



May 28, 2019

Katie Wilken  
Planning Manager  
Development Services Dept.  
City of Goodyear  
14455 W. Van Buren St, Suite D101  
Goodyear, AZ 85338

**Re: Goodyear 82 Property  
City of Goodyear Rezoning Case No. 119-200-00002**

Dear Katie:

As you will recall, Ironline Partners – Goodyear 82, LLC (“Applicant”) is the owner of the real property identified in the referenced rezoning application (the “Goodyear 82 Property”). Applicant previously submitted its rezoning application, City of Goodyear Rezoning Case No. 119-200-0000 (the “Rezoning Case”), requesting residential zoning of traditional R1-4 for approximately 48.71 acres (190 single-family residential lots), and R1-6 for the remaining 33.29 acres (135 single-family residential lots), for a total of 325 lots. The purpose of the Rezoning Case was to secure revised land use entitlements for the single-family uses presently allowed by the Goodyear 82 Property’s existing Preliminary PAD zoning.

However, since the filing of the Rezoning Case, Applicant has been advised by City staff and ADOT that alignment of the future SR30 has been revised, based on the final, approved SR303 Loop Design Concept Report. Under the revised alignment, part of the Goodyear 82 Property will be required for the SR30 right-of-way. Based on the revised alignment of the SR30, City staff has expressed concern about the appropriateness of any of the subject property being developed as single-family residential.

Applicant agrees that, considering the revised SR30 alignment, the Goodyear 82 Property may not be suitable for single-family residential development. This conclusion is also supported by the existing and/or approved industrial land uses to the north and east of the Goodyear 82 Property, as well as the Goodyear 82 Property’s proximity to MC85 and the Southern Pacific Union Pacific railway immediately north of MC85. Rather, consistent with the City’s recommendation, Applicant believes that industrial uses are more appropriate for the Goodyear 82 Property.

Accordingly, Applicant hereby requests that its prior request for R1-4 and R1-6 zoning for the Goodyear 82 Property be amended and restated in its entirety. Rather, Applicant respectfully requests a zoning change from the currently approved Preliminary PAD to I-2 (General Industrial Park) District zoning. Further, Applicant requests a Planned Area District overlay for the Goodyear 82 Property for the sole purpose of increasing the allowable maximum building height to 70’. The additional height, from 50’ to 70’, is intended to accommodate a wider range of industrial users, including data centers and other mission critical environments that are routinely seeking building heights in excess of 50’. Given the unique location of the Goodyear 82 Property, with the planned SR30 to the south, approved industrial land

uses to the east, and the MC85, the Southern Pacific Union Pacific railway and existing big box industrial to the north, Applicant submits that additional height is particularly appropriate for the Goodyear 82 Property.

With respect to the considerations identified in Section 1-3-1(D)(3) of the City's Zoning Ordinance, Applicant believes that the proposed zoning amendment is appropriate as follows:

1. 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.

Applicant agrees with the City's recommendation that an Industrial land use is appropriate for the Goodyear 82 Property and supports the pending City-initiated General Plan amendment for the Goodyear 82 Property. Further, given the final alignment of the SR30, the current "Neighborhood" General Plan designation for the Goodyear 82 Property is no longer appropriate. Rather, the General Plan strongly discourages locating single family residential adjacent to freeways. Applicant believes that the proposed rezoning of the Goodyear 82 Property to I-2 would further the goals and objectives of the City's General Plan, which the City is in the process of amending from Neighborhood to Industrial.

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

The Goodyear 82 Property is currently level, farmed land with no existing structures or significant natural features. While the southwest corner of the Goodyear 82 Property is impacted by the floodplain, this condition will be addressed by way of larger industrial lots providing onsite retention. Applicant submits that the Goodyear 82 Property is well suited for the wide range of commercial and industrial uses permitted under the proposed I-2 zoning district.

3. 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 Goodyear 82 Property is surrounded by the following land uses:

West: Undeveloped vacant land, some of which is to be designated commercial and/or industrial

North: MC85, Southern Pacific Union Pacific railway immediately north of MC85, then I-2 and Industrial PAD  
East: Undeveloped vacant land, planned for industrial uses and the expansion of the City's wastewater treatment facility  
South: Future SR 30, together with the Buckeye Irrigation District canal

Applicant believes that the proposed I-2 zoning is not only consistent with the existing and planned uses adjacent to the Goodyear 82 Property and otherwise established in the general vicinity, but is also the most appropriate land use for this area of the City when taking into consideration its limited potential traffic impact, consistency in aesthetics in relation to the existing and planned uses of neighboring properties, and the existing and planned infrastructure in the immediate trade area.

