

CP LAKIN PARK

**Rezone Narrative
Goodyear, AZ**

**September 22, 2019 (revised)
Submittal #4**

PROJECT TEAM

Developers

Walton Street Capital, LLC
900 N Michigan Ave
Suite 1900
Chicago, IL 60611
Telephone: 312.915.2870
Contact: Tim Junker

Clarius Partners
60 E Rio Salado Pkwy
Suite 9060
Tempe, AZ 85281
Telephone: 480.366.6005
Contact: Mark Balcius

Quantum Capital
4455 E Camelback Road
Phoenix, AZ 85018
Telephone: 602.385.1544
Contact: David Cornwall

Legal Counsel

Earl, Curley, and Lagarde
3101 N Central Ave
Suite 1000
Phoenix, AZ 85012
Telephone: 602.265.0094
Contact: Stephen C. Earl

Applicant/Planning/Civil Engineering

HILGARTWILSON, LLC
2141 E Highland Avenue
Suite 250
Phoenix, AZ 85016
Telephone: 602.490.0535
Contact: Nguyen Lam, PE
Robert Gubser, AICP

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1.0 INTRODUCTION

CP Lakin Park (the “Project”) is near the geographic center of the City of Goodyear, Arizona (the “Property” or “Site”); more specifically it is located south of Highway 85 (“MC 85”) and bisected north/south by Cotton Lane. Refer to Exhibit 1, Aerial Vicinity Map for Property location. The Property is identified by Maricopa County Assessor’s parcel numbers: 502-49-001E, 003C, 005A, 006C, 006D, 006E, 007D, 007E, 007F, 007G, 008, 009A, 010A, 010C, 011B, 011C, 012E, 012F, 013D, and 500-84-001, 002L, 002M, 006C, 010B, 011A, 014A, 007A, and a portion of 002Q.

Quantum Capital initially submitted a rezone request, including a second submittal, for a residential master planned community. Based on conversations with the City and in order to pursue the highest and best use of the Property, Walton Street Capital, Clarius Partners, and Quantum Capital (the “Applicants”) are requesting to rezone approximately 695.6 net acres (excluding perimeter streets) from Agricultural Urban (AU) to approximately 644.9 acres of General Industrial Park (I-2), 35.3 acres of Commercial/Industrial Flex Zone (C-2, I-2, or PFD), and 15.4 acres of Multifamily Residential (MF-24) with Planned Area Development (PAD) overlay on the entire Property. The commercial parcels have flex zoning to develop under either the C-2, I-2, or PFD zoning districts. The selected zoning district will be vested with site plan/subdivision approval. This zoning will allow development of a master planned industrial park with ancillary commercial parcels and multifamily residential. If required, the site will allow for a public facility parcel within the Commercial/Industrial Flex Zone to support the potential development of a City of Goodyear fire station.

The City of Goodyear has initiated a Major General Plan Amendment (GPA) to modify the majority of the site’s underlying land use designation from Neighborhood to Industrial and Business & Commerce. The Applicants are in full support of the staff initiated Major GPA. The proposed zoning districts will then conform to the underlying land use designations desired by the City.

The Property is within an area that is planned for and developing with industrial, business, and commercial uses. Many of the distribution and manufacturing facilities have chosen this area due to prime access to major transportation corridors including the I-10 and Loop 303 freeways. MC 85 is located along the northern boundary of the Property, the Union Pacific Railroad is north of MC 85, and the future SR 30 is planned to bisect the lower one-third of the Property from east to west; allowing easy access to regional transportation corridors.

Examples of nearby industrial parks include PV303, an approximate 1,600-acre business park located on the Loop 303 between Camelback and Thomas Roads and is ranked as one of the largest master-planned business parks in the western U.S. It will include over 20 million square feet of industrial, office, and retail space at full buildout. Another such development is Goodyear Crossing located on Cotton Lane, just north of MC 85. Goodyear Crossing is an approximate 96-acre master planned industrial park that takes advantage of the easy highway access and the property tax reduction offered by being in a Foreign Trade Zone. When considering the Project location and surrounding development, the Property is in an ideal location to develop primarily with industrial, commercial, and multifamily residential uses.

2.0 SITE AND SURROUNDING PROPERTY DESCRIPTIONS

The Property is approximately 695.6 acres, excluding perimeter streets, (550.2 net acres after the area for the proposed SR 30 corridor is removed). It is currently used for agricultural purposes with some vacant portions and a small area with two single family residences, farm buildings, and outdoor storage of farming equipment.

There are multiple encumbrances traversing the Property, which include a 300-foot-wide electrical easement with high tension overhead power lines running along the southern one-third of the Property from east to west, Cotton Lane as a divided highway, the Buckeye Canal, natural gas line, Maricopa County drainage structure, and regional effluent line. Additionally, the overall Property will be impacted by the future alignment of SR 30, a proposed reliever freeway for I-10. **Exhibit 2, Constraints Map** illustrates the location of these site constraints. The Conceptual Land Use Plan (further discussed in Section 3.0 of this document) recognizes these constraints and proposes a balance of land uses best suited to succeed under these circumstances.

Portions of the Project will be developed within the fringes of the floodplain in areas that are currently being used for agricultural purposes. The floodway limits within a portion of the Property, which constitutes the main channel of the Gila River, will remain in its current state and is not proposed to be developed.

The current zoning and land uses of the surrounding area are described below. **Exhibit 3, Existing Zoning** depicts the zoning districts for the Property and surrounding area.

NORTH

North of the Project is MC 85 and the Union Pacific Railroad. The land uses north of the railroad are commerce and industrial and the area is zoned Planned Area Development (PAD) for industrial uses.

EAST

East of the Project is the Gila River. The area is zoned Agricultural Urban (AU). The land use outside of the river is agricultural and is zoned Preliminary PAD for residential uses; however, it may be rezoned for industrial uses.

SOUTH

South of the Project is the Gila River. The area is zoned AU east of Cotton Lane and Rural-43 (RU-43) west of Cotton Lane (unincorporated Maricopa County).

3.0 ZONING AND DEVELOPMENT PLAN

This application request to rezone approximately 695.6 net acres (excluding perimeter streets) from Agricultural Urban (AU) to 644.9 acres of General Industrial Park (I-2), 35.3 acres of Commercial/Industrial (C-2, I-2, or PFD) Flex Zone, and 15.4 acres of Multifamily Residential (MF-24) with a Planned Area Development (PAD) overlay as outlined in **Table 1** below. Refer to **Exhibit 4, Planned Area Development Zoning Map** for zoning district locations. The physical encumbrances, as described in Section 2.0 of this document, partition the developable areas into distinct sections, which will be used to define the overall development phasing.

Combined, the PAD Overlay is being established to provide both the developer and the City an opportunity for industrial, business, and commercial uses in a manner consistent with the City initiated General Plan Amendment. Refer to **Exhibit 5, City Initiated General Plan Amendment** and **Exhibit 6, Conceptual Land Plan** for General Plan land uses and the CP Lakin Park master plan.

**TABLE 1
SITE DATA**

SITE DATA				
Phase	Parcel	Land Use	Net Area ⁽¹⁾ (ac)	Underlying Zoning
1	1 ⁽²⁾	Commercial/Industrial Flex Zone	10.6	C-2, I-2, or PFD
	2	Industrial	78.5	I-2
	3	Multifamily	15.4	MF-24
2	4	Industrial	52.5	I-2
	5 ⁽²⁾	Commercial/Industrial Flex Zone	8.2	C-2, I-2, or PFD
3	6	Industrial	14.0	I-2
	7 ⁽²⁾	Commercial/Industrial Flex Zone	7.6	C-2, I-2, or PFD
	8	Industrial	65.9	I-2
4	9 ⁽²⁾	Commercial/Industrial Flex Zone	8.9	C-2, I-2, or PFD
	10	Industrial	32.0	I-2
5	11	Industrial	7.1	I-2
	12	Industrial	97.8	I-2
6	13	Industrial	28.4	I-2
	14	Industrial	123.5	I-2
7 ⁽³⁾	15 A	Industrial	2.0	I-2
	15 B	Industrial	49.9	
	15 C	Industrial	28.4	
	15 D	Industrial	33.5	
	15 E	Industrial	31.4	
Total			695.6	

(1) Excludes perimeter streets.

