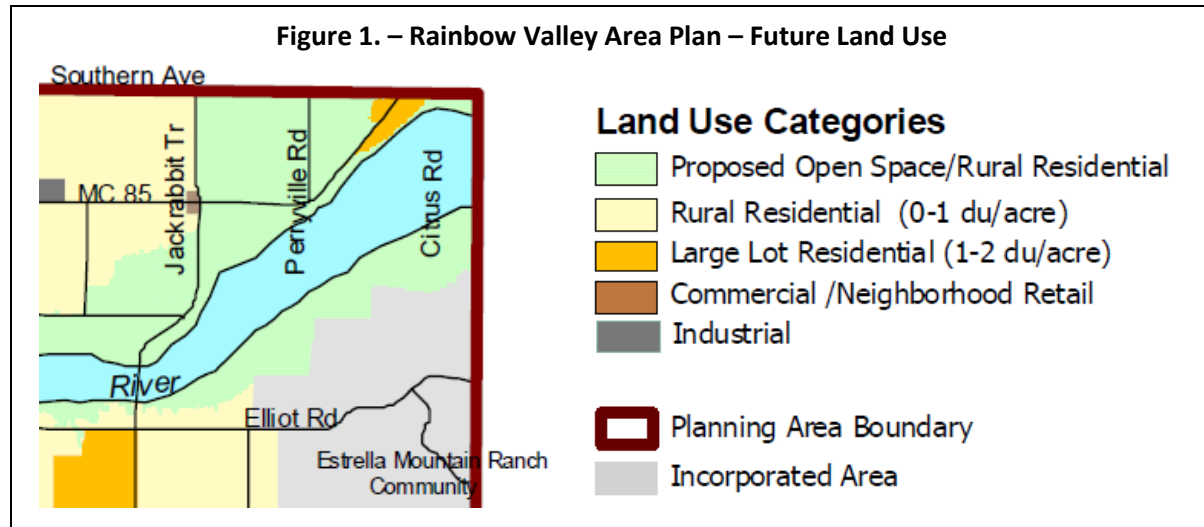
### **G. Future Land Use**

About 1,066 acres of the amendment area are located in the County. The Maricopa County

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Comprehensive Plan defers to the Rainbow Valley Area Plan to identify the future land uses in that portion of the amendment area that is under the County's jurisdiction. The Rainbow Valley



Area Plan, adopted in 2003, shows this area as predominantly County Proposed Open Space/Rural Residential with some Large Lot Residential (1-2 du/ac). The Rainbow Valley Area Plan did not consider the impacts of any future freeways through this area. The future land uses for that portion of the Rainbow Valley Area Plan which includes most of the amendment area is depicted in Figure 1.

The entire amendment area is located within the City of Goodyear's Municipal Planning Area, including the area currently under the jurisdiction of Maricopa County. The land use categories shown on the Land Use and Transportation Plan Map (Figure 8.12 in Chapter 8 of the Goodyear 2025 General Plan) are detailed in Table 2 below, along with the land uses proposed by this major amendment. No changes are being proposed to the land use categories for any of the properties within the amendment area.

<b>Table 2. – Land Use Comparison – Existing v. Proposed</b>					
Land Use Categories	Existing (acres)	% of Total	Proposed (acres)	% of Total	Inc/Dec (Acres)
Scenic Neighborhood	0	0%	0	0%	0
Neighborhood	0	0%	0	0%	0
Business & Commerce	833	96%	832.6	96%	0
Industrial	35	0%	34.9	0%	0
Open Space	0	4%	0	4%	0
Total	868	100.0%	867.6	100	-

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The primary change proposed by this Minor Amendment to the General Plan is, the Land Use and Transportation Plan Map (Figure 8.12 in Chapter 8), is being amended to more accurately represent the future location of the SR303L and SR30 freeways, as depicted in the Final Location/Design Concept Report (L/DRC) and its associated Final Environmental Assessment (EA) that were prepared by the Arizona Department of Transportation (ADOT) for ADOT Project No. 303 MA 100 H6870 01L and for which a Finding of No Significant Impact (FONSI) was Issued by the Federal Highway Administration (FHWA) in November 2018. The future freeways were shown in the same approximate location on the Land Use and Transportation Plan Map in the Goodyear 2025 General Plan, but the location of these freeways was further refined by the L/DCR and environmental documents.

The current alignment for these freeways shown in the Goodyear 2025 General Plan appear to occupy approximately 158 acres, while the new alignment may occupy as much as 377 acres due to a more detailed depiction of the right-of-way needed for the new Traffic Interchange. The property underlying the ROW will still carry a land use designation in case the alignment moves as construction plans are developed.

The amendment area is also subject to complying with the “El Rio Design Guidelines and Planning Standards” document that was adopted by the Goodyear City Council through Resolution No. 16-1761 on May 23, 2016. This area is identified in that document as the “Goodyear North Bank Development Character Area.” The future land uses shown in this area were taken from the Goodyear 2025 General Plan, but it was acknowledged that this character area may be heavily impacted by the future Loop 303 and SR 30 system to system interchange. Within this character area, the design guidelines encouraged providing unique entry features along the north-south roadways, meandering shared use trails along arterials, maintaining the view corridor where possible, residential development that support the employment and commercial core, and neighborhood trail systems to connect to regional open space and trails. These recommendations will need to be addressed during the rezoning process that will follow the approval of the general plan amendment.

