

ORDINANCE NO. 2019-1451

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, REZONING APPROXIMATELY 696 ACRES OF LAND LOCATED SOUTH OF MC-85, EAST AND WEST OF SOUTH COTTON LANE FROM AGRICULTURAL URBAN (AU) TO A MIX OF INDUSTRIAL, COMMERCIAL, AND MULTIFAMILY RESIDENTIAL USES WITH A PLANNED AREA DEVELOPMENT (PAD) OVERLAY; AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGMENT, CORRECTIONS, AND SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR PENALTIES.

WHEREAS, the City has been asked to rezone approximately 696 acres of property generally located south of MC 85 on both sides of South Cotton Lane, as legally described in that certain document titled "CP Lakin Park Master Legal Descriptions" and as shown on that certain document titled "Official Supplementary Zoning Map No. 18-14," both documents having been declared a public record by Resolution No. 2019-2003, three copies of both documents being on file with the City Clerk of the City of Goodyear, Arizona, and which documents are referred to made a part hereof as if fully set forth in this Ordinance (the "Property"); and

WHEREAS, the Property was annexed into the City of Goodyear in 1983 and is currently zoned Agricultural Urban (AU); and

WHEREAS, the Property Owner ("Owner") has asked to rezone the Property from Agricultural Urban (AU) to the Planned Area Development (PAD) zoning district, with approximately 15 acres being designated in the PAD for development as multifamily, approximately 645 acres being designated in the PAD for development as industrial, and 35 acres being designated in the PAD as a flex zone that will allow for development as either general commercial or industrial; and

WHEREAS, the General Plan Land Use Plan shows the Property designated as 'Traditional Neighborhoods' and 'Scenic Neighborhoods'; and

WHEREAS, the Arizona Department of Transportation adopted the SR303L, SR30 to I-10 Location/Design Concept Report for the State Route 30 on November 2018 and the right-of-way corridor for the future State Route 30 in this report runs through the Property; and,

WHEREAS, because of the planned State Route 30 and other existing conditions that impact the development of the Property, the Property is better suited to development as industrial and general commercial uses rather than development as traditional neighborhoods and/or scenic neighborhoods; and

WHEREAS, a General Plan Amendment is being processed concurrently with this rezoning ordinance, which if approved, will designate the property as "Industrial" and "Business and Commerce"; and

WHEREAS, because the rezoning must be consistent with the General Plan, this rezoning will not become effective until an amendment to the General Plan is approved amending the land use designation for the Property in the General Plan to "Industrial" and "Business Commerce"; and

WHEREAS, a rezoning request requires public review and approval by the Planning and Zoning Commission and the City Council. The proposed amendment is in conformance with the General Plan and should not adversely impact the surrounding area; and

WHEREAS, public notice that this rezone was to be considered and reviewed at a public hearing held before the Planning and Zoning Commission on October 16, 2019, appeared in the Arizona Republic Southwest Valley edition on September 27, 2019; and

WHEREAS, a public hearing was held before the Planning and Zoning Commission on October 16, 2019 to consider the rezone of the Property, and the Commission voted 5-0 to recommend approval of the proposed rezoning; and

WHEREAS, public notice that this rezone of the Property, is to be considered and reviewed at a public hearing held before the City Council on October 28, 2019, appeared in the Arizona Republic Southwest Valley edition on September 27, 2019; and

WHEREAS, the Mayor and Council of the city of Goodyear, Arizona find the adoption of this ordinance to be in the best interests of the public health, safety, and welfare;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

SECTION 1. DESCRIPTION OF THE PROPERTY BEING REZONED

This Ordinance No. 2019-1451 applies to approximately 696 acres generally located south of MC 85 on both sides of South Cotton Lane, as legally described in that certain document titled "CP Lakin Park Master Legal Descriptions" and as shown on that certain document titled "Official Supplementary Zoning Map No. 18-14," both documents having been declared a public record by Resolution No. 2019-2003, three copies of both documents being on file with the City Clerk of the City of Goodyear, Arizona, and which documents are referred to made a part hereof as if fully set forth in this Ordinance (the "Property").

SECTION 2. REZONING

The Property is hereby conditionally rezoned from AU (Agricultural Urban) to the Planned Area Development (PAD) zoning district by the adoption of that certain document titled "CP Lakin Park Planned Area Development (PAD) dated October 4, 2019, declared a public record by Resolution No. 2019-2003, three copies of which are on file with the City Clerk of the City of Goodyear, Arizona and which is referred to and made part hereof as if fully set forth in this Ordinance (hereinafter referred to as the "CP Lakin Park PAD").

SECTION 3. STIPULATIONS

The rezoning of the Property is subject to the following stipulations:

1. Development of the Property shall be in conformance with the CP Lakin Park PAD, and the stipulations set forth herein;
2. Article 9 of the Zoning Ordinance imposes certain requirements applicable to development within the vicinity certain specified state freeways. Council will be presented with a request to amend Article 9 to apply to all federal and state freeways, highways and expressways. Owner shall comply with the provision of Article 9 of the Zoning Ordinance as it may be amended in effect at the time of development;
3. In order to provide aesthetic enhancements along Cotton Lane, entry features shall be provided at the entry to the business park on Cotton Lane that include a business park monument sign and enhanced landscaping. The entry feature shall be installed at the time of development of the adjacent property or installation of the landscaping of Cotton Lane, whichever comes first;
4. Except as otherwise provided in a Development Agreement approved by the City of Goodyear City Council, if a data center is developed on the portion of the Property designated in the PAD as industrial, Owner shall, at Owner's sole cost, provide the city with a physically and legally available water supply sufficient to provide the water service needed to serve the portion of the Property designated as industrial in the PAD in excess of 1,500 gallons per acre per day that satisfies the Arizona Department of Water Resources' ("ADWR") standards for modifications of Designations of Assured Water Supply, to increase the Designation water portfolio by an amount equivalent to the amount of the additional water needed to serve the Property and that provides for sufficient extinguishment credits or renewable supplies to offset the additional water demands;
5. Because of the significant alteration of the Floodplain that will be required for the development of the Property, a CLOMR shall be submitted to the City Engineer prior to or concurrent with the first preliminary plat for the Property by the Goodyear City Council. A CLOMR shall be submitted to and approved by the City Engineer or his/her designee prior to submittal of any final plat and/or civil construction drawings for development within the floodplain unless a CLOMR is not required as determined by the City Engineer, in which case Owner may proceed directly to LOMR which shall be submitted and approved by the City Engineer or his/her designee before the issuance of construction permits for work within the floodplain;
6. No final plat shall be recorded, no site plan approved and/or no construction permits issued until Owner has provided the City with all approvals and/or easements from jurisdictions or parties whose property interests will be

impacted by the development contemplated by such final plat, site plan and/or construction permit. This includes, but is not limited to, approvals and/or easements that may be needed from Maricopa County Department of Transportation, Buckeye Irrigation District, and the Flood Control District of Maricopa County. All required approvals and easements shall be in a form acceptable to the City Engineer or his/her designee;

7. The underground placement of all permanent utilities, excluding power lines 69 kV or larger, within the proposed development, and also those abutting the Development's portion of perimeter arterial streets per phase prior to issuance of the first Certificate of Occupancy, including those for model homes;
8. With respect to the existing power poles located along the western boundary of the Property, all existing power lines on such power poles shall be placed underground and rerouted to the PUE along the front of the affected lots except that the crossings over the BID Canal, the Maricopa County Flood Control drainage channel and the APS Palo Verde water line do not need to be undergrounded but may cross over such improvements;
9. Owner shall convey to the City of Goodyear, in fee, lien free, and at no cost to the City, all rights-of-way for public streets as required by applicable development regulations, including, but not limited to, right-of-way needed for the City to have the right-of-way for the full-street cross-section for the section of S. Cotton Lane from the northern boundary to the southern boundary of the Property. Except as otherwise approved in a written phasing plan approved by the City Engineer or his/her designee in his/her sole discretion, such dedications shall be made at the earlier of the following: prior to recordation of any final plat that includes the right-of-way to be conveyed; prior to the issuance of the first civil construction permit within the Property; or when requested by the City Engineer or designee. If a written phasing plan has been approved by the City Engineer or his/her designee the dedication required herein shall be made at the time prescribed in the phasing plan;
10. Owner shall dedicate, lien free, at no cost to the City, and in a form acceptable to the City Attorney or his designee, all easements as required in applicable development regulations. Except as otherwise approved in a written phasing plan approved by the City Engineer or his/her designee in his/her sole discretion, such dedications shall be made at the earlier of the following: prior to the recordation of any final plat that includes the easement area to be dedicated; prior to the issuance of the first civil construction permit within the Property; or when requested by the City Engineer or designee. If a written phasing plan has been approved by the City Engineer or his/her designee the dedication required herein shall be made at the time prescribed in the phasing plan;

11. Owner shall dedicate, lien free and at no cost to the City, all additional right-of-way that McDOT requires to be dedicated along the portion of the Property fronting MC85;
12. To the extent such improvements have not yet been completed, Owner shall construct, at no cost to the City, the full-street improvements for the section of S. Cotton Lane between the northern boundary of the Property and the southern boundary of the Property. Improvements shall include but are not limited to paving, sidewalk, half street width of the median, landscaping, landscape irrigation, street lights, traffic signals (as necessary), signing and striping. Unless the City Engineer or his/her designee approves a written phasing plan, the paving improvements for a lane on each side of Cotton Lane, striping, and the median shall be completed prior to the issuance of the first certificate of occupancy with the Property. Unless the City Engineer or his/her designee approves a written phasing plan, all of the remaining improvements required for the completion of the full half-street improvements on the west side of Cotton Lane shall be completed prior to issuance of the first certificate of occupancy within the portion of the Property located west of Cotton Lane. Unless the City Engineer or his/her designee approves a written phasing plan, all of the remaining improvements required for the completion of the full half-street improvements on the east side of Cotton Lane shall be completed prior to issuance of the first certificate of occupancy within the portion of the Property located east of Cotton Lane. If a written phasing plan has been approved by the City Engineer or his/her designee the improvements required herein shall be completed by the time prescribed in the phasing plan;
13. Owner is responsible for all required on-site traffic signals, and off-site traffic signals. Required on-site traffic signals are traffic signals identified in a Traffic Impact Analysis approved by the City Traffic Engineer or his/her designee as being needed and that are at intersections where at least one corner of the intersection abuts the Property. Off-site traffic signals are traffic signals at intersections where no corner of the intersection is adjacent to the Property but the need for which is the result of the demands of the Property as identified in a Traffic Impact Analysis approved by the City Traffic Engineer or his/her designee: Owner shall either construct full traffic signals when warranted; or if the signal is not warranted at the time the Property is developed or if the signal has already been constructed by others or at the ; or at the discretion of the City Engineer or his/her designee, Owner shall make an in-lieu payment to the City for a proportionate share of the costs to install the required signals. The proportionate share of the costs is 25% of the cost of the full traffic signal for each corner of the intersection that is adjacent to the Property. The in-lieu payments shall be made when requested by the City Engineer, or his/her designee and the amount of the in-lieu payment shall be based on the actual cost of the traffic signal if it has been constructed or if the payment is required before the signal is constructed it shall be based on the estimated cost of the traffic signal as determined by the City Engineer or

designee. Based on the current Traffic Impact Analysis approved by the City Engineer or her designee on September 19, 2019, and assuming the development plans do not change in a manner that would require modifications to the Traffic Impact Study, Owner is responsible for constructing the full traffic signals at the following intersections or making the in-lieu payments referred to below:

- a. Cotton Lane and Access A (as listed in the approved Traffic Impact Analysis) – In-Lieu Payment is 100% of the cost of a full traffic signal;
- b. Cotton Lane and Access B (as listed in the approved Traffic Impact Analysis) – In-Lieu Payment is 100% of the cost of a full traffic signal;
- c. Cotton Lane and Access I (as listed in the approved Traffic Impact Analysis) – In-Lieu Payment is 100% of the cost of a full traffic signal

Notwithstanding the foregoing Owner shall be responsible for additional on-site and off-site traffic signals determined to be necessary during the development process;

- 14. The references to specific obligations that are addressed in the City's Development Regulations, which include but is not limited to, the requirements in the City of Goodyear Engineering Design Standards and Policies Manual, the City of Goodyear Subdivision Regulations and the City of Goodyear Zoning Ordinance, does not relieve Owner of complying with all applicable Development Regulations, even those Development Regulations that address the same matters set forth herein.

