

Curve at Estrella Commons

PROJECT NARRATIVE

Final PAD Rezoning

**Amending Ordinance 2015-1321
Pre-App: PA19-099**



Request:

Rezoning from Preliminary PAD Zoning to Final PAD Zoning

Location:

East of the Southeast Corner of Estrella Parkway and Roosevelt Street

Submitted: September 25, 2019

Revised: February 18, 2020



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"LEEDing and Developing Smart Projects"

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I. Introduction

Curve Development (the “Developer”) is requesting to rezone approximately 7.6± acres of property to the east of the southeast corner of Estrella Parkway and Roosevelt Street (the “Property”). The Developer seeks to rezone the Property from Preliminary Planned Area Development (PAD) to Final Planned Area Development (“PAD”) for a project known as Curve at Estrella Commons (the “Project”). A Context Map has been provided (see **Exhibit 1 – Context Plan**) to show location and contextual reference.

Curve at Estrella Commons is a thoughtfully planned lifestyle neighborhood of just 64 single family homes that are strategically positioned to enhance the vibrant multi-faceted mixed-used development that Goodyear envisions and Estrella Commons is currently implementing. Our proposed 3-bedroom, 2 bathroom detached single-family homes with 2-car garages are intended to capitalize on the demographic shift toward “rental by choice” amongst the three most significant population cohorts-GEN Z, Millennials and Empty Nesters. Our intent is to develop an 8 du/ac neighborhood that seamlessly incorporates the visual intent and connectivity of the Estrella Commons Master Plan, while focusing on the affordable demand that the true single-family market desires. This professionally managed community will be comprised of well-landscaped, inviting environments that provide living opportunities uniquely positioned between the for sale single-family homes, traditional apartments, and current 1 and 2 bedroom horizontal Christopher Todd rental concept. Our vision will provide Goodyear and the surrounding community the unique opportunity to live in a desirable single-family setting while capturing the freedom of a maintenance and mortgage free life that takes full advantage of the surrounding mixed-use environment.

II. Existing Conditions and Existing Zoning

Curve at Estrella Commons is an approximately 7.6-acre true single family detached residential rental neighborhood located south of the Interstate-10 freeway (I-10), South of Roosevelt Street between Estrella Parkway and the Bullard Wash in Goodyear, Arizona. The Property is located in what is currently “The District” portion of the Estrella Commons PAD development. The site has Preliminary PAD zoning (see **Exhibits 4 – City of Goodyear Zoning Map and 5 – Estrella Commons Zoning PAD Zoning Map**) which does not include any final zoning or development entitlement. Its current Preliminary PAD zoning identifies this parcel as part of “The District” which allows for the proposed high-density multi-family development.

Surrounding Uses and Zoning are indicated in Table A.

Table A

	Existing Land Use	Existing Zoning
North	Roosevelt Street, then “The District” not yet constructed	PAD
East	Fulton Homes, under construction – 365 single-family homes	PAD
South	Approved Acero apartment homes and Christopher Todd rentals, Estrella Crossroads shopping center	PAD
West	Approved ALDI grocery store, not yet constructed – then Estrella Parkway and Wal-Mart / Safeway anchored shopping center to the west, and northwest	PAD





III. Goodyear 2025 General Plan Conformance

The Goodyear 2025 General Plan (the “General Plan”), adopted November 4, 2014, designates the Property as Neighborhoods (see **Exhibit 2 – City of Goodyear Land Use Map**). The current Estrella Commons Master Plan and prior renditions consulted both the City’s 2003 – 2013 General Plan as well as the adopted 2025 General Plan. The completed and current development of this Master Planned community conforms with the western half allocated to Business and Commerce while the eastern half focuses on neighborhoods. The western half is well aligned with the City vision for “areas of growth and development of Goodyear’s economic base including areas for shopping and entertainment”. The eastern Neighborhood portion is intended to focus on a “wide range of densities and housing products”. The implementation of this vision has both remained true to the High Intensity Mixed Use Corridor Overlay while providing the opportunity for multiple residential living options.

The PAD was amended in 2017 and in doing so remained in compliance with the 2025 General Plan (see **Exhibit 3 – Estrella Commons Land Use Map**). The original Master Plan went from 59 acres in the District to 36.4 acres. The Multi family went from 16 acres to 38.8 acres. The traditional single-family stayed the same with approximately 102 acres. The focus of this amendment request was to adjust a portion of the District on the extreme South to a multi-family zoning achieving 14du/acre. The goal of creating a mixed-use environment with multiple residential living options was effectively improved upon with the horizontal apartment concept on the extreme South parcel.

With our request to take the 7.6 acres from the District which is isolated on the south side of Roosevelt and develop a boutique true single-family detached residential rental neighborhood between 8-10du/acre we will be able to bring Goodyear and the Estrella Commons a modern living option of high market demand. This minor shift in land use will keep the Multi-family at 38.8 acres, adjust the District to just under 29 acres, and the Single Family to approximately 110 acres. The Master Plan allows for single family from 3 to 8du/acre but is currently offering for sale product at only 3 and 4du/acre. The multi-family envisioned up to 24du/acre and is achieving that on almost 15 acres of the Acero Apartment site with over 350 units. On the other 22 multi-family acres, Christopher Todd a hybrid version of the typical 1- and 2-bedroom horizontal apartment is in development at approximately 13du/ac.

Curve at Estrella Commons will be perfectly positioned in both location and with providing a desirable living option that is yet to be available in this Master Plan. Our homes range in size from 1200 1600 SF with 3 bedrooms and 2+ baths. Every home has a 2-car garage, ample storage, and a private yard with space for children and pets to play. Our streetscape has been thoughtfully designed to encourage neighborly social interaction and enhance security. Homes have been designed with durable material choices to minimize exterior maintenance while maintaining attractive curb appeal. Every home will be Energy Star Certified increasing affordability and overall quality of life in the Goodyear and Estrella Commons community. Our vision is to provide an affordable alternative single-family living option which seamlessly blends into the surrounding community. We strive to be a desirable asset to the location and Estrella Commons community at large.



IV. Final Planned Area Development Rezoning Request

The Preliminary PAD zoning on the Property was approved with Ordinance No. 2015-1321 on April 13, 2015. Use areas were depicted at that time with the Preliminary PAD zoning (see **Exhibit 5 – Estrella Commons Zoning Map**). The Developer proposal was presented to City staff on June 6, 2019 through the Pre-Application meeting. It was noted at that meeting that due to the unique nature of the Development, Final PAD zoning should be pursued. That said, the proposed Final PAD Zoning has been largely derived from the R1-C Court Home zoning district while being uniquely tailored for the needs of this project.

A request for PAD rezoning is required to fulfill three primary objectives:

- A. Accommodate variations in building design, lot arrangements, and land uses for a maximum choice in the types of environments for residential, commercial, industrial uses and facilities.
- B. Provide for a coordinated and compatibly arranged variety of land uses with efficient and safe traffic circulation, including the separation of pedestrian from vehicular traffic, through innovative site planning.
- C. Maintain quality of living excellence with the provision of usable open space standards to minimize adverse environmental impact on surrounding areas and to assist in fulfilling the goals, objectives and policies of the City of Goodyear General Plan amendments thereto.