These design guidelines also promote the use of a Flood Risk and Viewshed Transects. The Flood Risk Transect focuses on the flood risk associated with property within the floodway and flood plain of the river and encourages little to no development in the floodway. Intensity of development is allowed to increase with the distance of the property from the river and with the decrease of flood water depth. The land uses proposed in the proposed amendment is are compatible with these concepts and likewise should be addressed during the rezoning process that will follow the approval of the general plan amendment.

## **H. Conformance with General Plan Amendment Criteria**

Chapter 9, Amendments and Public Participation, specifies the criteria for determining if an amendment is a major amendment, a minor amendment, or no amendment. It also outlines the Amendment Review Criteria for amendments. Major and minor amendments to the General Plan must address certain standards in order to be considered for approval. The following

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information identifies these criteria and how this proposed amendment to the General Plan complies with those criteria.

**1. *The amendment must forward the vision for Goodyear as described in Chapter 3 of the General Plan.***

The vision statement for Goodyear is to “create a highly desirable and sustainable place for all to live, work, visit, and play.” The vision statement is supplemented by nine Fundamental Strategies which in turn are implemented by twenty-three community goals that were identified during the General Plan planning process and are reflected in Chapter 4 of the General Plan. The change proposed by this amendment supports Strategy 5, Advance Economic Opportunity, since it will promote development of the regional transportation network which also will help build a strong economic base and strengthen the local economy.

**2. *The amendment must be consistent with the goals, objectives, and policies contained within the General Plan.***

The proposed amendment does not conflict with the goals, objectives and policies in the Goodyear 2025 General Plan, and, more specifically, it supports the following goals, objectives and policies:

**Goal GD-1.**

***A compatible mix of land uses that fosters a quality community, with livable and safe neighborhoods, a healthy population, a strong economy and a sustainable environment.***

**Objective GD-1-2. *Integrate land use planning with transportation planning to establish fiscally sustainable, environmentally sustainable and healthy community.***

This amendment promotes the development of future freeway corridors and establishment of commercial and industrial land uses along them to match appropriate land uses with the transportation network.

**Goal GD-3.**

***A connected community with a well-functioning roadway network of complete streets that meets the needs of its residents, workforce, and visitors. (Transportation/Circulation)***

**Objective GD-3-1. *Establish and maintain a well-functioning roadway network.***

This general plan amendment serves to acknowledge the work done by ADOT in planning future freeways and provides notice to developers where ROW is likely to be needed and preserved.

**Goal ED-1.**

***A resilient and diversified economy. (Economy)***

**Objective ED-1-2. *Ensure that infrastructure and the Land Use and Transportation Plan enhance economic development and job growth.***

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The proposed amendment maintains employment land use designations on land near important assets such as the Loop 303 and SR30.

- 3. The amendment must align with at least one of the fundamental strategies identified in Chapter 3 and shall not conflict with any of the fundamental strategies.**

The proposed amendment supports Strategy 5. Advance Economic Opportunity. The change proposed support this strategy by identifying freeway corridors before development occurs which in turn will help build a strong economic base and strengthen the local economy.

- 4. The amendment must not negatively impact the implementation of any City-approved Master Plan or shall provide mitigation measures to alleviate the potential impact.**

The amendment will not negatively impact the implementation of any Master Plan. The Land Use and Transportation Plan within the Goodyear 2025 General Plan anticipated the future development of both the Loop 303 and the SR 30. The proposed amendment simply acknowledges the planning done by ADOT in furtherance of these roadways and incorporates the more detailed information prepared by ADOT into the General Plan.

- 5. The amendment must constitute an overall improvement to the General Plan.**

Since the general location of the Loop 303 and SR 30 were already shown in the Goodyear 2025 General Plan, this minor amendment does not substantially change the General Plan. The proposed change is an overall improvement to the General Plan because residents and land developers can rely on the plan when making decisions about their property.

- 6. The amendment will not adversely impact a portion of, or the entire community, by:**

- a. Significantly reducing the balance of residents and jobs.**

The proposed amendment will not affect the balance of residents and jobs since the land uses in the amendment area are not being changed.

- b. Increasing traffic without mitigation.**

The proposed amendment specifically addresses traffic and transportation planning by amending the Land Use and Transportation Plan to provide more current and accurate information regarding future freeways in this area. Future development of the freeways will improve traffic flow.

- c. Requiring additional and more expensive improvements to infrastructure without mitigation.**

The proposed change to the freeway alignment to match the planning done by ADOT and will not require additional or expensive improvements to infrastructure



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beyond what was already planned. To the contrary, the proposed change will help facilitate development of important transportation infrastructure.

***d. Significantly altering the existing character of an area in a negative and unplanned way.***

The proposed change to the freeway alignment will not significantly alter the character of the area in a negative way any more than the current alignment would. Freeway development does impact adjoining properties, but it is less likely to occur if the area is designated for non-residential uses adjacent to the freeways. The character of the area will also be addressed as properties go through the rezoning and development review process.

***e. Diminishing the environmental quality of the air, water, land, or cultural resources.***

The proposed change to the freeway alignment will not significantly diminish the environmental quality of the air, water, land, or cultural resources in this area. A Final Environmental Assessment and Section 4(f) Evaluation was completed by ADOT. While the project would affect a number of environmental resources, implementing the mitigation measures listed in the Final Environmental Assessment during development, construction and operation of the project will help to avoid or minimize environmental impacts. The Federal Highway Administration (FHWA) determined that the freeway project will not have any significant impact on the human or natural environment and issued a finding of no significant impact (FONSI) for the project based on the Final Environmental Assessment and Section 4(f) Evaluation.