



July 13, 2018

1<sup>st</sup> Revision – October 3, 2018

## **Rezoning Narrative**

### **Liberty Property, LP**

Approx. 114.84 gross/112 net acres within the 126-acre Camelback 303 Commerce Park

#### **1. Overview of Request**

The subject of this rezoning request is an approximately 114.84 gross acres (112.06 net acres) vacant development Site (“LP Site”) located within the 126-acre Camelback 303 Commerce Park located south of the southwest corner of Camelback Road and Cotton Lane. A Vicinity Map of the LP Site is provided at **Exhibit 1**. An Aerial Map showing the Site and surrounding area is provided at **Exhibit 2**.

The LP Site is owned and proposed to be developed by Liberty Property, LP (“Liberty”) as a new industrial development. The existing zoning of the LP Site is Light Industrial (I-1) with a Planned Area Development overlay (“Camelback 303 Commerce Park PAD” or “PAD”), which was approved by the City Council in 2006 (Case No. 06-00010). The purpose of this rezoning request is to remove the PAD on the 114.84 gross acres LP Site and develop the LP Site with new industrial buildings pursuant to the City’s current I-1 Zoning District’s Permitted Land Uses and Development Standards. No Amendment is being requested for the 16.1 acres C-2 zoned parcel within the Camelback 303 Commerce Park PAD located north of the LP Site.

The vacant LP Site has historically been used for agriculture. The LP Site is surrounded by vacant land and existing industrial developments. The vacant land to the west of the LP Site has recently been rezoned to AU and R1-6 for a future residential development known as Abel Ranch (the proposed AU zoned property is located adjacent to the LP Site’s west property line). The vacant land to the north of the LP Site is zoned C-2 with PAD overlay (as described above, the 16.1-acre C-2 / Camelback 303 Commerce Park PAD property is not part of this request) and PAD/commercial (property located at the southwest corner of Cotton Lane and Camelback Road). Cotton Lane is located east of the LP Site and there is an existing industrial development known as Perimeter West located east of Cotton Lane with industrial users such as REI, Ball Aluminum and Dicks Sporting Goods, which are zoned I-1 --- same as this rezoning request. The vacant land to the south of the LP Site is zoned PAD (Ten 303 Business Park). This rezoning request is consistent, compatible, and appropriate for the Site and the surrounding area.

## **2. City's Guiding Considerations for Zoning Amendments**

- a. Consistency with the goals, objectives, policies and future land use map of City's General Plan; consideration of current market factors, demographics, infrastructure, traffic, and environmental issues; and if conditions have changed significantly since the Plan was adopted.**

The City of Goodyear's General Plan Land Use Map designates the majority of the LP Site as Industrial and a small portion as Business & Commerce with a Luke Compatible Land Use overlay ("LCLU") designation over the entire LP Site. The LCLU designation identifies areas contained within the 65 Ldn noise contour of Luke AFB. Most of the LP Site is located within the 65 Ldn noise contour, with a small area of the LP Site (southeast corner) located within Accident Potential Zone II ("APZ II") of Luke AFB. A Luke LdN / APZ Map of the Site is provided at **Exhibit 3**.

Liberty's proposed industrial development is compatible with the land uses identified in ARS §28-8481 and will not be a hazard to air navigation. See **Exhibit 4**, Four FAA Determination of No Hazard to Air Navigation Letters confirming a height of 55 feet above ground level ("AGL") on the LP Site will not be a hazard to air navigation (note: the proposed maximum "building height" of this rezoning request is 50 feet [plus code-compliant parapets, mechanical equipment and mechanical screening] in accordance with the I-1 Zoning District standards – see Section 4 below for a description of the building design).

Further, Liberty's proposed industrial development meets current market demand for industrial users proximate to the Loop 303 freeway corridor and is compatible with existing and future industrial developments and other land uses in the area. Both the Loop 303 and the I-10 will provide regional transportation routes. Cotton Lane, Camelback Road and Indian School, three arterial streets, will provide adequate access and have adequate capacity to handle the additional traffic volume generated by an industrial user on the LP Site. Further, the permitted land uses under the I-1 Zoning District are appropriate for the LP Site, the area, and consistent with the land uses approved by the City Council in 2006.

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

The vacant LP Site is adequately sized (114+/- gross acres) and relatively flat, which makes it suitable for an industrial development. Adjacent arterial streets (Cotton Lane, Camelback Road and Indian School Road) and the Loop 303 Freeway are appropriate to serve industrial users.