It is important to maintain the perspective that the site has long been planned to develop with optional multi-family residential uses. The Developer is seeking to build a project different than typical rental community. Rather, Curve at Estrella Commons will offer a rental option for those seeking true single-family home living in a professional managed community that is set within the larger Estrella Commons project with its amenities, open space, and excellent access to nearby transportation corridors like Interstate 10. Furthermore, the possibility exists that the community could be developed and all of the units sold as in a traditional neighborhood. The rezoning and platting processes are the same regardless of rental or sale of the proposed single-family homes on fee simple lots.

A. Permitted Uses

The uses permitted within this Final PAD zoning request are established by Section 3-2-2 Permitted Uses of the Goodyear Zoning Ordinance, as outlined in Table 3-2-2 for the R1-4 and R1-C Zoning Districts. The Developer, or any subsequent development owners, may restrict at their sole discretion any of the permitted uses through their lease agreements or CC&Rs for future residents.

B. Site Planning & Layout

This project will initiate development of the undeveloped 7.6± acre property which takes primary access from a shared drive with the adjacent proposed Aldi grocery store from Roosevelt Street. Roosevelt Street was recently completed and has a completed traffic signal at Estrella Parkway. Secondary emergency-only access is being provided to Roosevelt Street in the NEC of the site. A single, loop private street will provide access to the motor courts within the project. The Developer will determine by the time of Final Plat whether or not to gate the community. While pedestrian connectivity is highly desired and promoted, restricted

vehicular access (gated) may make more sense due to the parcel's location directly east of the Aldi grocery store.

The City of Goodyear Design Guidelines includes objectives for single-family residential development in Chapter 2. These objectives include the following:

- 1) To maintain a sense of visual continuity within a neighborhood, while also providing variety for visual interest along the street
 - a. This Project's court home design has been uniquely applied to this 7.6 acre site to ensure the streetscape is lined with front porches and livable spaces rather than the perimeter walls found between abutting home clusters. Very few garage doors will be visible from the loop local street.
- 2) To establish a strong sense of connection for each home with the street
 - a. Front doors, porches, and windows line the landscaped setback from the 40' private local street that loops this development. The front doors that face this street will provide direct sidewalk connections to enhance walkability and connectivity.
- 3) To minimize the visual impacts of garages
 - a. The court design of the community nearly eliminates the dulling impact of garage doors along the street.
- 4) To provide positive open space for the neighborhood
 - a. A lush, landscaped active amenity area has been provided at the "T" terminus of the entry drive that will greet residents every time they come home to their neighborhood (see **Exhibit 11 – Entry Birdseye View**). In this location, a dog park, shade structure, seating, and BBQ have been provided for community gatherings.
- 5) To provide convenient connections to abutting amenities and services
 - a. The unique access to this subdivision features a shared drive to the proposed ALDI grocery store next door that will provide exceptionally convenient access for residents to go and shop on foot or in a vehicle without having to exit along Roosevelt Street.

Based upon the Project's thoughtful design and unique site location, we find that Curve at Estrella Commons meets the intent of the City's Single Family Design Standard for subdivision design.

C. Development Standards

In addition to providing flexibility in the permitted uses, the PAD allows for the creation of custom development standards. Table B establishes Final PAD development standards which were largely derived from standard City of Goodyear R1-C (Court Home) zoning. Development standard modifications between the two zoning categories are highlighted in **bold text**.

Table B

Development Standards		
	R1-C	Final PAD
Lot Standards		
Minimum Lot Area (sq ft)	3,200	2,150
Minimum Lot Width (ft)	40'	40'
Minimum Lot Depth	80'	49'



Building Form and Location		
Maximum Height (ft)	30'	30'
Maximum Building Coverage	60%	65%
Minimum Setbacks (ft)		
Front ^{1&2}	10'	10'
Front Facing Garage	20'	18'
Side	5'	5'
Street Side	10'	10'
Rear ³	15'	10'
Development Standards		
Open Space % (of net area)	15	12
Private Open Space ³ (min per lot)	-	350 SF

(1) Front setback shall be measured to patios, livable space, and side entry garages. Homes located within the court module shall maintain 5' setbacks to the shared driveway tracts.

(2) Setback from a public or private street that is not providing direct vehicular access to homes shall be 10'

(3) Each home shall have a minimum 60 SF covered patio, 100 SF total paved patio area, and 350 SF enclosed private yard

It should be noted that the deviations to the minimum lot size, lot coverage and dimensions are largely due to the fact the private court driveways within the community will be placed in separate tracts rather than as easements on private lots. On lot easements would have resulted in larger lots while not effectively changing the court homes' living area. Placing the drive area in a separate tract simplifies the development of the drives with their unique access and intense utility connections to each of the homes. The tracts will be owned by the POA/HOA which eases future maintenance needs of infrastructure located within them.

The unique cluster home development standards are largely based on the project's unique motor court "modules". As shown in **Exhibit 9 – Motor Court Module Plan**, the homes propose to take access through a shared driveway, which then provides a singular access point for the homes to the neighborhood street that loops through the Development. This helps reduce the appearance of driveway dominance in the neighborhood and allows more attractive features of the homes' architecture to be orientated to the street rather than a 2-car garage door. **Exhibit 10 – Motor Court Module 3D** more clearly demonstrates the relationship of the motor court access to the neighborhood street and how this emphasizes the keen attention made to ensuring the streetscape is adorned with porches, livable spaces, and well-design architecture. Unlike other rental community concepts where homes appear to be spread out across a parcel linked with drive aisles, parking stalls, and carports similar to an apartment complex, Curve at Estrella Commons will live and feel like a true single-family neighborhood.

General Parking Requirements

Curve at Estrella Commons will provide ample parking for residents and visitors. Every home includes a standard 2-car garage and many units will enjoy additional driveway parking. Elsewhere in the development, parking spaces have been provided as indicated on **Exhibit 6 – Development Plan**. Visitors may also park temporarily on the private street that loops through the site.

D. Architectural Form and Style

The City of Goodyear Design Guidelines, Chapter 2, recognizes the need to ensure quality architecture for single-family homes. The guidelines specifically focus on:

1) Building Garage Orientation

- a. The motor court design concept places the majority of garages off the local street and tucks them away into the shared drive (see **Exhibit 10 – Motor Court Module 3D and Exhibit 15 – Conceptual Motor Court Scene**).
- b. There are only seven homes in the Project that take direct driveway access to the street. Their garage doors are recessed 6' or more behind the front plane of the home. (see **Exhibit 14 – Conceptual Street Scene 2**).
- c. A minimum 18' driveway is proposed between the 2-car garage door and sidewalk for the small amount of homes not located within the courts. The court home subdivision will provide a significant amount of guest parking which can be utilized for any oversized vehicles outside of the residents' garages (see **Exhibit 9 – Motor Court Module Plan**).

2) Architectural Design Intent

- a. The Project will reflect a traditional, unifying architectural theme with rural indigenous characters. Since the project will be "pre-plotted", the Developer has studied the appearance of each home on every lot to ensure compatibility of design and variety along the streetscape (see **Exhibits 13, 14, and 15**).
- b. All homes that abut the loop local street will have doors visible from the street. Homes located within the motor courts will all have front doors visible from the public portion of the court.
- c. The City's Residential Design Guidelines were written and intended to provide enough diversity across a standard plan line up for even the largest of subdivisions where homebuyers can select at will (and random) the plan of their choice. This Project will be built out differently and the concept is intended for smaller, infill parcels like this 7.6 acre property. The Project will be developed in a single phase. The complimentary blend of one and two-story homes, with enhanced architectural designs, will provide the diversity and roofline movement that the City desires without the need to provide three elevations types for each floor plan.

