

SDC Rooftop Screening PAD



Narrative

Rezone from I-1 to I-1 with PAD Overlay

Approximately 104 gross acres located at the southwest corner of
Litchfield Road & Lower Buckeye Road
APN 300-07-036Q and 500-07-037K

Development Team

Owner



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I. Introduction

This application is for a zoning change on approximately 104 gross acres located at the southwest corner of Litchfield Road and Lower Buckeye Road ("Property") from I-1 Light Industrial to I-1 with a PAD Overlay. The PAD is needed to modify one development standard in order to accommodate additional screening for roof-mounted mechanical equipment. The Property is owned by SDC PHX, LLC ("SDC"), an affiliate of Stream Data Centers, who develops and operates data centers nationwide. SDC already operates a data center north of the Property and sees an opportunity to develop additional data centers ("Project") in this planned industrial area just south of the Phoenix Goodyear Airport and MC85. The Project represents an approximately \$1.5 billion investment and can serve as a catalyst for further development in this area, which is already seeing similar interest, including a tech/data center development on adjacent land.

Data center operations produce high levels of heat and require sophisticated cooling equipment. SDC plans to employ a closed loop air cooling system featuring roof-mounted chillers, which results in a drastic reduction of water usage over more traditional cooling methods. To maximize efficiency, the chillers are proposed to be located on the roof away from other heat generating equipment on the ground. Adequate spacing is also required so that adjacent equipment does not cause overheating. As a result, the chillers may occupy significant portions of the roof and require a greater proportion of the roof to be screened than is permitted under Goodyear's Zoning Ordinance, which currently limits rooftop screening to only 50% of an elevation or of the rooftop as a whole. The proposed PAD Overlay is necessary to eliminate this limitation on rooftop screening so that SDC can effectively screen its chillers from view. The proposed screening will incorporate colors and materials used for the building in order to seamlessly integrate the rooftop screen wall into the building design.

The proposed PAD Overlay is limited to increasing the proportion of a building's rooftop that permits screening of mechanical equipment. It will not modify the permitted height of the screen wall, and also will not modify the permitted uses on the Property or the Industrial District development standards. The single proposed modification will have no detrimental impact while allowing for a more efficient cooling system for SDC's data centers.

Context Map



II. Existing Condition and Surrounding Area

The Property is currently vacant agricultural land located south of the southwest corner of Litchfield Road and Lower Buckeye Road, which is approximately 2 ½ miles south of I-10 and in close proximity to MC85 and the southeast boundary of the Phoenix Goodyear Airport.

The property to the north is an existing data center owned by SDC, but it is not part of this application. The property to the west is mostly vacant and is zoned PAD for development by the Microsoft Corporation, which is currently underway at the southern end of the property near Broadway Road. Litchfield Road borders the Property to the east, which separates the Property from the City of Avondale. An existing APS sub-station is located immediately south of the Property. The Property has a “panhandle” that runs along the east side of the sub-station and terminates where Litchfield Road intersects Broadway Road, leaving no functional Broadway Road frontage for the Property.

The predominant land use and zoning in the area is undeveloped industrial – either in the City of Goodyear or east of Litchfield Road in the City of Avondale. There are a few large-lot residential properties on the east side of Litchfield Road in Avondale’s General Industrial (A-1) and Agricultural (AG) zoning districts. The nearest traditional residential subdivision is located in Avondale at the northeast corner of Lower Buckeye Road and Litchfield Road, where the nearest residential lot is over 1,000 feet from the Property.

The Property is within the Goodyear 2025 General Plan’s Industrial land use designation, which is designed to provide areas for more intensive business and employment uses. All of the surrounding land within Goodyear is also within the Industrial land use designation.

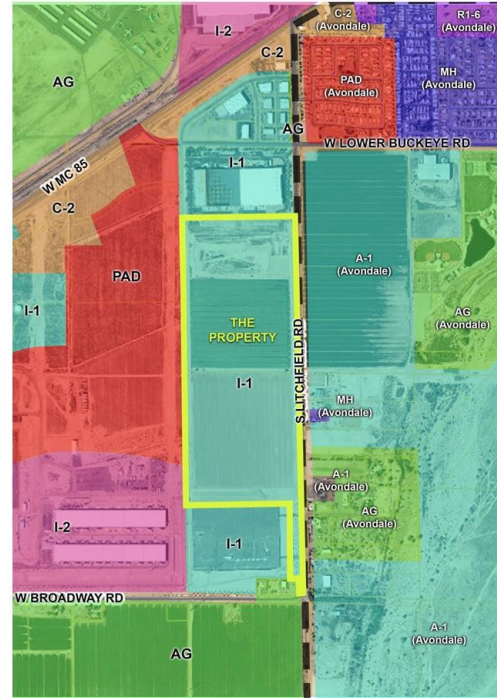
Because the surrounding properties are largely vacant and planned for future industrial use, the Project and the additional screening proposed with this application will be compatible with the surrounding area and will not impact any sensitive receptors. A surrounding zoning and land use table is provided below in Table 1.



