

Southwest Next

I-1

Rezoning Narrative

Approximately 30.3 net acres located
north and east of the northeast corner of Citrus Rd and Indian School Rd

Goodyear, Arizona

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Rezone Case No. 22-20000024

CITRUS AND INDIAN SCHOOL LIGHT INDUSTRIAL



Prepared by:
Burch & Cracchiolo, P.A.
1850 N. Central Ave., Suite 1700
Phoenix, Arizona 85004
602-234-9913

Development Team

Owner	Southwest Next Nico Howard 11811 N. Tatum Blvd., Suite 1051 Phoenix, AZ 85014 Phone: 602-373-4502 Email: nicohoward@gmail.com
Architect	Dalke Design Group, LLC Vince Dalke 2039 E. Rice Dr. Tempe, AZ 85283 Phone: (480) 589-3793 Email: vince@dalkedesigngroup.com
Civil Engineer	KSE Design Group, PLC Craig Smith 2525 W. Greenway Rd., Suite 306 Phoenix, AZ 85023 Phone: (602) 347-7007 Email: craig@kseaz.com
Zoning & Entitlements:	Burch & Cracchiolo, P.A. Ed Bull/Brian Greathouse/Ali Bull 1850 N. Central Ave., Suite 1700 Phoenix, AZ 85004 Phone: (602) 274-7611 Email: ebull@bcattorneys.com bgreathouse@bcattorneys.com abull@bcattorneys.com

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Exhibits

Exhibit 1 – Aerial Map

Exhibit 2 – Existing Zoning Map

Exhibit 3 – Conceptual Illustrations of Buffering

Exhibit 4 - Letter Report from Tony Sola with Acoustical Consulting Services
dated April 4, 2023

Exhibit 5 - Conceptual Site Plan

Exhibit 6 – Conceptual Elevations

A. Introduction

Southwest Next requests rezoning of approximately 30.3 net acres located east and north of the northeast corner of Citrus Road and Indian School Road in Goodyear, Arizona ("Site") from General Commercial (C-2) to Light Industrial Park (I-1). See **Exhibit 1 – Aerial Map**. The proposed rezoning will allow this vacant, underutilized agricultural Site to be developed for light industrial uses. The Site is part of an overall 34.3 net acre property owned by Southwest Next at the northeast corner of Citrus Road and Indian School Road consisting of two development areas: a 25.1 net acre industrial area in the eastern/central portion of the Site and a 5.2 net acre industrial area for less intense industrial uses with significantly smaller buildings in the western portion of the Site. In addition, there is a 4 net acre commercial area at the immediate northeast corner of the intersection of Citrus Road and Indian School Road which will remain C-2 and is not included in this rezoning application.

B. Current & Surrounding Zoning and General Plan

The Site is currently zoned General Commercial (C-2). The Site has failed to develop with commercial uses despite Southwest Next's efforts to develop the Site since 2009.¹ Similarly, the property to the south was rezoned several years ago from PAD for C-2 uses to PAD for I-1 uses because it could not develop with commercial uses. The properties immediately north, east and southwest of the Site are vacant and undeveloped – the property to the north is zoned R1-6, the property to the east is zoned PAD for industrial uses, and the property to the southwest is zoned AG. Residential components of the Sedella masterplan community are located north and west of the intersection of Indian School Road and Citrus Road. See **Exhibit 2 – Existing Zoning Map**.

The City of Goodyear's General Plan Land Use and Transportation Map designates the Site as Business & Commerce with a Luke Compatible Land Use Overlay and the Site is located inside the 65 LDN of the Luke AFB Noise Contour (prohibiting the development of residential uses on the Site). Per Industrial Development Standard 46 of the Goodyear General Plan, "Industrial land uses are encouraged to locate within and adjacent to the Luke Compatible Land Use Overlay." Properties south and east of the Site are designated as Industrial. Per Universal Development Standard 4 of the Goodyear General Plan, "Goodyear promotes a graduated density/intensity concept." Light Industrial development is compatible with the existing and planned industrial uses to the east and south and will provide an appropriate transition between those uses, the anticipated commercial uses at the northeast corner of the intersection and the residential properties to the west. Moreover, the Site will be well buffered from adjacent properties, consistent with General Plan Neighborhoods Development Standard 28 which provides that single family residential uses may appropriately abut industrial areas if significant buffers are provided. The anticipated development will provide significant buffers, including appropriately placed 13-foot tall screen walls, double rows of trees, and more than 100-feet between the nearest building or truck loading area and the residential property line to the north. See **Exhibit 3 – Conceptual Illustrations of Buffering**. With the appropriate screening, "the expected noise level at all future residential properties will be...substantially quieter than the average Arizona daytime noise limits and

