

# **Buc-ee's Travel Center**

## **Rezoning Narrative**

### **SEC of I-10 and Bullard**

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## REQUEST

The purpose of this request is to seek a rezoning for an approximate 71.47 gross-acre property located at the southeast corner of Bullard Avenue and the Interstate 10 (“I-10”) Freeway (the “Site”). The Site consists of two parcels, designated as Maricopa County Assessor Parcel Numbers 500-10-721C and 500-10-722B, as shown on the aerial map below. The proposed rezoning will change the Site’s zoning from Planned Area Development (“PAD”) to Light Industrial Park (“I-1”) with a PAD Overlay. The rezoning will adopt I-1 uses and through the PAD Overlay, will also retain the uses allowed in the General Commercial (“C-2”) District. The proposed rezoning and Overlay will allow the Site to develop as Buc-ee’s retail store with a service station and with industrial uses.

### Context Aerial



## SURROUNDING CONTEXT

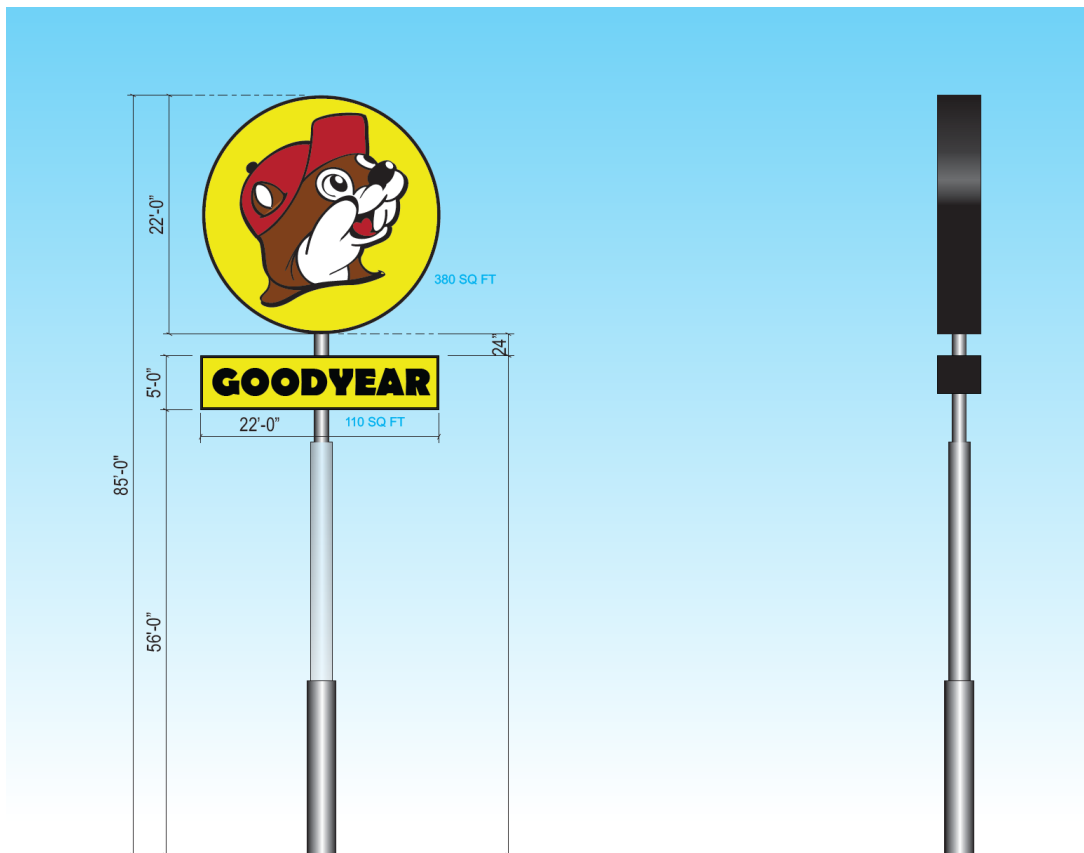
The Site is currently being used for agricultural purposes. To the north of the Site is the Interstate 10 (the “I-10”). The Site is bounded to the east and south by agricultural land, also zoned PAD.A

A PAD was approved recently for Urban Logistics on the site to the south. Located to the west, across Bullard Avenue, is agricultural land that is zoned I-1 and Agricultural Urban (“AU”). The Site is located along Bullard Road, an arterial road, and is backed to the north by the I-10 Freeway. Given the location and surrounding land uses, this is a prime area for a Buc-ee’s retail store with a service station and an industrial development.