(2) One maximum 2-5 acre City of Goodyear Fire Station, if required, may be located in any of the Commercial/Industrial Flex Zone district parcels.

(3) Future SR 30 alignment is approximate.

3.1 Planned Area Development (PAD)

The Zoning Ordinance sets forth the following objectives for a PAD:

- to accommodate variations in building design, lot arrangements and land uses for a maximum choice in the types of environments for residential, commercial, industrial uses (including data center) and facilities;
- to provide for a coordinated and compatibly arranged variety of land uses – with efficient and safe traffic circulation, including the separation of pedestrian from vehicular traffic – through innovative site planning;
- to maintain quality of living excellence with the provision of usable open space standards to

minimize adverse environmental impact on surrounding areas; and to assist in fulfilling the goals, objectives and policies of the City of Goodyear General Plan and amendments thereto.

This application includes a PAD Overlay on the entire property (see PAD Regulatory Standards Booklet). While the PAD Overlay covers the entire property, the Overlay is only being used to establish:

- 1) Residential uses and development standards for the MF-24 parcel;
- 2) An opportunity for an innovative alternative housing product on the multifamily parcel, which will ultimately increase product diversity for the community and for the City as a whole;
- 3) Flex zoning for the commercial/industrial designated parcels;
- 4) Industrial uses and development standards for the I-2 parcels;
- 5) Commercial uses and development standards for the C-2 parcels; and
- 6) A maximum 2.5-acre fire station site, if required, may be located within the Commercial/Industrial Flex Zone.

All of CP Lakin Park shall comply with the requirements for the City of Goodyear Zoning Ordinance, adopted May 1999, as amended and the City of Goodyear Design Guidelines, except as modified by the PAD Overlay.

The overall development will be in conformance with the underlying zoning districts as modified with this PAD and as depicted in **Exhibit 4, Planned Area Development Zoning Map** and as shown in **Table 2**. To reflect any increase in density and intensity, the engineering studies and master plans will be updated and submitted at the time of site plan approval.

(Table 2 on next page)

**TABLE 2
DEVELOPMENT STANDARDS**

		Underlying Zoning			PFD
		MF-24	C-2	I-2	
Minimum site area		N/A	10,000 sq. ft.	1 acre	All development standards per the City of Goodyear's PFD zoning district
Maximum density (du/ac)		24	N/A	N/A	
Minimum lot width (ft.)		100	150	150	
Minimum lot depth (ft)		N/A	N/A	200	
Maximum height (ft)		40	56	60/70 ⁶	
Maximum building coverage (%)		50	50	50	
Minimum Project perimeter building setback (4) (5)	Front (ft)	30	30	30 ⁽¹⁾	
	Rear (ft)	20	N/A	20	
	Side (ft)	20	N/A	30 ⁽²⁾	
	Total both sides (ft)	40	N/A	N/A	
	Street side (ft)	30	30	30 ⁽¹⁾	
Minimum internal building setback (ft)		10	N/A	N/A	
Minimum Recreational Open Space ⁽³⁾ (sq. ft./du)		400	N/A	N/A	

Footnotes:

(1) Buildings with heights in excess of 56 ft. shall provide 1 foot of additional setback for each foot of building height over 56 ft.

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

(3) Recreational open space as defined in Zoning Ordinance Section 3-2-5.B.a.

(4) Setbacks apply to the perimeter of Project and not between zoning districts or individual parcels.

(5) Required perimeter setback areas fronting onto public streets shall be entirely landscaped except for necessary driveways and walkways. Parking is not permitted within the required setback area, including driveway area.

(6) Maximum building height of seventy (70) feet shall be permitted for I-2 industrial developments located north of the SR-30 Freeway Corridor.

3.2 Industrial

The Project is primarily a master planned industrial park. These parcels are anticipated to develop with manufacturing, warehousing, and/or distribution facilities. The industrial operations are expected to be in the form of cross-dock buildings ranging in size from approximately 456,000 sq. ft. to over 972,000 sq. ft. north of the future SR 30 freeway corridor. Smaller scale single-dock buildings ranging in size from approximately 199,000 sq. ft. to over 219,000 sq. ft. would be located south of the freeway corridor. The ultimate size of the buildings will be determined at the time of site planning.

The industrial park will be architecturally interesting and have easy access to the existing I-10 and Loop 303 freeways. MC 85 is located along the northern boundary, the Union Pacific Railroad is north of MC 85, and SR 30 is planned to bisect the lower one-third of the Property from east to west; allowing easy access to regional transportation corridors.

The industrial parcels will develop under the General Industrial I-2 zoning district. The permitted uses are those uses allowed in the I-1 Light Industrial Park and I-2 General Industrial Park zoning district as set forth in the Zoning Ordinance except as modified below. In the event a conflict occurs between the I-1 and I-2 districts, the least restrictive use applies. For example, if a use permit is required in I-1, but is a permitted use in I-2, the permitted use applies.

1. The following use is added as a principal permitted use:
 - a. Data Center.
2. The following uses are permitted with conditions:
 - a. Borrow Pit
 - Slope shall be 6:1 or flatter.
 - Maximum final depth no greater than 6 feet
 - Any disturbed areas not returned to agricultural production will be revegetated with native seed.
3. The following uses are prohibited:
 - a. Adult bookstore, adult novelty store and adult theater.
 - b. Cement and paving material mixing plant.
 - c. Egg handling facility.
 - d. Foundry or casting of metal.
 - e. Highway maintenance facility.
 - f. Meat product, packing, smoking and curing.
 - g. Medical marijuana cultivation location.
 - h. Medical marijuana dispensary.
 - i. Private commercial outdoor entertainment venue.
 - j. Public works facility.
 - k. Sand blasting.
 - l. Sewage disposal and treatment plant.
 - m. Tire retreading and vulcanizing.
 - n. All use permit uses listed under the I-2 zoning district.

The development standards for I-2 shall apply to the parcels developed with industrial uses, except as modified in **Table 2** of this PAD Overlay.

Parking will be provided in accordance with the Zoning Ordinance.

Buildings adjacent to the multifamily parcel are not subject to additional minimum building setbacks. A drainage channel on the western industrial boundary (north/northeast side of the multifamily parcel) and the Buckeye Irrigation Canal on the northern industrial boundary (south side of the multifamily parcel) separate the residential parcel from the industrial parcel by an excess of 100 feet; thus, creating a significant buffer between the separate uses.

The loading, delivery, roll-up/dock doors, and service and wash bays may front onto MC 85 per the Zoning Ordinance, except as follows:

- The requirement of loading, delivery, roll-up/dock doors, and service and wash bays occupying a maximum of 50% of the building width facing MC 85 does not apply.

Passenger vehicle parking areas shall be screened from public roadways by a 3' minimum

screen wall. Loading areas, loading docks, and parking of truck-trailers may be permitted to front onto Cotton Lane, subject to the following requirements:

1. Loading, delivery, roll-up/dock doors and truck trailer parking for such areas shall be screened from public view with a combination of two feet berm and six feet wall, or an eight feet 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 building.
2. A minimum of two continuous offset rows of 24-inch box trees are planted along the public street frontage. Placement will be planned to maximize screening and viability of the trees.
3. Truck trailer parking will be located at approximately 50 feet from the Cotton Lane property line.

