



REZONE NARRATIVE
FOR
KCI GOODYEAR SOUTH, LLC
GOODYEAR, ARIZONA

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ATTACHMENTS

1. Vicinity Map
2. Surrounding Development Plan
3. Land Use and Transportation Map

1.0 INTRODUCTION

KCI Goodyear South, LLC is proposing rezoning of 19.25 acres with a PAD overlay on the entire 99 acre parcel (hereinafter referred to as Property or Site). The Property is located in Goodyear, Arizona at the northwest corner of the Yuma Road and Bullard Avenue intersection. The majority of the Site is currently zoned Light Industrial (I-1) with an exception of 19.25 acres (measured to centerline of Bullard Avenue and Yuma Road), which is currently zoned General Commercial (C-2). A proposed rezone to I-1 Light Industrial zoning district is proposed for the 19.25 acre Property that is currently zoned C-2 with a PAD overlay on the entire site.

The Project lies within Section 8, Township 1 North, Range 1 West of the Gila and Salt River Baseline and Meridian. The Site is comprised of gentle topography sloping northeast to southwest towards the Bullard Wash, and is currently lying fallow.

A Vicinity Map has been provided as **Attachment 1**.

2.0 DESCRIPTION OF PROPOSAL

The property owner, KCI Goodyear South, LLC proposes a rezone of 19.25-acre rezone from general commercial to a light industrial land use with a PAD overlay. Additionally, the property owner is proposing the currently zoned I-1 property (83.45 acres) be rezoned to I-1 with a PAD overlay.

The proposed development will meet open space and landscaping as set forth in the City of Goodyear Design Guidelines, specifically for industrial development. Rezoning the Property from General Commercial to Light Industrial will provide development consistency with market demands as well as consistency for surrounding development along Bullard Avenue.

A Surrounding Development Plan has been included in **Attachment 2** to depict the proposed rezone area.

3.0 PUBLIC SERVICES

The Project is located within the City of Goodyear planning area. Existing infrastructure will be utilized to its fullest extent to reduce need for additional construction. The Project will share the same emergency service and utility providers as the residential development west of the Project.

4.0 SURROUNDING PROPERTY LAND USE

North of the parcel's are active agricultural fields, with recently approved I-1 PAD zoning.

The site is bounded to the east by Bullard Avenue. Further east, across Bullard Avenue, is active agricultural land zoned AU.

The site is bounded to the south by Yuma Road. South of Yuma Road is vacant land

Within the parcel, is fallow land, currently zoned I-1. Further west of the parcel's western boundary is the Centerra residential development, with a PAD zoning. The closest residential home within the Centerra development is approximately 1,575-feet from the northeast corner of the proposed rezone area. The area surrounding the site ultimately drains to the southwest.

Bullard Wash exists in the western portion of the 99-acre parcel, which is currently unimproved between Van Buren Street and Yuma Road. The current property owner of the Site is planning to improve the Bullard Wash, which includes channelization of the wash. The improved Bullard Wash is planned to have a width of approximately 300 feet with an addition of a fully landscaped pedestrian trail on the east side of the Wash that will provide additional buffer

The Surrounding Development Plan included as **Attachment 2** depicts the surrounding land uses.

5.0 GENERAL PLAN CONFORMANCE

The City of Goodyear General Plan (GP) designates the site's land use as Business & Commerce. Per Chapter 8 of the GP, the proposed Light Industrial (I-1) zoning district with PAD overlay directly aligns with the Business & Commerce land use designation. The Project provides the exact type of development deemed desirable by the GP, for the anticipated future of Goodyear.

5.1 GENERAL PLAN LAND USE DESIGNATION

The Project's GP land use designation of Business & Commerce offer a wide range of potential development. "Business & Commerce includes uses such as, but not limited to, business parks, offices, warehouses, regional hospitals, high density residential that supports the area, and other light industrial uses that are also appropriate in certain areas". Given the site's proximity to existing residential development, the anticipated use as a data center provides a relatively low-intensity land use.

5.2 GENERAL PLAN GOALS AND POLICIES

The Project is mindful of the goals and policies found in the GP, guiding the future development and growth of Goodyear. The Project intends to develop with the GP goals and policies as a top priority. These goals include, but are not limited to:

Physical Growth and Development

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 GD-2-4.