General Plan Map



Zoning Map



Surrounding Zoning & Land Uses Table 1

	Jurisdiction	Zoning	Use
North	City of Goodyear	I-1	Data Center
West	City of Goodyear	PAD	Vacant, Data Processing Facility
East	City of Goodyear	I-1	Litchfield Road
	City of Avondale	A-1, AG, MH	Vacant, Industrial / Contractor Office and Storage Yard, Rural Residential
South	City of Goodyear	I-1	APS Power Sub-station, Broadway Road

III. Development Plan

The Project will be a phased development comprised of multiple two-story buildings with each building being approximately 400,000 square feet in size. Each phase will consist of the necessary site improvements and utilities, making each phase independent from other phases. Primary access to the Property is anticipated to be from Litchfield Road. A site plan application has been submitted separately to the City for review.

The buildings' cooling system will feature air-cooled chillers located on each roof. These chillers remove warm air from the server halls and exchange it with cooler outdoor air. This type of chiller was selected because unlike other larger commercial cooling systems, this system does not require water evaporation to operate, resulting in a substantial decrease in water usage.

The high temperature extremes in the Valley will stress the operation of the air-cooled chiller units. As such, the chillers need to be elevated away from the grade-level equipment yard where the generator operation can increase the local air temperature to levels that would shut down the operation of the chillers. The chillers should be placed as high as possible on the building so that the exchanged warm air from the server halls can be carried away by the prevailing winds and not recirculated into the units themselves. These considerations require both the rooftop placement of the chillers as well as proper spacing between units to avoid overlapping heat generation.

With the required rooftop placement of the chillers and the need for spacing between units, significant portions of the roof will need to be screened, which could reach 90% or more of certain elevations. SDC has taken care to design the rooftop screen wall to integrate with the building below by employing the same color scheme and materials already utilized in building design.

IV. Permitted Uses and Development Standards

The proposed data center is permitted in the I-1 district, which is intended to support modern industrial development and permits processing, warehousing, and office uses. In addition, the Project will comply with the Industrial District standards provided in Section 4-3-4 of the Goodyear Zoning Ordinance. This request seeks to maintain the current City of Goodyear's I-1 permitted uses and development standards as stated in Article 3-4 of the Zoning Ordinance and provided in Appendices A (Section 3-4-1) and B (3-4-3) for reference.

The only modification to the Zoning Ordinance proposed in this application is to remove the maximum area restriction for rooftop screening set forth in Article 8-3. Currently, Section 8-3-B allows non-residential building height to be increased by up to ten (10) feet for unoccupied architectural elements such as towers, chimneys, and mechanical equipment screening provided that the architectural element does not exceed 50% of the linear length of any building elevation or 50% of the total roof area. The proposed amended standard for the Project is as follows:

Amended Section 8-3-B

- B. The maximum building height permitted for non-residential uses may be increased 10 feet above the building height limit for unoccupied building architectural elements, such as parapet walls, chimneys, towers, domes and decorative masonry or metal framework, that are necessary to achieve the objectives and requirements of the City Design Guidelines to provide architectural interest and diversity in building elevations or variations in roof form and horizontal lines; ~~provided that the total amount of such architectural elements that exceed the building height limit do not exceed 50% of the linear length of any building elevation or exceed 50% of the total roof area of the building.~~

The proposed modification removes the 50% linear and area restrictions. This modification is in direct response to the implementation of more efficient "closed-loop" chillers that require a rooftop location and adequate spacing to maintain effectiveness of this low-water usage technology. The additional screening will be a benefit to the area by ensuring that the rooftop equipment is screened from

view, and SDC's proposed screen wall will reflect the overall building aesthetic to provide a modern and cohesive appearance. No sensitive uses will be impacted in the surrounding area, which is primarily vacant and planned for future industrial use consistent with the proximity to the airport. The nearest residential subdivision is located over 1,000' away. At this time, the only adjacent uses are SDC's existing data center and an APS substation, with additional data center use being developed to the west on the Microsoft property. No changes are proposed to the overall height of the screen wall, only to the proportion of the roof that may be covered by the screen wall.

