



City of Goodyear

See meeting location
below

Meeting Minutes

Planning & Zoning Commission

Wednesday, September 16, 2020

6:00 PM

This meeting will be held virtually via
Microsoft Teams.

Due to the COVID-19 pandemic, this meeting will be held by video conference and is closed to the public.

Members of the public may participate in the following ways:

1. Submit questions and comments for the Commission at the meeting by

- Send an email to publiccomments@goodyearaz.gov.
- Comments should be limited to three minutes (approximately 380 words).
- Include the Agenda Item Number.
- Include your contact information.
- Include if you are a Goodyear resident.

2. View the meeting at www.facebook.com/goodyearazgov. You don't need a Facebook account to view the meeting.

3. Contact the Planning & Zoning Division any time prior to the meeting at gycdev@goodyearaz.gov.

CALL TO ORDER

Chairman Bray called the meeting to order at 6:00 p.m.

ROLL CALL

Present 7 - Chairman Bray, Vice Chairman Barnes, Commissioner Kish, Commissioner Molony, Commissioner Steiner, Commissioner Clymer, and Commissioner Ellison

MINUTES

1. [P&Z MIN 26-2019](#) Approve draft minutes of the Planning and Zoning Commission meeting held on August 26, 2020.

MOTION BY Commissioner Clymer, SECONDED BY Commissioner Kish to APPROVE the draft minutes of the Planning and Zoning Commission meeting held on August 26, 2020.

The motion carried by the following vote:

Ayes 7 - Chairman Bray, Vice Chairman Barnes, Commissioner Kish, Commissioner Molony, Commissioner Steiner, Commissioner Clymer and Commissioner Ellison

PUBLIC COMMENTS

None.

DISCLOSURE OF EX PARTE COMMUNICATIONS

None.

BUSINESS

2. [20-500-00005](#) **PRELIMINARY PLAT OF GOODYEAR CIVIC SQUARE PARCEL A
AT ESTRELLA FALLS**

Principal Planner Steve Careccia presented the request for Goodyear Civic Square Parcel A at Estrella Falls subdividing approximately 47.75 acres into eight lots located between McDowell Road and Monte Vista Drive and between 150th Drive and the Bullard Wash, within the Goodyear Civic Square at Estrella Falls Planned Area Development (PAD).

The intent of the Goodyear Civic Square PAD is to create an urban, pedestrian-oriented development that will be a center for civic administration, services and events. The area is also intended for the development of higher intensity office and commercial development. Another key component of the PAD is the allowance of higher density residential development, which will support the commercial development anticipated in the area and help activate the civic spaces.

The PAD has been divided into three separate development parcels - A, B and C.

1. Parcel A is approximately 48 acres. This parcel is bounded by McDowell Road, 150th Drive, Monte Vista Drive and the Bullard Wash. Parcel A will contain the core area intended for city hall and the approximate two-acre civic park. Uses permitted within the core area are intended to support a more pedestrian-oriented, urban environment, with such uses including government and professional offices, services and retail, and entertainment, among other uses. Outside the core area, uses may include educational uses, multi-family residential, hospitals, trade schools, office, general commercial and retail uses. Parcel A is the area being subdivided with this preliminary plat.
2. Parcel B is approximately 42 acres. This parcel is bounded by Monte Vista Drive, 150th Drive, Virginia Avenue and the Bullard Wash. Uses permitted within this parcel include single family and multi-family residential. Properties and/or units may be offered for sale or rent. Maximum residential densities are not established. Instead, development standards, such as maximum height and setbacks, will control and guide development. This subject request for preliminary plat is for Parcel B.
3. Parcel C is approximately 17 acres. This parcel is bounded by the Estrella Falls Regional Center to the south and east, 150th Drive and Encanto Boulevard. Uses permitted within Parcel C include a mix of commercial, service and residential type uses.

The request is to subdivide the approximately 47.75-acre property into eight lots. The subdivision is intended for a mix of uses in accordance with the Goodyear Civic Square at Estrella Falls PAD. City Hall is intended to be developed on Lot 3 and the civic park will be developed on Lot 4. A mixed-use office building is proposed on Lot 6 and the adjoining parking garage on Lot 7. No other development is known at this time.

Applicant Brand Bott, representing Ryan Companies was available for questions.