Protect community assets from encroachment and incompatible land uses.

Policies:

- a) Protect the Luke Air Force Base Accident Potential Zones (APZ's), and the Phoenix - Goodyear Airport Traffic Pattern Area (TPA) and their respective critical noise contours (i.e., 65 day night noise level (DNL) and greater) surrounding Luke Air Force Base and Phoenix - Goodyear Airport from incompatible land uses in support of their continued and/or expanded future operations.

Project Response

The proposed zoning and development provides a land use that is compatible with the development patterns permitted within proximity to Phoenix - Goodyear Airport, calling for Business & Commerce land uses northwest of the airport.

Goal GD-2

Effectively managed and well distributed growth that meets or exceeds the quality of existing development and addresses the needs of existing and future residents and businesses.

Objective GD-2-2.

Focus new growth in the City's designated growth areas to effectively utilize resources, minimize operation and maintenance costs, and attract and efficiently provide new services such as transit and entertainment opportunities.

Policies:

- a) Evaluate the projects and programs within the Capital Improvements Program based on their location in relationship to the City's designated growth areas.
- b) Promote development within the City's designated growth areas first, as follows:
 - areas within the impact fee areas as identified by the Infrastructure Improvement Plan (IIP)
 - areas within targeted job centers such as the Loop 303 Corridor, Interstate 10 Corridor, Phoenix-Goodyear Airport, the MC-85 Corridor, and the Bullard Corridor,
 - areas within any City-adopted Redevelopment Area,
 - areas within the Transit Oriented Development Overlay,
 - areas within ¼ mile of existing residential subdivisions and
 - areas along existing interstates/freeways.

Project Response

The Project is located within the City's GP defined Redevelopment Area. City-adopted Redevelopment Areas are intended to bring growth and revitalization to older areas of Goodyear. The Redevelopment Area designation also overlaps with the City-adopted Job Center (Phoenix-Goodyear Airport/MC-85/Bullard Corridor) designation. The combination of the underlying GP land use designation, the Redevelopment Area overlay, and Job Center overlay makes this project the ideal type of development to occur within this very specifically defined area. The potential introduction of a data center will help form a unique tech corridor within the City of Goodyear. Data centers often help spark the development additional tech-based businesses nearby, creating even more high-quality jobs. Finally, the proposed development is within ¼ mile of existing residential development, providing new employment opportunities near available housing.

Community and Cultural Development**Goal CC-7**

A community with access to healthy eating and active lifestyle opportunities.

Objective CC-4-1.

Enhance the regional bicycle system.

Policies:

- a) Include bike lanes on arterial and collector roadways.
- b) Major destinations should include bicycle parking.
- c) Include the consideration of bicycling in transit planning. Transit stations should be planned on bicycle lanes/trails and busses should accommodate bicycles.
- d) Increase awareness of the bike lane/trail system in Goodyear and the region.
- e) Coordinate bicycle trail/lane planning with neighboring jurisdictions and regional planning agencies.

Project Response

The developer will be required to improve the Bullard Avenue frontage, which will include a bike lane on the major arterial roadway. Additionally, an 8' sidewalk will be constructed along Bullard Avenue per city requirements at the time of development. These improvements will benefit the entire city of Goodyear.

Economic Development**Goal ED-1**

A resilient and diversified economy.

Objective ED-1-1.

Encourage development to attract businesses to Goodyear that offer good wages and benefits and positively contribute to the community and economy.

Policies:

- a) Foster the creation of jobs within key industry clusters:
 - Aviation and aerospace
 - Higher education
 - Health services
 - Advanced manufacturing
 - Information technology
 - Tourism
- b) Utilize and expand efforts to attract new employers to the City through regional partnerships with organizations such as, but not limited to, the Arizona Commerce Authority (ACA), Arizona Association for Economic Development (AAED), the Southwest Valley Chamber of Commerce, International Council of Shopping Centers (ICSC), National Association of Industrial and Office Properties (NAIOP), Greater Phoenix Economic Council (GPEC), International Economic Development Council (IEDC), Valley Partnership, and WestMarc.
- c) Continue to forge relationships and create partnerships with industry leaders, property owners, and key development officials to gain a perspective of their “wants and needs” to locate their operations within Goodyear.
- d) Integrate business friendly practices throughout City functions.