Such areas are also permitted along all other public streets including MC85; however, they must be screened by an architectural feature of the building or by a combination of a screen wall, berms, and landscaping.

Along all public roads, the combination of screen walls and berms shall be a minimum of 6 feet in height. Screen walls shall screen the loading areas, dock doors, and trucks parked at a dock door, and each Site must demonstrate conformance to this performance standard during Site Plan Review. The maximum height of the walls shall be 8 feet.

The industrial parcels will meet all required site and design requirements per the City of Goodyear Design Guidelines, except as modified with this PAD.

3.3 Commercial/Industrial and Fire Station

The Commercial/Industrial Flex Zone parcels have a flexible zoning district. These parcels may develop under the General Commercial C-2 District, General Industrial Park I-2 District, or Public Facilities PFD District per Section 3.2 of this PAD. Several parcels located on the east and west sides of Cotton Lane between MC 85 and the proposed SR 30 alignment are set aside for commercial and/or industrial uses. Once the use has been established, vested with site plan or subdivision approval, the use will not be permitted to change to the other use in the future. These sites may include a variety of neighborhood commercial uses from service-oriented retail, restaurants, and specialty shops to general industrial uses from manufacturing to warehousing.

A maximum 2.5-acre site may be dedicated to the City for a future fire station location if required. The parcel will develop under the City of Goodyear PFD zoning district.

The commercial/industrial parcels will be architecturally interesting and easily accessible from the surrounding area. There are no definitive uses planned at this time, but future development of the commercial/industrial areas will meet all required site and design requirements per the City of Goodyear, except as modified with this PAD.

The permitted uses are those uses allowed in the I-2 zoning district as listed in Section 3.2 of this PAD, C-1, C-2, or PFD (depending on the selected use) as set forth in the Zoning Ordinance. In the event a conflict occurs between the C-1 and C-2 uses, the least restrictive use applies. For example, if a use permit is required in C-1, but is a permitted use in C-2, the permitted use applies.

The development standards for I-2, C-2, and PFD shall apply to the parcels developed with industrial,

commercial, or public facility uses, respectively, except as modified in **Table 2** of the PAD.

Parking will be provided in accordance with the Zoning Ordinance.

The industrial, commercial, and public facility parcels will meet all required site and design requirements per the City of Goodyear Design Guidelines, except as modified with this PAD.

3.4 Residential

One multifamily residential parcel is located at the northwest corner of the Project. The parcel will develop under the multifamily MF-24 zoning district. This residential parcel is planned primarily for a single family attached and/or detached rental development with a density ranging from 7.5 - 12 du/ac.

The permitted uses are those uses allowed in the MF-24 zoning district as set forth in the Zoning Ordinance.

The development standards for MF-24 Multifamily shall apply to the parcel developed with multifamily uses, except as modified in **Table 2** of this PAD.

3.5 Roadway and Landscape Requirements

MC 85 is a Principal Arterial roadway that is dedicated to and maintained by Maricopa County. The Project will provide improvements to support the Project such as deceleration lanes and access points. Landscaping and/or sidewalks will be incorporated only as required by Maricopa County.

Cotton Lane is a designated Parkway dedicated to and maintained by the City of Goodyear. However, the street improvements will reflect the Scenic Arterial or Major Arterial street cross section.

SR 30, if constructed at this location, will be developed by others.

All industrial and commercial internal roadways and driveways will be private and the responsibility of the developer and property owner association.

3.6 Signage

Monument signs are anticipated at the southwest and southeast corners of MC 85 and Cotton Lane. All signage for the Project will be constructed in accordance with the City of Goodyear Zoning Ordinance.

3.7 Phasing

CP Lakin Park will be developed in several phases. Refer to **Exhibit 7, Phasing Plan** for potential phasing. The actual phasing will be based on market conditions, industry factors, and/or business considerations. Deviations from the Phasing Plan are allowed and do not constitute a PAD amendment, as long as the phasing meets City requirements, provides two points of access, a looped/redundant waterline, and adequately addresses upstream and downstream drainage.

4.0 GENERAL PLAN CONFORMANCE

In conjunction with the staff initiated Major General Plan Amendment, the Site will be in full conformance with the underlying land uses designated by the City. The majority of the Site's

underlying land use will be modified from Neighborhood to Industrial. The multifamily parcel will retain its underlying land use designation of Neighborhood to accommodate multifamily or horizontal apartments/single story rental units (up to a density of 12 du/ac).

4.1 Vision, Goals, and Objectives

The proposed development is consistent with the following goals, policies, and objectives of the City of Goodyear General Plan:

Land Use

Goal GD-1. *A compatible mix of land uses that fosters a quality community, with livable and safe neighborhoods, a healthy population, a strong economy, and a 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.*

Policy f: *High density residential should have access to transit services; locate near commercial uses or integrate commercial uses such as coffee shops.*

Multifamily is being proposed along with the employment uses; thus, creating a compatible mix of land uses.

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.*

Policy b: *Evaluate General Plan Amendments regarding their impact to the jobs-to-housing ratio.*

CP Lakin Park is located in an area currently recognized for employment, industrial, business, and commerce opportunities based on easy access to MC 85, potential SR 30, and Loop 303. The proposed development meets this policy by providing employment opportunities for residents living within Goodyear, increasing the sales tax revenue, and increasing the jobs-to-housing ratio.

Transportation

Goal GD-3. *A connected community with a well-functioning roadway network of complete streets that meet the needs of its residents, workforce, and visitors.*

Objective GD-3-1. *Establish and maintain a well-functioning roadway network.*

Policy c: *Preserve right-of-way for interstates and highways as designated in the Transportation Master Plan.*

The proposed development meets this policy by improving Cotton Lane adjacent to the development and reserving right-of-way for the proposed future planned SR 30 corridor as depicted in **Exhibit 6, Conceptual Land Plan**. This right-of-way represents the most current alignment per ADOT. However, due to the fact that the alignment is not fully set, this application requests the entire freeway area be rezoned to accommodate the industrial at build-out, if a no-build option or an alternative alignment is chosen.

Objective GD-3-2. *Integrate land use planning with transportation planning efforts.*

Policy c: *In the Business & Commerce and Industrial land use categories, transportation plans should provide easy access for workers and visitors; connect employers to local shopping & dining; utilize frontage roads when necessary to provide better access to businesses; integrate bicycling into developed job centers;*

bicycling should be easy for residents who also work in Goodyear.

This industrial development is specifically located in this area of Goodyear because of the easy vehicular access to major transportation routes including MC 85, Cotton Lane, and the future planned SR 30. The planned regional path and trail system along the Buckeye Canal and the Gila River will provide pedestrians and bicyclists the opportunity to use alternative modes of transportation to get to and from work and home.

Objective GD-3-3. *Coordinate transportation planning with regional planning efforts.*

Policy b: *Partner with organizations such as, but not limited to, the Arizona Department of Transportation (ADOT), the Maricopa County Department of Transportation (MCDOT), the Federal Highway Administration (FHA), and MAG to implement the design and construction of interstates, highways, and access ramps.*

Applicant has been and will continue to work with and partner with transportation agencies and organizations to ensure the future alignment of SR 30 is accommodated as part of this development.

Safety

Goal GD-7. *A community that provides for the health and safety of residents and visitors protects them from the hazards of the natural and man-made environment.*

Objective GD-7-1. *Protect human life and property through public safety and emergency services.*

Policy d: *Continue the strategic and joint location of public safety and service facilities with the private development community to efficiently and responsively serve the community.*

A maximum 2.5-acre parcel has been set aside for a future fire station, if required, to serve the area. This will reduce the response times for the residents and employees of future neighborhoods and businesses.