## PERMITTED USES

Permitted Uses within the PAD shall be limited to use provisions noted in Article 3-3 Section 3-3-3 (C-2 General Commercial District) and Article 3-4 Section 3-4-1 (I-1 Light Industrial District), in addition to the following permitted uses:

- Service stations, no use permit required;
- Outdoor sales and storage, no use permit required; and,
- Freeway pylon signs, no use permit required.

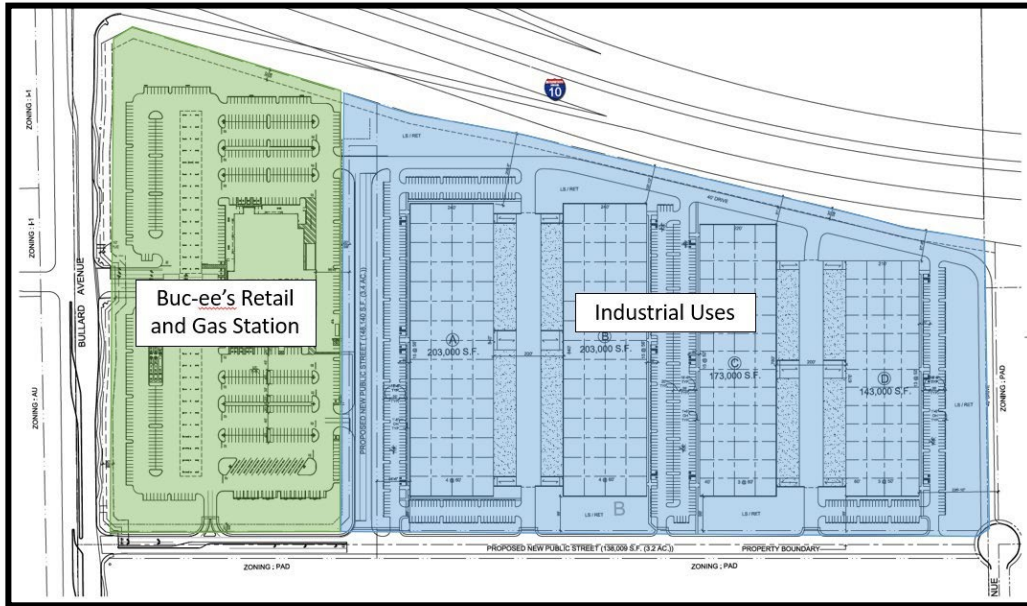


## DEVELOPMENT PLAN

The intent is to divide the Site into two uses. As shown below, the westernmost portion of the Site, along Bullard Avenue, will be developed with a Buc-ee’s Travel Center and service station. The remainder of the Site, to the east of the proposed Buc-ee’s, is intended to be developed with industrial uses. To increase the Site’s vehicular connectivity, two new public streets will be

constructed. The first is proposed to run along the southern border of the Site and will connect Bullard Avenue and 143<sup>rd</sup> Avenue. The other will divide the Site's uses, with the Buc-ee's located to the west of the roadway and the industrial uses to the east. As described below, each use is a standalone development that will have its own access points, parking, and interior circulation systems.

## Conceptual Site Plan



### Buc-ee's Retail Uses

As previously stated, the westernmost portion of the Site, running along Bullard Avenue, will be developed as a +/- 75,400-square-foot Buc-ee's retail store with a service station and associated parking. Two vehicular access points to Buc-ee's are proposed. The first will be located on Bullard Avenue and the second is proposed on the new public street along the south boundary of the proposed development. Each access will provide both ingress and egress and full vehicular movements. Approximately 713 surface parking stalls are proposed. The architectural design of the proposed Buc-ee's will be similar to existing Buc-ee's Travel Centers, which utilizes muted colors and materials with pops of accent colors. Please note that the site plan and design will be finalized through the site plan review process.