¹ Southwest Next (or related entities) has owned approximately 20 acres on the Site, including the hard corner of Citrus Road and Indian School Road, for many years and marketed those 20 acres as commercial. Despite the hard corner being the most viable portion of Southwest Next's property for commercial uses, efforts to develop it with commercial have been unsuccessful. The remaining acres were purchased in 2021 and also marketed as commercial following their acquisition.

noticeably quieter than the average Arizona nighttime noise limits.” See **Exhibit 4 – Letter Report from Tony Sola with Acoustical Consulting Services dated April 4, 2023.**

Light industrial uses are the only appropriate uses for the Site. Given the proximity to more intense industrial uses and Indian School Road, the Site is not appropriate for residential development. Moreover, because of the Site’s location within the 65 LDN of the Luke AFB Noise Contour, residential development is prohibited. As a result, the Site is limited to commercial or industrial uses. While substantial efforts have been made for years to develop the Site with commercial uses, no commercial users have been interested in the Site. Given the fact that two national brokerages have marketed the Site for commercial development, it is clear that the Site will not develop with commercial uses. Therefore, the only remaining appropriate use is light industrial. A light industrial development along the lines of Southwest Next’s conceptual development design will be a viable sustainable use consistent with the area and General Plan.

C. Development Proposal

Southwest Next’s property consists of two adjacent sites – this approximately 30 net acre Site, which is the subject of this Rezoning to I-1, and the 4 net acres of vacant land adjacent to the south and west at the northeast hard-corner of Citrus Road and Indian School Road. The adjacent 4 net acre property to the southwest is not included in this Rezoning because it is already zoned for C-2 uses and is anticipated to develop with commercial uses, such as a gas station and convenience store.² The subject Site will be developed for light industrial uses. A Conceptual Site Plan illustrating an example of an appropriate design for the Site and adjacent commercial property is provided at **Exhibit 5.**

This light industrial Site’s Conceptual Site Plan generally portrays four single-story but differently sized buildings with the smallest building located closest to the single-family residential to the west of Citrus Road and the largest located farthest to the east adjacent to I-1 properties:

- Building A – approximately 28,600 SF
- Building B – approximately 41,400 SF
- Building C – approximately 190,000 SF
- Building D – approximately 270,800 SF

The Site and future building design will implement the City’s Design Guidelines and include high-quality architectural elements, landscaping palettes, signage and colors compatible with the surrounding area. The conceptual design anticipates parking will be located around the perimeter and in appropriate locations throughout the Site. This will further buffer the buildings from the adjacent properties, including the residential properties north of the Site. However, large truck and trailer parking will be thoughtfully located in the interior of the Site, such as between Building C and Building D. The centralized placement of truck parking and loading docks, coupled with over 150’ of distance to the future residential and additional screening including 13-foot screen walls, an effective 7-foot wall along the north property line, and substantial landscaping including a strategically located double row of trees, will minimize neighbors’ ability to see and/or hear the loading and unloading of such trucks. As discussed in Exhibit 3, “With the proposed 13’ high screen walls and the 7’ (effective height) perimeter wall overlapping the screen wall opening, the expected noise level at all future residential properties will

² Development of a gas station and/or convenience use will require approval of a conditional use permit(s).

be quieter than the average Arizona noise level limits. Southwest Next anticipates any future development on the Site will also incorporate attractive and desert-compatible landscaping where appropriate throughout the Site.

Southwest Next's conceptual commercial and industrial development design are appropriate uses for the Site and adjacent property. There is very little commercial demand at this location and this requested Rezoning will ensure the Site can be developed with viable and sustainable uses that are compatible with the area and Goodyear's General Plan.

D. Development Standards

The Site will comply with the development standards provided in the Goodyear Zoning District for I-1 Zoning District in effect at the time of development. The development standards for the proposed I-1 development are provided below:

Development Standards	
Minimum Site Area	1 acre
Lot Width	150 feet
Lot Depth	200 feet
Maximum Building Coverage	50%
Maximum Height	50 feet**
Minimum Setbacks	
- Front	30 feet
- Side*	30 feet
- Rear	20 feet
- Street side	30 feet

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

**The height of a building located in an I-1 district that will penetrate a slope of 100:1 from the runway centerline or runway end of an operating airport shall only exceed 40 feet upon a determination by the Federal Aviation Administration ("FAA") that the proposed building height presents no hazard to air navigation as evidenced by the receipt of a Determination of No Hazard to Air Navigation issued by the FAA.

The Site will be parked according to the requirements of Article 6 of the Zoning Ordinance.

The Site's landscaping and walls will comply with the requirements of Article 5 of the Zoning Ordinance.

