

SEC Sarival and MC-85

Rezoning Narrative

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REQUEST

The purpose of this request is to seek a rezoning from the Riverside Park Planned Area Development (“PAD”) to Light Industrial Park Planned Area Development Overlay (“I-1 PAD”) on an approximate 47.35-acre property located at the southeast corner of South Sarival Avenue and Major Corridor 85 (the “Site”). As shown in red below, the Site is comprised of three contiguous parcels, identified as Maricopa County Assessor Parcel Numbers 500-83-002N, 500-83-009, and 500-06-033A. The removal of the Site from the Riverside Park PAD to the I-1 PAD District will allow the Site to be developed with industrial uses.



As mentioned, the Site is zoned as part of the Riverside Park PAD. The Site was designated for Business Park use under the Riverside Park PAD. The City of Goodyear (the “City”) anticipated the Business Park would include light industrial manufacturing, warehousing, research uses, office, commercial office development and/or complexes for the overall Business Park. However, since the Riverside Park PAD was passed in 2005, the development patterns in the area have changed and the surrounding context has predominantly developed with or was planned for industrial uses. Consistent with the City’s recommendation, the revised SR 30 alignment coupled with adjacent industrial land uses, the Site is an ideal location for industrial uses.

SITE AND SURROUNDING CONTEXT

The Site is presently vacant, agricultural land. At the northwest corner of the Site is vacant, desert land zoned Agricultural-Urban (“AU”), which is a not a part of this request. To the east of the Site is agricultural land zoned Light Industrial Park (“I-1”) and Public Facilities District

(“PFD”). To the south and east of the Site is agricultural land zoned Planned Area Development (“PAD”). Finally, the Site and the entirety of its surrounding context are designated as Industrial on the City of Goodyear 2025 General Plan (the “General Plan”) land use map.

PROPOSAL

As previously stated, the purpose of this request is to remove the Site from the Riverside Park PAD and rezone the Site to I-1 PAD. The purpose of seeking a PAD overlay is to increase the allowable maximum building height from 50’ to 70’. Pursuant to the City’s Zoning Ordinance (the “Ordinance”), no building permit shall be issued for a building that exceeds 50-feet in height that is within 500-feet of property that is zoned for a residential use. Increasing the maximum building height from 50’ to 70’ is necessary to accommodate a wider range of industrial users and other mission critical environments that are routinely seeking building heights in excess of 50’. Given the unique location of the Site and its proximity to the planned SR 30 to the south, approved industrial land uses to the west, the Major Corridor 85 (the “MC 85”), the Southern Pacific Union Pacific railway, and existing big box industrial to the north, the Site is an ideal location for an industrial development with an increased height of 70’.

As shown in the below site plan, five industrial buildings of various sizes are proposed. The buildings will range in size from 134,940 square feet to 295,000 square feet and each structure will contain a warehouse with an associated office space. As explained above, the maximum height for the proposed industrial development will be 70’. The sole access to the Site will be located on the MC-85 and will feed into an internalized private drive system. Approximately 296 standard parking spaces and 128 trailer parking spaces will be provided around the perimeter of the Site. In order to increase the aesthetic appeal of the Site, all roll up dock doors are strategically placed between the structures, to obstruct the view of the dock doors from the exterior of the Site.

PLANNED AREA DEVELOPMENT

The proposed rezoning follows the guidelines established in Section 1-3-1(D)(3) of the Ordinance, as outlined below:

1. 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 environment issues, and if conditions have changed significantly since adoption of the General Plan.

On August 26, 2021, in a PAC meeting, the City endorsed the view that an industrial land use is most appropriate for the Site. The Site is presently zoned as part of the Riverside Park PAD and is designated as Business Park under the PAD, which supports industrial uses. The proposed rezoning of the Site to I-1 would further the goals and objectives of the General Plan, which identifies the Site for future industrial use.

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

The Site is currently level, agricultural land with no existing structures or significant natural features. The Site is well suited for the wide range of commercial and industrial uses permitted under the proposed I-1 Zoning District.

3. Compatibility of all potential uses with the surrounding uses and zoning in terms of land suitability, environmental impacts, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential impact on property values.

The Site is surrounded by the following land uses:

- West: Undeveloped vacant land, zoned PAD with Residential allowable uses.
- North: MC 85, Southern Pacific Union Pacific railway immediately north of MC 85, then I-2.
- East: Undeveloped land zoned I-1 and owned by Lincoln Property Company, vacant land for the expansion of the City's wastewater treatment facility, and the City's existing wastewater treatment facility.
- South: Future SR 30, together with the Buckeye Irrigation District Canal.

The proposed I-1 Zoning District is consistent with the existing and planned uses adjacent to the Site and otherwise established in the general vicinity. Additionally, the Site is an ideal location for the proposed industrial uses because of its limited potential traffic impact, consistency in aesthetics in relation to the existing and planned uses of neighboring properties, and the existing and planned infrastructure in the immediate trade area.