Environmental Planning

Goal GD-8. *A community that is sensitive and dedicated to preserving the unique nature and wildlife of the Sonoran Desert.*

Objective GD-8-2. *Protect significant natural features and provide opportunities for enjoyment of these resources by residents and visitors.*

Policy b: *Ensure that the Gila River is appropriately conserved.*

The proposed development does not encroach into the boundary of the Gila River, leaving it undisturbed and allowing it to flow naturally when water is present.

5.0 COMPLIANCE WITH SECTION 1-3-1-D-3 REGARDING ZONING AMENDMENTS

The following section is provided for the use of Staff, the Development Review Committee and the Planning and Zoning Commission in their review and analysis of this applications consistency with the Zoning Ordinance and General Plan.

Ten (10) specific criteria (a-j) are set forth to help the City evaluate rezoning applications. Responses to the individual criteria are provided below.

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

City Staff requested a change in land use from residential to industrial to support the planned SR 30 freeway. A City initiated Major General Plan amendment is currently being processed to change the land use from Neighborhood to Industrial and Business & Commerce on the majority of the Property. The industrial land use is consistent with the adjacent land uses and current development in the area.

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

There are multiple encumbrances on the Site that impact the land uses that can feasibly be developed on the Site. The Property is traversed by the Buckeye Canal, a natural gas line, a Maricopa County drainage structure, a regional effluent line, and a 300-foot-wide electrical easement along the southern one-third of the Site that contains high tension overhead powerlines. Additionally, the overall Property is planned to be bifurcated by the proposed future alignment of the SR 30 freeway, which will have a right-of-way width between 500-feet and 700-feet. The attached Conceptual Land Use Plan illustrates the ADOT preferred alignment for SR 30 as contained in the Draft Environmental Assessment. These encumbrances carve up the site into unique sections, each of which then have additional underlying encumbrances including numerous electrical and drainage easements, which constrain the development feasibility of those areas and are justifications for the few amended development standards that are being requested. The proposed land plan recognizes and accepts these constraints and proposes a largely industrial and commercial development that is best suited to succeed given these circumstances. A multifamily parcel is located in the northwest corner of the Property and separated by a Flood Control District of Maricopa County drainage channel and the Buckeye Canal; thus, providing separation from non-residential land uses.

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.

The subject Property is within the Territory in the Vicinity of a Military Airport notification area and a departure corridor for Luke AFB. The Property is located approximately 3.6 miles southeast of the 65 Ldn noise contour and, as such, is outside of the Luke AFB Graduated Density Concept (GDC). Notice and disclosure of this manmade environmental condition will be required as part of the development review process.

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.

Through a City initiated Major General Plan amendment, the majority of the Property is currently being amended from Neighborhood to Industrial and Business & Commerce land uses to support this request. The Property is isolated from other Neighborhood land uses. The proposed industrial use is extremely compatible with the adjacent industrial, business, and commerce uses. MC 85 (Maricopa County Major Arterial), Cotton Lane (proposed parkway), and proposed SR 30 freeway corridor also support the industrial and business & commerce uses rather than Neighborhood.

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.*

The wide variety of new major companies that have or will soon be locating in Goodyear creates a considerable demand for additional industrial and employment centers. This Property, at the intersection of Cotton Lane and MC 85 and the planned SR 30, is in an ideal location to accommodate this demand. Additionally, the request is in direct conformance with the City initiated Major General Plan Amendment changing the majority of land use from Neighborhood to Industrial and Business & Commerce.

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.*

Information on infrastructure is provided later in this document as well as in separate, more detailed reports. The Applicant has been in communication with the Goodyear Police and Fire Departments and it was agreed that a maximum 2.5-acre parcel would be set aside for a future fire station if needed.

The majority of the Project will have industrial and commercial land uses and will have no effect on the local school districts. The multifamily parcel has an estimated density of 7-12 du/ac; thus, creating a range of 107 to 184 residential units.

School district boundaries are split along Cotton Lane through the development. West of Cotton Lane is the Liberty Elementary School District and Buckeye Union #201 School District. Calculations for the anticipated impact on the school districts are shown below.

West of Cotton Lane

School District	# of Residential Units	Student Ratio	# of Students
Liberty Elementary School District	184	0.30 Students/Unit	55
Buckeye Union #201 High School District	184	0.19 Students/Unit	34
Total			89

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

The CP Lakin Park development is within close proximity of all required infrastructure (see attached Engineering Reports). The Project will provide necessary onsite improvements to connect to the existing infrastructure in Cotton Lane and MC 85. In addition, the developer is reserving a maximum 2.5-acre site along Cotton Lane for a future City of Goodyear Fire Station if needed.

h. *General public's concerns*

Businesses are landing or relocating their operations in Goodyear. City Staff understands this reality and has initiated a Major General Plan amendment from an underlying land use of Neighborhood to Industrial and Business & Commerce and the Applicants are rezoning the

Property to industrial, commercial, and multifamily uses. We understand notices will be sent to property owners within 500-feet of the property, any HOAs that are within the notice area, neighboring municipalities in the notice area, school districts, Luke AFB, ADOT, any identified stakeholders, and anyone who has requested to receive this type of notice. At this time, we are not aware of any concerns with development of a commercial and industrial center.

i. Whether the amendment promotes orderly growth and development.

As previously stated, this area is expected to continue developing with industrial, commercial, and employment type uses. The addition of this Property will help to establish an efficient employment center for the City of Goodyear.

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.

We believe the proposed plan will benefit the City of Goodyear and be compatible with adjacent and surrounding properties.

5.1 Freeway Overlay

If SR 30 is constructed in the currently proposed location, a portion of the Property will be located within the Freeway Development Overlay District. The purpose of this district is to protect all residential development and other noise sensitive land uses located within 500 feet of a freeway. However, since this is primarily a commercial and industrial development, abatement measures will not be required for these portions of the development. The multifamily residential parcel is greater than 500 feet from the freeway corridor and is not subject to the requirements of the Freeway Overlay District.

6.0 ENGINEERING, TRANSPORTATION, & CIRCULATION

6.1 Water

The Project is located within the City of Goodyear's water service area and lies within the Central Planning Area Pressure Zone of the City's Water Planning Area 2 (WPA2). Existing water infrastructure near the Project vicinity includes a 16-inch water line located north of and parallel to MC 85. There are also existing 30-inch and 20-inch water lines located along Cotton Lane and will serve as the connection points for the Project's water improvements. The proposed water system infrastructure will consist of internal 8-inch to 12-inch-water lines serving individual parcels throughout the Project. These water lines will create a looped network within the Project and ensure that each parcel has at least two points of connection for redundancy. Final water line sizing and alignments will be determined through the master planning process and final design of each parcel as the Project develops.

Water infrastructure for the Project will be designed in accordance with current City of Goodyear design criteria as outlined in their *2017 Engineering Design Standards and Policies Manual*. The water system will be designed to serve domestic demands, along with the required fire flows, in accordance with City of Goodyear design criteria and other applicable requirements.

6.2 Wastewater

The Project is located within the City of Goodyear's wastewater service area and is situated within the Goodyear Water Reclamation Facility (WRF) sewer basin of the City's Water Planning Area 2 (WPA2).

There is currently no existing wastewater infrastructure immediately adjacent to the site. The nearest existing wastewater collection system in the region includes 8-inch and 12-inch gravity sewer mains that flow to the existing Rubbermaid lift station located north of MC 85 and east of Cotton Lane. There is also an existing 54-inch gravity sewer main located further north of the Project along Elwood Street that will serve as the discharge point for the Project's wastewater improvements. Due to the topography of the site and surrounding area, it is anticipated the Project will require up to two lift stations to serve portions of the Project. The proposed wastewater collection system will consist of gravity mains that will route wastewater flows from each of the individual parcels to the proposed lift stations, where they would then be pumped through a force main towards the existing 54-inch gravity sewer main along Elwood Street. Final sewer main and force main sizing and alignments will be determined through the master planning process and final design of each parcel as the Project develops.