E. Design Guidelines

This development will include thoughtful architectural design with high-quality materials and visual interest through various architectural techniques. The architecture will be a contemporary design with complimentary materials and colors to the surrounding neighborhoods. Conceptual elevations illustrating the type of designs envisioned for the development of the Site are attached as **Exhibit 6**.

F. Infrastructure

Off-Site Improvements

Per Transportation's 6/16/2022 Pre-App Comments, off-site improvements will include: ½ ROW and improvements along Indian School Road and Citrus Road, decel/turn lanes as warranted, 25% contribution to the existing signal at Citrus Road and Indian School Road, and related matters. Citrus Road is a minor arterial and will require 55-foot half ROW and 10-foot PUE dedications. Indian School Road is a major arterial and will require 65-foot half ROW and 10-foot PUE dedications. The conceptual design anticipates two driveways with deceleration lanes on Citrus Road and three driveways with deceleration lanes on Indian School Road. The Driveway cuts shall be approved by the City.

Grading and Drainage

The Site will be designed to comply with City of Goodyear's grading and drainage design criteria and other required drainage guidelines. No adverse drainage impacts are expected to either downstream properties or drainage ways. The onsite flows will be conveyed to retention facilities on the Site consisting of surface retention basins and underground storage tanks, if/as needed. A Regional Drainage box culvert will be provided along Indian School Road. This 4-foot x 8-foot culvert shall connect the Sedella retention basin on the west side of Citrus Road and the existing culvert located east of the Site. A 30-foot drainage easement centered on the culvert will be provided.

Water and Sewer

Per Engineering's Pre-App Comments:

The water service provider for the Site is EPCOR.

The sewer service provider for the Site is City of Goodyear.

G. General Plan Conformance

Southwest Next's conceptual development design is supported by the City of Goodyear's General Plan goals, objectives, and policies as follows:

Physical Growth & Development

- Goal GD-1. A compatible mix of land uses and diverse destinations that foster a high quality of life with livable and safe neighborhoods with a strong economy that fosters a healthy and 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.
- 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.
- Goal GD-2. Effectively managed and well-distributed growth that meets or exceeds the quality of existing development and addresses the needs of existing and future residents and businesses.
- Goal GD-7. A community that provides for the health and safety of residents and visitors and protects them from the hazards of the natural and man-made environments.
- Objective GD-8-1. Utilize architecture and landscape that is compatible with the Sonoran Desert.

Economic Development

- Goal ED-1. A resilient and diversified economy.

- Objective ED-1-1. Encourage development to attract businesses to Goodyear that offer good wages and benefits and positively contribute to the community and economy.

H. City's Guiding Considerations for Zoning Amendments

a. Consistency with the goals, objectives, policies and future land use map of 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.

The City of Goodyear's General Plan Land Use and Transportation Map designates the Site as Business & Commerce with a Luke Compatible Land Use Overlay. The Business & Commerce land use category provides areas for the growth and development of Goodyear's economic base while industrial uses are encouraged within and adjacent to the Luke Compatible Land Use Overlay. Moreover, the Site is located within the 65 LDN of the Luke AFB Noise Contour, which prohibits residential development on the Site.

Properties to the south and east of the Site are designated as Industrial. Per General Plan Universal Development Standard 4 of the Goodyear General Plan, "Goodyear promotes a graduated density/intensity concept." Southwest Next's conceptual development design is compatible with the existing proposed industrial uses to the east and south and will provide an appropriate transition between those uses, the commercial portion of the larger Southwest Next property and the existing residential properties to the west of Citrus Road and the future residential properties to the north. Moreover, the Site will be well buffered from adjacent properties, consistent with General Plan Neighborhoods Development Standard 28 which provides that single family residential uses may appropriately abut industrial areas if significant buffers are provided. The proposed industrial development will be a viable, sustainable use consistent with the area and General Plan.

Further, the proposed conceptual development will benefit those who live, work and travel through the area by providing access to fuel and convenience items.³ Many of the nearby residents will have the ability to walk to the Site to take advantage of the convenience use (or other commercial/retail use that develops on that corner). The close proximity to the freeway and other major transportation routes will provide freedom for those working in the industrial buildings to live or travel to other areas of the Valley with relative ease.

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

The vacant, underutilized agricultural Site is adequately sized and relatively flat, which makes it suitable for a light industrial development with adjacent commercial uses. Adjacent arterial streets (Indian School Road and Citrus Road) are appropriate transportation corridors to serve customers and employees.

c. Compatibility of all potential uses allowed in the proposed zoning district with the 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.

³ Provided a conditional use permit is approved for a gas station and/or convenience use.