MOTION BY Commissioner Molony, SECONDED BY Vice Chairman Barnes to RECOMMEND approval for case 20-500-00005 PRELIMINARY PLAT OF GOODYEAR CIVIC SQUARE PARCEL A AT ESTRELLA FALLS. The motion carried by the following vote:

Ayes 7 - Chairman Bray, Vice Chairman Barnes, Commissioner Kish, Commissioner Molony, Commissioner Steiner, Commissioner Clymer and Commissioner Ellison

3. [20-500-00009](#) **PRELIMINARY PLAT FOR ESTRELLA PARCEL 9.28**

Principal Planner Steve Careccia presented the request for Estrella Parcel 9.28 subdividing approximately 20.64 acres into 67 residential lots and 15 tracts generally located north of Willis Road and Mountain Vista Drive, within the Montecito Planned Area Development (PAD).

The site is located on the west side of Willis Road and north of Mountain Vista Drive. On January 22, 2018, the City Council adopted Ordinance No. 2018-1380 approving the Montecito PAD Amendment, which designated the subject parcel as SFD-50 (single family detached with a minimum lot width of 50 feet). On September 23, 2019, the City Council approved a preliminary plat for Estrella Parcel 9.28. However, subsequent that approval, changes were made to the subdivision that required the submittal of a new preliminary plat for Parcel 9.28. Changes included a minor revision to street alignments, an increase in gross area (18.7 acres to 20.64 acres), an increase in number of lots (64 to 67), and an increase in open space (4.42 acres to 5.76 acres). The land use designation, minimum lot size and residential product type have not changed.

The subdivision is intended for single-family detached housing. The typical lot within the subdivision will be 50 feet wide by 115 feet deep. The average lot area is 6,691 square feet. In conformance with the development standards established in the Montecito PAD, minimum 4 setbacks are as follows: 18 feet to the front, 5 feet for the sides, and 10 feet for the rear. Maximum lot coverage is 75%. A specific homebuilder has yet to be determined.

MOTION BY Commissioner Steiner, SECONDED BY Commissioner Ellison to RECOMMEND approval for case 20-500-00009 PRELIMINARY PLAT FOR ESTRELLA PARCEL 9.28. The motion carried by the following vote:

Ayes 7 - Chairman Bray, Vice Chairman Barnes, Commissioner Kish, Commissioner Molony, Commissioner Steiner, Commissioner Clymer and Commissioner Ellison

PUBLIC HEARINGS

4. [19-210-00011](#) **REZONING FROM PAD (PLANNED AREA DEVELOPMENT) AND AG (AGRICULTURAL) TO PAD (PLANNED AREA DEVELOPMENT) FOR THE INNOVATION CENTRE**

Chairman Bray opened the public hearing at 6:16 p.m.

Principal Planner Steve Careccia presented the request for Rezoning of property from the PAD (Planned Area Development) and AG (Agricultural) zoning districts to the PAD (Planned Area Development) zoning district to facilitate the development of light industrial and commercial uses for a project to be called the Innovation Centre.

The subject property consists of approximately 224 acres generally located south of Interstate 10 between the Loop 303 and Citrus Road. The General Plan Land Use Plan designates the subject property as 'Business and Commerce'. The 'Business and Commerce' land use category provides for the growth and development of shopping, office and entertainment areas along with high-density residential and public and community facilities. Light industrial uses may also be appropriate in this land use category under certain conditions.

In accordance with the General Plan, Chapter 5 - Physical Growth and Development, the subject property is located within a designated growth area identified as the Interstate 10 Corridor. This growth area is intended to promote the development of office, entertainment, and hospitality uses that can maximize and leverage the access and visibility inherent in a transit corridor. The subject property is zoned PAD and AG (Agricultural). The portion of the property zoned PAD is part of the Cotton Lane RV/Mobile Home & Golf Resort PAD, which was initially approved on May 28, 1996, with the adoption of Ordinance No. 96-551. The PAD provides for the development of 1,500 residential sites along with complementary commercial uses. Portions of the PAD north of Van Buren Street have been developed with residential and commercial uses in accordance with the PAD development plan. Other portions of the subject property had been developed as a trotter park, but those facilities have since been demolished. No residential development has occurred on the subject property.

The request is to rezone the approximate 224-acre subject property from PAD and AG to PAD. The rezoning will create a new PAD to be known as the 'Innovation Centre'. The PAD will permit the development of commercial and light industrial uses upon the subject property. The PAD proposes to establish three land use districts, with each district having established uses and development standards. The three districts include:

1. District A - Commerce Park District

This district encompasses approximately 139 of the 224 acres (62% of total acreage) comprising the rezoning area, and is the predominant district proposed in the PAD. It is intended for the development of light industrial uses, including warehousing and large distribution facilities with dock doors and trailer storage. Uses and development standards will

be based on the city's I-1 (Light Industrial) zoning district, as modified by the PAD. Building heights within this district are intended from 40 feet up to a maximum of 150 feet.