Objective ED-3-2.

Stem the flow of intellectual “brain drain”.

Policies:

- a) Attract targeted industry projects/businesses that allow the opportunity for Goodyear residents to live and work locally.
- b) Create a community with a quality of life and sense of place that draws the types of workers needed by the identified key industry clusters.

Project Response

Many of the jobs anticipated to be introduced through the proposed development will likely require advanced training or higher-level education, prompting the cultivation of a highly skilled workforce. In addition to cultivating a workforce from current Goodyear residents, the types of jobs created will attract skilled workers from other municipalities willing to relocate for such desirable job opportunities. A workforce influx can spark new growth across the entire development spectrum, from added entertainment and recreation to additional housing. The most highly anticipated result of a data center development is the subsequent introduction and development of additional tech-related businesses nearby. More tech-related businesses will create even more high-level job opportunities. Nearby housing options currently exist, but the introduction of this proposed employment hotbed may prompt additional residential development in nearby locations that may have previously been seen as

unviable or undesirable. Ultimately, the introduction of a data center could potentially be the catalyst for major long-term growth in the area.

Goal ED-4

A community that is a technology leader in health care, business, education, aerospace, defense, and government.

Objective ED-4-1.

Promote the development of technology to ensure Goodyear is a leader in technology in the region.

Policies:

- a) Identify industry clusters that promote technology and utilize the City's existing infrastructure.

Project Response

The end user for the proposed development will likely be a technological leader in one of a variety of potential industries. Data centers are used in health care, business, education, aerospace, defense, government, and information technology, making the Project a viable location for a multitude of potential companies.

6.0 REZONE CRITERIA

- a) Consistency with the General Plan.

Project Response

The City of Goodyear General Plan (GP) designates the site's land use as Business & Commerce. This land use designation corresponds with the following zoning districts: Agricultural (AG), Commercial Office (C-O), Neighborhood Commercial (C-1), General Commercial (C-2), Light Industrial (I-1), Multi-Family Residential (MF-18), Public Facilities District (PFD), Planned Area Development (PAD). Currently I-1 zoning exists south and east of the Project. To the north, the property has recently been rezoned, transitioning from AU to I-1, C-2, and MF-24 zoning districts, with a PAD overlay. Given the surrounding zoning and overall GP land use goals for the area, I-1 is the most logical and compatible zoning district to transition to from agriculture.

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

Project Response

The property proposed for rezone feature minimal physical encumbrances. The site's frontage onto both Bullard Avenue and Yuma Road allow multiple access options. A rezone of the property to match the adjacent zoning of the parent parcel will allow for the entire 99-acre parcel to be developed cohesively with a PAD overlay.

- c) Compatibility of all potential uses allowed in the proposed zoning district with surrounding uses and zoning.

Project Response

Given the current I-1 zoning of the parcel and the future I-1 zoning with PAD overlay currently being introduced further north of the parcel, I-1 zoning with PAD overlay is the most appropriate and compatible land use to transition from AG.

The residential development to the west will be substantially buffered from the site via the Bullard Wash, which will be channelized to an ultimate width of 300-feet. Additionally, a significant pedestrian trail landscaped on both sides will run along the east side of the Wash and will be used by the nearby residents as well as general public.

- 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 the current zoning.

Project Response

Given the current I-1 zoning to directly north and west, and the future I-1 zoning currently being introduced further to the north, I-1 zoning is the most appropriate and compatible land use to transition to from AG. Per the GP land use designation of Business & Commerce, the Redevelopment Area Overlay, and Job Center Overlay, the site cannot remain entirely AG and development in such a way that meets the intended goals of the GP and City-adopted overlays.

- e) Demand for 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.

Project Response

The Project's adjacent I-1 zoning makes it clear that there is demand for the types of uses permitted within the I-1 zoning district, in this area. With a data center as the anticipated end user, this potential land use is less intense than other permitted uses under the same zoning such as manufacturing, warehousing, and distribution (in addition to others).

- f) Demands for public services that will be generated by the uses permitted in the proposed zoning district.

Project Response

The Project is located within the City of Goodyear planning area. It is not anticipated that demands for public services will increase beyond that of the

needs of the surrounding developments. Existing infrastructure will be utilized to its fullest extent to reduce need for additional construction. The Project will share the same emergency service and utility providers as the residential development west of the Project.