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

As previously stated, the Site is designated as Business Park, which includes industrial as a supported use, as part of the Riverside Park PAD approved in 2005. The Riverside Park PAD designates the land west of Sarival for residential uses and the land east of Sarival for a Business Park to support industrial, manufacturing, warehousing, research and office uses. Since that time, development patterns in the area have changed, and the surrounding context has been predominantly developed with or has been planned for industrial uses. In 2019, 2,283 acres located south and east of MC 85, west of Sarival Avenue and north of the Gila River, was rezoned away from residential use to allow for more industrial and commercial uses. Given the existing and planned uses in the surrounding context and the market trend in the area toward industrial uses, the Site is an ideal location for industrial uses.

5. Demand of 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 proposed I-1 District Zoning is compatible and consistent with the surrounding land uses. Additionally, brokers at Lee & Associates, a leading Phoenix industrial brokerage, stated that the Site is uniquely suited for industrial development given both the market demand for industrial properties in the area and the limited number of competing industrial properties available within this trade area which have water, sewer, and transportation solutions available.

6. 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 Site is located adjacent to or near existing or planned public services, including water and sewer. Additionally, the demand for public infrastructure and services, including emergency services and schools, would be reduced as a result of rezoning the Site to I-1 when compared to several other zoning districts, such as residential. In the event that needs change in the immediate area, discussions with the City's engineering staff will continue in order to identify needed upgrades or additions to the City's public infrastructure and facilities.

- The Project's service providers include:
 - Power: APS
 - Water: City of Goodyear
 - Sewer: City of Goodyear
 - Gas: Southwest Gas
 - Telecom: Cox Communications, Century Link

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

There is no projected increase in demand for public infrastructure and services caused by rezoning the Site to I-1 PAD. Therefore, no potential adverse fiscal impacts are anticipated.

The proposal anticipates providing offsite watermain and sewermain extension plans consistent with the IWMP as follows:

- A 16 inch watermain shall be extended within the MC85 right of way along the Site's MC85 frontage, or within a public easement located within the Industrial Project from Sarival Road to the Site's MC85 frontage. The 16 inch main will connect to a 16 inch watermain to the west at Sarival Road to a stub provided by the Quad 3 project (Eisenberg) and to a 16 inch watermain within Sarival Road to the north of the existing rail road on the north side of MC85. The 16 inch watermain will terminate with a stub for future watermain improvements at the east end of the Site's frontage on MC85. The intent is for the private developers to work in coordination to extend the 16 inch watermain from Cotton Lane to Sarival Road.
- An 8 inch sewermain shall be extended within Sarival Road from the SR30 alignment to a point of terminus near MC85. The Sarival Road sewermain shall be connected to an 8 inch sewermain that will be extended from the Lankin project and through the Eisenberg properties to the west of the OMP Industrial Project.
- Consistent with the guidelines as set forth by the City of Buckeye, the proposed project will provide retention facilities for the 100-year, 6-hour rainfall event for the Site and the

adjacent half-street improvements. Stormwater storage will be provided with landscape retention basin supplemented by underground stormwater storage systems.

- In accordance with the city guidelines and as determined by the Transportation Master Plan, the proposed project will dedicate half-street rights of way on both Sarival Road and 159th Avenue. Roadway improvement for the half streets of Sarival Road, 159th Avenue and MC85 will be provided with this project development.

8. General public's concerns (further evaluation will come from the public review process).

Given the existing and/or approved industrial land uses to the north and east of the Site, as well as the Site's proximity to MC 85 and the Southern Pacific Union Pacific main railway line immediately north of MC 85, concerns or objections from the general public are not expected. However, all concerns that may be raised during the Planning Commission or City Council public hearings will be addressed.

9. Whether the amendment promotes orderly growth and development.

The proposed rezoning of the Site to I-1 PAD is consistent with the General Plan, which guides orderly growth and development in the City. The Site is located adjacent to or near existing or planned public services, including water and sewer. The Site is ideally situated for industrial development, and there are a limited number of competing industrial properties available within this trade area which have water, sewer, and transportation solutions available. The proposed rezoning of the Site from PAD to I-1 PAD would facilitate orderly growth and development in this area of the City.

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 foregoing adequately addresses all the factors related and relevant to the impact of the proposed amendment from PAD to I-1 PAD with regard to the general health, safety, and welfare of the citizens of the City and general public. The proposed rezoning is consistent with the goals and objectives of the General Plan, which guides thoughtful and orderly growth and development in the City. A rezoning of the Site will further economic development in the City, generating employment and revenue for the City.

CONCLUSION

In conclusion, this is a request to remove the Site from the Riverside Park PAD and rezone the Site to I-1 PAD in order to develop the Site with industrial uses. Given the Site's proximity to existing and future industrial uses, the MC 85, the future SR 30 alignment, and the Southern Pacific Union Pacific railway, the Site is ideally situated to develop with industrial uses. We appreciate the City's participation and cooperation as we have worked through the issues impacting the Site.