SECTION 4. AMENDMENT OF ZONING MAP

The Zoning Map of the city of Goodyear is hereby amended to reflect the rezoning of the Property provided for herein by the adoption of that certain document titled "Official Supplementary Zoning Map No. 18-14," declared a public record by Resolution No. 2019-2003, three copies of which are on file with the City Clerk of the City of Goodyear, Arizona and which is referred to and made a part hereof as if fully set forth in this Ordinance, and the "Official Supplementary Zoning Map 18-14," shall be filed with the City Clerk in the same manner as the Zoning Map of the city of Goodyear.

SECTION 5. ABRIDGMENT OF OTHER LAWS

Except where expressly provided, nothing contained herein shall be construed to be an abridgement of any other ordinance, regulation, or requirement of the city of Goodyear.

SECTION 6. CORRECTIONS

The Zoning Administrator, City Clerk, and the codifiers of this Ordinance are authorized to make necessary clerical corrections to this Ordinance, including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

SECTION 7. SEVERABILITY

If any provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining provisions of the ordinance or parts thereof.

SECTION 8. EFFECTIVE DATE

This rezoning shall become effective at the later of the following: thirty (30) days from the date this Ordinance is passed and adopted by the Mayor and Council of the City of Goodyear and the date an Ordinance passed and adopted by the Mayor and Council of the City of Goodyear approving a Major General Plan Amendment designating the Property as Industrial and Business and Commerce becomes effective.

SECTION 9. PENALTIES

Any person who violates any provision of this Ordinance shall be subject to penalties set forth in Section 1-2-3 of the city of Goodyear Zoning Ordinance as it may be amended from time to time and which currently provides:

Section 1-2-3 Violations and Penalties

- A. It is unlawful to construct, erect, install, alter, change, maintain, use or to permit the construction, erection, installation, alteration, change, maintenance, or use of any house, building, structure, sign, landscaped area, parking lot or fence, or to permit the use of any lot or land contrary to, or in violation of any provisions of this Ordinance, or of any conditions, stipulations or requirements included as a condition of any applicable approval. Any land use that is specifically prohibited by this Ordinance or is unspecified and not classified by the Zoning Administrator is prohibited in any district.
- B. Responsible Party. The responsible party for any violations hereunder is the owner of personal property improvements or real property and/or person in possession or control of any personal property improvements or real property (Person). The responsible party shall be responsible for any violations hereunder whether or not the responsible party or its agent committed the

prohibited act(s) or neglected to prevent the commission of the prohibited act(s) by another.

- C. Every Responsible Party shall be deemed responsible or guilty of a separate offense for each and every day during which any violation is committed or continued.
- D. Penalty. Any Person who violates any of the provisions of this Ordinance and any amendments there to and/or any conditions, stipulations or requirements included as a condition of any applicable approval shall be:
1. Subject to civil sanctions of not less than one hundred dollars (\$100) nor more than one thousand dollars (\$1,000) per offense; or
 2. Guilty of a class 1 misdemeanor, punishable by a fine not exceeding two thousand five hundred dollars (\$2,500), or by a term of probation not exceeding three (3) years, or imprisonment for a term not exceeding six (6) months, or punishable by a combination of fine, probation or imprisonment. The City Prosecutor is authorized to file a criminal misdemeanor complaint in the city of Goodyear Municipal Court for violations hereunder.

PASSED AND ADOPTED by the Mayor and Council of the city of Goodyear, Maricopa County, Arizona, this 28th day of October, 2019.

Vice Mayor
for Georgia Lord, Mayor

Date: 10/29/19

ATTEST:

Darcie McCracken
Darcie McCracken, City Clerk

APPROVED AS TO FORM:

Roric Massey
Roric Massey, City Attorney

CERTIFICATION OF RECORDING OFFICER

STATE OF ARIZONA

)

) ss.

County of Maricopa

)

I, the undersigned Darcie McCracken, being the duly appointed, qualified City Clerk of the city of Goodyear, Maricopa County, Arizona, certify that the foregoing Ordinance No. 2019-1451 is a true, correct and accurate copy of Ordinance No. 2019-1451, passed and adopted at a regular meeting of the Council of the city of Goodyear, Maricopa County, Arizona, held on the 30th day of October 20 19, at which a quorum was present and, by a 6-0 vote, 6 voted in favor of said ordinance.

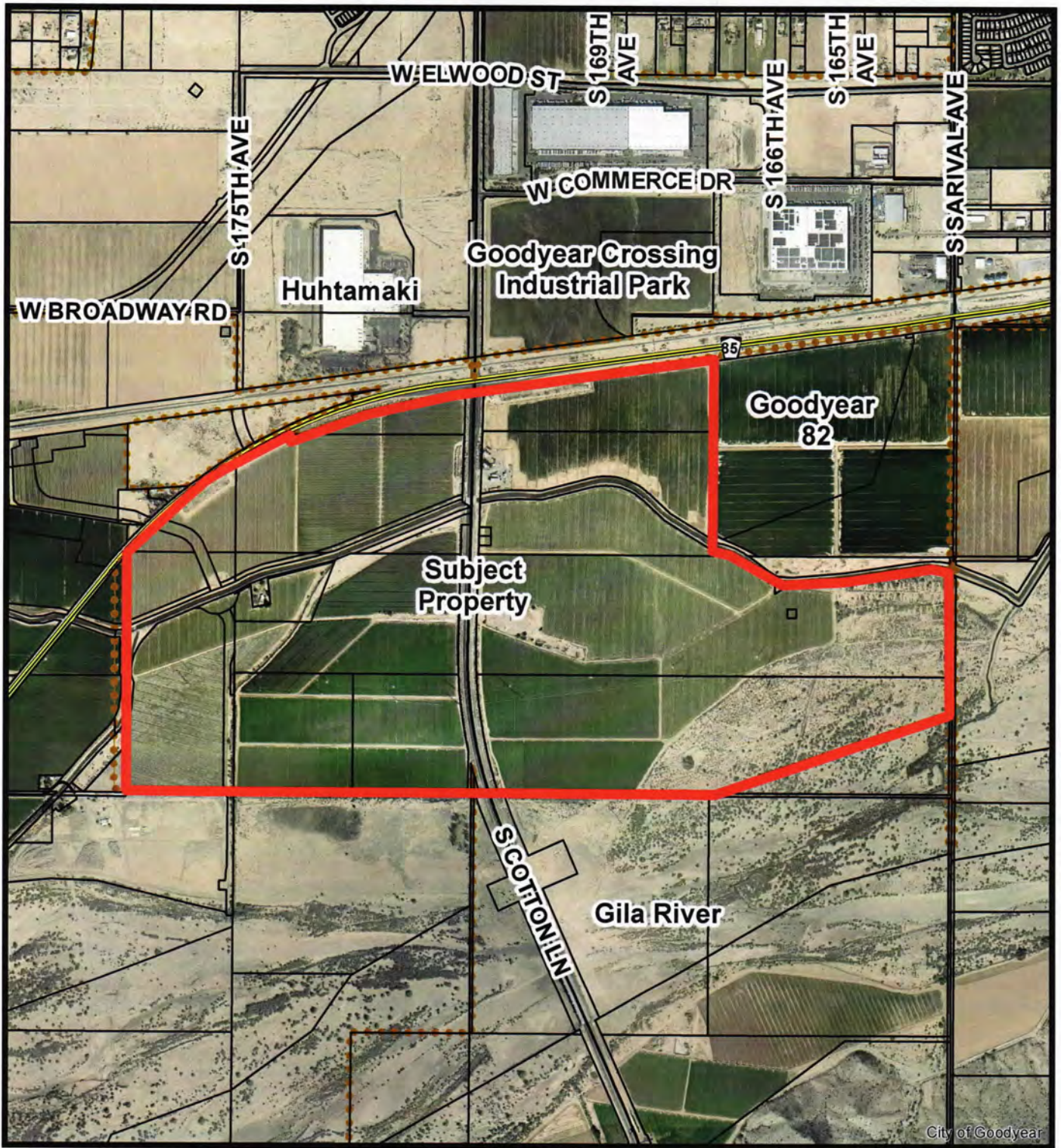
Given under my hand and sealed this 30th day of October, 20 19.

seal



Darcie McCracken
City Clerk

**Aerial Photo Exhibit
CP Lakin Rezone
Case No. 19-200-00014**



Drawn By: Alex Lestinsky
City of Goodyear Development Services Department
Date: September 19, 2019





HILGARTWILSON
ENGINEER | PLAN | SURVEY | MANAGE

CP LAKIN PARK

Rezone Narrative
Goodyear, AZ

September 22, 2019 (revised)
Submittal #4

PROJECT TEAM

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ATTACHMENTS

EXHIBIT 1 - AERIAL VICINITY MAP
EXHIBIT 2 - CONSTRAINTS MAP
EXHIBIT 3 - EXISTING ZONING
EXHIBIT 4 - PLANNED AREA DEVELOPMENT ZONING MAP
EXHIBIT 5 - CITY INITIATED GENERAL PLAN AMENDMENT
EXHIBIT 6 - CONCEPTUAL LAND PLAN
EXHIBIT 7 - PHASING PLAN

UNDER SEPARATE COVER

PAD REGULATORY STANDARDS BOOKLET
MASTER DRAINAGE REPORT
MASTER WATER REPORT
MASTER WASTEWATER REPORT
TRAFFIC IMPACT ANALYSIS
ZONING LEGAL DESCRIPTIONS

1.0 INTRODUCTION

CP Lakin Park (the "Project") is near the geographic center of the City of Goodyear, Arizona (the "Property" or "Site"); more specifically it is located south of Highway 85 ("MC 85") and bisected north/south by Cotton Lane. Refer to Exhibit 1, Aerial Vicinity Map for Property location. The Property is identified by Maricopa County Assessor's parcel numbers: 502-49-001E, 003C, 005A, 006C, 006D, 006E, 007D, 007E, 007F, 007G, 008, 009A, 010A, 010C, 011B, 011C, 012E, 012F, 013D, and 500-84-001, 002L, 002M, 006C, 010B, 011A, 014A, 007A, and a portion of 002Q.

Quantum Capital initially submitted a rezone request, including a second submittal, for a residential master planned community. Based on conversations with the City and in order to pursue the highest and best use of the Property, Walton Street Capital, Clarius Partners, and Quantum Capital (the "Applicants") are requesting to rezone approximately 695.6 net acres (excluding perimeter streets) from Agricultural Urban (AU) to approximately 644.9 acres of General Industrial Park (I-2), 35.3 acres of Commercial/Industrial Flex Zone (C-2, I-2, or PFD), and 15.4 acres of Multifamily Residential (MF-24) with Planned Area Development (PAD) overlay on the entire Property. The commercial parcels have flex zoning to develop under either the C-2, I-2, or PFD zoning districts. The selected zoning district will be vested with site plan/subdivision approval. This zoning will allow development of a master planned industrial park with ancillary commercial parcels and multifamily residential. If required, the site will allow for a public facility parcel within the Commercial/Industrial Flex Zone to support the potential development of a City of Goodyear fire station.

The City of Goodyear has initiated a Major General Plan Amendment (GPA) to modify the majority of the site's underlying land use designation from Neighborhood to Industrial and Business & Commerce. The Applicants are in full support of the staff initiated Major GPA. The proposed zoning districts will then conform to the underlying land use designations desired by the City.

The Property is within an area that is planned for and developing with industrial, business, and commercial uses. Many of the distribution and manufacturing facilities have chosen this area due to prime access to major transportation corridors including the I-10 and Loop 303 freeways. MC 85 is located along the northern boundary of the Property, the Union Pacific Railroad is north of MC 85, and the future SR 30 is planned to bisect the lower one-third of the Property from east to west; allowing easy access to regional transportation corridors.