The unique nature of this motor court housing product, coupled with the developer's ability to pre-plot the subdivision, affords an opportunity to truly craft how the community will appear. There is no ambiguity about which home plan and elevation will be built on each lot. Rather, the developer has specifically selected each lot to have the home plan that best suits its position in block or cluster. The lots can then subsequently be mapped to ensure diversity of materials, colors, plan type, and elevations to even exceed the overall intent reflected in the City's Design Guidelines. This also ensures items such as accent siding materials will not be wantonly placed in underutilized places like cluster corner points or between homes in side yards where they will not have much value. (see **Exhibits 12, 13, 14, 15, & 16**)

- d. Front porches are being provided on half of the homes within the subdivision and focused primarily on those homes that have frontage on the loop local street.
- e. In some cases, long unbroken facades are necessary to convey privacy on homes that abut the neighbor's "use and benefit" easement which is not easily understood in just a 2-dimensional review of the plan elevations. In these places,



there is a design intent to not have windows directly facing into the “rear” yard of the neighbor. Basically, each home’s elevations should be taken into context of the home/yard space it is abutting.

- f. This development will emphasize a rural look and feel with desert climate-adapted accent siding on the elevations. Faux stone and brick veneers are not proposed in this project (see **Exhibit 12 – Elevation Concepts**).
- g. The City’s guidelines currently seek home plan variation through a prohibition that the same plan and elevation not be built next door to or across the street from one another. Our unique court home concept achieves street block diversity inherently through its design so the Developer seeks to be exempt from a literal implementation of this requirement (see **Exhibits 13-15**)
- h. The Developer is proposing that each court home have a minimum 6’x10” covered rear patio that opens onto each unit’s private yard space. These dimensions compliment the compact nature of our Project design and allows sufficient space for a settee and chairs to be placed under cover while orientated out towards the 10’ private yard space. A minimum of 100SF of total patio area will be provided per home, as indicated in the Development Standards Table B.
- i. The court design and unique garage orientations to the shared driveways need just a single coach light in the presence of all the other homes’ coach lights in the court. Single enhanced “goose neck” style lights will adorn each front elevation, providing just the right amount of light to accent the homes’ entries while also providing necessary security. The developer has provided a specific exhibit, **Exhibit 16 – Siding and Coach Light Plan**, to show the relationship of all coach lights and street lights within the development to settle any concerns about sufficient neighborhood lighting being provided. The developer has taken specific precautions not oversaturate lighting in the auto courts since many of the homes’ windows would be adversely affected by too much light at night.

3) Materials and Colors

- a. The Developer intends to use materials, colors, and other architectural treatments to unify the appearance and feel of this professionally managed community.
- b. The developer intends to provide long life asphalt shingles to complete the rural look and feel of the community. This roofing material is found throughout revitalized neighborhoods in central and west Phoenix, including nearby Litchfield Park. The intent is to reduce the look of “sameness” with typical concrete tile while still providing the longevity of a quality roofing material. The Developer shall provide a minimum of three color options of shingle product for the plan elevations to provide sufficient diversity.
- c. **Exhibit 16 - Siding and Coach Light Plan** was developed to show how the decorative exterior siding placed on each elevation related one home to another in a contiguous frontage of architectural enhancements within both the auto courts and along the loop street. Siding was specifically not placed within narrow setback areas where it would not be visible or appreciated. The homes need to be considered three dimensionally amongst each other, in their unique cluster orientation, rather than in a typical standard plan 2-dimensional line up to best appreciate how the exterior materials were applied.



V. Conclusion

As described in the preceding text, the Developer's proposal for Final PAD rezoning is consistent with the goals and policies of Goodyear's 2020 General Plan and Estrella Common's Preliminary PAD zoning. Curve at Estrella Commons will be the first project of its kind in the community that offers a true "rent by choice" single-family home alternative in the spirit of the City's court home concept. The infill neighborhood will be an excellent fit between the approved ALDI grocery store, Acero Apartments, and the Fulton single-family home community at Estrella Commons.