The proposed rezoning from C-2 to I-1 will allow light industrial uses on the Site, which is compatible with the land use patterns of adjacent properties and the surrounding area. Given the Site's thoughtful conceptual design and significant buffers, light industrial uses will be better for adjacent residential properties than large commercial uses, such as big box retailers, because the industrial uses will likely be quieter, generate less traffic, and typically have less back-of-house operations than (for example) a grocery store with daily receipt of groceries, trash compacting and pickup, and other around-the-clock activities. Furthermore, given the Site's location within the 65 LDN of the Luke AFB Noise Contour, residential development is not permitted on this Site. Because the Site has been designed to transition from less intense uses nearest the existing residential to larger industrial uses adjacent to the I-1 property to the east, Southwest Next's conceptual development design will not have negative environmental impacts, inappropriate traffic impacts, or other negative impacts on the surrounding area. The industrial property has been thoughtfully designed to ensure the residential neighborhoods are not negatively impacted. The larger buildings are located farthest from the neighborhood west of Citrus Road and will be further buffered by the commercial uses, Citrus Road, landscaping, drive aisles, parking areas, etc. Moreover, the truck parking and loading bays are centrally located between the buildings instead of along the perimeter of the Site. A light industrial development with adjacent commercial uses is an appropriate use for the Site and its development will provide a viable and sustainable use on this vacant, underutilized property.

d. 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 current zoning.

The proposed zoning is I-1, which is consistent with other land uses in the area and is the best use for this Site. The proposed zoning will be compatible with the existing and future industrial uses to the east and south and will be an appropriate transition between such uses and the residential neighborhoods to the west and north. Further, the Site has not and will not develop with commercial uses. The Site has been zoned C-2 for many years and efforts to develop it with commercial uses have been unsuccessful. There are several sites in close proximity to this Site that are better suited for commercial development. Better situated sites may be located closer to the freeway and/or major intersections in commercial areas. While this intersection has proven undesirable for commercial development, if a large commercial use were to be developed, such development would not only struggle to succeed but it would reduce viability of commercial users in more appropriate locations. This intersection is not well-suited for a large commercial development, however, an industrial development with a smaller commercial development adjacent to the Site will be an appropriate and sustainable use for the Site.

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.

There is strong demand for industrial uses in the area. Large industrial facilities, including an Amazon facility, are located to the east of the Site. The large, undeveloped properties in the area are appropriate for industrial uses. Moreover, the supply chain challenges experienced post-pandemic have caused onshoring of industry and a resulting increased demand for industrial properties. Further, there is no demand for less intense uses in the area; residential uses are prohibited by the area's being inside the 65 LDN of the Luke AFB Noise Contour and attempts to develop commercial uses have been

unsuccessful. Despite being zoned and presented to possible commercial users as commercial land for years, there is no market demand for large commercial developments at this intersection.

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 water supplies, water treatment, storage, and distribution facilities, wastewater treatment, recharge and distribution facilities, streets, bridges, schools and emergency services facilities and equipment.

This is a vacant infill development site. Southwest Next's Team has prepared Preliminary Water, Sewer, and Drainage Reports and a Traffic Impact Study. All are submitted with the Rezoning Application package. All of the submitted Reports support the conclusion that there is adequate public infrastructure and facilities to serve the proposed development.

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

The Site is located near existing public services. Arterial roadway infrastructure is already in-place. There is adequate existing water and sewer infrastructure to serve the development.

h. General public's concerns.

There are no currently known concerns from the general public. Moreover, Southwest Next will conduct Neighborhood Outreach in accordance with the City's requirements and guidelines.

j. Whether the amendment promotes orderly growth and development.

This zoning amendment request is consistent with the City's General Plan, compatible with the surrounding area, and provides an appropriate transition from more intense industrial uses to residential uses. A light industrial development will be a positive addition to the City and the area.

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.

A light industrial development will have a positive impact on the general health, safety and welfare of the citizens of the City and the general public. A light industrial development with adjacent commercial uses is a horizontal mixed use development that will deliver convenience and employment opportunities and bolster the economic development of the area. Additionally, the proposed conceptual industrial use will have less of an impact on the area and neighbors with respect to traffic. Southwest Next anticipates such industrial uses will generate far less traffic than a large commercial development or multi-family residential uses would generate.

I. Conclusion

A light industrial development such as Southwest Next's conceptual development design is an ideal use of this vacant, underutilized currently agricultural property and is compatible with the surrounding area. Such development will conform to the City of Goodyear's General Plan goals and policies and furthers the City's objectives for Physical Growth & Development and Economic Development. The proposed rezoning to I-1 will facilitate the development of this underutilized vacant Site for a high-quality light

industrial development with adjacent commercial uses that enhances the surrounding area and adds a viable, sustainable use to this area of the City.