Examples of nearby industrial parks include PV303, an approximate 1,600-acre business park located on the Loop 303 between Camelback and Thomas Roads and is ranked as one of the largest master-planned business parks in the western U.S. It will include over 20 million square feet of industrial, office, and retail space at full buildout. Another such development is Goodyear Crossing located on Cotton Lane, just north of MC 85. Goodyear Crossing is an approximate 96-acre master planned industrial park that takes advantage of the easy highway access and the property tax reduction offered by being in a Foreign Trade Zone. When considering the Project location and surrounding development, the Property is in an ideal location to develop primarily with industrial, commercial, and multifamily residential uses.

2.0 SITE AND SURROUNDING PROPERTY DESCRIPTIONS

The Property is approximately 695.6 acres, excluding perimeter streets, (550.2 net acres after the area for the proposed SR 30 corridor is removed). It is currently used for agricultural purposes with some vacant portions and a small area with two single family residences, farm buildings, and outdoor storage of farming equipment.

There are multiple encumbrances traversing the Property, which include a 300-foot-wide electrical easement with high tension overhead power lines running along the southern one-third of the Property from east to west, Cotton Lane as a divided highway, the Buckeye Canal, natural gas line, Maricopa County drainage structure, and regional effluent line. Additionally, the overall Property will be impacted by the future alignment of SR 30, a proposed reliever freeway for I-10. **Exhibit 2, Constraints Map** illustrates the location of these site constraints. The Conceptual Land Use Plan (further discussed in Section 3.0 of this document) recognizes these constraints and proposes a balance of land uses best suited to succeed under these circumstances.

Portions of the Project will be developed within the fringes of the floodplain in areas that are currently being used for agricultural purposes. The floodway limits within a portion of the Property, which constitutes the main channel of the Gila River, will remain in its current state and is not proposed to be developed.

The current zoning and land uses of the surrounding area are described below. **Exhibit 3, Existing Zoning** depicts the zoning districts for the Property and surrounding area.

NORTH

North of the Project is MC 85 and the Union Pacific Railroad. The land uses north of the railroad are commerce and industrial and the area is zoned Planned Area Development (PAD) for industrial uses.

EAST

East of the Project is the Gila River. The area is zoned Agricultural Urban (AU). The land use outside of the river is agricultural and is zoned Preliminary PAD for residential uses; however, it may be rezoned for industrial uses.

SOUTH

South of the Project is the Gila River. The area is zoned AU east of Cotton Lane and Rural-43 (RU-43) west of Cotton Lane (unincorporated Maricopa County).

3.0 ZONING AND DEVELOPMENT PLAN

This application request to rezone approximately 695.6 net acres (excluding perimeter streets) from Agricultural Urban (AU) to 644.9 acres of General Industrial Park (I-2), 35.3 acres of Commercial/Industrial (C-2, I-2, or PFD) Flex Zone, and 15.4 acres of Multifamily Residential (MF-24) with a Planned Area Development (PAD) overlay as outlined in **Table 1** below. Refer to **Exhibit 4, Planned Area Development Zoning Map** for zoning district locations. The physical encumbrances, as described in Section 2.0 of this document, partition the developable areas into distinct sections, which will be used to define the overall development phasing.

Combined, the PAD Overlay is being established to provide both the developer and the City an opportunity for industrial, business, and commercial uses in a manner consistent with the City initiated General Plan Amendment. Refer to **Exhibit 5, City Initiated General Plan Amendment** and **Exhibit 6, Conceptual Land Plan** for General Plan land uses and the CP Lakin Park master plan.

**TABLE 1
SITE DATA**

SITE DATA				
Phase	Parcel	Land Use	Net Area ⁽¹⁾ (ac)	Underlying Zoning
1	1 ⁽²⁾	Commercial/Industrial Flex Zone	10.6	C-2, I-2, or PFD
	2	Industrial	78.5	I-2
	3	Multifamily	15.4	MF-24
2	4	Industrial	52.5	I-2
	5 ⁽²⁾	Commercial/Industrial Flex Zone	8.2	C-2, I-2, or PFD
3	6	Industrial	14.0	I-2
	7 ⁽²⁾	Commercial/Industrial Flex Zone	7.6	C-2, I-2, or PFD
	8	Industrial	65.9	I-2
4	9 ⁽²⁾	Commercial/Industrial Flex Zone	8.9	C-2, I-2, or PFD
	10	Industrial	32.0	I-2
5	11	Industrial	7.1	I-2
	12	Industrial	97.8	I-2
6	13	Industrial	28.4	I-2
	14	Industrial	123.5	I-2
7 ⁽³⁾	15 A	Industrial	2.0	I-2
	15 B	Industrial	49.9	
	15 C	Industrial	28.4	
	15 D	Industrial	33.5	
	15 E	Industrial	31.4	
Total			695.6	

(1) Excludes perimeter streets.

(2) One maximum 2-5 acre City of Goodyear Fire Station, if required, may be located in any of the Commercial/Industrial Flex Zone district parcels.

(3) Future SR 30 alignment is approximate.

3.1 Planned Area Development (PAD)

The Zoning Ordinance sets forth the following objectives for a PAD:

- to accommodate variations in building design, lot arrangements and land uses for a maximum choice in the types of environments for residential, commercial, industrial uses (including data center) and facilities;
- to 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;
- to 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 and amendments thereto.

This application includes a PAD Overlay on the entire property (see PAD Regulatory Standards Booklet). While the PAD Overlay covers the entire property, the Overlay is only being used to establish:

- 1) Residential uses and development standards for the MF-24 parcel;
- 2) An opportunity for an innovative alternative housing product on the multifamily parcel, which will ultimately increase product diversity for the community and for the City as a whole;
- 3) Flex zoning for the commercial/industrial designated parcels;
- 4) Industrial uses and development standards for the I-2 parcels;
- 5) Commercial uses and development standards for the C-2 parcels; and
- 6) A maximum 2.5-acre fire station site, if required, may be located within the Commercial/Industrial Flex Zone.

All of CP Lakin Park shall comply with the requirements for the City of Goodyear Zoning Ordinance, adopted May 1999, as amended and the City of Goodyear Design Guidelines, except as modified by the PAD Overlay.

The overall development will be in conformance with the underlying zoning districts as modified with this PAD and as depicted in **Exhibit 4, Planned Area Development Zoning Map** and as shown in **Table 2**. To reflect any increase in density and intensity, the engineering studies and master plans will be updated and submitted at the time of site plan approval.

(Table 2 on next page)

**TABLE 2
DEVELOPMENT STANDARDS**

		Underlying Zoning			PFD
		MF-24	C-2	I-2	
Minimum site area		N/A	10,000 sq. ft.	1 acre	All development standards per the City of Goodyear's PFD zoning district
Maximum density (du/ac)		24	N/A	N/A	
Minimum lot width (ft.)		100	150	150	
Minimum lot depth (ft)		N/A	N/A	200	
Maximum height (ft)		40	56	60/70 ⁶	
Maximum building coverage (%)		50	50	50	
Minimum Project perimeter building setback (4) (5)	Front (ft)	30	30	30 ⁽¹⁾	
	Rear (ft)	20	N/A	20	
	Side (ft)	20	N/A	30 ⁽²⁾	
	Total both sides (ft)	40	N/A	N/A	
	Street side (ft)	30	30	30 ⁽¹⁾	
Minimum internal building setback (ft)		10	N/A	N/A	
Minimum Recreational Open Space ⁽³⁾ (sq. ft./du)		400	N/A	N/A	

Footnotes:

(1) Buildings with heights in excess of 56 ft. shall provide 1 foot of additional setback for each foot of building height over 56 ft.

(2) Thirty (30) feet per side; provided that a ten (10) foot area adjacent to the property line be landscaped and maintained.

(3) Recreational open space as defined in Zoning Ordinance Section 3-2-5.B.a.

(4) Setbacks apply to the perimeter of Project and not between zoning districts or individual parcels.

(5) Required perimeter setback areas fronting onto public streets shall be entirely landscaped except for necessary driveways and walkways. Parking is not permitted within the required setback area, including driveway area.

(6) Maximum building height of seventy (70) feet shall be permitted for I-2 industrial developments located north of the SR-30 Freeway Corridor.

3.2 Industrial

The Project is primarily a master planned industrial park. These parcels are anticipated to develop with manufacturing, warehousing, and/or distribution facilities. The industrial operations are expected to be in the form of cross-dock buildings ranging in size from approximately 456,000 sq. ft. to over 972,000 sq. ft. north of the future SR 30 freeway corridor. Smaller scale single-dock buildings ranging in size from approximately 199,000 sq. ft. to over 219,000 sq. ft. would be located south of the freeway corridor. The ultimate size of the buildings will be determined at the time of site planning.

The industrial park will be architecturally interesting and have easy access to the existing I-10 and Loop 303 freeways. MC 85 is located along the northern boundary, the Union Pacific Railroad is north of MC 85, and SR 30 is planned to bisect the lower one-third of the Property from east to west; allowing easy access to regional transportation corridors.

The industrial parcels will develop under the General Industrial I-2 zoning district. The permitted uses are those uses allowed in the I-1 Light Industrial Park and I-2 General Industrial Park zoning district as set forth in the Zoning Ordinance except as modified below. In the event a conflict occurs between the I-1 and I-2 districts, the least restrictive use applies. For example, if a use permit is required in I-1, but is a permitted use in I-2, the permitted use applies.

1. The following use is added as a principal permitted use:
 - a. Data Center.
2. The following uses are permitted with conditions:
 - a. Borrow Pit
 - Slope shall be 6:1 or flatter.
 - Maximum final depth no greater than 6 feet
 - Any disturbed areas not returned to agricultural production will be revegetated with native seed.
3. The following uses are prohibited:
 - a. Adult bookstore, adult novelty store and adult theater.
 - b. Cement and paving material mixing plant.
 - c. Egg handling facility.
 - d. Foundry or casting of metal.
 - e. Highway maintenance facility.
 - f. Meat product, packing, smoking and curing.
 - g. Medical marijuana cultivation location.
 - h. Medical marijuana dispensary.
 - i. Private commercial outdoor entertainment venue.
 - j. Public works facility.
 - k. Sand blasting.
 - l. Sewage disposal and treatment plant.
 - m. Tire retreading and vulcanizing.
 - n. All use permit uses listed under the I-2 zoning district.

The development standards for I-2 shall apply to the parcels developed with industrial uses, except as modified in **Table 2** of this PAD Overlay.

Parking will be provided in accordance with the Zoning Ordinance.

Buildings adjacent to the multifamily parcel are not subject to additional minimum building setbacks. A drainage channel on the western industrial boundary (north/northeast side of the multifamily parcel) and the Buckeye Irrigation Canal on the northern industrial boundary (south side of the multifamily parcel) separate the residential parcel from the industrial parcel by an excess of 100 feet; thus, creating a significant buffer between the separate uses.

The loading, delivery, roll-up/dock doors, and service and wash bays may front onto MC 85 per the Zoning Ordinance, except as follows:

- The requirement of loading, delivery, roll-up/dock doors, and service and wash bays occupying a maximum of 50% of the building width facing MC 85 does not apply.

Passenger vehicle parking areas shall be screened from public roadways by a 3' minimum

screen wall. Loading areas, loading docks, and parking of truck-trailers may be permitted to front onto Cotton Lane, subject to the following requirements:

1. Loading, delivery, roll-up/dock doors and truck trailer parking for such areas shall be screened from public view with a combination of two feet berm and six feet wall, or an eight feet wall. Either wall is to be constructed of brick, slump block, or masonry with a stucco or mortar wash finish, or a similar finish, designed to match the building.
2. A minimum of two continuous offset rows of 24-inch box trees are planted along the public street frontage. Placement will be planned to maximize screening and viability of the trees.
3. Truck trailer parking will be located at approximately 50 feet from the Cotton Lane property line.

Such areas are also permitted along all other public streets including MC85; however, they must be screened by an architectural feature of the building or by a combination of a screen wall, berms, and landscaping.