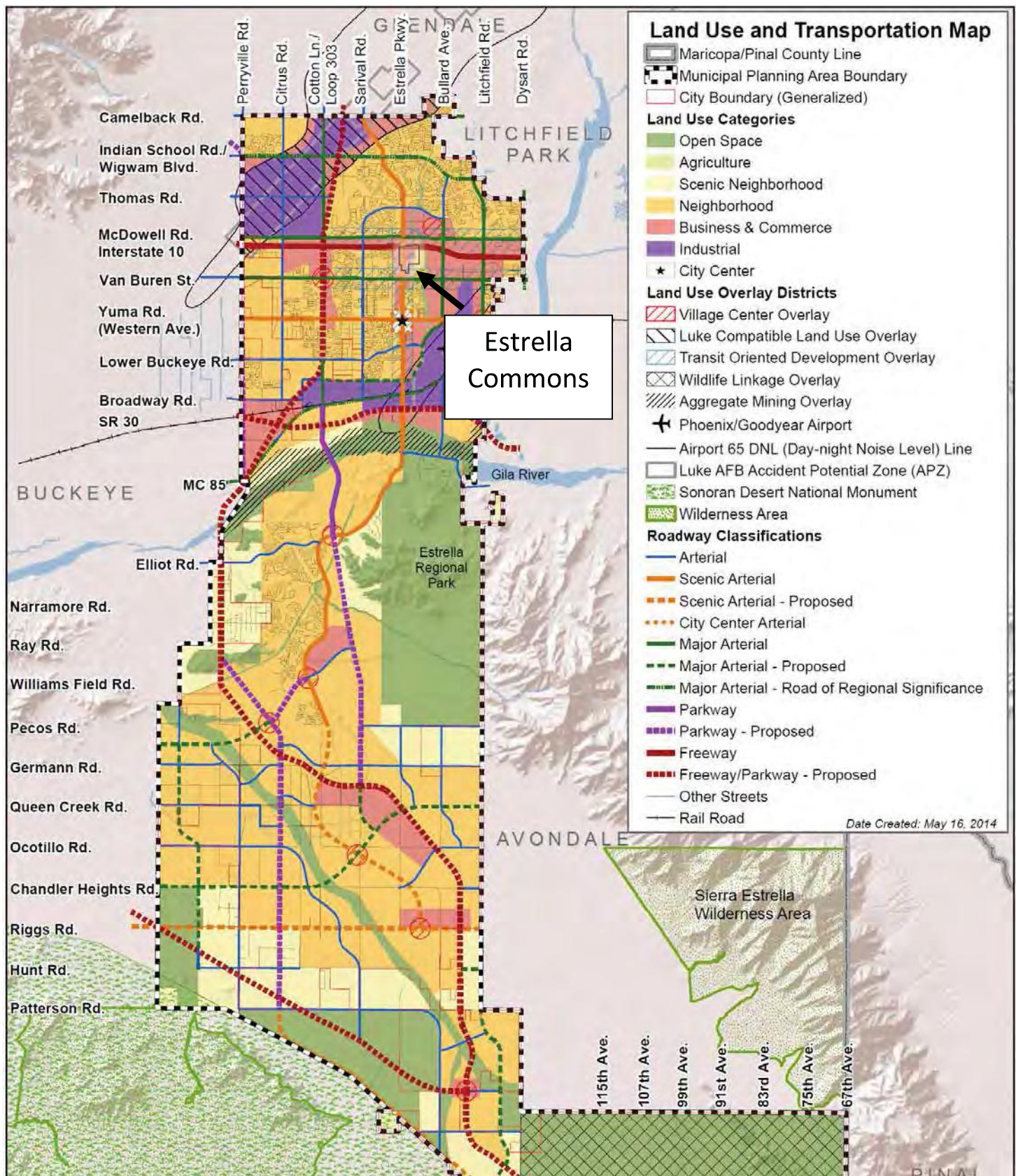
Exhibit 1 - Context Plan



SITE: APN #500-16-382B / 7.6 ac / PAD

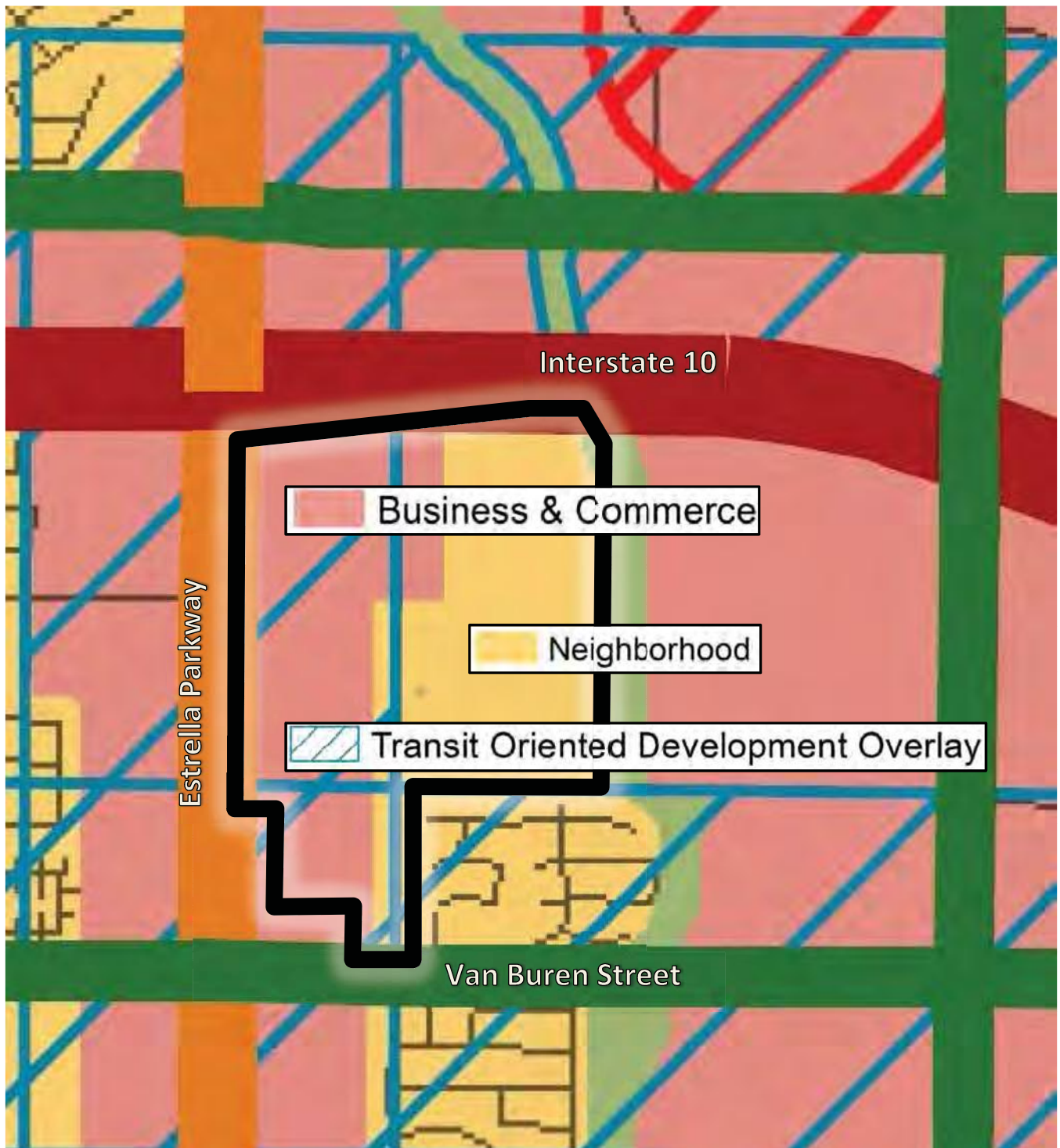


curve
DEVELOPMENT



curve
DEVELOPMENT

Exhibit 2 - City of Goodyear Land Use Map

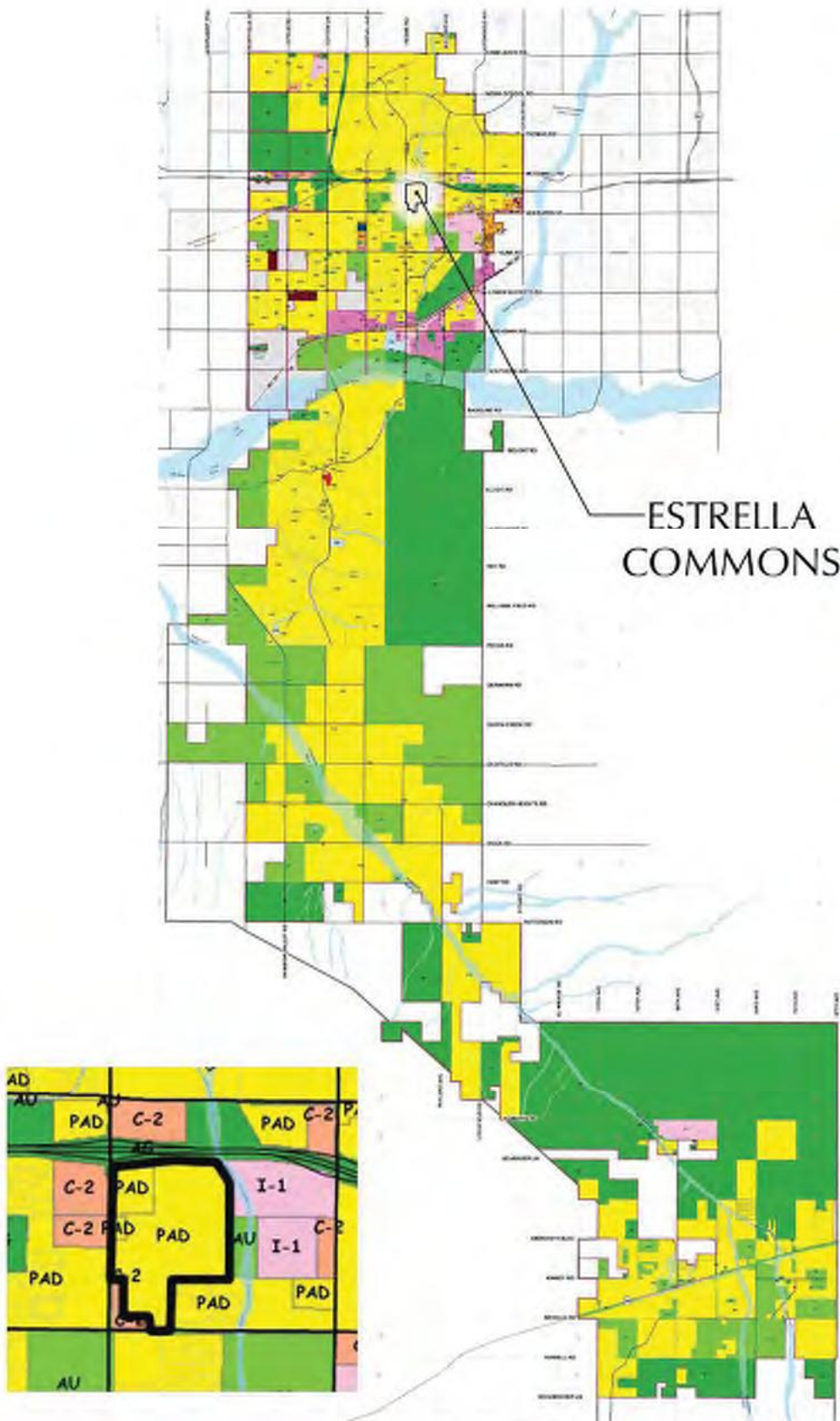


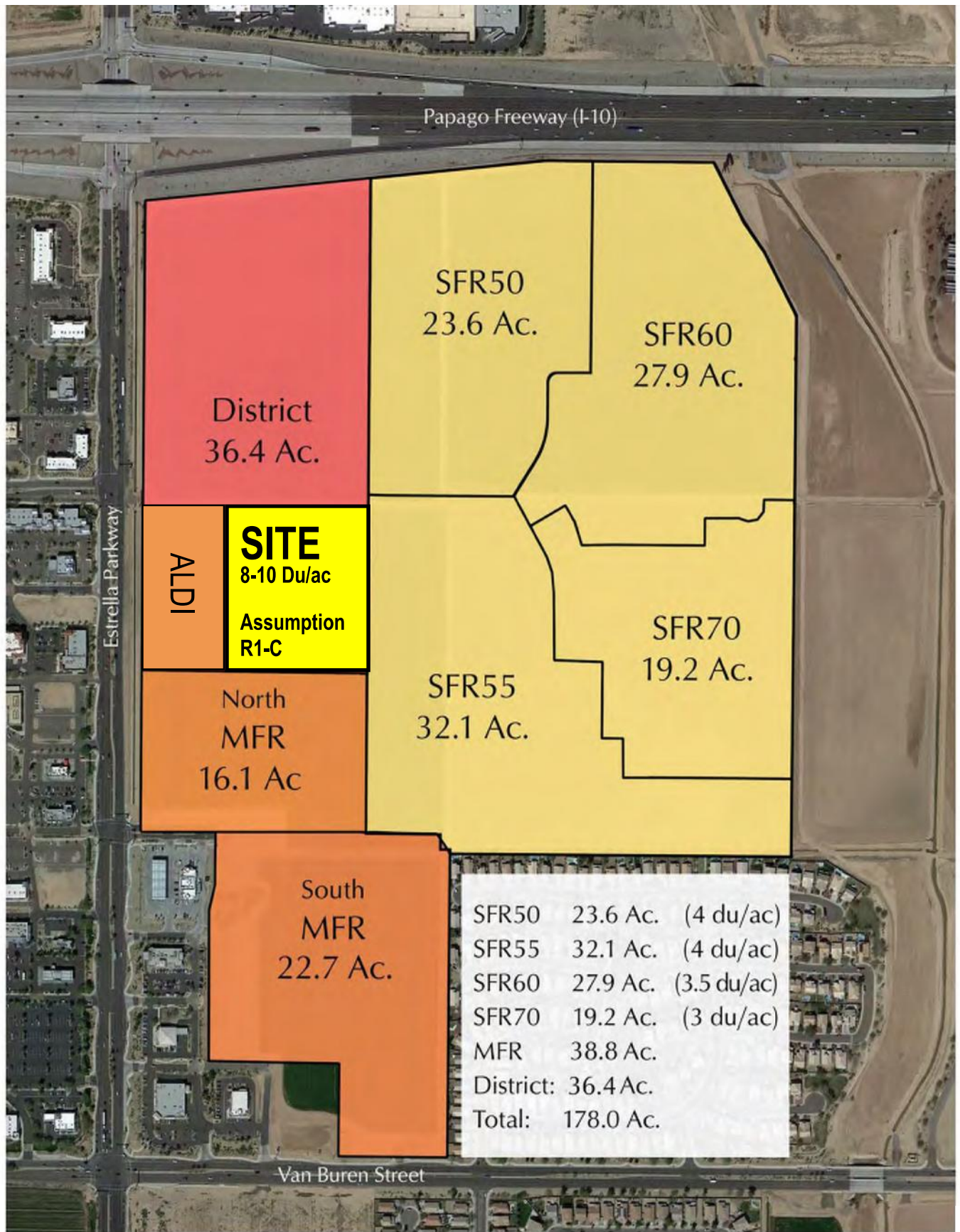
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Exhibit 3 - Estrella Commons Land Use Map

CITY OF GOODYEAR ZONING DISTRICTS Legend

- Zoning
- AG Agricultural District
 - AU Agricultural/Urban
 - C-3 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-1-1 Single Family Residential
 - R1-5 Single Family Residential
 - R1-7 Single Family Residential
 - R1-10 Single Family Residential
 - R-2 One and Two Family Residential
 - PADIX
 - * Discontinued
 - County
 - Planning Area
 - City Boundary
 - Sections