- c. Compatibility of all potential uses allowed in the proposed zoning district with the 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 LP Site is currently zoned I-1 with PAD overlay. The proposed removal of the PAD

on the LP Site will maintain the I-1 zoning and, thus, the intent of this request is to apply I-1 permitted land uses on the LP Site. As was found by the City Council in 2006, I-1 land uses on the LP Site are compatible with the surrounding uses. Industrial is an appropriate land use that is suitable for the LP Site and will not have negative environmental impacts, inappropriate traffic impacts, or other negative impacts to the surrounding area.

**d. Proposed zoning district's consistency with other land uses within the immediate area and whether uses allowed under the proposed zoning district would be better suited to the subject property than the uses allowed under current zoning.**

The proposed zoning is I-1. The existing zoning is I-1 with PAD overly, currently allowing I-1 land uses on the LP Site. The proposed removal of the PAD on the LP Site will allow I-1 land uses to be developed on the Site pursuant to the City's current I-1 Zoning District and Development Standards. Thus, the intent of this request is to continue the allowance of I-1 land uses on the LP Site. The I-1 land uses are consistent and compatible with other land uses within the immediate area (such as the I-1 zoned properties across the street for REI, Ball Aluminum and Dick's Sporting Goods), are compliant with Luke Air Force Base and its noise contours, and proposed residential uses to the west of the Site will be adequately buffered.

**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.**

There is market demand for shovel-ready industrial land proximate to the Loop 303 freeway corridor. Loop 303 is uniquely positioned for new industrial developments and provides opportunities not available in other parts of the City.

**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 water supplies, water treatment, storage, and distribution facilities, wastewater treatment, recharge and distribution facilities, streets, bridges, schools and emergency services facilities and equipment.**

The LP Site is designated primarily as an industrial use on the City's General Plan. Regional roadway infrastructure is already in-place. Half street improvements to Cotton Road and Minnezona Avenue with appropriate deceleration lanes and tapers are planned to serve the LP Site. Further, planning is underway to provide adequate water (Epcor) and sewer (City of Goodyear) capacity and distribution facilities to the LP Site.

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

The LP Site is proximate to existing public services that are provided in part by the City and in part by Epcor (water). Regional roadway infrastructure is already in-place. Half street improvements to Cotton Road and Minnezona Avenue will be completed concurrently with the development of the LP Site. Capacity of the water and sewer infrastructure will be confirmed during the design phase of Liberty's development.

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

There are no known concerns from the general public to this case which requests I-1 on a site that is already zoned I-1 with a PAD overlay.

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

This zoning amendment request is consistent with the City's General Plan, compatible with the surrounding area, and promotes orderly growth and development of industrial uses proximate to the Loop 303 Corridor. Liberty's industrial development will be a positive addition to the City and the area.

**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.**

Liberty's industrial development will have a positive impact to the general health, safety and welfare of the citizens of the City and the general public by delivering jobs for residents, commerce for the City, and promotion of further development proximate to the Loop 303 Corridor, which is a vital economic development corridor for the City. Liberty's proposed industrial uses and development is also consistent with Luke Air Force Base and its noise contours.

**3. Site Design and Compatibility with Surrounding Area**

**a. Building Setback along west boundary of LP Site.**

The Camelback 303 Commerce Park PAD anticipated the lots west of the Site would be traditional smaller residential subdivision lots (Beazer was the homebuilder at the time the PAD was drafted). Now, a new residential development, known as Abel Ranch, is proposed and zoned west of the LP Site, which includes the City's AU Zoning District along the east portion of Abel Ranch (adjacent to the LP Site) for larger lots that range from approximately 3.0 – 4.9 acres per lot. Those AU lots are planned within Abel Ranch for a variety of reasons, including to provide additional distance between the future Abel Ranch production homes and the Luke Air Force Base 65 Ldn noise contour and from future industrial development on the LP Site. Further, the Camelback 303 Commerce Park PAD anticipated the possibility of truck bay access doors to be located proximate to the west boundary of the LP Site and Liberty's proposed Conceptual Site Plans are consistent with the intent of the PAD setback and buffering standards on the LP Site.

Three Conceptual Site Plans are included with this rezoning request to illustrate what could be developed on the LP Site. Conceptual Site Plans #1, 2 and 3 (collectively, "Conceptual Site Plans") are provided at **Exhibit 5**. All three alternative Conceptual Site Plans include approximately 1.8M SF of building area. Conceptual Site Plan #1 includes two buildings (approximately 800K and 1M SF, respectively); Conceptual Site Plan #2 includes three buildings (approximately 800K, 500K, and 500K SF, respectively); and, Conceptual Site Plan #3 includes four buildings (approximately 400K, 400K, 500K, and 500K SF, respectively). Liberty anticipates that any combination of these building layouts, or other similar layouts, may be developed on the Site.