Along all public roads, the combination of screen walls and berms shall be a minimum of 6 feet in height. Screen walls shall screen the loading areas, dock doors, and trucks parked at a dock door, and each Site must demonstrate conformance to this performance standard during Site Plan Review. The maximum height of the walls shall be 8 feet.

The industrial parcels will meet all required site and design requirements per the City of Goodyear Design Guidelines, except as modified with this PAD.

3.3 Commercial/Industrial and Fire Station

The Commercial/Industrial Flex Zone parcels have a flexible zoning district. These parcels may develop under the General Commercial C-2 District, General Industrial Park I-2 District, or Public Facilities PFD District per Section 3.2 of this PAD. Several parcels located on the east and west sides of Cotton Lane between MC 85 and the proposed SR 30 alignment are set aside for commercial and/or industrial uses. Once the use has been established, vested with site plan or subdivision approval, the use will not be permitted to change to the other use in the future. These sites may include a variety of neighborhood commercial uses from service-oriented retail, restaurants, and specialty shops to general industrial uses from manufacturing to warehousing.

A maximum 2.5-acre site may be dedicated to the City for a future fire station location if required. The parcel will develop under the City of Goodyear PFD zoning district.

The commercial/industrial parcels will be architecturally interesting and easily accessible from the surrounding area. There are no definitive uses planned at this time, but future development of the commercial/industrial areas will meet all required site and design requirements per the City of Goodyear, except as modified with this PAD.

The permitted uses are those uses allowed in the I-2 zoning district as listed in Section 3.2 of this PAD, C-1, C-2, or PFD (depending on the selected use) as set forth in the Zoning Ordinance. In the event a conflict occurs between the C-1 and C-2 uses, the least restrictive use applies. For example, if a use permit is required in C-1, but is a permitted use in C-2, the permitted use applies.

The development standards for I-2, C-2, and PFD shall apply to the parcels developed with industrial,

commercial, or public facility uses, respectively, except as modified in **Table 2** of the PAD.

Parking will be provided in accordance with the Zoning Ordinance.

The industrial, commercial, and public facility parcels will meet all required site and design requirements per the City of Goodyear Design Guidelines, except as modified with this PAD.

3.4 Residential

One multifamily residential parcel is located at the northwest corner of the Project. The parcel will develop under the multifamily MF-24 zoning district. This residential parcel is planned primarily for a single family attached and/or detached rental development with a density ranging from 7.5 - 12 du/ac.

The permitted uses are those uses allowed in the MF-24 zoning district as set forth in the Zoning Ordinance.

The development standards for MF-24 Multifamily shall apply to the parcel developed with multifamily uses, except as modified in **Table 2** of this PAD.

3.5 Roadway and Landscape Requirements

MC 85 is a Principal Arterial roadway that is dedicated to and maintained by Maricopa County. The Project will provide improvements to support the Project such as deceleration lanes and access points. Landscaping and/or sidewalks will be incorporated only as required by Maricopa County.

Cotton Lane is a designated Parkway dedicated to and maintained by the City of Goodyear. However, the street improvements will reflect the Scenic Arterial or Major Arterial street cross section.

SR 30, if constructed at this location, will be developed by others.

All industrial and commercial internal roadways and driveways will be private and the responsibility of the developer and property owner association.

3.6 Signage

Monument signs are anticipated at the southwest and southeast corners of MC 85 and Cotton Lane. All signage for the Project will be constructed in accordance with the City of Goodyear Zoning Ordinance.

3.7 Phasing

CP Lakin Park will be developed in several phases. Refer to **Exhibit 7, Phasing Plan** for potential phasing. The actual phasing will be based on market conditions, industry factors, and/or business considerations. Deviations from the Phasing Plan are allowed and do not constitute a PAD amendment, as long as the phasing meets City requirements, provides two points of access, a looped/redundant waterline, and adequately addresses upstream and downstream drainage.

4.0 GENERAL PLAN CONFORMANCE

In conjunction with the staff initiated Major General Plan Amendment, the Site will be in full conformance with the underlying land uses designated by the City. The majority of the Site's

underlying land use will be modified from Neighborhood to Industrial. The multifamily parcel will retain its underlying land use designation of Neighborhood to accommodate multifamily or horizontal apartments/single story rental units (up to a density of 12 du/ac).

4.1 Vision, Goals, and Objectives

The proposed development is consistent with the following goals, policies, and objectives of the City of Goodyear General Plan:

Land Use

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 CC-5-1. *Establish a land use hierarchy and community form that maintains a broad variety of land uses and responds to the community's vision and needs.*

Policy f: *High density residential should have access to transit services; locate near commercial uses or integrate commercial uses such as coffee shops.*

Multifamily is being proposed along with the employment uses; thus, creating a compatible mix of land uses.

Objective CC-5-3. *Create an appropriate jobs-to-housing ratio within the community to provide new opportunities to residents and increase sales tax revenue.*

Policy b: *Evaluate General Plan Amendments regarding their impact to the jobs-to-housing ratio.*

CP Lakin Park is located in an area currently recognized for employment, industrial, business, and commerce opportunities based on easy access to MC 85, potential SR 30, and Loop 303. The proposed development meets this policy by providing employment opportunities for residents living within Goodyear, increasing the sales tax revenue, and increasing the jobs-to-housing ratio.

Transportation

Goal GD-3. *A connected community with a well-functioning roadway network of complete streets that meet the needs of its residents, workforce, and visitors.*

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

Policy c: *Preserve right-of-way for interstates and highways as designated in the Transportation Master Plan.*

The proposed development meets this policy by improving Cotton Lane adjacent to the development and reserving right-of-way for the proposed future planned SR 30 corridor as depicted in **Exhibit 6, Conceptual Land Plan**. This right-of-way represents the most current alignment per ADOT. However, due to the fact that the alignment is not fully set, this application requests the entire freeway area be rezoned to accommodate the industrial at build-out, if a no-build option or an alternative alignment is chosen.

Objective GD-3-2. *Integrate land use planning with transportation planning efforts.*

Policy c: *In the Business & Commerce and Industrial land use categories, transportation plans should provide easy access for workers and visitors; connect employers to local shopping & dining; utilize frontage roads when necessary to provide better access to businesses; integrate bicycling into developed job centers;*

bicycling should be easy for residents who also work in Goodyear.

This industrial development is specifically located in this area of Goodyear because of the easy vehicular access to major transportation routes including MC 85, Cotton Lane, and the future planned SR 30. The planned regional path and trail system along the Buckeye Canal and the Gila River will provide pedestrians and bicyclists the opportunity to use alternative modes of transportation to get to and from work and home.

Objective GD-3-3. *Coordinate transportation planning with regional planning efforts.*

Policy b: *Partner with organizations such as, but not limited to, the Arizona Department of Transportation (ADOT), the Maricopa County Department of Transportation (MCDOT), the Federal Highway Administration (FHA), and MAG to implement the design and construction of interstates, highways, and access ramps.*

Applicant has been and will continue to work with and partner with transportation agencies and organizations to ensure the future alignment of SR 30 is accommodated as part of this development.

Safety

Goal GD-7. *A community that provides for the health and safety of residents and visitors protects them from the hazards of the natural and man-made environment.*

Objective GD-7-1. *Protect human life and property through public safety and emergency services.*

Policy d: *Continue the strategic and joint location of public safety and service facilities with the private development community to efficiently and responsively serve the community.*

A maximum 2.5-acre parcel has been set aside for a future fire station, if required, to serve the area. This will reduce the response times for the residents and employees of future neighborhoods and businesses.

Environmental Planning

Goal GD-8. *A community that is sensitive and dedicated to preserving the unique nature and wildlife of the Sonoran Desert.*

Objective GD-8-2. *Protect significant natural features and provide opportunities for enjoyment of these resources by residents and visitors.*

Policy b: *Ensure that the Gila River is appropriately conserved.*

The proposed development does not encroach into the boundary of the Gila River, leaving it undisturbed and allowing it to flow naturally when water is present.

5.0 COMPLIANCE WITH SECTION 1-3-1-D-3 REGARDING ZONING AMENDMENTS

The following section is provided for the use of Staff, the Development Review Committee and the Planning and Zoning Commission in their review and analysis of this applications consistency with the Zoning Ordinance and General Plan.

Ten (10) specific criteria (a-j) are set forth to help the City evaluate rezoning applications. Responses to the individual criteria are provided below.

- a. Consistency with the goals, objectives, policies and future land use map of the City's General Plan; consideration of current market factors, demographics, infrastructure, traffic, and environmental issues; and if conditions have changed significantly since the Plan was adopted.*

City Staff requested a change in land use from residential to industrial to support the planned SR 30 freeway. A City initiated Major General Plan amendment is currently being processed to change the land use from Neighborhood to Industrial and Business & Commerce on the majority of the Property. The industrial land use is consistent with the adjacent land uses and current development in the area.

- b. Suitability of the subject property's physical and natural features for the uses permitted under the proposed zoning districts.*

There are multiple encumbrances on the Site that impact the land uses that can feasibly be developed on the Site. The Property is traversed by the Buckeye Canal, a natural gas line, a Maricopa County drainage structure, a regional effluent line, and a 300-foot-wide electrical easement along the southern one-third of the Site that contains high tension overhead powerlines. Additionally, the overall Property is planned to be bifurcated by the proposed future alignment of the SR 30 freeway, which will have a right-of-way width between 500-feet and 700-feet. The attached Conceptual Land Use Plan illustrates the ADOT preferred alignment for SR 30 as contained in the Draft Environmental Assessment. These encumbrances carve up the site into unique sections, each of which then have additional underlying encumbrances including numerous electrical and drainage easements, which constrain the development feasibility of those areas and are justifications for the few amended development standards that are being requested. The proposed land plan recognizes and accepts these constraints and proposes a largely industrial and commercial development that is best suited to succeed given these circumstances. A multifamily parcel is located in the northwest corner of the Property and separated by a Flood Control District of Maricopa County drainage channel and the Buckeye Canal; thus, providing separation from non-residential land uses.

- c. Compatibility of all potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of such things as land suitability, environmental impacts, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential impact on property values.*

The subject Property is within the Territory in the Vicinity of a Military Airport notification area and a departure corridor for Luke AFB. The Property is located approximately 3.6 miles southeast of the 65 Ldn noise contour and, as such, is outside of the Luke AFB Graduated Density Concept (GDC). Notice and disclosure of this manmade environmental condition will be required as part of the development review process.

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

Through a City initiated Major General Plan amendment, the majority of the Property is currently being amended from Neighborhood to Industrial and Business & Commerce land uses to support this request. The Property is isolated from other Neighborhood land uses. The proposed industrial use is extremely compatible with the adjacent industrial, business, and commerce uses. MC 85 (Maricopa County Major Arterial), Cotton Lane (proposed parkway), and proposed SR 30 freeway corridor also support the industrial and business & commerce uses rather than Neighborhood.

- e. *Demand for the types of uses permitted in the proposed zoning district in relation to amount of land currently zoned and available to accommodate the demand.*

The wide variety of new major companies that have or will soon be locating in Goodyear creates a considerable demand for additional industrial and employment centers. This Property, at the intersection of Cotton Lane and MC 85 and the planned SR 30, is in an ideal location to accommodate this demand. Additionally, the request is in direct conformance with the City initiated Major General Plan Amendment changing the majority of land use from Neighborhood to Industrial and Business & Commerce.

- f. *Demands for public services that will be generated by the uses permitted in the proposed zoning district and requirements for meeting such demands in terms of public infrastructure and facilities and other capital equipment, such as water supplies, water treatment, storage, and distribution facilities, wastewater treatment, recharge and distribution facilities, streets, bridges, schools and emergency services facilities and equipment.*

Information on infrastructure is provided later in this document as well as in separate, more detailed reports. The Applicant has been in communication with the Goodyear Police and Fire Departments and it was agreed that a maximum 2.5-acre parcel would be set aside for a future fire station if needed.

The majority of the Project will have industrial and commercial land uses and will have no effect on the local school districts. The multifamily parcel has an estimated density of 7-12 du/ac; thus, creating a range of 107 to 184 residential units.