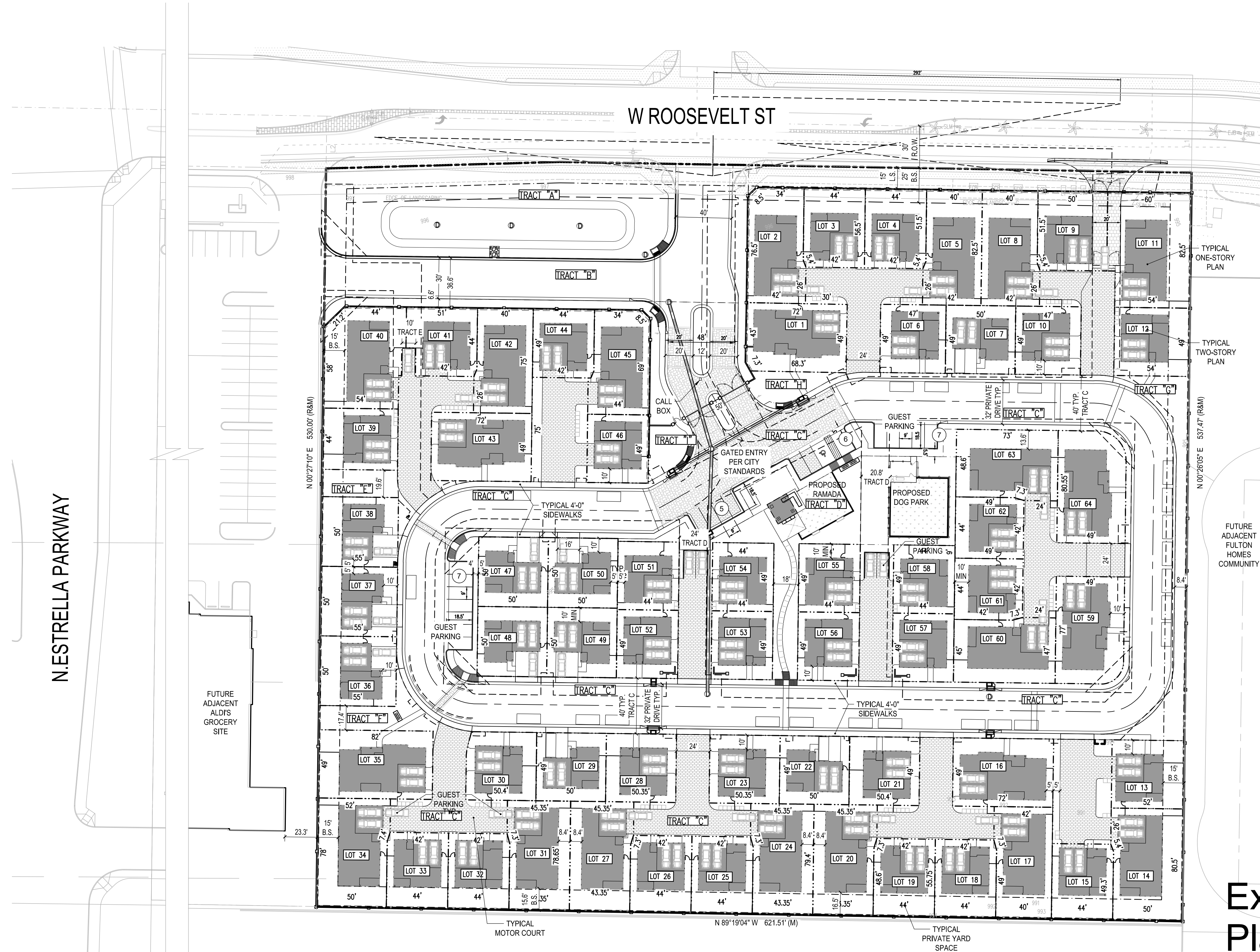




curve
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Exhibit 5 - Estrella Commons PAD Zoning Map

CURVE AT ESTRELLA COMMONS
PRELIMINARY SITE PLAN
EAST OF THE SEC OF N ESTRELLA PARKWAY & W ROOSEVELT ST, GOODYEAR ARIZONA



DEVELOPMENT SUMMARY TABLE:									
PROJECT ADDRESS: GOODYEAR, AZ									
EAST OF THE SEC OF N ESTRELLA PARKWAY & W ROOSEVELT ST									
LEGAL DESCRIPTION:									
Parcel 500-16-382B located in Section 5, Township 1 North, Range 1 West of the Salt River Base and Meridian as shown on the Maps of Maricopa County Recorder.									
PROJECT DESCRIPTION:									
CURVE AT ESTRELLA COMMONS									
SITE DATA / DEVELOPMENT STANDARDS									
APN:		500-16-382B							
EXISTING ZONING:		PRELIMINARY PAD							
PROPOSED ZONING:		FINAL PAD ZONING							
ADJACENT ZONING:		W ROOSEVELT/PAD							
		PAD/FULTON							
		PAD							
		N ESTRELLA PARKWAY/C-2							
NET AREA		ESTRELLA COMMONS		7.6		ACRE		(+/ -)	
NUMBER OF UNITS		64							
NET DENSITY		8 du/acre							
LOT STANDARDS		MIN. LOT AREA		2,150		S.F.			
		MIN. LOT WIDTH		40'		L.F.			
		MIN. LOT DEPTH		49'		L.F.			
PRODUCT TYPE									
PROPOSED USE:		SINGLE-DETACHED DWELLING (1 & 2-STORY)							
BUILDING HEIGHT:		2-STORY MAX		30'					
PROPOSED UNITS:				64					
PROJECT DENSITY				8.42		DU/ACRE			
BUILDING FORM AND LOCATION									
LOT COVERAGE:									
		MAX BUILDING COVERAGE		65%					
		OPEN SPACE % (OF NET AREA)		12.3%					
		PRIVATE OPEN SPACE ² : (MIN PER LOT)		350		S.F.			
DEVELOPMENT MINIMUM SETBACKS									
W ROOSEVELT ST		BUILDING:		25'					
		LANDSCAPE:		15'					
ADJACENT RESIDENTIAL				15'					
ADJACENT RETAIL				15'					
UNIT LOT SETBACKS									
FRONT ^{1&2} :				10'					
FRONT FACING GARAGE:				18'					
SIDE:				5'					
STREET SIDE:				10'					
REAR:				10'					
				9' for Lot 7, 22, & 9					
CONSTRUCTION TYPE:				CLASS V					
OCCUPANCY CLASSIFICATION:				R-3					
(1) Front setback shall be measured to patios, livable space, and side entry garages									
(2) Setback from a public or private street that is not providing direct vehicular access to homes shall be 10'									
(3) Each home shall have a minimum 60 SF covered patio and 400 SF enclosed private yard									
VEHICLE ACCESS									
COMMUNITY DRIVE:		PRIVATE DRIVE		40'		R.O.W.			
MOTOR COURT:		PRIVATE DRIVE		24'		MIN			
DRIVEWAY:				16'		MIN			
PARKING INFORMATION									
		REQUIRED		PROVIDED					
2-CAR / SINGLE FAMILY		128		128		SPACES			
GUEST PARKING ³		13		25 ASSIGNED		SPACES		(1 CAR PER 10 UNITS)	
GUEST PARKING				25 UN-ASSIGNED		SPACES			