The proposed wastewater collection system infrastructure for the Project will be designed in accordance with current City of Goodyear design criteria as outlined in their *2017 Engineering Design Standards and Policies Manual* and other applicable requirements.

6.3 Drainage

The area surrounding the project generally slopes from northeast to southwest toward the Gila River. Flows approach the Project as sheet flow or shallow concentrated flows originating from land east/northeast of the property. The property is within FEMA Zone X, A, AH and AE due to the Gila River at the southern boundary, and ponding from the Buckeye canal and Loop 303 Outfall Drainage System.

The MC 85 drainage infrastructure will remain largely untouched, but if modifications are necessary and there is any reduction in capacity, compensatory capacity will be provided elsewhere on the property. Channels will be used to direct offsite flows safely around the Project to historic outfall locations, and outfall elevations will not impact any adjacent developments. Zone AH and A occur due to ponding along the Buckeye Canal. Zone AE is associated with flood limits of the Gila River. These areas will be elevated using fill material from property south of the power line easement and removed from the FEMA flood hazard zones. A CLOMR/LOMR will be submitted for approval with this Project.

Flows will be routed to retention facilities via channels, culverts, and street drainage networks. Typically, retention facilities are sized to retain the volume produced by the 100-year, 6-hour storm. For parcels adjacent to a regional water course, a waiver will be pursued for reduced retention requirements and flows exiting the site that will not adversely impact downstream properties. Historic drainage patterns will be conserved wherever possible.

6.4 Traffic & Circulation

6.4.1 Project Circulation

The roadway network providing access into the development has been designed to provide limited points of access from MC 85 and to align at key intersection nodes along Cotton Lane. These main points of access will incorporate common signage and landscaping, which will visually link the industrial park design theme along both roadway corridors. Common access points along Cotton Lane are proposed for the commercial Parcels 1 and 7 and Parcels 5 and 9 to minimize access points to adjacent roadways.

As depicted on **Exhibit 6, Conceptual Land Plan**, one of the proposed alignments of the future SR 30 will eliminate direct access to Cotton Lane for the southwestern portion of CP Lakin Park (Parcels 13 and 14). Understanding the potential need for SR 30 to be elevated over Cotton Lane and the Buckeye Canal, it is anticipated that two roadways would go under SR

30 to connect to future phases of the development south of the freeway. If required, this will allow for two points of access for emergency ingress/egress in the event one of the roadways is blocked. It should be noted that this alignment is not set by ADOT and is shown for reference only. There is still a potential that there may be a no-build option selected or the freeway may shift away from the alignment depicted on **Exhibit 6, Conceptual Land Plan**. In either of those scenarios, the ultimate build-out of the Project will be in conformance with **Exhibit 6, Conceptual Land Plan**.

6.4.2 Traffic Impact Study

United Civil Group (“UCG”) completed a Traffic Impact Study (the “TIS”) for the CP Lakin Park development. A complete copy of the TIS is included with the application under separate cover. The TIS is considered a “Category III” which requires a study of all signal-controlled and major street intersections without signal control within one mile of the Project boundary.

6.4.3 Future Freeway Alignments

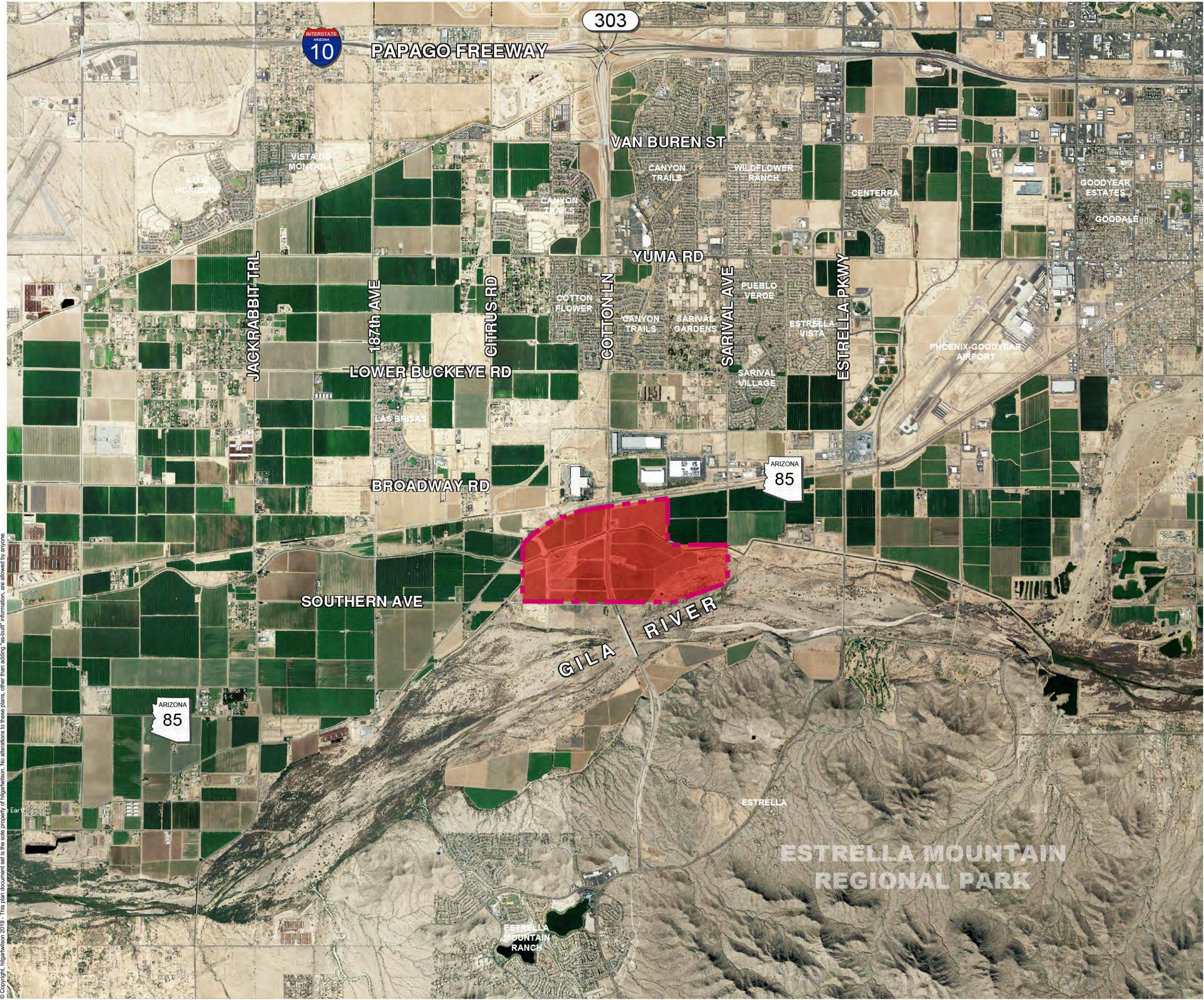
Quantum Capital has been in continuous contact with ADOT regarding the potential impacts caused by the proposed SR 30 alignment. While we continue to represent one of the many potential SR 30 alignments traversing through the southern one-third of the overall Project site, it is our understanding that the section from Sarival Road west to the Loop 303 ADOT has begun receiving funding for right-of-way acquisition. The current predictions are that design will commence in approximately five years and construction will commence in approximately 10 years. If there is a no-build decision, or the freeway is realigned from the CP Lakin Park site, the entire Project area will be developed in accordance with **Exhibit 4, PAD Zoning Map**.