### Industrial Uses

As previously stated, it is intended to develop the eastern portion of the site with light industrial uses. The proposed light industrial development will be comprised of four buildings with rear-loader back-to-back truck courts and associated parking. To remain sensitive to the surrounding context, the largest buildings will be located to the west, abutting the proposed Buc- ee's, and stepped down in size to the east. The two buildings located closest to the Buc-ee's will be approximately 203,000 square feet in size. The third and fourth buildings heading east are approximately 173,000 square feet in size and 143,000 square feet in size, respectively. All truck

court loading and unloading activity will be screened from the I-10 Freeway to the north and the proposed new street to the south of the development.

The proposed development will contain ~~four~~ multiple access points to the Site, all of which will be located on the proposed new public streets along the south and west boundaries of the light industrial Site. An internal truck loop road at the north side of the site will connect with the proposed new streets to the south and west of the light industrial development to separate vehicular and semi-truck movements within the site. Approximately 817 standard parking stalls will be provided throughout the Site. ADA parking will be provided at not less than the 2% minimum.

In an effort to provide a high-level modern aesthetic, the proposed light industrial use will be designed with both cool and warm earth tones coupled with accent materials such as metal panel, composite wood and textured concrete masonry. Additional texture will be implemented into the facades by way of interesting reveal patterns and other techniques to add relief to the concrete walls, that not only bestows depth and character upon the concrete walls but also transcends the monotonous rhythm of conventional tilt-up construction, thus presenting a more visually captivating composition. Glass building entries will be protected from the elements with the help of steel shade canopies. These canopies will not only serve to temper the intrusion of direct solar heat into the interiors but also to present a sense of arrival upon each unique space. These entries will also provide concrete hardscape bringing visitors and employees alike from parking areas to the interior. Concrete hardscape at entry locations will have additional color or texture to add to the entry procession.

## INFRASTRUCTURE

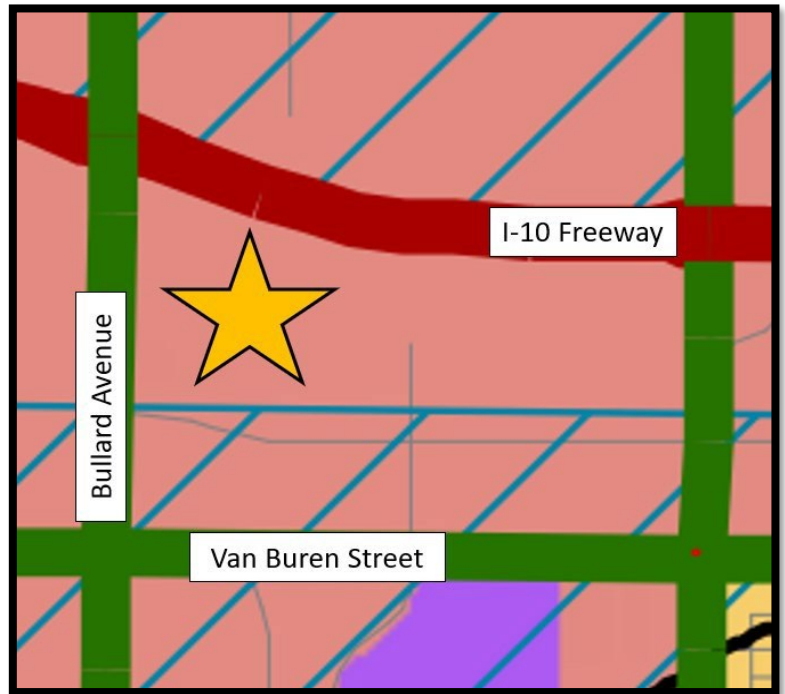
As required, conceptual water, drainage, and sewer memoranda have been prepared and submitted with this application. More detailed analyses will be prepared as the project moves forward.

The Site is located at the southeast corner of the I-10 Freeway and Bullard Avenue. The Site is bounded by the I-10 Freeway to the north, and Bullard Avenue to the west. While there are no roads that enclose the site to the south and the east, the Site does propose for new roadways located on the south connecting Bullard Avenue with 143<sup>rd</sup> Avenue.