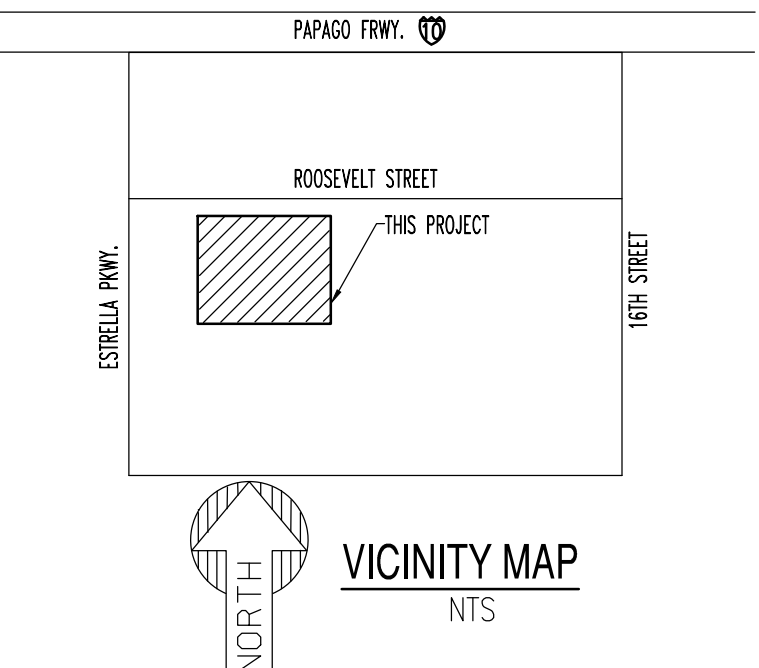
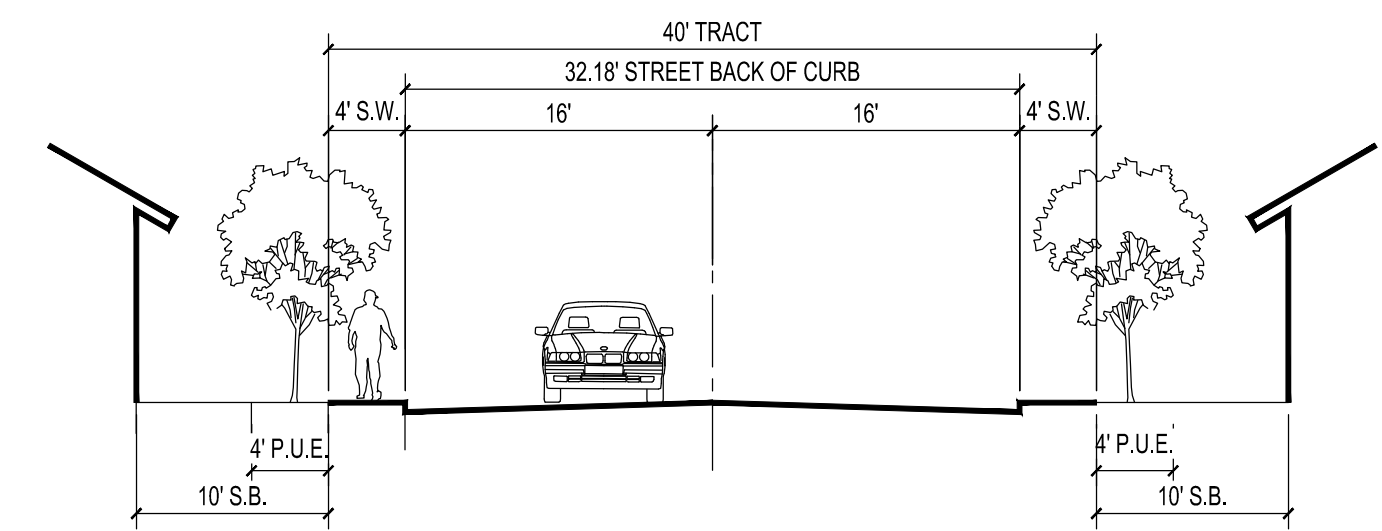


Exhibit 6 - Development Plan



TYPICAL STREET SECTION



PROJECT		LOCATION	
CURVE AT ESTRELLA COMMONS		EAST OF THE SE CORNER OF ROOSEVELT ST. AND ESTRELLA PARKWAY	
DRAWN	LA	02/18/2020	
DESIGNED	LR	02/18/2019	
QC	SC	02/18/2020	
QA	JW	X/XX/XX	
PROJ. MGR.	JW	02/18/2020	
DATE:		02/18/2020	
ISSUED FOR:		PRELIMINARY	
REVISION NO.:		DATE:	
JOB NO.:		190524	
SHEET TITLE:		PRELIMINARY SITE PLAN	
SHEET NO.:		A1.01	

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PLANT PALETTE

BOTANICAL NAME	COMMON NAME
TREES	
<i>Quercus virginiana</i>	Southern Live Oak
<i>Acacia salicina</i>	Willow Acacia
<i>Cassia grandis</i>	Yellow Bird of Paradise
<i>Washingtonia robusta</i>	Mexican Fan Palm
<i>Chrysobalanus icaya</i>	Chiricahua
<i>Citrus sinensis</i>	Arizona Sweet Orange
	Evergreen Palm

ACCENTS	
<i>Aloe barbadensis</i>	Medicinal Aloe
<i>Desfontainia</i>	Toothless Spoon
<i>Yucca filamentosa</i>	Beaklight Red Yucca
<i>Ficus religiosa</i>	Fig
<i>Podocarpus neriifolia</i>	Long Slipper Plant

VINES	
<i>Rosa carolina</i>	Long Spine Rose

SHRUBS	
<i>Eremophila hyssopifolia</i>	Blackberry
<i>Leucophyllum frutescens</i>	Heavenly Cloud Sage
<i>Tecoma stans</i>	Bells of Fire
<i>Quercus agrifolia</i>	Orange Jubilee
<i>Quercus agrifolia</i>	Orange Jubilee
	Evergreen Shrub to remain

GROUND COVERS	
<i>Taraxacum officinale</i>	Ginger
<i>Eremophila glabra</i>	Winter Blaze
<i>Eremophila maculata</i>	Outback Sunrise

MISCELLANEOUS

Decomposed Granite - 1/2" Screened Apache Brown or local 2" Depth in 41' Starting Area (Typ.) (x 5F.)

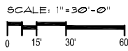
Plant material not on ADUR L.O. Water Use Plant List - not permitted in public right-of-way.

- NOTES:**
1. Trees adjacent to public street or walkways to be single trunk per the City of Goodyear Planning and Zoning Division.
 2. Sight visibility triangle (SVT) within these areas, no obstruction in excess of 2' in height will be permitted. Trees pruned to a height of 1' may be permitted so long as trunks are no larger than 8" in diameter and an unobstructed vision of 100' is maintained.
 3. The sight visibility triangle shall be kept clear of vegetation that at maturity will have heights greater than 2' and trees that have branches lower than 15' as measured from pavement surface.
 4. Above ground utility facilities and appurtenances above 3 feet in height shall not be located within the sight visibility triangles.
 5. Signage approved by the city for use in the ROW may be located within the sight visibility triangles.

Exhibit 7

PRELIMINARY LANDSCAPE PLAN ESTRELLA COMMONS

GOODYEAR, AZ



FEBRUARY 18, 2010

Collaborative V
Design Studio Inc.
7116 East 1st Avenue
Suite 103
Scottsdale, Arizona 85251
office 480-347-9590
fax 480-456-6012

CLS-1



PLANT PALETTE

BOTANICAL NAME COMMON NAME

TREES

<i>Quercus virginiana</i>	Southern Live Oak
<i>Acacia saligna</i>	Black Acacia
<i>Cordia alliodora</i>	Yacouba Bird of Paradise
<i>Leptochloa rostrata</i>	Maltese Fan Palm
<i>Chloris sparganii</i>	Centipede
<i>Citrus sinensis</i>	Arizona Sweet Orange
	Existing Palm

ACCENTS

<i>Aloe arborescens</i>	Yucca Aloe
<i>Dasylirion angustifolium</i>	Agave Spoon
<i>Hesperaloe parviflora</i>	Brick, Light Red Yucca
<i>Passiflora ligularis</i>	Lady Sloper Plant

VINES

<i>Rosa banksiae</i>	Lady Banks Rose
----------------------	-----------------

SHRUBS

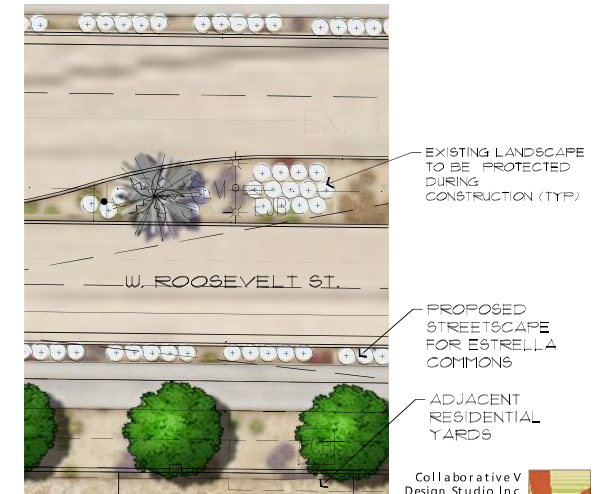
<i>Eremophila rugosa</i>	Bluebells
<i>Leucosiphum frutescens</i>	Heavenly Cloud Sage
<i>Tecoma stans</i>	Ball of Fire
<i>Shale of steel</i>	Orange Jubilee
<i>Tecoma hybrid</i>	Orange Jubilee
	Existing Shrub to remain