2. District B - Commercial/Retail and Entertainment District

This district encompasses approximately 26 acres (12% of total acreage) located in the northwest portion of the property. It is intended for the development of commercial uses, including retail, service and entertainment uses. Uses and development standards will be based on the city's C-2 (General Commercial) zoning district, as modified by the PAD. Building in this district will observe a maximum height of 56 feet.

3. District C - Office/Employment District

This district encompasses approximately 59 acres (26% of total acreage) located in the southwest portion of the property. It is intended for the development of office and employment uses, but would also permit entertainment, restaurant and other services. Uses and development standards will be based on the C-2 (General Commercial) zoning district, as modified by the PAD. Building in this district will observe a maximum height of 56 feet.

With the rezoning request, the PAD is proposing deviations from city standards. The following is a list of the requested deviations:

1. Building Height - The maximum building height in the city's I-1 (Light Industrial) zoning district is 50 feet while the PAD is proposing a maximum building height up to 150 feet within District A (Commerce Park).
2. Landscape Setback from Freeway - The city's design guidelines require a 30-foot wide landscape buffer adjacent to freeway rights-of-way while the PAD is proposing a 20-foot wide buffer.

A set of design guidelines have been included within the PAD, and provide general direction on the development of the property. Given that the ultimate end users of the property have yet to be determined, specific design details have not been provided at this time.

Per the city of Goodyear Zoning Ordinance, the city's review and recommendation on a zoning amendment is to be guided by the following criteria:

1. *Consistency with the General Plan*

The Zoning Ordinance, Section 1-3-1-D requires "consistency with the goals, objectives, policies and future land use map of the city's General Plan;" As previously stated herein, the subject property has a General Plan land use designation of 'Business and Commerce'. Commercial uses are appropriate in this land use, and the General Plan states light industrial uses may also be appropriate under certain conditions. As such, an amendment to the General Plan is not required to accommodate the rezoning request.

However, the rezoning request has been found to be inconsistent with several of the goals, objectives, and policies of the General Plan. These provisions of the General Plan that are applicable to this request are stated below along with an accompanying staff analysis:

Objective CC-5-1 Policies A & B

- A. Allow flexibility and creativity in the development process while still protecting existing residents and businesses from incompatible land uses and preserving and enhancing Goodyear's existing character;
- B. Provide for and encourage a wide variety of housing products to suit the needs of existing and future residents.

Staff Analysis: Development that furthers the goals of the city, as established by the General Plan, is encouraged. Such encouraged development includes new development that is compatible with and enhances the existing development in the area. This is especially applicable to any new proposal for non-residential development adjacent to an existing residential development. The proposed non-residential development needs to be developed with sensitivity to the surrounding residential area, and incorporate buffers and land use controls as needed to promote such sensitivity. The city also understands that a variety of housing options are needed for residents in order to create a vibrant, diverse community. This includes residential development of varying densities, housing types, and for-sale and rent.

Objective CC-5-1 Policy D

Development in transit corridors:

- Allow and encourage taller buildings to support higher densities and employment uses in appropriate existing locations,
- Provide places to park near transit stations,
- Include a mix of uses such as commercial, residential, recreation, and arts,
- Include destinations uses,
- Include pedestrian and bicycle access and connectivity, and
- Integrate bicycling and walking.

Staff Analysis: The property, as it fronts I-10, is located within a transit corridor. The General Plan states development in transit corridors may include taller buildings to support higher residential densities and employment uses in appropriate locations; include a mix of uses such as commercial, residential, recreation and arts; include destination uses; include pedestrian and bicycle access and connectivity; and integrate bicycling and walking. As currently proposed, staff finds the application does not provide sufficient information nor a development plan that demonstrates conformance with the General Plan's intent for mixed-use, transit-oriented development within a transit corridor. Instead, the application predominately focuses on single-use industrial facilities dependent on heavy truck traffic and, as noted previously, such uses comprise 62% of the entire project. Increased building

height for light industrial uses does not meet the intent of this objective.

General Plan Objective GD-2-1

Ensure that new development pays its fair share toward the cost of additional public serve needs generated by that new development.

Staff Analysis: Development of the subject property will need to occur in conformance with all applicable engineering, public works and public safety standards for infrastructure improvements and provision of city services. Such development will require the dedication of all necessary easements, substantial improvements to adjacent infrastructure and the extension of off-site utility lines to serve the property. And in accordance with the General Plan, all such costs will need to be borne by the property owner and/or developer, and not shifted to existing city residents. Stipulations of approval will require the property owner and/or developer to bear all applicable costs for additional public infrastructure and services needed to serve the development.