School district boundaries are split along Cotton Lane through the development. West of Cotton Lane is the Liberty Elementary School District and Buckeye Union #201 School District. Calculations for the anticipated impact on the school districts are shown below.

West of Cotton Lane

School District	# of Residential Units	Student Ratio	# of Students
Liberty Elementary School District	184	0.30 Students/Unit	55
Buckeye Union #201 High School District	184	0.19 Students/Unit	34
Total			89

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

The CP Lakin Park development is within close proximity of all required infrastructure (see attached Engineering Reports). The Project will provide necessary onsite improvements to connect to the existing infrastructure in Cotton Lane and MC 85. In addition, the developer is reserving a maximum 2.5-acre site along Cotton Lane for a future City of Goodyear Fire Station if needed.

- h. *General public's concerns*

Businesses are landing or relocating their operations in Goodyear. City Staff understands this reality and has initiated a Major General Plan amendment from an underlying land use of Neighborhood to Industrial and Business & Commerce and the Applicants are rezoning the

Property to industrial, commercial, and multifamily uses. We understand notices will be sent to property owners within 500-feet of the property, any HOAs that are within the notice area, neighboring municipalities in the notice area, school districts, Luke AFB, ADOT, any identified stakeholders, and anyone who has requested to receive this type of notice. At this time, we are not aware of any concerns with development of a commercial and industrial center.

i. Whether the amendment promotes orderly growth and development.

As previously stated, this area is expected to continue developing with industrial, commercial, and employment type uses. The addition of this Property will help to establish an efficient employment center for the City of Goodyear.

j. 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.

We believe the proposed plan will benefit the City of Goodyear and be compatible with adjacent and surrounding properties.

5.1 Freeway Overlay

If SR 30 is constructed in the currently proposed location, a portion of the Property will be located within the Freeway Development Overlay District. The purpose of this district is to protect all residential development and other noise sensitive land uses located within 500 feet of a freeway. However, since this is primarily a commercial and industrial development, abatement measures will not be required for these portions of the development. The multifamily residential parcel is greater than 500 feet from the freeway corridor and is not subject to the requirements of the Freeway Overlay District.

6.0 ENGINEERING, TRANSPORTATION, & CIRCULATION

6.1 Water

The Project is located within the City of Goodyear's water service area and lies within the Central Planning Area Pressure Zone of the City's Water Planning Area 2 (WPA2). Existing water infrastructure near the Project vicinity includes a 16-inch water line located north of and parallel to MC 85. There are also existing 30-inch and 20-inch water lines located along Cotton Lane and will serve as the connection points for the Project's water improvements. The proposed water system infrastructure will consist of internal 8-inch to 12-inch-water lines serving individual parcels throughout the Project. These water lines will create a looped network within the Project and ensure that each parcel has at least two points of connection for redundancy. Final water line sizing and alignments will be determined through the master planning process and final design of each parcel as the Project develops.

Water infrastructure for the Project will be designed in accordance with current City of Goodyear design criteria as outlined in their *2017 Engineering Design Standards and Policies Manual*. The water system will be designed to serve domestic demands, along with the required fire flows, in accordance with City of Goodyear design criteria and other applicable requirements.

6.2 Wastewater

The Project is located within the City of Goodyear's wastewater service area and is situated within the Goodyear Water Reclamation Facility (WRF) sewer basin of the City's Water Planning Area 2 (WPA2).

There is currently no existing wastewater infrastructure immediately adjacent to the site. The nearest existing wastewater collection system in the region includes 8-inch and 12-inch gravity sewer mains that flow to the existing Rubbermaid lift station located north of MC 85 and east of Cotton Lane. There is also an existing 54-inch gravity sewer main located further north of the Project along Elwood Street that will serve as the discharge point for the Project's wastewater improvements. Due to the topography of the site and surrounding area, it is anticipated the Project will require up to two lift stations to serve portions of the Project. The proposed wastewater collection system will consist of gravity mains that will route wastewater flows from each of the individual parcels to the proposed lift stations, where they would then be pumped through a force main towards the existing 54-inch gravity sewer main along Elwood Street. Final sewer main and force main sizing and alignments will be determined through the master planning process and final design of each parcel as the Project develops.

The proposed wastewater collection system infrastructure for the Project will be designed in accordance with current City of Goodyear design criteria as outlined in their *2017 Engineering Design Standards and Policies Manual* and other applicable requirements.

6.3 Drainage

The area surrounding the project generally slopes from northeast to southwest toward the Gila River. Flows approach the Project as sheet flow or shallow concentrated flows originating from land east/northeast of the property. The property is within FEMA Zone X, A, AH and AE due to the Gila River at the southern boundary, and ponding from the Buckeye canal and Loop 303 Outfall Drainage System.

The MC 85 drainage infrastructure will remain largely untouched, but if modifications are necessary and there is any reduction in capacity, compensatory capacity will be provided elsewhere on the property. Channels will be used to direct offsite flows safely around the Project to historic outfall locations, and outfall elevations will not impact any adjacent developments. Zone AH and A occur due to ponding along the Buckeye Canal. Zone AE is associated with flood limits of the Gila River. These areas will be elevated using fill material from property south of the power line easement and removed from the FEMA flood hazard zones. A CLOMR/LOMR will be submitted for approval with this Project.

Flows will be routed to retention facilities via channels, culverts, and street drainage networks. Typically, retention facilities are sized to retain the volume produced by the 100-year, 6-hour storm. For parcels adjacent to a regional water course, a waiver will be pursued for reduced retention requirements and flows exiting the site that will not adversely impact downstream properties. Historic drainage patterns will be conserved wherever possible.

6.4 Traffic & Circulation

6.4.1 Project Circulation

The roadway network providing access into the development has been designed to provide limited points of access from MC 85 and to align at key intersection nodes along Cotton Lane. These main points of access will incorporate common signage and landscaping, which will visually link the industrial park design theme along both roadway corridors. Common access points along Cotton Lane are proposed for the commercial Parcels 1 and 7 and Parcels 5 and 9 to minimize access points to adjacent roadways.

As depicted on **Exhibit 6, Conceptual Land Plan**, one of the proposed alignments of the future SR 30 will eliminate direct access to Cotton Lane for the southwestern portion of CP Lakin Park (Parcels 13 and 14). Understanding the potential need for SR 30 to be elevated over Cotton Lane and the Buckeye Canal, it is anticipated that two roadways would go under SR

30 to connect to future phases of the development south of the freeway. If required, this will allow for two points of access for emergency ingress/egress in the event one of the roadways is blocked. It should be noted that this alignment is not set by ADOT and is shown for reference only. There is still a potential that there may be a no-build option selected or the freeway may shift away from the alignment depicted on **Exhibit 6, Conceptual Land Plan**. In either of those scenarios, the ultimate build-out of the Project will be in conformance with **Exhibit 6, Conceptual Land Plan**.

6.4.2 Traffic Impact Study

United Civil Group ("UCG") completed a Traffic Impact Study (the "TIS") for the CP Lakin Park development. A complete copy of the TIS is included with the application under separate cover. The TIS is considered a "Category III" which requires a study of all signal-controlled and major street intersections without signal control within one mile of the Project boundary.

6.4.3 Future Freeway Alignments

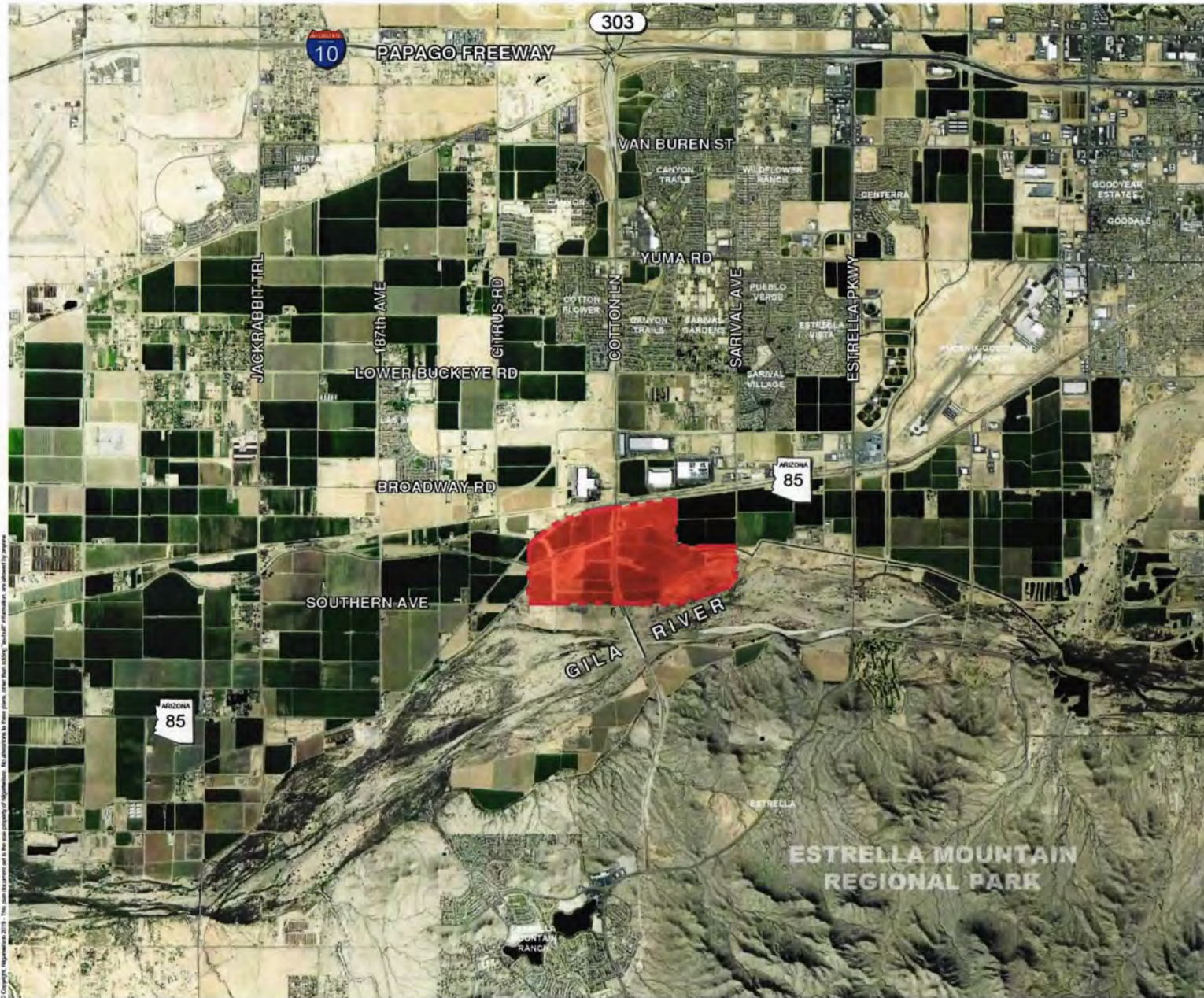
Quantum Capital has been in continuous contact with ADOT regarding the potential impacts caused by the proposed SR 30 alignment. While we continue to represent one of the many potential SR 30 alignments traversing through the southern one-third of the overall Project site, it is our understanding that the section from Sarival Road west to the Loop 303 ADOT has begun receiving funding for right-of-way acquisition. The current predictions are that design will commence in approximately five years and construction will commence in approximately 10 years. If there is a no-build decision, or the freeway is realigned from the CP Lakin Park site, the entire Project area will be developed in accordance with **Exhibit 4, PAD Zoning Map**.

Regarding the future Loop 303 South extension, ADOT has indicated that currently there is no funding for design, right-of-way acquisition, or construction for any portion of the freeway south of Elwood. Completion of Cotton Lane from the south side of Van Buren Street to Elwood Street is funded for design with construction funding anticipated to be available in 2020-2021. It should be noted that preliminary alignments show the freeway transitioning from the Cotton Road alignment just north of CP Lakin Park and veering west of the Site, with a future interchange at SR 30. The Loop 303 extension is therefore not expected to impact this Project.