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

Project Response

The Project is located in close proximity to areas where existing public services are already provided. The Project anticipates no adverse impact. The developer of the Property will be improving the services in the area by contributing to the cost of sewer improvements, and potential power improvements in the area.

- h) General public concerns.

Project Response

I-1 zoning can typically bring traffic and noise concerns. The anticipated end use as a data center will help minimize these concerns, compared to other potential uses permitted. Uses such as manufacturing, warehousing, and distribution often create a significant influx of semi-trailer truck traffic. In addition to roadway congestion these vehicles can create noise issues. Usage as a data center will significantly reduce the likelihood of impactful semi-truck traffic and noise. Overall, data centers require far fewer employees than manufacturing, warehousing, and distribution, limiting the overall influx additional commuter traffic.

- i) Whether the amendment promotes orderly growth and development.

Project Response

The proposed zoning district will allow for the site to be developed in a way that positively impacts growth within Goodyear while remaining in conformance with underlying General Plan Land Use. The anticipated end use as a data center can be a catalyst for further tech-related growth nearby. Existence of a cutting edge, high-tech, data center can potentially draw some of the largest tech-based businesses in the world to Goodyear. This can set Goodyear apart from many other municipalities the Phoenix-Metro area.

- j) Any other factors related to the impact of the amendment on the general health, safety, and welfare of citizens of the City and general public.

Project Response

At this time, no other factors have been identified that may impact the general health, safety, and welfare of citizens of the City and general public.

7.0 PHOENIX GOODYEAR AIRPORT

The Project is located approximately ¼ mile northwest of Phoenix Goodyear Airport. The site is within the Phoenix Goodyear Airport Traffic Pattern Area (TPA), but located outside of the 60 Ldn line, requiring fewer airport-related restrictions and design standards. The Project and its proposed I-1 zoning district with PAD overlay shall adhere to all design standards required by the zoning district and any additional standards required based on the Project's proximity to Phoenix Goodyear Airport, per the Phoenix Goodyear Airport Master Plan.

8.0 STREET DESIGN AND CIRCULATION

Development of the Property would require the west ½ street of Bullard Avenue to be widened to meet the City of Goodyear major arterial street section.

The fully improved Bullard Avenue would include three lanes in each direction, a bike lane, and a median between north bound and south bound traffic. The rezone process is the first step to development of the Site, ultimately resulting in better traffic flow and circulation for the residents as the City continues to grow.

Development of the Property would require the north ½ street of Yuma Road to be widened to meet the City of Goodyear scenic arterial street section.

9.0 LANDSCAPING

The final landscape plan will be in conformance with the City's Bullard Avenue Corridor Design Treatment Strategies, dated November 2018. Landscape will consist of a variety of trees including mesquite, oak, fan palms. Additionally, extensive plant material including shrubbery, accents, and ground covers will be provided throughout the Site, with an emphasis on the property boundaries. Landscaping fronting Bullard Avenue will be enhanced beyond typical City arterial roadway standards to meet the Bullard Corridor vision.

The ground cover to be provided on the Site is anticipated a minimum of 2-inch depth of ¾" screened table mesa brown decomposed granite.

10.0 SITE FENCING

In combination with attractive landscaping, decorative fencing will be thoughtfully placed to promote a sense of arrival into the Community. Fencing options include perimeter fencing as well as screen fencing to promote increased security while ensuring visual enjoyment of the Site.

All screening fencing will be a minimum of six feet in height. For the planned data center use, fencing is anticipated as an architecturally enhanced mesh type fencing. Perimeter fencing is planned on a wrought iron type fencing broken up with masonry columns along Bullard Avenue. The goal of the Site fencing is to maximize visual

appeal and provide adequate screening as required by the Zoning Ordinance. Details of the fencing will be incorporated through the Site Plan process.

11.0 BULLARD WASH

Bullard Wash is approximately 8 miles long and originates south of Luke Air Force Base, near Bethany Home Road. The wash continues south between Estrella Parkway and Bullard Avenue. A Conditional Letter of Map Revision (CLOMR) and ultimately a Letter of Map Revision (LOMR) will be completed for the wash addressing the portion of Bullard Wash between Van Buren Street and Yuma Road.