General Plan Objective GD-2-2

Focus new growth in the city's designated growth areas to effectively utilize resources, minimize operation and maintenance costs, and attract and efficiently provide new serves such as transit and entertainment opportunities.

Staff Analysis: The General Plan promotes the I-10 Corridor as a designated growth area intended for office, entertainment, and hospitality uses, as these uses can maximize the visibility and access provided by the interstate. The application's predominant focus on industrial uses is not in conformance with the intent of the General Plan for this portion of the I-10 Corridor.

General Plan Objective ED-1-2-b

Designate lands near important assets (Loop 303, I-10, fiber optic, Phoenix-Goodyear Airport) for employment uses.

Staff Analysis: The application does not demonstrate how the proposed light industrial uses (warehousing/distribution), as the predominant use proposed with this rezoning request, qualify as high employment uses nor why such a highly visible location is necessary for the proposed industrial uses. As such, the rezoning request cannot be considered as consistent with this provision of the General Plan.

General Plan Objective ED-1-3-a

Work in partnership with landowners, developers, prospective businesses, and other stakeholders to create a visually diverse and captivating architectural environment.

Staff Analysis: The intent of the General Plan is to help create a "captivating architectural environment". This is especially important for such a highly visible location as the subject property.

The design guidelines provided with the PAD include several pictures of high-quality development. However, the language in the design guidelines is discretionary, and it would be difficult for staff to enforce such guidelines with future development. A PAD should provide for unique and innovative development, and the design guidelines should be one of the primary mechanisms to achieve such enhanced development. Further, the PAD design guidelines should provide additional design enhancements above and beyond what the city's design guidelines would require, and should be more prescriptive in nature. Since the provided design guidelines do not achieve the enhanced level of design needed for this property, staff finds the rezoning request is inconsistent with this objective.

Development Standard 37

Light industrial uses such as warehousing or distribution centers are appropriate throughout the Business & Commerce category but should be buffered from residential uses.

Staff Analysis: The General Plan states that light industrial uses may be appropriate in the Business & Commerce category, but should be buffered from residential uses. Within the city of Goodyear, there are several examples of developments that incorporated significant measures to promote compatibility between residential and non-residential uses, with such measures explained in greater detail later herein. However, the subject rezoning request does not provide adequate buffering or design standards to promote compatibility between these different land uses. Instead, the application is proposing incompatible development, such as buildings with significant bulk and height (up to 150 feet), dock doors, and truck parking and maneuvering areas, adjacent to an existing residential development while only proposing minimum buffers. As such, staff finds this rezoning will create an incompatible land use situation, and is therefore inconsistent with this Development Standard.

Development Standard 39

Businesses with high employment density are encouraged to locate adjacent to high capacity roadway corridors (freeways, parkways, arterials) and transit corridors (light rail and arterials with bus service) to leverage high visibility and vehicular/pedestrian access.

Staff Analysis: The General Plan generally considers distribution and warehousing facilities as uses with low employment populations. Accordingly, such uses are encouraged within the Luke Compatible Land Use Overlay and Loop 303 Corridor, so as to protect both Luke Air Force Base and to limit the number of people working and congregating in the area. On the other hand, the General Plan promotes the I-10 Corridor as a designated growth area intended for uses that can maximize the visibility and access provided by the interstate. As such, the application's predominant focus on warehousing and distribution uses within the corridor is not in conformance with the intent of the General Plan for this portion of the I-10 Corridor.

2. *Suitability of the subject property's physical and natural features for the uses permitted under the proposed zoning district.*

The subject property was developed in the 1960s as a trotting park. However, the facility was shortly thereafter abandoned and then ultimately demolished in 2017. Other portions of the property include undeveloped land and a borrow pit. While the majority of the property appears suitable for the uses permitted under the proposed PAD zoning district, the borrow pit and adjacent surrounding area are currently unsuitable for development. As such, prior to any development activities occurring on the subject property, the remediation process for the borrow pit area must occur so as to provide for the safety and welfare of the general public and those working, visiting and residing in the area. It is anticipated that such remediation efforts would include:

- Approval of a Special Use Permit (SUP) for Land Reclamation within 18 months of zoning approval, as stipulated with such zoning approval. The SUP would address:
 - Cleanup of the borrow pit site (removal of dumped material, trash, etc.)
 - Placement of new perimeter fencing and screening mesh, as needed, for increased public safety
 - Ongoing maintenance of property, as needed
 - City Engineer approval of a Geotechnical Report
- Remediation activity milestones tied to building permits for all phases, as approved through the SUP.