V. Design Guidelines

The Project will comply with the City of Goodyear's Design Guidelines, Chapter 5 – Employment / Industrial. Building design is being considered in a separate site plan review process. Conceptual elevations have been submitted under separate cover with this application to demonstrate that the rooftop screen walls will be architecturally integrated with the buildings' design.

Each building provides an attractive mix of tilt-up concrete walls with accent features that include color changes, composite steel vertical elements to visually break up large elevations, and large sections of window glazing on the east (public facing) elevation. Screening materials for both the ground elements and the roof-mounted equipment will be color-matched to each other and integrated into the overall building design, including the intermittent placement of vertical elements to break up what would otherwise be large, flat surfaces. The proposed buildings provide a modern aesthetic quality for this industrial area while remaining highly functional for the data center use.

This PAD Overlay is solely focused on the incorporation of screening on additional portions of the roof to shield mechanical equipment from view of the surrounding area. With the modification proposed in this PAD Overlay, the Project's screen wall will meet the height limitation currently provided in the Zoning Ordinance, but will be able to provide screening on a greater proportion of the roof to improve the overall aesthetic.

VI. Circulation and Access

This Project will develop in multiple phases, with each phase being independent from the others. Access from Litchfield Road and corresponding improvements will occur as each phase develops. The data center use is not anticipated to be a large trip generator, and the proposed modification to screening criteria will not impact circulation.

VII. Landscaping, Walls, and Signage

No modifications to the City's landscape, wall, or signage requirements are proposed as part of this PAD Overlay application, and the increased proportion of a rooftop that may be covered by screen wall does not impact these Project components.

VIII. Applicable Community Facilities and Services

Service	Provider
Police	City of Goodyear
Fire	City of Goodyear
Refuse	Private Carrier

IX. Utilities and Services

Utility	Provider
Water	City of Goodyear
Wastewater	City of Goodyear
Solid Waste	City of Goodyear
Electric	Arizona Public Service
Gas	Southwest Gas
Telephone Cable	Cox Communications/Century Link

X. The Project Is in Conformance with the Rezoning Evaluation Criteria of Zoning Ordinance Section 1-3-1.D.3

Section 1-3-1.D.3 of the City of Goodyear's Zoning Ordinance sets forth evaluation criteria to be considered for amendments to the zoning map. Responses to items 'a' through 'i' of Zoning Ordinance Section 1-3-1.D.3 are provided below:

- 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 Property is designated Industrial in the General Plan, and this PAD Overlay is in conformance with the criteria and meets the goals and objectives provided in the City's planning documents.

- 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.*

The Project is expected to provide an investment of over \$1.5 billion in Goodyear and produce high-wage jobs. It will also put vacant land to beneficial use as this portion of the City near the airport begins to develop.

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

This Project conforms to the existing Land Use designation while providing approximately 100 acres for development of high-tech uses. As a low trip generation use, the proposed data center use will not impact transportation infrastructure needs.

Objective ED-1-3. *Create a built environment that fosters economic development.*

This Project represents approximately 100 acres of light industrial land dedicated to the development in the technology industry. This industry is vital to the modern economy and lifestyle, with physical development needed to meet the current and future demands. An investment of this magnitude also signifies the importance of this area with regards to the tech industry, and can serve as a catalyst for future development.

Objective ED-1-4. *Nurture a functional and economically successful Phoenix-Goodyear Airport and Luke Air Force Base.*

This Project is located in close proximity to Phoenix Goodyear Airport. As a non-residential use with no on-site customers, the potential for future complaints related to airport activity is significantly reduced, and is therefore beneficial to the airport.

Standard 3. *New developments shall demonstrate that there are adequate services and facilities, or plans to provide the necessary services and facilities, to serve the development during the development approval process.*

This Project is properly located for data center use. Often, industrial development is associated with manufacturing, and more recently distribution, which each require easy access to major transportation corridors. This Property is in an industrial area that is not in close proximity to a freeway, which may deter industrial activity that relies on the movement of goods.

This PAD Overlay to allow for additional rooftop screening does not impact required services. Further, the Project is consistent with the General Plan designation and will not require additional services or facilities beyond those already contemplated for this area. In fact, the use of an air-cooled closed loop system will minimize the amount of water usage associated with the Project.