The Site is approximately +/- 72 gross acres that will be split into two separate uses. The first use is for a Buc-ee's retail use, while the second use is for light industrial warehouse with buildings totaling approximately 722,000 square feet when combined.

## GENERAL PLAN

The City of Goodyear 2025 General Plan (the “General Plan”) was adopted in 2014 with a vision of continuing to develop the city as a *desirable place for all to live, work, visit, and play by fostering a sustainable community with diverse destinations connected throughout the City* (Goodyear 2025 General Plan, Pg. 4). As shown below, the Site is designated as Business & Commerce on the General Plan. The Site’s Business & Commerce designation allows for uses including *business parks, offices, warehouses, and other light industrial uses that are also appropriate* (Goodyear 2025 General Plan, Pg. 124). This proposal is consistent with the vision and intent of the City of Goodyear General Plan designation of Business & Commerce and will create a desirable place for residents and visitors of Goodyear. This proposal promotes the achievement of the overall vision, goals and policies outlined in the General Plan.



## REZONING CRITERIA

The City of Goodyear Zoning Ordinance (the “Ordinance”) identifies specific criteria that guide rezoning requests to respond appropriately to the surrounding context of the Site, address demand for the types of uses proposed, and provide consistency with long-range planning goals. This proposal meets and exceeds those criteria as outlined 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;***

**Response:** This proposal is consistent with the long-range planning goals and policies outlined in the General Plan. The proposed uses provide much-needed employment and service uses in the area and will bring quality jobs to serve residents and visitors.

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

**Response:** As previously mentioned, the Site is presently used for agricultural purposes. This Site is generally flat with no physical or natural features that would hinder the development of the proposed project.

***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;***

**Response:** This rezoning request from PAD to I-1 PAD, while retaining C-2 uses, will allow for consistent and compatible zoning. This proposal has been thoughtfully planned to respect the scale of the existing and planned land uses with focus on fitting the context of its surroundings, such as by positioning the most intense industrial buildings toward the planned commercial to the east. The proposed use has been anticipated by the General Plan's Business & Commerce designation, which allows for business park, office, warehouse, and other light industrial uses.

***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;***

**Response:** As previously stated, the Site is presently used as agricultural land and is zoned PAD. The Site is located on one arterial roadway and its northern boundary backs up to the I-10, a major interstate. Given the location and the existing zoning on the Site, this is a prime property for commercial and industrial uses. The closest residential is to the west of the Site and will be buffered from the Site by Bullard Avenue and agricultural land. Additionally, residents will be served by the retail uses and by the creation of employment opportunities attributed to 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;***

**Response:** The proposed use has been anticipated by the General Plan. This proposal is consistent with the long-range planning goals and policies outlined in the General Plan as the Business & Commerce land use designation promotes commercial and light industrial uses.

***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;***

**Response:** This proposal appropriately responds to the available public services and infrastructure in the surrounding vicinity. Designated as Business & Commerce on the General Plan, the Site has been anticipated for a range of employment, commercial, and industrial uses. The Site is located within the City of Goodyear (the "City") water and sewer service area. Access points to the Site will be located off Bullard Avenue and the proposed new public roadway located along the southern boundary of the property. Private drives will run north to south along the new proposed roadway. No adverse impact to public infrastructure is anticipated.

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

**Response:** The market is trending in the direction of transit based development. Located

off the I-10 Freeway, the Site is well positioned to service visitors and residents alike, especially as the population of the west valley continues to grow.

***h. General public's concerns;***

**Response:** The general public's input will be identified through the public review process. Given that this request is consistent with the existing and approved uses in the vicinity of the Site and the City's long-range planning goals, it is not anticipated that there will be significant public concerns as a result of the proposal.

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

**Response:** This proposal presents a land use that will convert an underutilized agricultural property to a Site that will aid in the anticipated growth path of the City. The proposal promotes the orderly growth and development of the area by adding commercial and industrial uses in an appropriate size and scale to their surrounding context.

***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.***

**Response:** This proposal converts an underutilized Site into needed commercial and industrial uses that will create quality jobs and services for City residents and visitors and will have an overall positive impact on the City of Goodyear.