3. *Compatibility of all potential uses allowed in the proposed zoning district with surrounding uses and zoning.*

Uses and development surrounding the subject property include:

- North - Interstate 10.
- South - Roosevelt Irrigation District canal and existing residential development within the Cotton Lane RV PAD. The property is designated as Neighborhoods in the General Plan.
- East - Loop 303.
- West - Citrus Road and existing/proposed residential development zoned PAD (Planned Area Development) and RU-43 (Maricopa County). The property is designated as Neighborhoods in the General Plan.

Properties to the south of the subject property are designated as Neighborhoods in the General Plan and zoned for residential use. As such, any proposal for light industrial development on the subject property must be accompanied by adequate buffers and development controls so as to not adversely impact this existing residential development, or any future residential development that should occur in this area. However, the PAD proposes only a 50-foot wide buffer and would permit 70-foot tall buildings within 175 feet of the south property line and 150-foot tall buildings within 250 feet of the south property line. While the RID canal does provide some separation between the two uses (± 80

feet), by itself, the canal is not considered an adequate buffer since there can be no vertical structures, such as walls, nor landscaping placed within the RID property. Other light industrial projects within the city, such as the Compass Data Centers and PV303, have made provision for and included substantial buffers and development controls to provide for increased compatibility with nearby residential development. For example, the Compass Data Center property is separated from the adjacent Centerra neighborhood by at least 400 feet of open space (300 feet for Bullard Wash along with an additional 100-foot landscape buffer). The PV303 industrial property, north of Charles Boulevard and the Palm Valley Phase V neighborhood, limits buildings to a maximum height of 40 feet within 300 feet of Charles Boulevard. Land uses are also limited to professional office and other less intensive type uses within this area. Without the provision of similar buffers and land use controls, as noted herein, the proposed rezoning and resultant potential uses cannot be considered compatible with the surrounding area.

Given the above, should the Commission decide to forward a recommendation of approval to the Council, staff is recommending several stipulations of approval to promote compatibility between the requested uses and development proposed on the subject property and the adjacent residential areas. Such stipulations address limitations on building height and hours of operation, location of dock doors, and provision of landscape buffers for those portions of District A (Commerce Park) adjacent to the existing residential area.

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

Interstate 10:

The subject property is located adjacent to Interstate 10. The vision for this area is for office and employment uses. The proposed zoning allows for warehouse and other low employment uses.

Luke Air Force Base:

The subject property is located within the vicinity of a military airport. The non-residential nature of the project should not have an adverse impact on base operations. If approved, a stipulation of approval should be included to require the property owner and/or developer to provide notice of base operations to future tenants and/or purchasers of property.

Phoenix-Goodyear Airport:

The subject property is located within the Traffic Pattern area of the Phoenix-Goodyear Airport. The non-residential nature of the project should not have an adverse impact on airport operations. If approved, a stipulation of approval should be included to require the property owner and/or developer to provide notice of airport operations to future tenants and/or purchasers of property.

5. *Demand for the types of uses permitted in the proposed zoning district in relation to the*

amount of land currently zoned and available to accommodate the demand.

The city has conducted a market analysis indicating that there is an abundant supply of existing industrially zoned land within the city. As such, the rezoning of the subject property is not considered essential in order to accommodate the demand for industrial property within the city. It should be noted that the market analysis has previously been shared with the applicant's team, and that they disagree with its findings.

6. *Demands for public services that will be generated by the uses permitted in the proposed zoning district.*

Fire and Police response times were reviewed.

Streets/Transportation:

The subject property will have access to Citrus Road and the I-10 frontage roads, subject to ADOT review and approval. All adjacent half-street improvements will need to be completed with development of the subject property.

Water/Wastewater:

The subject property will be served by the city of Goodyear. All easements and infrastructure necessary to serve the subject property will be required to be dedicated and/or installed by the property owner and/or developer.

7. *Potential adverse fiscal impacts that will result from providing services to areas not in proximity to where existing public services are provided.*

Development of the subject property will require the extension of utility lines needed to serve the property. All such costs will need to be the responsibility of the property owner and/or developer as part of the development process.

8. *General public concerns.*

Public Participation:

In accordance with the city's Citizen Review Process and to accommodate State and local provisions for social distancing as a result of COVID-19, an alternative notification process was used for this request. A formal citizen review meeting was not involved, but notice providing information on the request was mailed to surrounding property owners within 500 feet of the subject property and other stakeholders. Staff did not receive any public inquiries as a result of this notice.

