

Logistics 85 PAD

I-2 Planned Area Development for a Proposed Industrial Development

Northwest Corner of Cotton Lane & MC85

Project #23-20000005



Resubmitted: November 3, 2023



Site Information

Location: Northwest Corner of Cotton Lane & MC85

APN: 502-49-020P

Site Area: 26.4 acres (1,150,688 s.f.)

Current Zoning: Planned Area Development
(El Cidro PAD)

Proposed Zoning: I-2 General Industrial Park with a PAD Overlay

Zoning History: Resolution No. 2018-1898
Ordinance No. 2018-1408



Introduction

This narrative accompanies an application to rezone approximately 26.4 acres located on the northwest corner of Cotton Lane and MC85 from El Cidro PAD zoning to I-2 General Industrial Park with a new PAD Overlay, effectively removing the subject property from the El Cidro PAD. In the El Cidro PAD, this parcel was designated C-2 General Commercial. The new requested I-2 with PAD Overlay will allow a cargo-oriented development along the Union Pacific Railroad with a reduced front setback from MC85, a reduced rear setback along the Union Pacific Railroad right-of-way, modified landscape buffers, and additional prohibitions on certain overly intensive industrial uses.

This site is strategically located along and between MC85 (south), the Union Pacific Railroad (north), and Cotton Lane (east). The west boundary is adjacent to unincorporated county farmland, but owned by the Arizona Department of Transportation (ADOT). The approval of this rezoning request will result in the development of a 307,542-square-foot industrial facility with direct connection to the Union Pacific Railroad.

The buildings will be oriented to respect the adjacent uses and maximize building flexibility for future tenants. The proposed project will be designed with special attention in screening the dock areas on the south side of the buildings. The building front is strategically facing north, along the Union Pacific Railroad to provide the ability to service a rail tenant. Architecturally integrated screen walls will be introduced to extend the building architecture along the southern facade. Additional design features include a masonry screen wall along the southern property line along with a landscape buffer from MC85. There will be no landscape buffer on the north side of the building due to the fire lane, rail spur, and loading docks.

Rezoning Criteria

1. Consistency with the goals, objectives, policies and future land use map of the General Plan. Consideration of current market factors, demographics, infrastructure, traffic, environmental issues, and if conditions have changed significantly since adoption of the General Plan.

This property is currently designated Industrial and Business & Commerce on the General Plan Land Use Map. These uses support a mix of non-residential uses of varying intensities. Of the 26.4 acres, staff indicated that approximately 19.6 acres are designated Business & Commerce and approximately 6.7 acres are Industrial. Since neither portion exceeds 20 acres in size, a General Plan Amendment is not warranted.

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

The subject property is uniquely situated between a Union Pacific Railway to the north and MC85 to the south. This flat and highly developable site will have access from MC85 and would benefit from a potential rail spur being proposed by the developer. The property is also adjacent to a short segment of Cotton Lane, which is currently the terminus of the Loop 303 until such time as an extension is warranted and built. The property's location, access,

and potential rail spur make it highly desirable for industrial and distribution type uses which are identified in the City's I-2 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.

Most of the recent development in the immediate area consists of large-scale manufacturing, warehousing, and distribution uses, such as the use(s) being proposed in this request. Those uses are generally located north of this property (north of the Union Pacific Railway) along Cotton Lane. North of these uses are large and traditional-lot residential homes. South of MC85 from the subject property is the Lakin Park industrial development. Immediately west of the site is agricultural land owned by ADOT in unincorporated Maricopa County. There is also a small independent auto shop at the southwest corner of the site in unincorporated Maricopa County.

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.

The I-2 zoning district with PAD overlay supports a variety of commercial and industrial uses. This proposal will garner future industrial manufacturing, warehousing, and distribution facilities in the area of 300,000 square feet. The subject property is in close proximity to similar large-scale manufacturing and distribution uses to the north and south, and is separated from properties designated 'Neighborhood' and zoned AU or PAD by MC85 and Cotton Lane, two arterials / highways.

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

The Phoenix Metropolitan area is seeing a rapid increase in development activity, with the West Valley seeing a similar increase in manufacturing and distribution uses. The City of Goodyear has seen tremendous growth in these areas, with major employers along the Loop 303 north of I-10. With new freeways such as SR-30 and I-11 coming online and existing freeways such as MC85 and SR85, this part of the Valley should anticipate accelerated development pressure in the near future – especially for uses with higher-than-normal transportation needs.

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;

- a. Schools:

This is an industrial use, therefore there will be no impact on schools.

- b. Streets and Access:

The traffic impact analysis will provide necessary information regarding how the site will be accessed, any required traffic signals, or other improvement obligations.

- c. Water and Wastewater:

Services are provided by the City of Goodyear.

- d. Fire Service:

The City will conduct a fire service analysis and will provide distance and response times from the two closest fire stations to the neighborhood.

- e. Parks and Open Space: Please include a statement providing the amount of open space required based on your calculations and how those standards are anticipated to be met.

The site plan is still conceptual, however, it is anticipated that the final plan will meet or exceed the City's requirements for landscaping and open space for industrial uses.

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

Any services not immediately available will be provided or extended to the property by the developer, thereby eliminated or minimizing any public cost.

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

Unknown at this time, however, due to the proximity of this property to very similar uses, it is public opposition is not anticipated. As this application continues through the rezoning process, public outreach will be conducted, and any findings will be duly reported to the City.