Standard 43. *General industrial uses are appropriate within the Industrial category and should be buffered from residential uses and commercial assembly, entertainment, and retail uses.*

This Project is within the Industrial land use category and the Property is currently zoned I-1 Light Industrial. The modification proposed in this PAD Overlay will increase the screening for rooftop mechanical equipment as an

added buffer for surrounding uses. While there are a few homes in Avondale across Litchfield Road from the southern portion of the Property, this area is more likely to shift toward industrial development. The nearest single-family residential subdivision is northeast of the Property, with the nearest home approximately 1,000' away across Lower Buckey Road.

Standard 45. *Land uses that create significant noise, glare, air contaminants, etc. that may or may not extend beyond property lines into adjacent properties shall be separated from all residential land uses.*

The proposed PAD Overlay focuses on the improved efficacy of the screening of roof-mounted mechanical equipment. This screening will reduce the transmissibility of any associated noise.

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

This Property is a vacant, flat site surrounded by similar uses and zoning districts and is in close proximity to the Phoenix Goodyear Airport where buildings of similar size and uses of similar (or greater) intensity already exist.

- 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.*

This Project will develop in accordance with the I-1 zoning district. The proposed PAD Overlay does not propose any changes to the permitted uses or industrial development standards. The PAD Overlay is limited to specific modifications to the screening requirements for roof-mounted mechanical equipment, and will not cause any new impacts. In fact, the additional screening will be a benefit to the surrounding area.

- 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.*

This Property is surrounded by comparably zoned industrial property. Properties to the north and south are zoned I-1 Light Industrial and to the west is a PAD, also industrial, with plans to develop a similar tech and data center campus. Properties to the east, in Avondale across Litchfield Road, are primarily industrial (A-1) zoning with pockets of agricultural and mobile home zoning.

- 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.*

This area already has one data center and is planned for several more in the near future. The demand for data centers in Arizona and more specifically, the West Valley, continues to grow. This PAD Overlay does not modify use permissions on the Property.

- 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.*

The uses included in this Project are permitted at the proposed scale under the current I-1 Light Industrial zoning. This PAD Overlay does not expand nor intensify these uses, therefore the public service and utility demand remains in alignment with the original zoning and the General Plan land use designation. Further, the implementation of the closed loop air cooling system that requires the screening modification requested in this application will reduce water demand when compared to other technologies used to cool data centers.

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

The Property is adjacent to the airport and generally located in an area of logical development and growth where utilities and other services exist or can be extended to the Property. This Project is also in conformance with the General Plan land use designation.

- h. General public's concerns.*

This application will comply with the citizen review process set forth in Section 1-3-8 of the Zoning Ordinance.

- i. Whether the amendment promotes orderly growth and development.*

This Project will develop additional data center buildings between an existing data center and an APS substation, consistent with the existing General Plan designation and zoning for the Property. The requested modification in this PAD overlay is limited to revising a single development standard to allow additional screening that will benefit the surrounding area.

XI. Conclusion

As described above, this application merely serves to increase the proportion of a rooftop where screening may be permitted. This modification will permit SDC to implement a low-water usage cooling system in the most efficient manner while screening the necessary rooftop mechanical equipment from view. It will not impact the use or overall design of the site. The Project's proposed data center use is appropriate for this site on industrial zoned land adjacent to an existing data center and in close proximity to the Phoenix Goodyear airport. The Project will be beneficial to the City and surrounding area by making a significant investment in currently vacant land in an area anticipating industrial development.

APPENDIX A

§ 3-4-1 I-1 Light Industrial Park.

This District is intended to promote and protect light manufacturing, warehouses and research and development industries; to cluster such industries into attractive planned Industrial Parks; to minimize incompatibility of industrial uses with adjacent land uses; and provide sufficient space in appropriate locations to businesses and manufacturing firms free from offensive land uses in modern, landscaped buildings and surroundings.

A. *PRINCIPAL PERMITTED USES.* Only listed use of structures or land shall be permitted.

1. Manufacturing, assembling, and processing.
2. Marijuana Dual Facility subject to the provisions of Section [4-2-17](#).
3. Medical Marijuana Dispensary subject to the provisions of Section [4-2-11](#).
4. Medical Marijuana Cultivation Location subject to the provisions of Section [4-2-12](#).
5. Microbrewery, producing 15,000 barrels of beer or less per year.
6. Office buildings.
7. Parking lot or garage.
8. Private business, professional, and trade schools.
9. Public utility facilities.
10. Scientific or research laboratories.
11. Similar uses as determined by the Zoning Administrator, or his designee.
12. Veterinary Offices.
13. Veterinary Hospitals and animal boarding facilities, provided:
 - a. Activities at such facilities are conducted entirely indoors, except for supervised and controlled outdoor exercise areas;

- b. The facilities are constructed to prevent objectionable noises and odors outside the walls of the office;
- c. There shall be no outdoor kennels or runs; and
- d. There shall be no direct outside exit from any room containing kennels.