Notice for the public hearings before the Planning and Zoning Commission and City Council included a postcard mailed to the owners of property within 500 feet of the subject property; a legal notice

published in the Arizona Republic on August 28, 2020; and a notice of public hearing sign posted on the property. Information on the rezoning request and these public hearings was also posted on the city's website. To date, staff has not received any public inquiries as a result of this notice.

9. Whether the amendment promotes orderly growth and development.

The uses permitted in each district are set forth in the PAD. With the intent of the PAD to create three distinct land use districts (commerce, commercial/entertainment & employment), staff finds the use list is generally acceptable as proposed, but needs further refinement for clarification purposes concerning drive-through uses. The C-2 (General Commercial) zoning district requires a Use Permit for convenience uses, including restaurants, and other retail/service uses with drive-throughs, but not for financial institutions with drive-throughs or outdoor teller facilities. As such, staff is recommending a stipulation of approval to clarify these uses within the PAD.

While an infill property, the subject property will require substantial improvements to adjacent infrastructure and the extension of utility lines to serve the property. Such improvements will need to be completed as part of the development of the property, in accordance with city standards, codes and ordinances.

The development of the subject property will be required to adhere to all applicable design, building, and engineering standards of the city of Goodyear. Adherence to these standards will be evaluated during the site plan, civil engineering and building plan review processes.

10. Any other factors related to the impact of the amendment on the general health, safety and welfare of the citizens of the city and the general public.

Regarding the requested deviations to city standards, staff recommends the following:

- Building Height - The request for additional height can be supported by the General Plan, but only for those areas adjacent to I-10 and for the purpose of increasing employment and residential uses. Areas along the southern property line are not suitable for additional building height given the existing residential development in that area. As such, in the draft stipulations of approval, staff recommends that the maximum 150-foot building height requested for District A (Commerce Park) be limited to only those uses supported by the General Plan, such as office, retail, and entertainment uses while the requested light industrial uses be limited to a maximum building height of 70 feet. Furthermore, to promote greater land use compatibility, staff recommends that building heights be limited to 50 feet for that portion of the district within 300 feet of the south property line. This provision is similar to the height restriction placed on the PV303 development north of Charles Boulevard and the Palm Valley Phase V neighborhood, and is recommended for the subject PAD for purposes of land use consistency and protection.

- Freeway Landscape Buffer - The request to reduce the freeway landscape buffer from 30 feet to 20 feet is not supported. The 30-foot buffer provides softening and beautification of the intended freeway right-of-way, and the reduction of this area will reduce the number of trees and amount of landscaping that can be provided. Additionally, the city's design guidelines require earthen berms within the buffer, and the reduced width will preclude the provision of any significant berms. As such, in the draft stipulations of approval, staff recommends that the freeway landscape buffer remain at 30 feet.

Applicant Wendy Riddell, representing Berry Riddell LLC, presented on the request for the rezoning of the Innovation Centre. Ms. Riddell reviewed the history of the site as well as the site constraints. The property contained the Trotter Track that closed in 1966 as well as a pit created in the early 1980's for freeway construction. In the 1990's the Roles Family purchased and rezoned the site to PAD for RV Resort and Golf Course. The current entitlements include 1,500 RV or mobile home sites. In 2017 the Trotter Track was demolished.

Ms. Riddell stated that the project site has complicated access, with only direct access from the I-10 exit for Citrus road for those traveling East on the I-10. Leaving the site would require a new signal to be installed on the remediation portion of the site and again has limited access for getting onto the adjacent and nearby I-10 and 303 freeways.

Ms. Riddell explained that another site constraint is the substantial improvements required to Citrus road, currently a two-lane rural road. There are significant upfront infrastructure costs associated to be able to develop the property.

Regarding consistency with the General Plan, Ms. Riddell reviewed the Business & Commerce Standards in conjunction with this project. The rezoning that is being proposed is accepted within the categories for Business & Commerce - General Commercial (C-2), Light Industrial (I-1) and Planned Area Development (PAD). The transit corridor/growth area along the Interstate 10 Corridor that staff reviewed does not include this property. The growth area is intended to leverage the access and visibility inherent in the transit corridor, which does not apply to this project due to the limited access and visibility. Ms. Riddell reviewed several areas off the I-10 that are able to take advantage of the good access and visibility from the freeway. Ms. Riddell explained that an amendment to the General Plan is not required to accommodate this rezoning request.