7.0 CONCLUSION

Walton Street Capital, Clarius Partners, and Quantum Capital respectfully request approval of the rezone on approximately 695.6 acres from AU to I-2, C-2, PFD, and MF-24, coupled with a PAD overlay for the development of CP Lakin Park, a master planned industrial park, commercial sites, a site for a future fire station if needed, and a multifamily parcel. The Applicants look forward to working with the City of Goodyear through the rezoning process.

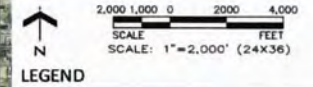
ATTACHMENTS



CP LAKIN PARK

GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

EXHIBIT 01 AERIAL VICINITY MAP



LEGEND



PROJECT AREA



CP LAKIN PARK







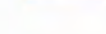
GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

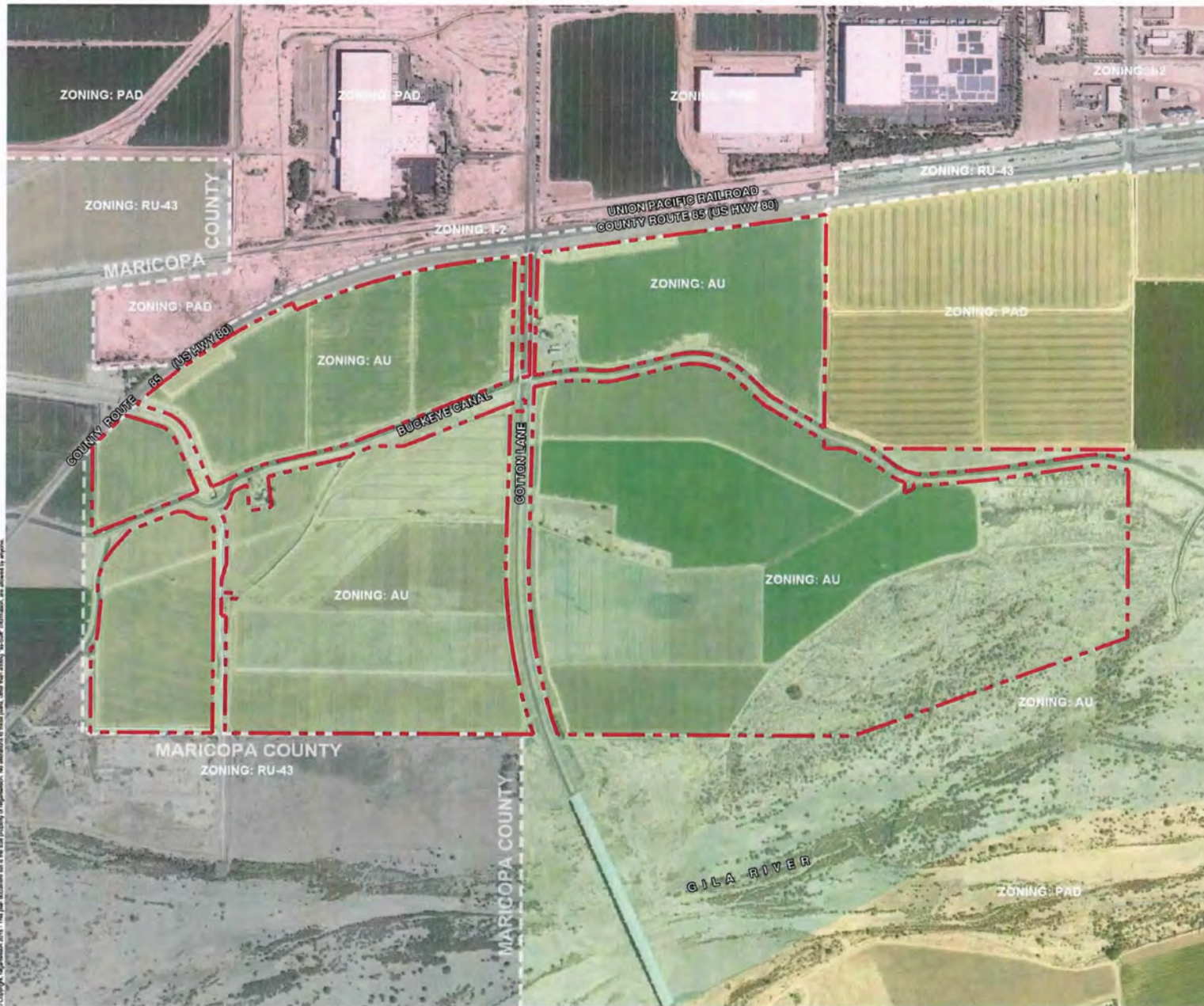
EXHIBIT 02 CONSTRAINTS MAP



400 200 0 400 800
SCALE
SCALE: 1"=400' (24X36)

LEGEND

-  SR 30 ALIGNMENT
(APPROXIMATE RIGHT-OF-WAY LINE)
-  ELECTRICAL LINE EASEMENT
-  DRAINAGE/CANAL EASEMENT
-  WATER PIPELINE EASEMENT
-  GAS LINE EASEMENT
-  PROJECT BOUNDARY
-  DECLARED COUNTY ROAD
-  AH FLOOD ZONE
-  AE FLOOD ZONE
-  AE FLOODWAY



CP LAKIN PARK

GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

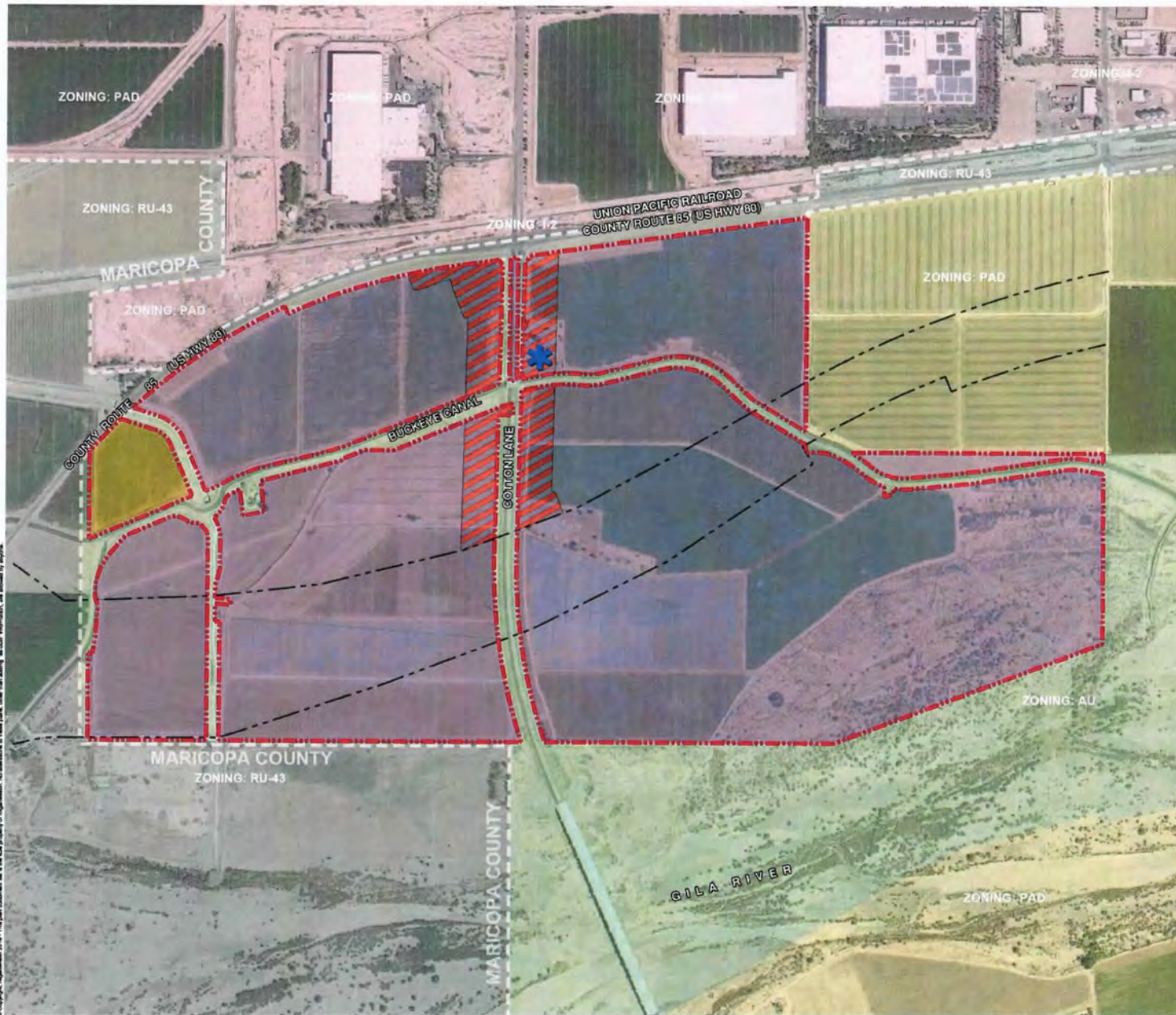
EXHIBIT 03 EXISTING ZONING



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SCALE
FEET
SCALE: 1"=400' (24X36)

HILGARTWILSON
ENGINEER | PLANNING | SURVEY | MANAGEMENT
3141 E. HIGHLAND AVE., STE. 250 PHOENIX, AZ 85018
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PROJECT MANAGER: R. GUSSEN, AICP
PROJECT NUMBER: 1981.02
JULY 2019

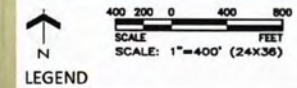
U:\1981\1981.02 - CP Lakin Park\PLANNING\EXISTING ZONING\FIGURES\FIGURE 1981 - EXISTING ZONING.dwg 17/07/19 10:29:16 AM



CP LAKIN PARK

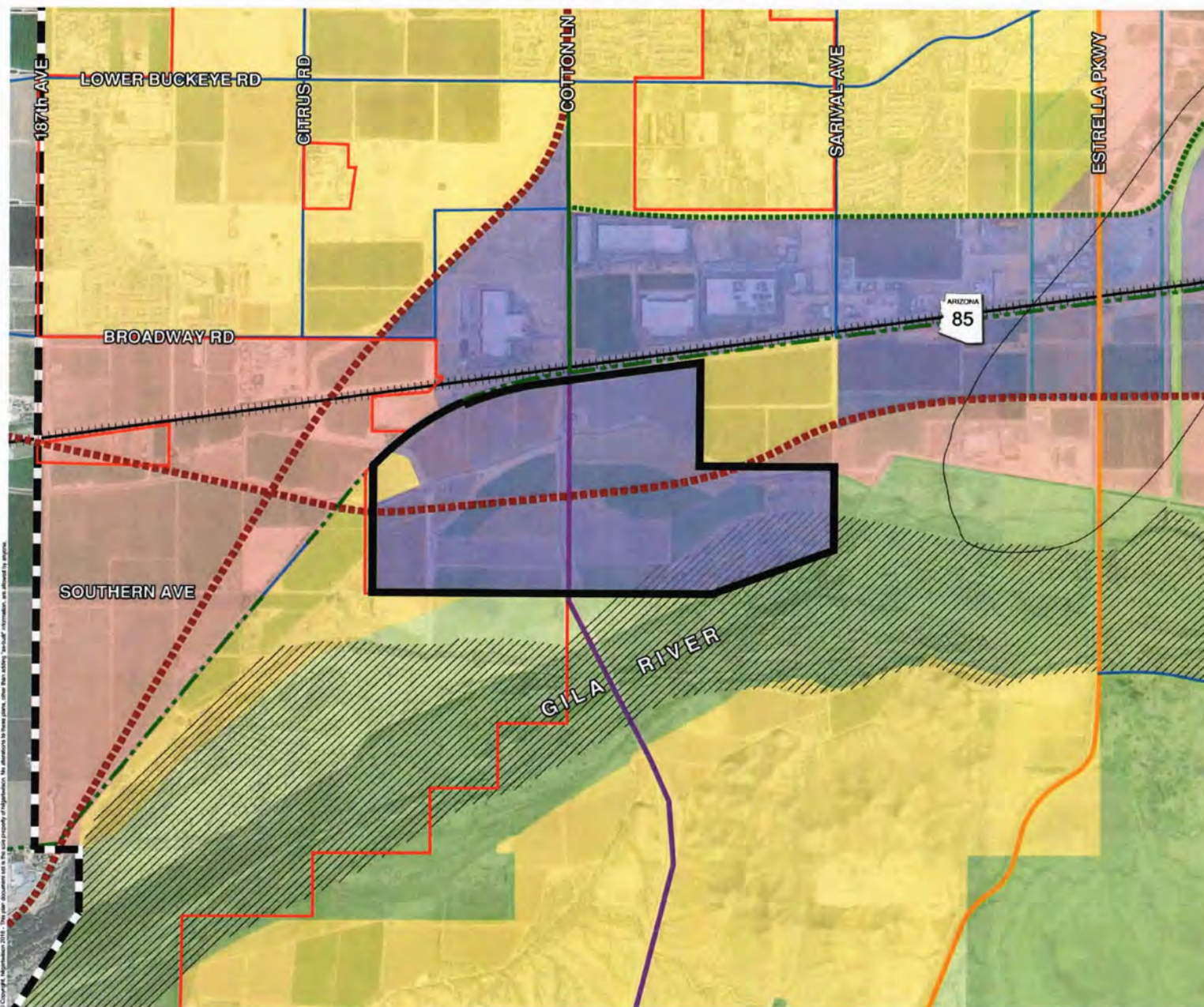
GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