14. Warehouse, wholesale, or distribution facility

B. *PERMITTED ACCESSORY USES.*

- 1. Car wash, fueling station, and minor automotive repair for vehicles related to the primary use and not operated as a general commercial operation.
- 2. Facilities and storage areas incidental to a construction project.
- 3. Outdoor storage, provided it is conducted within an area enclosed and screened from view by a solid masonry wall on all sides and there is no storage taller than the wall.
- 4. Portable Storage Containers, subject to Article [8-2](#) of this Ordinance.
- 5. Signs, on site, as provided by Article [7](#) of this Ordinance.
- 6. Temporary construction offices.
- 7. Uses of land or structures customarily incidental and subordinate to one of the permitted principal uses, unless otherwise excluded.
- 8. Retail sales limited to 25% of total gross floor area.

C. *USE PERMIT USES.* The following uses may be approved by Use Permit.

- 1. Day care (elderly or youth).
- 2. Dwelling for a watchman or caretaker employed on the premises.

D. *DEVELOPMENT REGULATIONS.*

- 1. All uses are subject to Site Plan review.
- 2. Operations, including storage of anything except merchandise displayed for sale, shall be conducted in a fully enclosed building or entirely behind walls, fences or planting

screens which fully conceal them from visibility off the lot. No merchandise shall be displayed outside a building for sale or rent.

3. Area, Setback and Height and related requirements shall conform with the standards for the District, as set forth in the Industrial Districts Standards, Subsection [3-4-3](#).

4. *Off-Street Parking and Loading*. Spaces for off-street parking and loading shall be provided in accordance with Article [6](#), Parking and Loading.

5. *Landscaping, Walls, Screening*. Refer to Article [5](#), Property Improvement Standards.

6. *Supplemental Regulations*. Refer to Article [8](#), General Provisions. (Am. Ord. 20-1487, passed 10-26-20)

APPENDIX B

§ 3-4-3 Industrial Districts Standards.

A. *DIMENSION REQUIREMENTS.* Lot area, height, setback and related standards for the Industrial Districts are as follows:

Figure 9

INDUSTRIAL DISTRICTS				
Districts		I-1		I-2
Minimum Site Area		1 acre		5 acres
Lot Width		150 ft.		300 ft.
Lot Depth		200 ft.		400 ft.
Maximum Building Coverage		50%		50%
Maximum Height		50 ft.**		50 ft.
Minimum Setbacks	Front	30 ft.		50 ft.
	Side*	30 ft.		30 ft.
	Rear	20 ft.		50 ft.
	Street side	30 ft.		30 ft.

* 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.

B. *DEVELOPMENT STANDARDS FOR INDUSTRIAL DISTRICTS.*

1. All new buildings and uses of land or substantial additions to or remodeling twenty percent (20%) or more of the total building area of existing buildings shall be subject to Site Plan review.
2. Required yards fronting on an arterial street shall be entirely landscaped except for driveways and walkways. Along all other public streets, a minimum landscaped area of

thirty (30) feet per side shall be provided. Parking and maneuvering area shall not be permitted within the landscaped area.

3. *Performance Standards.* No use shall be established, maintained or conducted within any Industrial District which may cause any of the following:

- a. Dissemination of smoke, gas, dust, noxious odor or any other atmosphere pollutant outside the building in which the use is conducted; or with respect to a use that is not conducted within a completely enclosed building, any dissemination whatsoever.
- b. Noise perceptible beyond the property boundaries of the immediate site.
- c. Discharge of any waste material into any water course or ditch.
- d. Dissemination of glare or vibration beyond the immediate site.
- e. Potential hazards (fire, explosion, radioactive or any similar cause) to property in the same or any adjacent district.
- f. Conditions detrimental to the health, safety and general welfare of the community, as determined by the Zoning Administrator or his designee.

4. All principal buildings and all accessory buildings or structures, including loading and unloading facilities shall be located at least one hundred (100) feet away from any existing or planned residential use, except where adjoining a railroad right of way.