Ms. Riddell gave an overview of the timeline of the project. The Pre-application was submitted in July of 2018 for the 138-acre site that was guided by the land uses identified by the General Plan. A follow-up Pre-application was submitted in November 2018 guided by staff input, including larger buildings pushed south, with the smaller buildings toward the I-10. Staff encouraged a master plan for the entire property, which consists of 15 parcels and 3 owners. This resulted in a Master plan with Entertainment and Employment uses incorporating C-2 and I-1 zoning designations. The City of Goodyear hired an outside firm to perform a market analysis on the site. Ms. Riddell stated that the

results of the study concluded that with proper access improvements, the non-industrial uses may need financial assistance to help with access and infrastructure improvements.

Ms. Riddell explained that this site had been looked at for a water park in the past. She reviewed a water park that is going into the City of Glendale, along with fees waived for the project, tax abatements and the city providing all the water for the project.

Ms. Riddell stated that there are several reasons that this plan is reasonable for development on this site.

- There is demand for more industrial
- The complicated, poor access
- Fractured ownership, but they have achieved cooperation
- Requires \$10 Million up-front infrastructure commitment by the developer
- Developing the site is the only way the Borrow Pit is eventually filled
- The project is supported by the General Plan
- No neighborhood or community opposition
- The site is never going to be an entertainment use
- Best use for the site is not mobile homes
- No other land uses are feasible here

Ms. Riddell reviewed the 2 options for the Commission, either a continuance to work with staff on the stipulations/development agreement or denial of the application to proceed to Council.

Commission asked why the owner of the property is asking for an I-1 designation. Ms. Riddell replied that due to the high infrastructure cost associated with developing the site, the industrial pays for the up-front cost and would help bring in the other uses designated on the site.

Commission asked about the accessibility of the land and what steps would need to be taken to make the access easier. Stephen Scinto, Deputy Engineering Director, explained that when site plans would be developed for the site, the traffic impacts and standards for the County and City would be reviewed in a more detailed manner. With a rezoning, there is only a preliminary plan that is required, no recommendations are given at that time. Mr. Scinto stated that a traffic impact analysis was submitted with the project that addressed proposed access points. With the RID canal to the south, there is no public access at this time and the freeway is ADOT jurisdiction. Christopher Baker, Development Services Director, explained that there are infrastructure and access challenges to this property, however these challenges have also been addressed in West Goodyear. There needs to be a partnership between the owners and city in order to make those improvements.

Alissa Magley, Management Assistant, read the citizen comment received from Jeff Levy, a Goodyear resident. Mr. Levy expressed his desire for this property is commercial and industrial. Mr. Levy disapproved of putting Multi-Family onto this property and Goodyear should not turn away a

developer that wants to bring in industry. Mr. Levy expressed his dissatisfaction with the Mayor and Council and asked for approval of this request for rezoning the site to commercial and industrial.

Commission discussed the amount of light industrial within the City of Goodyear along with the proximity to the I-10 and 303. Palm Valley Phase 5 is surrounded by Industrial due to the Luke Airforce Base and it might not be conducive to this area with the surrounding residential. There has been complaints about the amount of multi-family but also the amount of warehouses and industrial within the City of Goodyear.

Chairman Bray clarified the options for a vote: continuation for staff and the developer to work on the stipulations, denial of the project, or recommend approval with the stipulations.

Commission asked staff whether a continuance would be helpful. Mr. Baker responded that if it was the Commission's recommendation, they would work with the applicant to see if a successful plan could be constructed.

Commission commented that the applicant did not build a vision for the area, rather explaining why they did not agree with the staff recommendation.

There being no further public comment, Chairman Bray closed the public hearing at 7:10 p.m.

MOTION BY Commissioner Kish, SECONDED BY Commissioner Steiner to RECOMMEND denial of case 19-210-00011 REZONING FROM PAD AND AG TO PAD FOR THE INNOVATION CENTRE. The motion carried by the following vote:

Ayes 3 - Commissioner Kish, Commissioner Steiner and Commissioner Ellison

Nays 4 - Chairman Bray, Vice Chairman Barnes, Commissioner Molony and Commissioner Clymer

MOTION BY Commissioner Clymer, SECONDED BY Vice Chairman Barnes to CONTINUE case 19-210-00011 REZONING FROM PAD AND AG TO PAD FOR THE INNOVATION CENTRE to November 4, 2020. The motion carried by the following vote:

Ayes 6 - Chairman Bray, Vice Chairman Barnes, Commissioner Molony, Commissioner Steiner, Commissioner Clymer and Commissioner Ellison

Nays 1 - Commissioner Kish

COMMISSION, UPON ROLL CALL VOTE, MAY CONVENE INTO EXECUTIVE SESSION AS POSTED FOR THE FOLLOWING:

5. Pursuant to A.R.S. § 38-431.03(A)(3): Discussion and consultation with the Deputy City Attorney, Development Services Director, and Planning Manager to receive legal advice and to provide instruction/direction to the Planning and Zoning Commission in connection with the Rezoning for the Innovation Centre.