The western portion of the parcel is located within the limits of the FEMA designated AE floodplain associated with the Bullard Wash. As a result of the proposed development within the agriculture fields, Bullard Wash will be channelized from Van Buren Street to Yuma Road. The CLOMR to be prepared for the Site will document proposed revisions and that the proposed development east of Bullard Wash will amend the special flood hazard zone.

The anticipated width of the channelized Bullard Wash is 300ft, benefiting the residents within the Centerra development as it will provide a significant buffer between future development and their property. The owner of the rezone property shall construct a 10 to 12 foot unpaved compacted DG path within Bullard Wash. The city will maintain the path once constructed.

12.0 DRAINAGE

The Project is currently graded so that the site drains toward the southwest, via sheet flow, and discharges into the Bullard Wash drainage way. Ultimately, the onsite runoff combines with the offsite runoff, generated north of the site, and it is conveyed south. During minor storm events, the combined flows are predominantly retained within the agriculture tailwater ponds, located near the southwest corner of the Project. During major storm events, the flows reach Yuma Road where an existing 18-inch culvert allows a portion of the runoff to go under the roadway and continue south.

The future drainage plan will allow the offsite flows generated north of the Project to continue to have a similar drainage pattern. With the development of this property, the development will be responsible for its runoff produced by utilizing on-site retention. Since Bullard Wash traverses the Project along the western boundary, a reduced retention requirement will be pursued for on-site retention requirement. The Project will be required to be developed in accordance with all applicable portions of the City of Goodyear Engineering Design Standards and Policies Manual, Chapter 3 and Maricopa County Drainage Policies and Standards.

Bullard Wash, within the limits of the Project, will be channelized to reduce the limits of the Zone AE floodplain while still providing a drainage corridor to convey the regional offsite runoff through the site.

13.0 WATER

The Project lies within the City of Goodyear's water system service area. The existing water system is located in Pressure Zone 1, identified in the City of Goodyear *Integrated Water Master Plan (2008)*.

Surround water infrastructure includes a 16-inch DIP water main exists along Van Buren Street, a 16-inch DIP water main exists along Bullard Avenue, and a 16" DIP water main exists along Yuma Road. Additionally, a 16-inch raw water main exists along Bullard Avenue.

It is anticipated the at the time of development of the Site, connections would be made to the existing 16-inch water main in Bullard Avenue, to serve fire flow demands, domestic water demands, and landscape water demands.

14.0 SEWER

The Project lies within the City of Goodyear's wastewater system service area, and sewage is treated by the Goodyear Water Reclamation Facility.

There is an existing 27-inch VCP on the west side of Bullard Wash that runs south from Van Buren Street to Yuma Road. Additionally, there is a proposed 12-inch sewer main along Bullard Avenue proposed to be installed within the next year, funded by the developer.

It is anticipated at the time of development of the Site, the Site could be serviced through either the existing 27-inch sewer main, or the proposed 12-inch sewer main in Bullard Avenue.

15.0 PUBLIC CONCERNS

The most prevalent public concern, thus far, is a traffic increase. New employment will produce a small influx of traffic due to employee commutes. The site's potential use as a data center will introduce far fewer passenger vehicle and truck trips than similarly sized buildings and industrial developments due to the limited amount of employees needed for day-to-day operations. Fewer additional vehicle trips than other potential land uses places less of a burden on existing infrastructure. The GP calls for this area to be developed as an employment hub, making added traffic a known and anticipated impact to the area. Currently, a single southbound lane exists along the rezone frontage. As discussed in Section 8.0, Bullard Avenue will be improved to 3 lanes in each direction, which will support the addition of traffic generated from future development. The minimally impactful traffic increase from the anticipated data center will also result in minimally impactful traffic-related noise. The anticipated data center use will benefit the community in the form of significant tax revenue as a result of energy consumption, real estate taxes, and equipment. Furthermore, the developer will be making significant improvements to the surrounding area with the channelization of Bullard Wash, establishing a landscaped pedestrian trail that

connects Van Buren to Yuma Road and the improvements to Bullard Avenue. All of these improvements will add value and benefit the nearby residents and the City of Goodyear as a whole.

ATTACHMENTS