EXHIBIT 04 PAD ZONING MAP



- LEGEND
- PROJECT BOUNDARY
 - SUBMITTAL BOUNDARY
 - ★ TENTATIVE SITE LOCATION (MAXIMUM 2.5 AC. SITE, IF FEASIBLE, MAY BE LOCATED AT A SUBMITTAL SITE. SEE C-212 (REV. 10-16))

SITE DATA		
CP Lakin Park	ZONING	AREA
	MULTIFAMILY	15.4
	COMMERCIAL/INDUSTRIAL FLEX ZONE	35.3
	INDUSTRIAL	644.9
	TOTAL	695.6



CP LAKIN PARK

GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

EXHIBIT 05 CITY INITIATED GENERAL PLAN AMENDMENT

NOT TO SCALE

LEGEND

PROPERTY AREA

Land Use and Transportation Map

- Municipal Planning Area Boundary
- City Boundary (Generalized)
- Land Use Categories**
 - Open Space
 - Agriculture
 - Scenic Neighborhood
 - Neighborhood
 - Business & Commerce
 - Industrial
- ★ City Center
- Land Use Overlay Districts**
 - Village Center Overlay
 - Luke Compatible Land Use Overlay
 - Transit Oriented Development Overlay
 - Wildlife Linkage Overlay
 - Aggregate Mining Overlay
- ✈ Phoenix/Goodyear Airport
- Airport 65 DNL (Day-night Noise Level) Line
- Luke AFB Accident Potential Zone (APZ)
- Sonoran Desert National Monument
- Wilderness Area
- Roadway Classifications**
 - Arterial
 - Scenic Arterial
 - Scenic Arterial - Proposed
 - City Center Arterial
 - Major Arterial
 - Major Arterial - Proposed
 - Major Arterial - Road of Regional Significance
 - Parkway
 - Parkway - Proposed
 - Freeway
 - Freeway/Parkway - Proposed
 - Other Streets
 - ++++ Rail Road

HILGARTWILSON
ENGINEER | PLAN | SURVEY | MANAGE
3141 E. HIGHLAND AVE., STE. 350 PROJECT MANAGER
PHOENIX, AZ 85016 R. GILBERT, AICP
P: 602.490.0535 F: 602.490.0536 PROJECT NUMBER: 1581.02
JULY 2019

U:\1000\1581\1581.02 - City of Phoenix\PLANNING\GENERAL PLAN AMENDMENT\FIGURE 1581 - CP Lakin Park\Map 1581.02 - GENERAL PLAN AMENDMENT

EXHIBIT 06
CONCEPTUAL LAND PLAN



-
- | | |
|--|--|
| | PROPERTY BOUNDARY |
| | SR 30 ALIGNMENT
(APPROXIMATE RIGHT-OF-WAY LINE) |
| | MARICOPA COUNTY BOUNDARY |
| | REGIONAL TRAIL |
| | INDUSTRIAL |
| | COMMERCIAL/INDUSTRIAL |
| | MULTI-FAMILY |
| | POWER LINE EASEMENT |

SITE DATA			
Parcel	* Net Area	Land Use	Unit Count
1	10.6	Commercial/Industrial	-
2	78.5	Industrial	-
3	15.4	Multi-Family	107-184
4	52.5	Industrial	-
5	8.2	Commercial/Industrial	-
6	14.0	Industrial	-
7	7.6	Commercial/Industrial	-
8	65.9	Industrial	-
9	8.9	Commercial/Industrial	-
10	32.0	Industrial	-
11	7.1	Industrial	-
12	97.8	Industrial	-
13	28.4	Industrial	-
14	123.5	Industrial	-
15	A 2.0	Industrial	-
	B 49.9		-
	C 28.4		-
	D 33.5		-
	E 31.4		-
Total	695.6	-	107-184

★ EXCLUDES PERIMETER STREETS



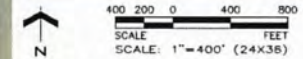
U:\1900\1901\1901.07 - Cetus Partners\PLANNING\ENTIRE PLANT\REF\03d SUBMITTAL\FEASIBILITY - EX06 - CONCEPTUAL LAND PLAN.dwg
7/15/2019 11:13:45 AM

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CP LAKIN PARK

GOODYEAR, ARIZONA
REZONE

EXHIBIT 07 PHASING PLAN



LEGEND

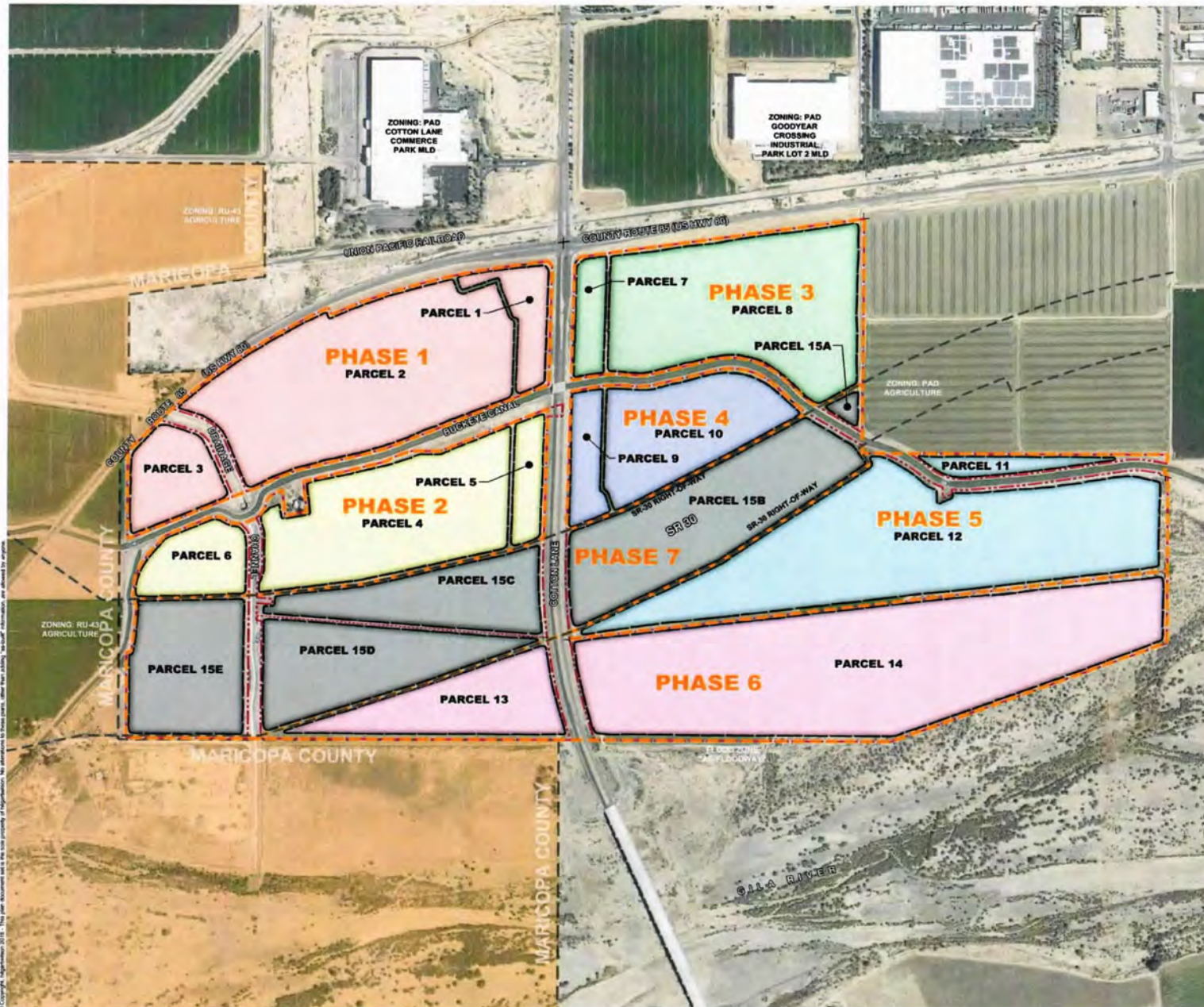
- PROPERTY BOUNDARY
- SR 30 ALIGNMENT (APPROXIMATE RIGHT-OF-WAY LINE)
- MARICOPA COUNTY BOUNDARY
- PHASE BOUNDARY LINE

SITE DATA				
Phase	Parcel	* Net Area	Land Use	Unit Count
1	1	10.6	Commercial/Industrial	-
	2	78.5	Industrial	-
2	3	15.4	Multi-Family	107-184
	4	52.5	Industrial	-
3	5	8.2	Commercial/Industrial	-
	6	14.0	Industrial	-
4	7	7.6	Commercial/Industrial	-
	8	65.9	Industrial	-
5	9	8.9	Commercial/Industrial	-
	10	32.0	Industrial	-
6	11	7.1	Industrial	-
	12	97.8	Industrial	-
7	13	28.4	Industrial	-
	14	123.5	Industrial	-
7	A	2.0	Industrial	-
	B	49.9		-
	C	28.4		-
	D	33.5		-
	E	31.4		-
Total		695.6	-	107-184

* EXCLUDES PERIMETER STREETS

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Project Manager: R. GUNTER, AICP
Project Number: 1981.02
JULY 2019

UT19021981.02 - Client: Phoenix Planning & Development, Inc. SUBMITTAL FOR PHASING PLAN - EXHIBIT 07 PHASING PLAN July 11, 2019



AGENDA ITEM #: 12

DATE: October 28, 2019

CAR #: 2019-6782



CITY COUNCIL ACTION REPORT

SUBJECT: Lakin Property Rezone

CASE NUMBER: 18-200-00014

STAFF PRESENTER(S): Alex Lestinsky, Planner III

APPLICANT: David Cornwall, Quantum Capital

Summary: Request to rezone approximately 696 acres from Agricultural Urban (AU) to a mix of Commercial, Industrial, and Multi-family uses, creating the CP Lakin Park Planned Area Development (PAD).

Recommendation:

1. ADOPT RESOLUTION NO. 2019-2003 DECLARING AS PUBLIC RECORDS THOSE CERTAIN DOCUMENTS FILED WITH THE CITY CLERK TITLED "OFFICIAL SUPPLEMENTARY ZONING MAP 18-14"; "CP LAKIN PARK MASTER LEGAL DESCRIPTIONS"; AND "CP LAKIN PARK PAD OVERLAY REGULATORY STANDARDS BOOK, DATED SEPTEMBER 2019".
2. ADOPT ORDINANCE NO. 2019-1451 REZONING APPROXIMATELY 696 ACRES OF LAND LOCATED SOUTH OF MC-85, EAST AND WEST OF SOUTH COTTON LANE FROM AGRICULTURAL URBAN (AU) TO A MIX OF INDUSTRIAL, COMMERCIAL, AND MULTIFAMILY RESIDENTIAL USES WITH A PLANNED AREA DEVELOPMENT (PAD) OVERLAY; AMENDING THE ZONING MAP OF THE CITY OF GOODYEAR; PROVIDING FOR NON-ABRIDGMENT, CORRECTIONS, AND SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR PENALTIES.