Regarding the future Loop 303 South extension, ADOT has indicated that currently there is no funding for design, right-of-way acquisition, or construction for any portion of the freeway south of Elwood. Completion of Cotton Lane from the south side of Van Buren Street to Elwood Street is funded for design with construction funding anticipated to be available in 2020-2021. It should be noted that preliminary alignments show the freeway transitioning from the Cotton Road alignment just north of CP Lakin Park and veering west of the Site, with a future interchange at SR 30. The Loop 303 extension is therefore not expected to impact this Project.

7.0 CONCLUSION

Walton Street Capital, Clarius Partners, and Quantum Capital respectfully request approval of the rezone on approximately 695.6 acres from AU to I-2, C-2, PFD, and MF-24, coupled with a PAD overlay for the development of CP Lakin Park, a master planned industrial park, commercial sites, a site for a future fire station if needed, and a multifamily parcel. The Applicants look forward to working with the City of Goodyear through the rezoning process.

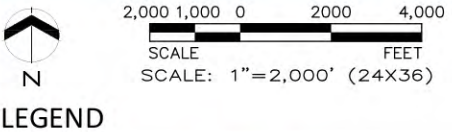
ATTACHMENTS



CP LAKIN PARK

GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

EXHIBIT 01 AERIAL VICINITY MAP



CP LAKIN PARK

GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

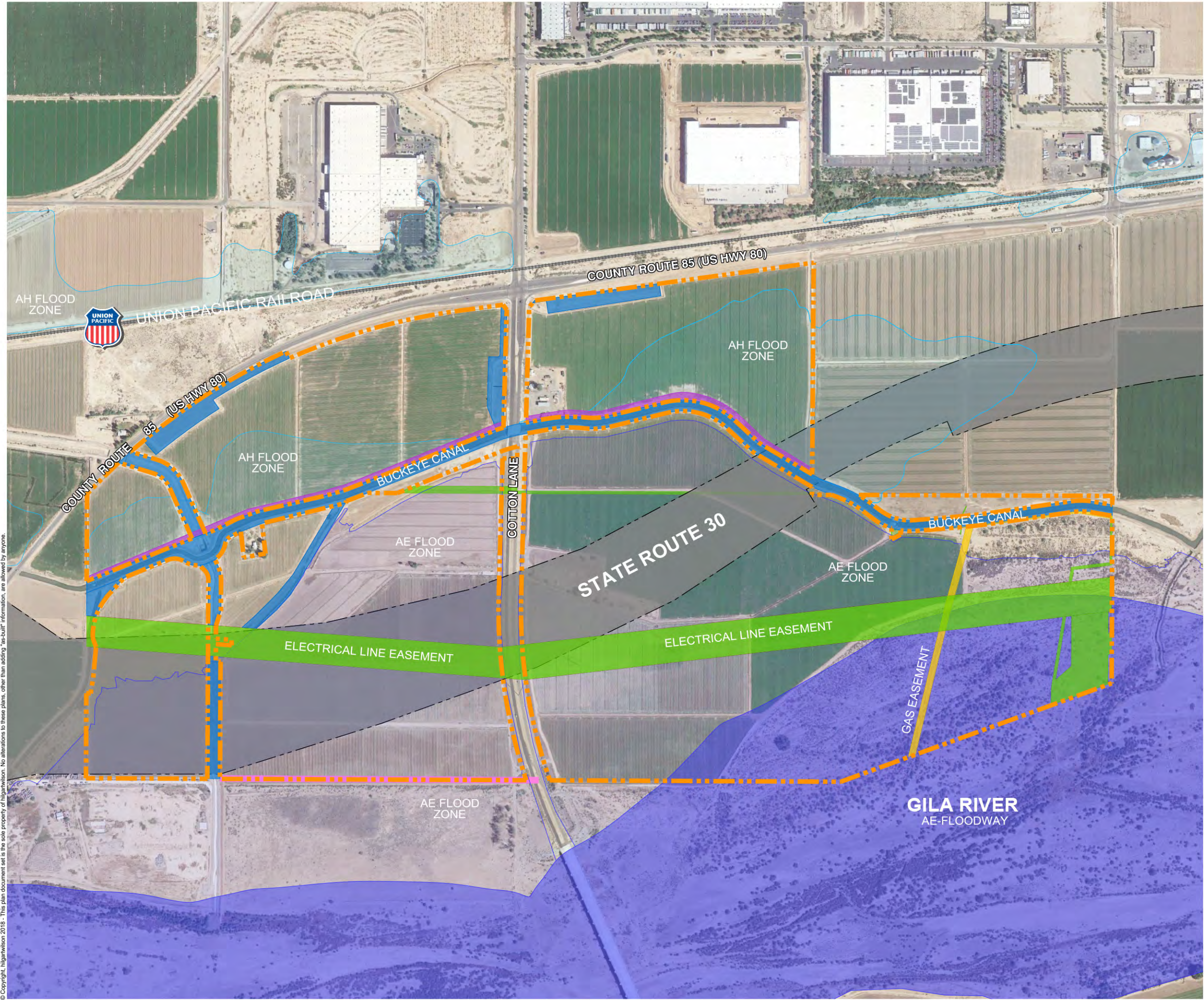
EXHIBIT 02 CONSTRAINTS MAP



400 200 0 400 800
SCALE
SCALE: 1"=400' (24X36)

LEGEND

- SR 30 ALIGNMENT
(APPROXIMATE RIGHT-OF-WAY LINE)
- ELECTRICAL LINE EASEMENT
- DRAINAGE/CANAL EASEMENT
- WATER PIPELINE EASEMENT
- GAS LINE EASEMENT
- PROJECT BOUNDARY
- DECLARED COUNTY ROAD
- AH FLOOD ZONE
- AE FLOOD ZONE
- AE FLOODWAY



HILGARTWILSON
ENGINEER | PLAN | SURVEY | MANAGE
2141 E. HIGHLAND AVE., STE. 250
PHOENIX, AZ 85016
P: 602.490.0535
F: 602.368.2436