No action taken on this item.

6. [2020-7029](#) **MULTI-FAMILY RESIDENTIAL DESIGN GUIDELINES**

Planning Manager Katie Wilken presented the request to amend Chapter 3 (Multi-Family Residential) of the City of Goodyear Design Guidelines to adopt design standards for the MF-12 Zoning District.

The Mayor and Council of the City of Goodyear adopted Ordinance No. 2014-1292, adopting the City of Goodyear Design Guidelines dated June 9, 2014, which is intended to provide clear and instructive standards and guidelines for the design and review of residential, commercial, and industrial development and is intended as the minimum design expectations in the city. The Planning and Zoning Commission held a public hearing and recommended approval of the creation of a new zoning district, MF-12, at their regular meeting on July 13, 2020.

Developers of multi-family projects within the city have been developing a new type of multifamily product that has been characterized as single-family rental. None of the zoning districts in the City's zoning ordinance provides for the types of development we have been seeing in this area. To respond to this new market demand, the creation of a new multi-family zoning district (MF-12) is being proposed. This new multi-family development will allow for the construction of a variety of different styles residential units. These residential units include detached and attached single-family residential units, within a single lot or parcel. Because of the blending of both multi-family and single-family elements in this new zoning district, City is also amending the Design Guidelines Manual to adopt design requirements for these developments.

The design guidelines applicable to multi-family developments will apply to development within the MF-12 zoning district, and additional unique regulations are to apply to development within the MF-12 zoning district. These additional regulations include, but are not limited to the following:

- At least two different elevation styles for each floor plan type with the elevations being structurally different with varied roof types facing street frontages. This is compared to single family districts which require three elevation styles.
- At least three alternative color schemes for each elevation style. This is the same requirement for single family districts.
- Perimeter units must be varied in orientation to create diversity and visual interest along street frontages.
- A variety of roof forms and ridgelines are to be provided. Varied roof types should face the street.
- Each residential unit shall have at least one wall face that is open to parking or other common open space areas to allow each. The purpose is to allow natural light in to each residential unit

by preventing residential units from being buried and completely surrounded completely by other residential units.

- General requirements similar to single family homes such as window pop-outs, four sided architecture, and ensuring the entrance is the focal point of the home.

Chairman Bray opened the public hearing at 7:34 p.m.

There being no public comment, Chairman Bray closed the public hearing at 7:35 p.m.

MOTION BY Commissioner Molony, SECONDED BY Commissioner Steiner to RECOMMEND approval for case 2020-7029 MULTI-FAMILY RESIDENTIAL DESIGN GUIDELINES. The motion carried by the following vote:

Ayes 7 - Chairman Bray, Vice Chairman Barnes, Commissioner Kish, Commissioner Molony, Commissioner Steiner, Commissioner Clymer and Commissioner Ellison

BUSINESS

7. Introduce the need for election of Officers and establish election date.

Chairman Bray introduced the need for election of officers and set a date for the election.

MOTION BY Commissioner Clymer, SECONDED BY Commissioner Molony to APPROVE October 14, 2020 as the date for the election of officers. The motion carried by the following vote:

Ayes 7 - Chairman Bray, Vice Chairman Barnes, Commissioner Kish, Commissioner Molony, Commissioner Steiner, Commissioner Clymer and Commissioner Ellison

STAFF COMMUNICATIONS

Development Services Director Christopher Baker reviewed the cases previously presented to the Commission.

Planning Manager Katie Wilken discussed the need for a Special Meeting for a Major General Plan Amendment.

Commission asked staff to update the Commission on who is eligible for re-election and term expiration times.

Commission mentioned the growth that is happening within the Phoenix area with regard to multi-family.

NEXT MEETING

The next meeting of the Planning and Zoning Commission will be held on October 14, 2020.

ADJOURNMENT

There being no further business to discuss, Chairman Bray adjourned the meeting at 7:49 p.m.

Respectfully Submitted By:

Alissa Magley, Commission Secretary

Patrick Bray, Chairman

Date: _____