GROUND COVERS

<i>Stemmatocarpus</i>	Germacer
<i>Eremophila galea</i>	Winter Blaze
<i>Eremophila maculata</i>	Outback Sunrise

MISCELLANEOUS

Decomposed Granite - 1/2" Screened Apache Brown or equal 2" Depth - 41 Planting Areas (Typ.) (x 5F)



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PRELIMINARY LANDSCAPE PLAN ENLARGEMENT

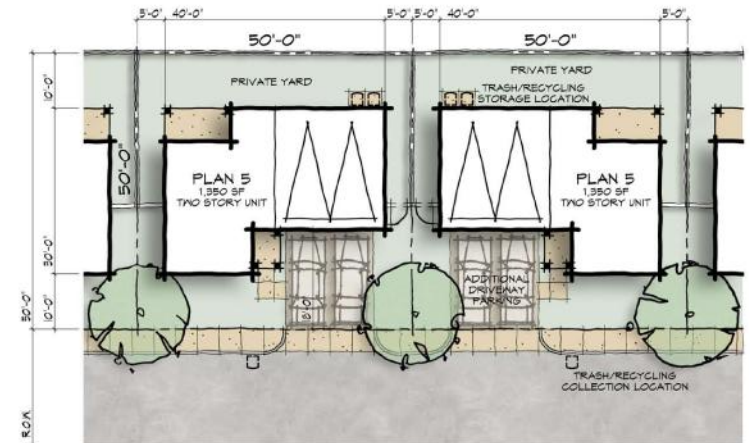
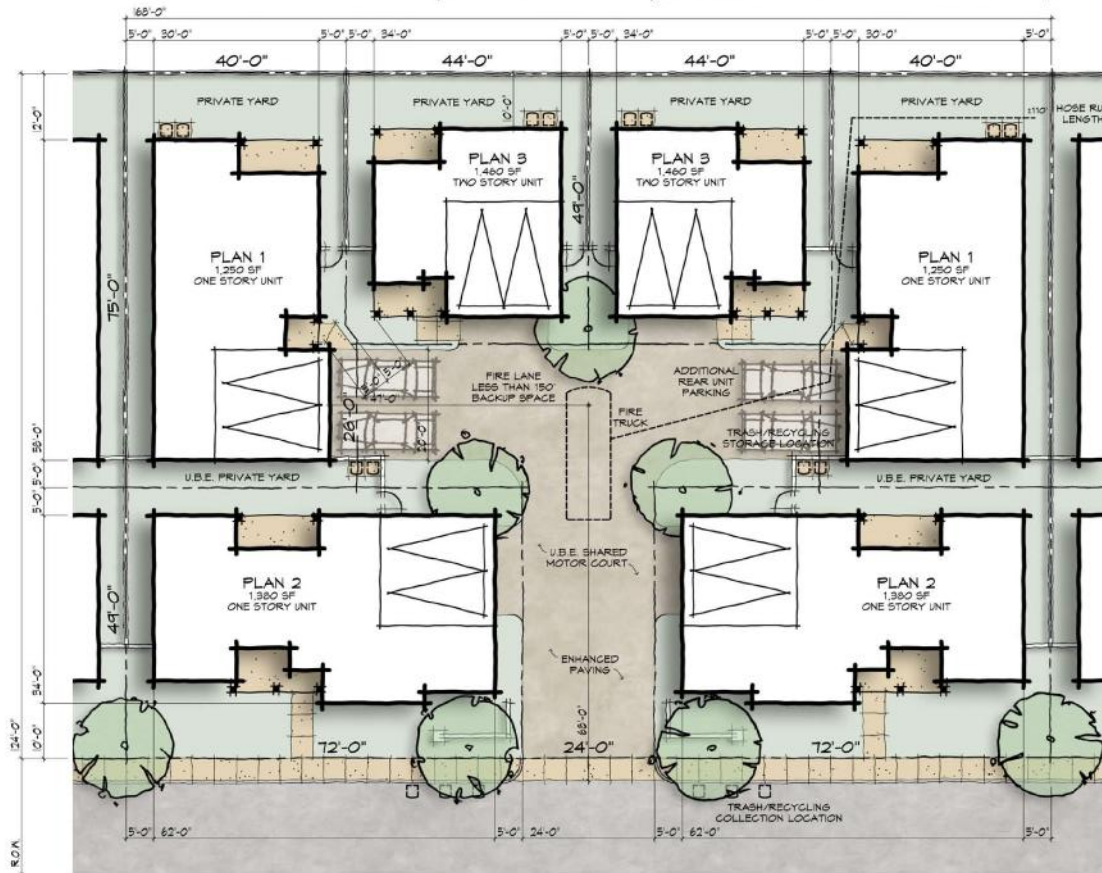
ESTRELLA COMMONS

GOODYEAR, AZ

FEBRUARY 18, 2020

CLS-2

Exhibit 8 - Entry and Amenity Area



curve
DEVELOPMENT

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16th STREET & ALTA VISTA
MOTOR COURT COMMUNITY CONCEPT
CITY OF PHOENIX, ARIZONA

PRODUCT MODULE
SCALE: 3/32" = 1'-0"

Linderoth Associates
ARCHITECTS
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Architect - Planning + Visualization
www.linderoth.com



19-009

10/25/2019

**Exhibit 9 - Motor Court
Module Plan**



Exhibit 10 - Motor Court Module 3D



Exhibit 11 - Entry Bird's Eye View

Curve
DEVELOPMENT

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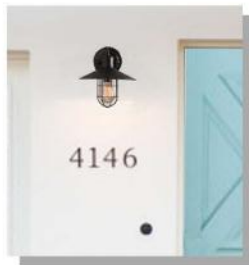
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19-009

09-20-2019



ACCENT COACH LIGHTING



WOOD FASCIA



BOARD & BATTEN SIDING



WINDOWS WITH SHUTTERS



PORCH WITH POST

Exhibit 12 - Elevation Concepts

CONCEPTUAL ARCHITECTURAL THEME

Curve
DEVELOPMENT

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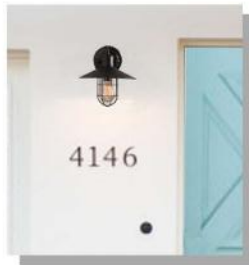
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19-009

09-19-2019



ACCENT COACH LIGHTING



WOOD FASCIA



BOARD & BATTEN SIDING



WINDOWS WITH SHUTTERS



PORCH WITH POST

Exhibit 13 - Conceptual Street Scene

CONCEPTUAL ARCHITECTURAL THEME

Curve
DEVELOPMENT

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19-009

09-19-2019



Exhibit 14 - Conceptual
Street Scene 2



Exhibit 15 - Conceptual Motor Court Scene



SYMBOL LEGEND

- COACH LIGHT
- BOARD & BATTEN SIDING

50 0 50
SCALE FEET



SCALE 1" = 30'-0"

curve
DEVELOPMENT

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19.013

01-22-2020

Exhibit 16 - Siding and Coach Light Plan