PROJECT MANAGER:
R. GUBSER, AICP
PROJECT NUMBER: 1981.02
JULY 2019

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CP LAKIN PARK

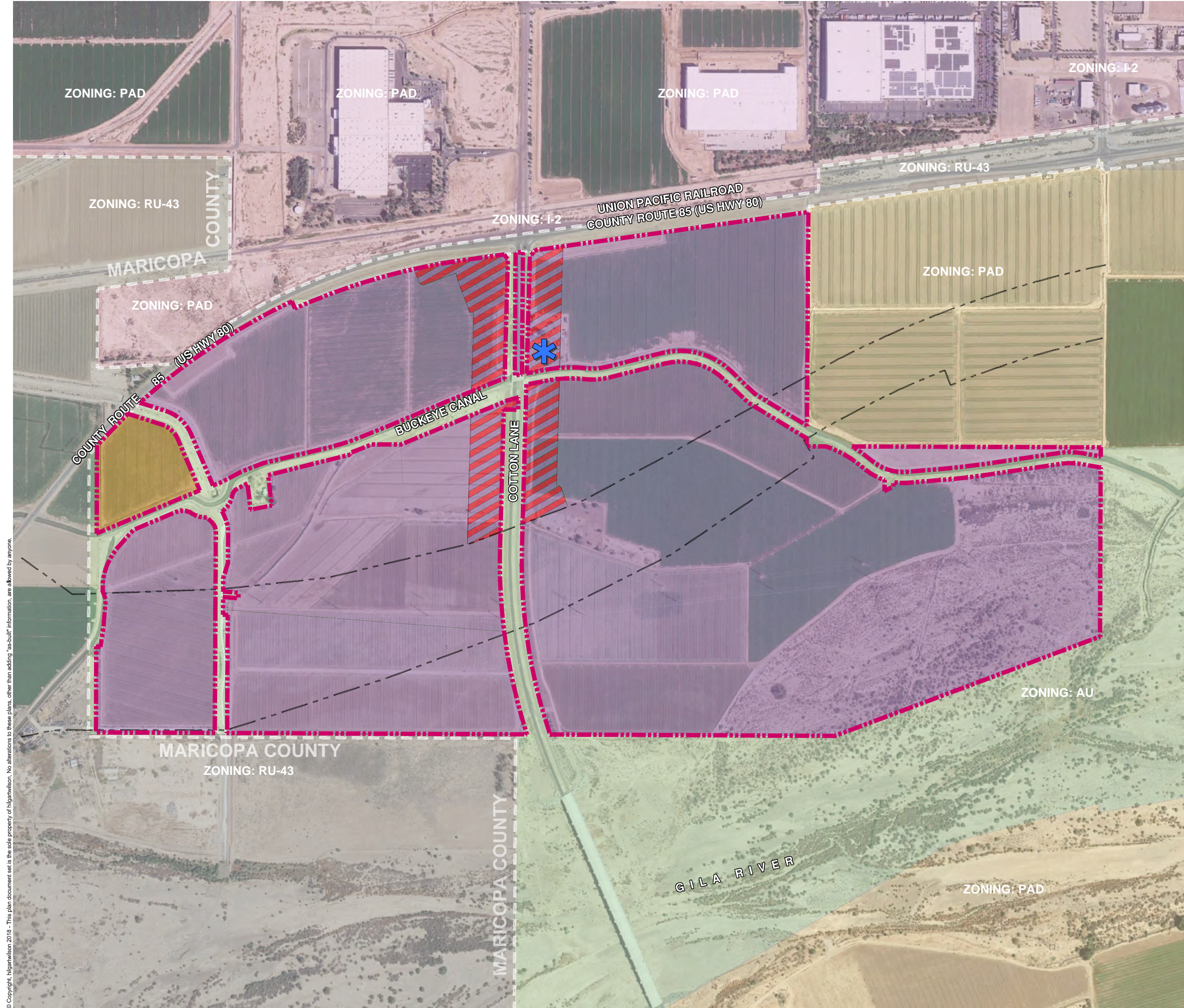
GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

EXHIBIT 03 EXISTING ZONING



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SCALE
SCALE: 1"=400' (24X36)

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CP LAKIN PARK

GOODYEAR, ARIZONA

PLANNED AREA DEVELOPMENT

EXHIBIT 04 PAD ZONING MAP



400 200 0 400 800
SCALE FEET
SCALE: 1"=400' (24X36)

LEGEND

- PROPERTY BOUNDARY
- SR 30 ALIGNMENT
- POTENTIAL FIRE STATION LOCATION
(MAXIMUM 2.5 ACRE SITE, IF REQUIRED, MAY BE LOCATED AT ANY LOCATION WITHIN THE C-2/I-2 FLEX ZONE)

CP LAKIN PARK	SITE DATA	
	ZONING	AREA
	MULTIFAMILY	15.4
	COMMERCIAL/INDUSTRIAL FLEX ZONE	35.3
	INDUSTRIAL	644.9
TOTAL		695.6

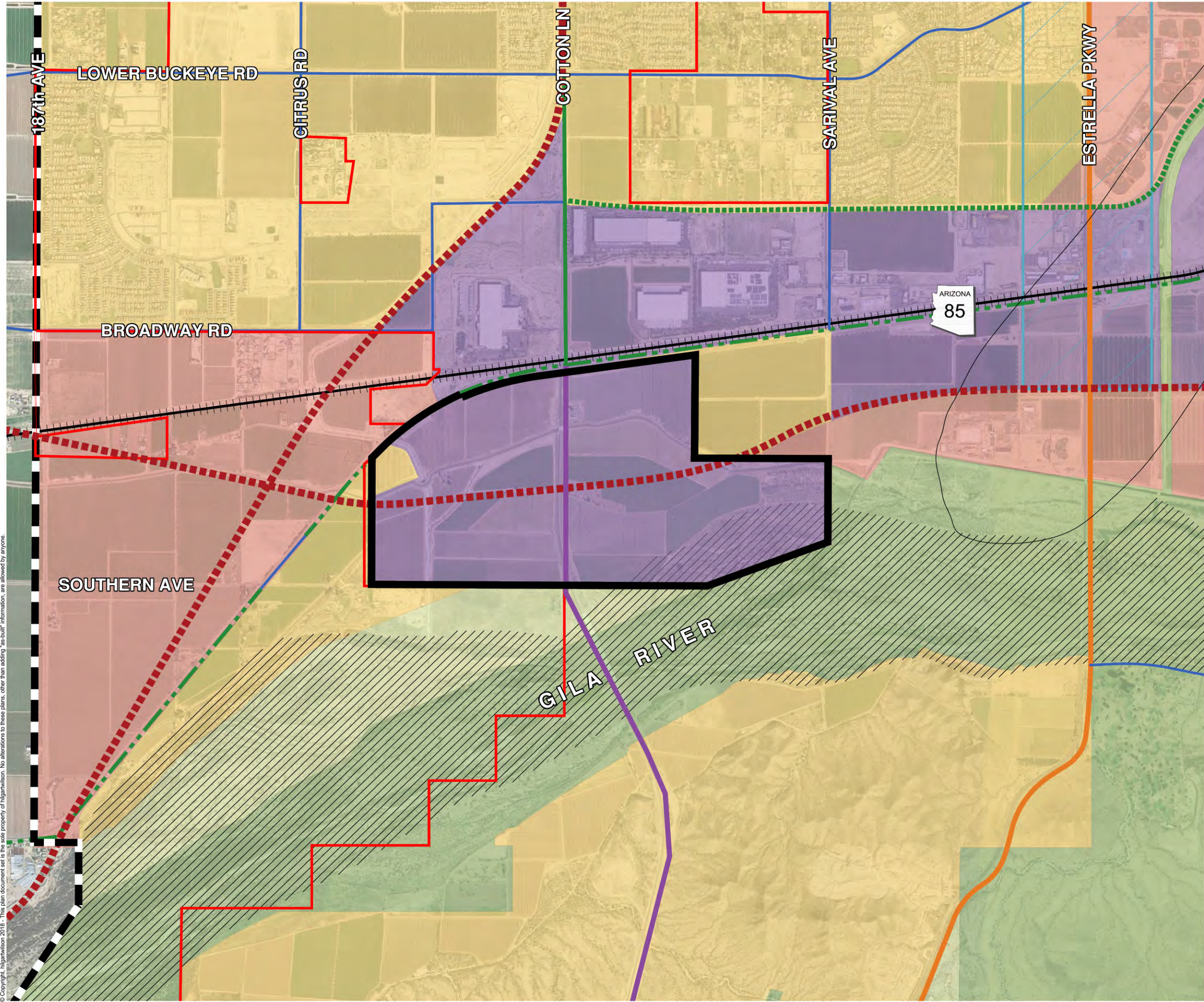
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2141 E. HIGHLAND AVE., STE. 250 PROJECT MANAGER:
PHOENIX, AZ 85016 R. GUBBER, AICP
P: 602.490.0535 PROJECT NUMBER: 1981.02
F: 602.368.2436 SEPTEMBER 2019

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CP LAKIN PARK

GOODYEAR, ARIZONA

PLANNED AREA DEVELOPMENT

EXHIBIT 05 CITY INITIATED GENERAL PLAN AMENDMENT



NOT TO SCALE

LEGEND

PROPERTY AREA

Land Use and Transportation Map

Municipal Planning Area Boundary

City Boundary (Generalized)