9. Whether the amendment promotes orderly growth and development; and,

Without being associated with the similar (and compatible) uses in the immediate area, this request will be an extension of the established predominant use pattern in the area. Additionally, the property's unusual shape and prime location between MC85 and an existing railway, suits the proposed use without any negative impacts to the surrounding properties.

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.

A recurring theme throughout this narrative is the compatibility of the proposed zoning district and use(s) with the area. The timing of this development also supports the application since establishing this type of use prior to the existence of residential uses ensures future awareness as residents move to the area. As such, there is value in supporting this proposal and others like it in order to establish expectations for the area.

11. For PAD requests, provide justification for the use of a PAD based on the criteria in Article 3-5 of the Zoning Ordinance <https://goodyear.municipal.codes/ZoningOrds/3-5>:

- a. The PAD should accommodate, encourage and promote developments with innovative design involving residential and nonresidential land uses, which together form an attractive, harmonious unit in the community.*
- b. Deviations from development standards are only warranted by circumstances such as but not limited to: alternative residential lot design, innovative architectural or subdivision design features, retirement housing, in-fill development involving a small or irregularly shaped parcel, or other circumstances found by the City through the PAD approval to merit departure from the regulations pertaining to other districts*

This application for I-2 zoning with a PAD Overlay is to reduce the required front setback along MC 85 from 50 feet to 30 feet and reduce the required rear setback from 50 feet to 20 feet along the Union Pacific Railroad right-of-way, while prohibiting certain overly intensive industrial uses that would otherwise detract from the surrounding community. The modified development standards proposed in the PAD Overlay are shown in the following table.

Table 1. PAD Development Standards

Development Standards	I-2 General Industrial Park	Logistics 85 PAD
Minimum Site Area	5 acres	5 acres
Lot Width	300 ft	300 ft
Lot Depth	400 ft	400 ft
Maximum Building Coverage	50%	50%
Maximum Height	50 ft	50 ft
Minimum Setbacks		
Front	50 ft	30 ft
Side	30 ft	30 ft
Rear	50 ft	20 ft
Street Side	30 ft	30 ft
Landscape Buffer (Article 5-1-4-B-3-b)		
Adjacent to single-family	25 ft	25 ft*
Maximum Loading, Delivery, Roll-up/Dock Doors, and Service and Wash Bays Fronting onto a Public Street (Article 3-4-3-B-8-b)	50%	85%

*** Designated fire access lanes shall be allowed within a landscape buffer, and which are exempt from planting requirements where located.**

The reduced front setback is necessary because of the irregular shape of the parcel caused by the angular bend of MC85, which narrows the property from west to east. The 50-foot setback causes issues as the property narrows eastward. The rear setback is also reduced to 20 feet, which is appropriate in this circumstance given that the 200-foot Union Pacific Railroad right-of-way runs parallel to the northern boundary of the site, to which the proposed Logistics 85 industrial facility is planned to be integrated with as a cargo-oriented development and which creates a significant buffer to other properties to the north (of note, the Huhtamaki industrial facility is one of the properties located north of the rail road from the subject site).

Another issue caused by the narrow and irregular shape of the parcel, as well as the presence of the Union Pacific Railroad, is the location of the loading and delivery docks. The loading and delivery docks are best located on the south side of the building opposite of the Union Pacific Railroad and fronting along MC85. Not only is a circulating drive aisle difficult to accomplish given the narrow and irregular shape of the parcel, but a rail spur must also be extended along and parallel to the north side of the building to create a true cargo-oriented development along the Union Pacific Railroad, which further limits a circulating road for trucks to maneuver to the north side of the building. For these reasons, this PAD Overlay requests an increase in the maximum percentage of building front facing a public street per Article 3-4-3-B-8-b from 50% to 85%. However, this is consistent with, and in fact more restrictive than, the approved Lakin Park industrial facilities immediately across MC85, which are permitted to develop 100% of their industrial frontage along MC85 as loading and delivery docks. Nonetheless, Logistics 85 will provide an aesthetic screen wall with enhanced

landscaping along MC85 and the southern and western portion of the site to screen the view of the loading and delivery docks from public view.

Because this is a cargo-oriented development and aligned and connected to the railroad, the fire access lane must run along the rear property line and within the rear landscape buffer and partially within the west side buffer (per Article 5-1-4-B-3-b). This fire access lane shall be allowed to provide emergency services to the rail spur and associated loading docks. The property is also buffered by the 200-foot railroad property to the north and is adjacent to ADOT property to the west, minimizing any potential adverse impact.

To compensate for these modifications, this PAD Overlay proposes to prohibit certain intensive industrial uses that would otherwise detract from the overall character of the surrounding community. The prohibited uses within this PAD Overlay include those in the following list.

Prohibited Uses:

- *Cement and paving material mixing plant*
- *Public utility facilities such as wastewater treatment plants, and water reclamation facilities*
- *Foundry or casting of metal*
- *Highway maintenance facilities*
- *Monument works*
- *Sand blasting*
- *Sewage disposal and treatment plant*
- *Transfer company/trucking terminal*
- *Cement, lime, gypsum, and/or plaster manufacturing*
- *distillation of bones, coal, refuse, grain, and/or wood*
- *Fertilizer manufacturing*
- *Gas manufacturing and cylinder recharging*
- *Hazardous processes or explosives storage*
- *Mineral extraction such as sand or gravel pits*
- *Smelting of tin, copper, zinc, and/or iron ores*