On the LP Site, the PAD called for (1) a 30-foot landscape setback plus an eight-foot CMU wall if no west facing bay doors were on the building and no circulation was on the west side of the building, or (2) a 30-foot access drive for circulation plus a 30-foot landscape setback and eight-foot CMU wall for a building with truck bays doors not facing west, or (3) a minimum of 90-foot setback to allow for a truck queuing area, plus a 30-foot landscape setback and eight-foot CMU wall with truck loading bay doors facing west. All three of Liberty's alternative Conceptual Site Plans include a generous building setback along the west property line, providing a buffer to the proposed residential development (Abel Ranch) planned west of the Site. Further, although the proposed I-1 zoning allows a minimum of 30 feet rear setback, Liberty is amenable to a Zoning Stipulation requiring the following setbacks:

- A) If a building does not have west facing truck dock doors, a minimum of 30 feet building setback from the west perimeter is required.
- B) If a building does not have west facing truck dock doors and has a vehicle drive aisles on the west side of the building, a minimum of 60 feet building setback (30 feet landscape setback and 30 feet drive aisle width) from the west perimeter is required.
- C) If a building does have west facing truck dock doors, a minimum of 120 feet building setback (30 feet landscape setback, 30 feet drive aisle, and 90 feet truck queuing area) from the west perimeter is required.

With respect to the north building(s) shown on Liberty's Conceptual Site Plans, there is a single approximately 800K SF industrial building located on the north portion of the LP Site on Conceptual Site Plans #1 and 2 and there are two approximately 400K SF buildings separated by approximately 76 feet in the same area shown on Conceptual Site Plan #3. The building(s) shown on the north portion of the LP Site on all three Conceptual Site Plans contemplate the truck loading bays oriented on the north and south sides of the building(s), not facing toward the proposed Abel Ranch west of the LP Site. The PAD called for a 30 feet access drive for circulation plus a 30-foot landscape setback (60 feet total minimum building setback) and eight-foot CMU wall.

With respect to the south building(s) shown on Liberty's Conceptual Site Plans, the shortest distance between a building and the western property line of the LP Site is approximately 404 feet. The south building(s) provide truck loading bays oriented on the northwest and southeast sides of the building(s). The PAD called for a minimum of 90-foot setback along the western perimeter to allow for a truck queuing area, plus a 30-foot landscape setback and eight-foot CMU wall. The approximately 404 feet building setback shown on the Conceptual Site Plans exceed the intent of the PAD. The Conceptual Site Plans include varying widths for a building setback and landscape buffer due to the "diagonal" layout of the building(s). The landscape setback along the west perimeter of the LP Site will meet or exceed the 30 feet called for in the PAD.

Further, the proposed layouts shown on the Conceptual Site Plans significantly exceed the minimum building setback requirements of the City's I-1 Zoning District, which require a minimum 30 feet front and side yard setbacks and minimum 30 feet rear yard setback. The proposed building layout and uses are compatible with the surrounding areas, significantly exceed the minimum requirements of the I-1 Zoning District and is consistent with the PADs intent of

providing greater setbacks and buffers along the Site's west property boundary.

- b. Compatibility of industrial buildings that are 250,000 sf or greater located adjacent the LP Site's west boundary or dock-level bay doors that are predominantly on the west side of an industrial building adjacent to Abel Ranch (previously Talaverde Estates – a Beazer Home development).**

Industrial market demand has evolved since the PAD was originally approved in 2006. Current market demand dictates that industrial buildings be approximately 400K – 500K square feet or larger with truck loading bay doors and approximately 40 feet of clear height inside the building, which are the primary drivers of the building layouts shown on the Conceptual Site Plans (**Exhibit 5**). The layout, screening, separation between adjacent uses and proposed buildings, landscaping, and ingress/egress points for vehicular traffic are carefully designed to preserve the use and enjoyment of neighboring properties and ensure the proposed uses and improvements on the Site are compatible with the surrounding area.

The proposed building(s) on the south portion of the Site will not be located adjacent to the west boundary of the Site and will be oriented in the northeast-southwest directions with southeast and northwest-facing truck loading bays. The northwest facing bays are facing towards internal truck queuing and parking areas, employee and visitor parking areas, landscape buffer areas, and the Epcor Water Parcel located at the southwest portion of the Site. The northwest facing truck loading bays will be located approximately 400 to 900 feet away from the AU zoned lots within Abel Ranch.