Land Use Categories

Open Space

Agriculture

Scenic Neighborhood

Neighborhood

Business & Commerce

Industrial

City Center

Land Use Overlay Districts

Village Center Overlay

Luke Compatible Land Use Overlay

Transit Oriented Development Overlay

Wildlife Linkage Overlay

Aggregate Mining Overlay

Phoenix/Goodyear Airport

Airport 65 DNL (Day-night Noise Level) Line

Luke AFB Accident Potential Zone (APZ)

Sonoran Desert National Monument

Wilderness Area

Roadway Classifications

Arterial

Scenic Arterial

Scenic Arterial - Proposed

City Center Arterial

Major Arterial

Major Arterial - Proposed

Major Arterial - Road of Regional Significance

Parkway

Parkway - Proposed

Freeway

Freeway/Parkway - Proposed

Other Streets

Rail Road



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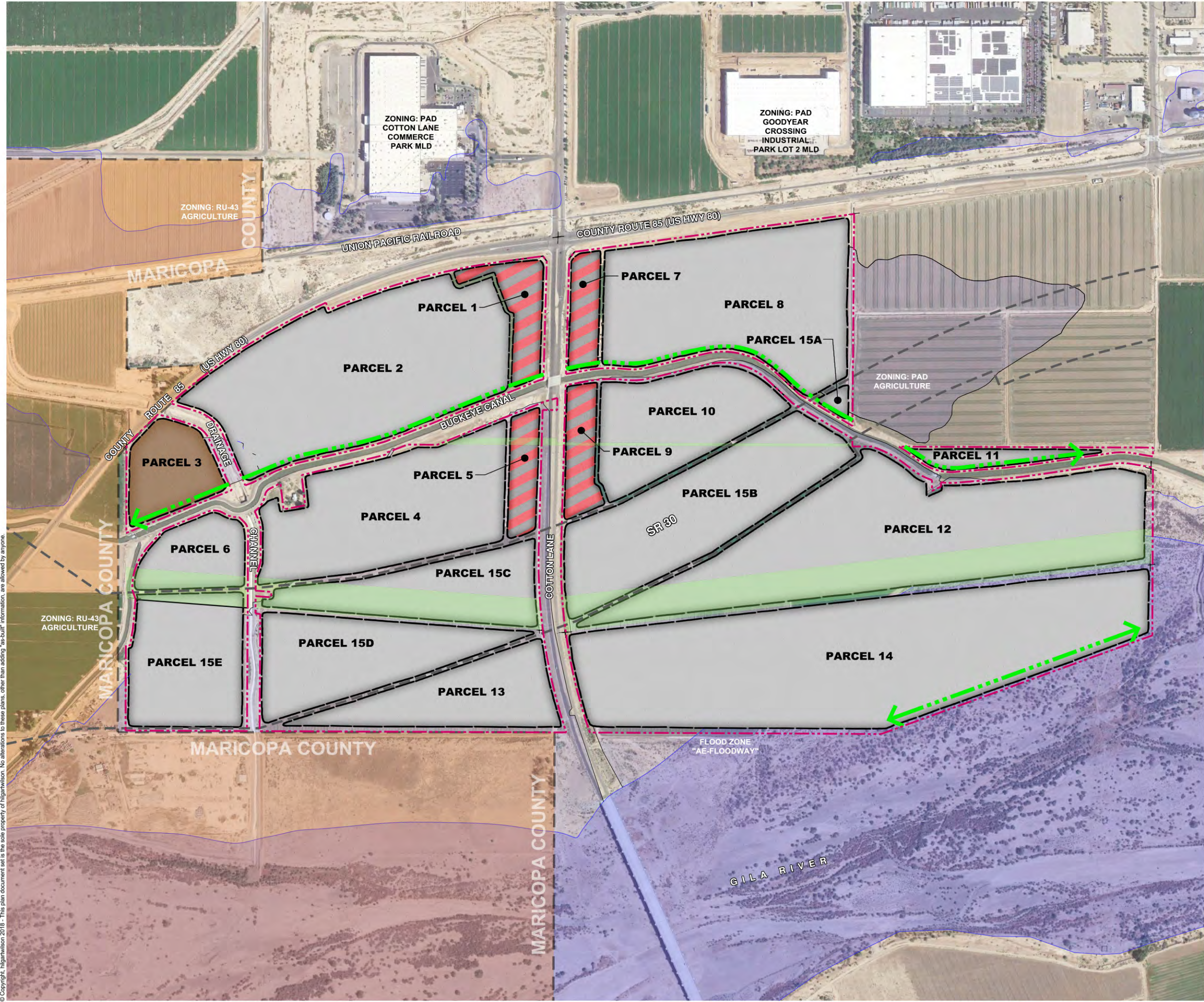
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P: 602.490.0535 PROJECT NUMBER: 1981.02

F: 602.368.2436 JULY 2019

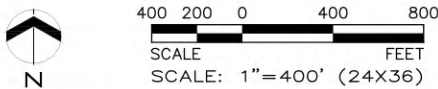
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CP LAKIN PARK

GOODYEAR, ARIZONA
PLANNED AREA DEVELOPMENT

EXHIBIT 06 CONCEPTUAL LAND PLAN



LEGEND

- PROPERTY BOUNDARY
- SR 30 ALIGNMENT (APPROXIMATE RIGHT-OF-WAY LINE)
- MARICOPA COUNTY BOUNDARY
- REGIONAL TRAIL
- INDUSTRIAL
- COMMERCIAL/INDUSTRIAL
- MULTI-FAMILY
- POWER LINE EASEMENT

SITE DATA			
Parcel	* Net Area	Land Use	Unit Count
1	10.6	Commercial/Industrial	-
2	78.5	Industrial	-
3	15.4	Multi-Family	107-184
4	52.5	Industrial	-
5	8.2	Commercial/Industrial	-
6	14.0	Industrial	-
7	7.6	Commercial/Industrial	-
8	65.9	Industrial	-
9	8.9	Commercial/Industrial	-
10	32.0	Industrial	-
11	7.1	Industrial	-
12	97.8	Industrial	-
13	28.4	Industrial	-
14	123.5	Industrial	-
15	A 2.0	Industrial	-
	B 49.9		-
	C 28.4		-
	D 33.5		-
	E 31.4		-
Total	695.6	-	107-184

* EXCLUDES PERIMETER STREETS

CP LAKIN PARK

GOODYEAR, ARIZONA
REZONE

EXHIBIT 07 PHASING PLAN



400 200 0 400 800
SCALE
SCALE: 1"=400' (24X36)

LEGEND

- - - - - PROPERTY BOUNDARY
- - - - - SR 30 ALIGNMENT
(APPROXIMATE RIGHT-OF-WAY LINE)
- - - - - MARICOPA COUNTY BOUNDARY
- - - - - PHASE BOUNDARY LINE

SITE DATA					
Phase	Parcel	* Net Area	Land Use	Unit Count	
1	1	10.6	Commercial/Industrial	-	
	2	78.5	Industrial	-	
	3	15.4	Multi-Family	107-184	
2	4	52.5	Industrial	-	
	5	8.2	Commercial/Industrial	-	
3	6	14.0	Industrial	-	
	7	7.6	Commercial/Industrial	-	
	8	65.9	Industrial	-	
4	9	8.9	Commercial/Industrial	-	
	10	32.0	Industrial	-	
5	11	7.1	Industrial	-	
	12	97.8	Industrial	-	
6	13	28.4	Industrial	-	
	14	123.5	Industrial	-	
7	15	A	2.0	Industrial	-
		B	49.9		-
		C	28.4		-
		D	33.5		-
		E	31.4		-
Total		695.6	-	107-184	

* EXCLUDES PERIMETER STREETS