Fiscal Impact: Although a fiscal impact analysis has not been conducted on this specific project, all new development will have an ongoing fiscal impact on the City. The development is responsible for construction of all infrastructure necessary to serve the site and will generate one-time revenue for the City through payment of permits, construction sales tax and development impact fees. Longer term fiscal impacts include increased demands for municipal services, the costs of which may or may not be offset by increased property values/tax levies, city sales tax, state shared revenues and the increased demand for commercial and retail development.

Background and Previous Actions

The General Plan Land Use Plan designates the majority of the subject property as 'Traditional Neighborhoods', the remainder of the subject property is designated as 'Scenic Neighborhoods'.

A staff initiated major General Plan Amendment is being processed concurrently with this rezone in order to designate the majority of the property Industrial and the remaining area Business & Commerce.

The property is currently zoned Agricultural Urban and is adjacent to the Highway 85 (MC 85) to the north and the Gila River to the south.

Staff Analysis

Current Policy:

A request for rezoning must be processed as a rezoning request, which requires public review and approval by the Planning and Zoning Commission and the City Council. The proposed amendment must be in conformance with the General Plan and should not adversely impact the surrounding area as outlined in the Zoning Ordinance.

Details of the Request:

As previously stated, the property is currently designated by the General Plan as a mix of Neighborhoods and Scenic Neighborhoods land use districts. In accordance with the general plan, the applicant had originally submitted an application to rezone the property to facilitate a residential development. The property has many design challenges including the alignment of the SR 30, existing 230kv power lines, MC-85, the BID canal, and surrounding industrial development. Due to these site constraints, staff approached the applicant and requested they consider developing the property for industrial development rather than residential. The applicant agreed with staff's request. Staff has initiated a Major General Plan Amendment to change the land use designation to a mix of Industrial and Business and Commerce land uses.

The request is to rezone approximately 696 acres of land currently zoned Agricultural Urban (AU), to a mix of Industrial, Commercial, and Multi-family with a PAD Overlay. Specifically, the rezone request proposes:

- Approximately 645 acres of industrial use
- Approximately 15 acres of multifamily use
- Approximately 35 acres of flex zoning areas located along Cotton lane at the north end of the property which can be developed as commercial or industrial.



General land use boundaries

The proposed CP Lakin Park Planned Area Development (PAD) (the “PAD”) identifies the permitted uses for the industrial zone, the multi-family zone and the flex zone and includes development standards for each.

- The permitted uses in the areas identified as industrial are those permitted to the I-1 (Light Industrial Park) district in the Goodyear Zoning Ordinance, those permitted in the I-2 (General Industrial Park) district in the Goodyear Zoning Ordinance data centers, and, subject to certain conditions, borrow pits except that a number of heavy general industrial uses such as sewage disposal and treatment plants, cement and paving material mixing plants, and sand blasting facilities are explicitly excluded as permitted uses. The development standards for industrial development are the development standards in the Goodyear Zoning Ordinance applicable to the I-1 (Light Industrial) district with the exception of the maximum building height which is proposed as 70 feet in the areas north of the SR 30 corridor and steps down to the 60 feet in the areas south of the SR 30 corridor and the development standards identified below.
- The permitted uses in the areas identified as Multi-Family Residential are those permitted in the MF-24 district in the Goodyear Zoning Ordinance, including specifically single-family for rent/horizontal apartments. The development standards for the multi-family residential development are the development standards in the Goodyear Zoning Ordinance applicable to the MF-24 district, except with some modified set-backs if the property is developed as single family for rent/horizontal apartments. Design guidelines applicable to the development of single family for rent/horizontal apartments are included in the PAD to require three different paint color schemes and roof colors in accordance with direction given by Council at the work session held on August 26, 2019.
- The permitted uses in the areas identified as the Flex Zone area those uses permitted in the industrial zone discussed above, those uses permitted in the C-2 (General Commercial) district in the Goodyear Zoning Ordinance and municipal fire stations. Borrow pits are specifically excluded from the Flex Zone Area. If property within the Flex Zone is developed as commercial, the development standards for the C-2 (General Commercial) zoning district as set forth in the Goodyear Zoning Ordinance shall apply to the portion of the Property designated Flex Zone except as modified in this PAD. If property within the Flex Zone is developed as industrial, the development standards for the industrial zone discussed above will apply to such development. If a municipal fire station is constructed within the Flex Zone, the development standards for the PFD

(Public Facilities) zoning district as set forth in the Zoning Ordinance shall apply to the development of the fire station.

Because of site constraints associated with the development of this Property, including the future development of SR 30 and Loop 303, the existing Buckeye Canal, the limited access along MC 85, the electrical line easement running through the site, and the existing industrial uses to the north, the city staff recommended that the property be rezoned to primarily industrial. The property owner accepted the recommendation and because the nature of this rezoning was recommended by city staff, the city initiated the General Plan Amendment in support of the rezone. Once the General Plan Amendment is adopted the rezoning will be consistent with the General Plan and the rezoning ordinance will not be effective until such General Plan Amendment has been adopted by the Mayor and Council.

The proposed uses and the development of the site will be required to proceed through the site plan review process to ensure the development meets the City's adopted design guidelines, developments standards, codes, and ordinances.

Evaluation Criteria:

Staff supports the request for an increase in maximum building height within the industrial district in areas north of the Future SR 30. This area is generally bound by MC 85 and Union Pacific Railroad and future SR 30 development. The proposed multifamily is separated from the industrial area by a canal.

Staff supports the Flex Zone area because it allows for commercial development along Cotton Lane and provides flexibility for strategic placement of future buildings without requiring a rezone in the future.

Staff supports the use of multifamily at the proposed site based on the size of the property and limited access to the property. The additional design guidelines for single family rental development addresses Council's concerns for product diversity for single family rentals.

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

As mentioned in the Background and Previous Actions section, the General Plan designated this area as Traditional and Scenic Neighborhoods, however the city initiated a General Plan Amendment to designate the majority of the property (MC 85 to SR 30, ADOT canal to eastern boundary) as Industrial and the remainder of the property as Business and Commerce. The rezone will be consistent with the General Plan if the amendment is approved. Stipulation #1 requires the General Plan Amendment be approved or this rezoning is not valid.

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.

The land use plan includes a parcel designated for multi-family residential. The General Plan Standard 37 states that light industrial uses are appropriate throughout the Business & Commerce category but should be buffered from residential. The Buckeye Irrigation District (BID) canal and ADOT drainage channel provide a buffer around the residential parcel between the proposed multi-family residential use and industrial use.

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

The subject property includes several unique physical and natural features including the BID canal, MC 85, 230kv power lines, proximity to the railroad, and the location of the SR30 corridor. Standard 47 of the General Plan states: "Industrial land uses are encouraged to locate adjacent to high capacity roadway corridors (freeways, railroads, parkways, arterials) to leverage high visibility and vehicular access". The Lakin property is adjacent to MC 85 and Union Pacific Railroad. The future SR 30 bisects the property providing for an optimal transit corridor.

The subject property is currently vacant. The property is located within a flood plain, however, a Letter of Map Revision (LOMR) is required from FEMA in order to proceed with development of the project in areas south of the future SR 30. The property is required to be graded and developed in accordance with all applicable engineering design guidelines and standards.

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 – State Route MC85; Union Pacific Railroad; Huhtamaki

South – Gila River

East – Sarival Avenue; ~140 acres of undeveloped land currently zoned Preliminary PAD

West – Future Loop 303 ROW; County land

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.*

Luke Air Force Base:

The proposed PAD is located outside the high noise or accident potential zones for Luke Airforce Base, but is located within the vicinity of a military airport. Notice was provided

to Luke AFB and they have indicated that given the location of the subject property, base operations will not be adversely impacted by this proposed development.

Phoenix-Goodyear Airport:

Although the property may experience aircraft overflights since it is located within the Traffic Pattern area of the Phoenix-Goodyear Airport, the site is not within or adjacent to the high noise or accident potential zones.

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.*

As previously mentioned, the applicant is rezoning the property to industrial based on the recommendation of staff. The property is adjacent to existing industrial developments. An industrial developer has already partnered with the applicant in anticipation of the proposed rezoning. The area is adjacent to existing and future transit corridors that will provide additional job growth in Goodyear.

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

Fire Response:

Emergency response times and distances are provided below:

Nearest Goodyear Fire Station	Shortest path		Longest path		2nd Nearest Goodyear Fire Station	Shortest path		Longest path	
	Mins	Miles	Mins	Miles		Mins	Miles	Mins	Miles
#185	4.8	2.4	5.1	2.55	#184/181	7.25	3.63	7.56	3.78

Police Response:

The subdivision is located within an existing police patrol beat and the current level of service within the beat can accommodate the development of the property.

Streets/Transportation:

At the time of site plan review, the required connections to public streets will be reviewed for compliance with City engineering and public safety standards.

Water/Wastewater:

The subject property will be served by city of Goodyear water and wastewater utilities.

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

The proposed rezoning is within proximity to existing public services. The property owner and/or developer will be responsible for the costs of making the necessary connections to these existing services.

8. *General public concerns.*

Public Participation:

An alternative citizen review process was conducted for this proposal. Notice of the application was provided to property owners within 500-feet of the property. To date, no objections or inquiries were received as a result of this notification.

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 and display ad published in the Arizona Republic on September 27, 2019; and a notice of public hearing sign posted on the property. 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 subject property is an infill property located within the proximity of City services and infrastructure.

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.*

The development of the anticipated industrial, multi-family, and commercial development 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.

Planning and Zoning Commission Meeting

In accordance with the city's Citizen Review Ordinance, a written notice of this application for use permit was mailed to all property owners within 500 feet of the subject property. To date, staff has not received any inquiries as a result of this written 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; and a notice of public hearing sign posted on the property. To date, staff has not received any inquiries as a result of this notice.

At the regular Planning and Zoning Commission meeting on October 16, 2019, staff made a presentation to the Commission regarding the amendment request. Based upon the staff findings presented in the Commission staff report, and repeated in this Council Action Report, the Commission recommended approval of the amendment by a vote of 5 to 0, subject to the stipulations in the staff report.

Attachments

1. Resolution No. 2019-2003
 - a. Exhibit A – Supplementary Zoning Map No. 18-14
 - b. Exhibit B – Legal Description
 - c. Exhibit C – CP Lakin Park Planned Area Development (PAD) dated October 4, 2019
2. Ordinance No. 2019-1451
3. Aerial Photo
4. Project Narrative



Affidavit of Posting

I, Raquel Shackelford, the duly appointed or acting Clerk of the city of Goodyear, Arizona, or my representative, hereby certify that **Ordinance No. 2019-1451** was posted in accordance with A.R.S. § 9-813 on the following dates and times, and at the following places:

DATE	TIME	LOCATION
11/4/19	8:35AM	City Hall Posting Board 190 N. Litchfield Road, Goodyear, AZ 85338
11/4/19	9:15AM	Goodyear Municipal Complex Development Services 14455 W. Van Buren Street, Suite D101 Goodyear, AZ 85338
11/4/19	9:05AM	Goodyear Municipal Complex Municipal Court 14455 W. Van Buren Street, Suite B101 Goodyear, AZ 85338

Signed:

Raquel Shackelford
City Clerk/Representative

CERTIFICATE OF POSTING FOR PENAL ORDINANCES

ARS 9-813

Every ordinance imposing a penalty, fine, forfeiture or other punishment, shall in addition to the provisions of section 9-812, be published after its enactment by posting in three or more public places within the city or town, and shall be in force from and after the date of posting. Posting may be established by the affidavit of the person who posted the ordinance filed with the clerk.