5. A mobile home, recreational vehicle, or similar vehicle shall be prohibited as a facility for any industrial Use Permitted in this Ordinance except construction trailers and offices may be allowed while construction of the primary structure is being completed.

6. Manufactured buildings would be permitted if their architecture complies with Staff-approved exterior materials.

7. Industrial uses located adjacent to or separated by an alley from any existing or planned residential use shall provide:

- a. A ten (10) foot wide landscape strip, planted with one (1) tree every (20) linear feet, shall be required along the common property line. Trees must be low water use, as approved by the Arizona Department of Water Resources.

b. A six (6) foot solid masonry wall shall be required along the common property line and along interior property lines. An eight (8) foot wall may be required for industrial projects warranting higher screening. Within the front yard setback, a minimum wall height shall be three (3) foot.

c. Walls which front onto a public street shall be constructed of masonry with stucco, slump block, or brick designed to match the main building on the site.

8. Screening standards shall be observed as follows:

a. All outdoor storage areas for materials, trash, equipment, vehicles or similar items shall be screened from view along all street frontages by a six (6) foot wall constructed of slump block, brick, or masonry with a stucco or mortar wash finish designed to match the main building on the site.

b. Loading, delivery, roll-up/dock doors, and service and wash bays may front onto a public street or a limited access highway, provided all of the following circumstances are met:

1. There is no existing or planned residential use within 500 feet of the right-of-way line on the opposite side of the public street or limited access highway;

2. The loading, delivery, roll-up/dock doors, and service and wash bays occupy a maximum of 50% of the building width facing the public street (50% may be increased to 75% if the site is a corner lot);

3. The loading, delivery, roll-up/dock doors, and service and wash bays shall be screened from public view with a combination of a two (2) foot berm and a six (6) foot wall, or an eight (8) foot 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 main building on the site;

4. Other than along a road designated as a scenic arterial, a minimum of two (2) continuous offset rows of 24 inch box trees are planted twenty feet on center along the frontage of the public street or limited access highway, within the required 30-foot wide landscape area; and

5. When loading, delivery, roll-up dock doors, and service and wash bays front on a scenic arterial, as designated on the Land Use and Transportation Map of the General Plan, a 40-foot wide landscaped area shall be required, and a minimum of two (2) continuous offset rows of trees shall be planted twenty feet on center along the frontage of the scenic arterial with the external of the two (2) rows being 24 inch box trees and the interior of the two (2) rows being 36 inch box trees. Clustering of trees to provide better screening may be approved at site plan review and approval.
- c. The storage of materials, trash, equipment, vehicles, or other items within an enclosed storage area should not be substantially visible from adjoining streets or properties.
- d. Dismantling, servicing or repairing of vehicles and/or equipment shall be within completely enclosed building or within an area enclosed by brick, block or masonry walls.
- e. All outdoor refuse enclosures shall be located a minimum of 50 feet from any existing or planned residential use, or a minimum of 30 feet if a 30-foot wide landscape is established and maintained between the enclosure and the existing or planned residential use along the entire length of the industrially designated property, as measured from the exterior wall of the refuse enclosure to the nearest residential property line.
9. Buildings with metal or steel exteriors shall be architecturally altered through the construction of veneers, facades, or other architectural treatments and installation of landscaping to minimize the extent of metal surfaces visible from the street.
10. All buildings located within a unified, planned industrial park development shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to color, texture, materials, finishes, and form.
11. All lighting shall be screened in a downward direction and directed away from adjacent properties and streets.

12. Electrical utility, cable TV and all other utility lines for buildings shall be placed underground. Overhead lines are permitted only for 69kV or greater electrical transmission facilities.

13. Mechanical equipment, whether ground-level or roof mounted, and other fixtures such as, but not limited to, telephones, vending machines and ice machines shall be screened from street view and be so located to be perceived as an integral part of the building.

14. All four sides of a building shall receive consistent architectural treatment.

15. Above ground silos, tanks, and other similar structures that are accessory uses to the primary building and are not occupied may be either freestanding or integrated into a building, up to a maximum height of 65 feet, exclusive of mechanical equipment, screening, and architectural embellishments, which shall be limited to five (5) feet above the height of the silo, tank, or structure. Notwithstanding the foregoing, the maximum height of any above ground silo, tank or similar structure provided for herein 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 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.

16. Any part of the silos, tanks, and other similar structures visible from the public way shall be painted to match the primary building and shall be located at the side or rear of the primary building so as to be partially screened by the primary building.