4. The 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.

The Goodyear 82 Property was rezoned to Preliminary PAD, with approved residential densities, as part of the Riverside Park PAD approved in 2005. Since that time, development patterns in the area have changed, and this region of the City has been predominantly developed with and/or planned for industrial uses. Applicant agrees that, when considering the revised SR30 alignment together with adjacent industrial land uses, the Goodyear 82 Property may not be suitable for single-family residential development. Rather, consistent with the City's recommendation, Applicant believes that industrial uses are more appropriate for the Goodyear 82 Property.

5. 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.

Applicant's proposed I-2 District zoning is not only compatible and consistent with the surrounding land uses, but is, according to brokers with the Land Advisors Organization, one of the leading land brokerages in the Southwest, also uniquely suited for industrial development given the market demand for industrial properties in the area, and the limited number of competing industrial properties available within this trade area which have water, sewer and transportation solutions available.

6. Demands for public services that will be generated by the uses permitted in the proposed zoning district and requirements for meeting such demands in terms of public infrastructure and facilities and other capital equipment, such as water supplies, water treatment, storage, and distribution facilities, wastewater treatment, recharge and distribution facilities, streets, bridges, schools and emergency services facilities and equipment.

The Goodyear 82 Property is located adjacent to or near existing or planned public services, including water and sewer. However, the Applicant has been, and will continue to, work with the City's engineering staff to identify needed upgrades or additions to the City's public infrastructure and facilities. Applicant believes that the demand for public infrastructure and services, including emergency services and schools, would be reduced as a result of rezoning the Goodyear 82 Property from its approved residential Preliminary PAD to I-2.

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

Generally, Applicant does not project any increase in demand for public infrastructure and services caused by a rezone of the Goodyear 82 Property to the I-2 District. Therefore, no potential adverse fiscal impacts are anticipated.

8. General public's concerns.

Given the existing and/or approved industrial land uses to the north and east of the Goodyear 82 Property, as well as the Goodyear 82 Property's proximity to MC85 and the Southern Pacific Union Pacific main railway line immediately north of MC85, Applicant would not expect concerns and/or objections from the general public. However, Applicant will be prepared to address concerns that may be raised during the Planning Commission and/or City Council public hearings.

9. Whether the amendment promotes orderly growth and development.

The proposed rezoning of the Goodyear 82 Property to I-2 would be consistent with the pending General Plan amendment, which guides orderly growth and development in the City. The Goodyear 82 Property is located adjacent to or near existing or planned public services, including water and sewer. Further, the demand for additional public infrastructure and services, including emergency services and schools, would be reduced as a result of rezoning the Goodyear 82 Property from its approved residential Preliminary PAD to I-2. The Goodyear 82 Property is well suited for industrial development, and there are a limited number of competing industrial properties available within this trade area which have water, sewer and transportation solutions available. Lastly, the City's General Plan strongly discourages locating single family residential adjacent to freeways. Applicant believes that the proposed rezoning of the Goodyear 82 Property from its approved residential Preliminary PAD to I-2 would facilitate orderly growth and development in this area of the City.

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

Applicant believe that the foregoing discussion adequately addresses all the factors related and relevant to the impact of the proposed amendment from residential Preliminary PAD to I-2 with regard to the general health, safety and welfare of the citizens of the City and the general public. The proposed rezoning of the Goodyear 82 Property would be consistent with the amended General Plan for the area, which guides thoughtful and orderly growth and development in the City. Not only will it prevent the development of a residential subdivision adjacent to the SR30, which is strongly discouraged by the City's General Plan, but it will further economic development in the City, generating employment and revenue for the City.

We appreciate your participation and cooperation as we have worked through the issues impacting the Goodyear 82 Property. Applicant is currently in the process of revising the Traffic Impact Study, Preliminary Drainage Report, Preliminary Water Report and Preliminary Sewer Report and will submit these documents to the City as soon as available.

Thank you again for your assistance, and please do not hesitate to contact me should you have questions or comments.

Sincerely,

IRONLINE PARTNERS – GOODYEAR 82, LLC



Robert M. Karber

cc: Mozan Shawaludin, Ironline Partners  
Tim O'Neil, Ironline Partners  
Alexandra Lestinsky, City of Goodyear