The vehicular circulation throughout the LP Site will include a variety of private drive and parking areas with the primary means of ingress and egress to the LP Site located along the east side of the LP Site connecting to Cotton Lane and to the southeast on Minnezona Avenue, which are located on the opposite side of the LP Site from the neighboring residential area to the west. The traffic increase from the development of the Site will have negligible impact on the surrounding arterial streets (Cotton Lane, Camelback Road, and Indian School Road). Parking lot and building lighting will comply with the City's lighting standards and trash enclosures will be placed at appropriate locations on the Site.

#### **4. Building Design and Compatibility**

All buildings located within the Site will be architecturally styled to achieve harmony and continuity of design. Building elevations will be coordinated regarding color, texture, materials, finishes, and form. All signage will be compatible with the building design.

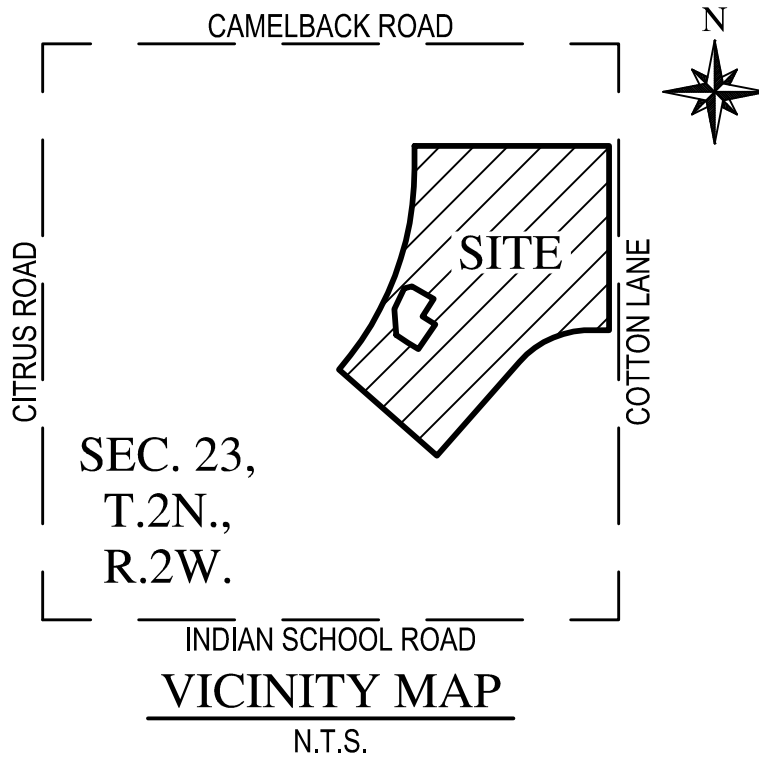
Conceptual Building Renderings and Elevations are included with this rezoning request to illustrate what could be developed on the Site. Conceptual Building Renderings showing two different perspectives of an industrial building are provided at **Exhibit 6**. Further, Conceptual Building Elevations are provided at **Exhibit 7**. A wide variety of building materials may be used to create a variety of architectural detailing. Each building's exterior walls will use a combination of materials and colors to create interesting building elevations that enhance the theme of the project architecture. The building materials may include but are not limited to:

concrete block, brick, glass, stone, tile, architecturally treated metal, painted concrete "tilt-up" panels, pre-cast concrete panels, stucco, etc.

Liberty's buildings are preliminarily designed with a building height (to the roof deck) of 50 feet (approximately 53'-6" to top of parapet). This building height will allow truck loading dock bays and buildings with 40 feet of clear height inside the buildings. The FAA has determined that up to 55 feet of AGL height on the LP Site will not be a hazard to air navigation. See **Exhibit 4**, Four FAA Determination of No Hazard to Air Navigation Letters confirming buildings up to 55 feet on the Site will not be a hazard to air navigation. Further, the City's I-1 Zoning District allows building heights up to 50 feet (plus appropriate parapets, mechanical equipment, and mechanical screening) upon a determination by the FAA that the proposed building height presents no hazard to air navigation as evidenced by the receipt of a Determination of No Hazard to Air Navigation issued by the FAA. Liberty's conceptual building designs are consistent with and meet the requirements of Luke AFB, the FAA and the City's I-1 Zoning District.

# **Exhibit 1**





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<p><b>NOT</b> FOR CONSTRUCTION OR RECORDING</p>	<p><b>WOOD/PATEL</b> MISSION: CLIENT SERVICE * (602) 335-8500 WWW.WOODPATEL.COM</p>	LIBERTY PV303 GOODYEAR		
		VICINITY MAP		
		DATE: 07-12-18	SCALE: NONE	SHEET 1 OF 1
		JOB NO.: 174737	DESIGN: NB DRAWN: NB	

# **Exhibit 2**



