

# Self-Storage Willis & Rainbow Valley

## Use Permit Project Narrative

### Site Information

Location: North of the NWC of Willis Rd and Rainbow Valley Parkway

Gross Site Area: 29.5 acres

APN: 400-58-070R and 400-58-070Q

Zoning: PAD BP, PAD BP-1

Zoning History: 07-200-00017 Montecito at Estrella  
17-210-00007 Montecito PAD Amendment  
22-21-200-00010 Montecito PAD Amendment



### Project Team

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### A. Introduction

This narrative accompanies a request by Bradley Financial for a Use Permit to allow the development of a self-storage facility on approximately 9.12 acres of a larger 29.5 net acre parcel located north of the northwest corner of Willis Road and Rainbow Valley Parkway.

The property is comprised of two parcels that will be reconfigured into Parcel A 9.12 acres, Parcel B 8.65 acres and Parcel C 11.74 acres in size, respectively, with the proposed self-storage facility occurring on Parcel A and planned to be developed in a single phase. There will be one 98,841-square-foot climate-

controlled building, along with 36,431 square feet of storage in a non-climate-controlled facility, which will provide for a total of 925 storage units. The facility will have 2-3 full-time employees. The main rental office will be open from 8am to 6pm, 7 days a week. The facility will provide secure access to tenants 7 days a week from 5am to 10pm.

Uses for Parcel B and C will be planned later and are not a part of this application.

## **B. Zoning and Use Permit**

The Montecito PAD Regulatory Standards, which was amended in 2018 and 2022, designates the zoning on the site as Business Park (“BP”) and Business Park-1 (BP-1). Montecito PAD Regulatory Standards at Exh. 1, p. 6. In the Montecito Development Regulatory Standards, the BP Zone is intended to promote employment opportunity in “low-intensity industrial, service retail, manufacturing, research and development, engineering and wholesale” that provide services to the public and retail services “that may be more appropriate in a Business Park setting than in the Commercial Center.” p. 10. The BP Zone includes the City’s Rainbow Wastewater Reclamation Facility (“Rainbow WWRF”), which is near the site where the mini-storage facility will be developed. The BP-1 Zone is similar to the BP Zone but is characterized as being outside of the Noise and Odor Easement Area.

The BP Zone and the BP-1 allows for mini-storage facilities with a Use Permit. Table 3, p. 11.

Section 1-3-2 of the Goodyear Zoning Ordinance (“GZO”), related to Use Permits, states the requirement for Council determinations that the proposed development “will not be materially detrimental to persons residing or working in the vicinity adjacent to the property, to the neighborhood, or to the public welfare”; and “that the proposed use is reasonably compatible with uses permitted in the surrounding area.” GZO at § 1-3-2.

### **1. The Self-Storage Facility Will Not be Materially Detrimental And Does Not Increase the Traffic on Willis Road.**

The self-storage facility proposed by Bradley Financial is a low-impact commercial use that will enhance the surrounding commercial and residential development and will not be detrimental to residents, visitors, or the public welfare around the site. An open space buffer is planned north of the property, and on the other side of the buffer, the area is slated for single-family detached residential development. Montecito PAD Regulatory Standards at Exh. 1, p. 6. A stream and natural wash run through the flood zone north of the site’s northern property line.

The self-storage use will complement the single-family use by providing storage spaces needed for those who live in homes but need additional storage space. The self-storage buildings planned for the site are all one story thereby mitigating any height concerns that residential neighbors may have. Single-family residences will be separated from the self-storage use by the buffer area around the Rainbow WWRF. The facility will not be detrimental to any residential neighborhoods or other surrounding uses.

The Traffic Statement prepared by Kimley Horn and provided herewith (“KH Traffic Statement”), analyzes the previously approved *Estrella Mountain Ranch Villages 7 & 9 Traffic Study & Circulation Plan* prepared in June 2004 (the “2004 Traffic Study”), against the currently proposed use of the site. The 2004 Traffic Study assumed that the site would develop with a commercial use that generates 1,726 daily trips. When adjusted for the self-storage use, only 162 daily trips are generated. The KH Traffic Statement states:

The trip generation calculations indicate that the proposed development trip generation will be less than the trip generation associated with the previously approved land use assumption. The proposed land use change and resulting reduction in trip generation is not expected to impact the traffic conditions in the vicinity of the development beyond what was anticipated in the original traffic impact analysis.

KH Traffic Statement dated February 6, 2023, at p. 2-3.

**2. The Self-Storage Use is Compatible with Uses Permitted in the Surrounding Area.**

Self-storage is an ideal use for adjacency to the Rainbow WWRF. The odors and noises emanating from the Rainbow WWRF could disrupt more heavily trafficked or frequently visited retail or commercial activities. The City has impressed the land around the Rainbow WWRF with a Noise and Odor Easement that restricts uses within 350 feet and 1000 feet of the facility. Montecito PAD Regulatory Standards, Exh. 1 p. 6. The proposed buildings on the site are not within the limits of the Noise and Odor Easement, but they are near the easement boundary.

Map 1 shows the location of the proposed self-storage facility relative to the Rainbow WWRF, the Willis Electrical Substation and Goodyear's Fire Station No. 186. Map 1 also shows the proximity of the proposed development to residential construction to the north and across Willis Road. The proposed self-storage buildings will be outside the Noise and Odor Easement Area, but adjacent to it.

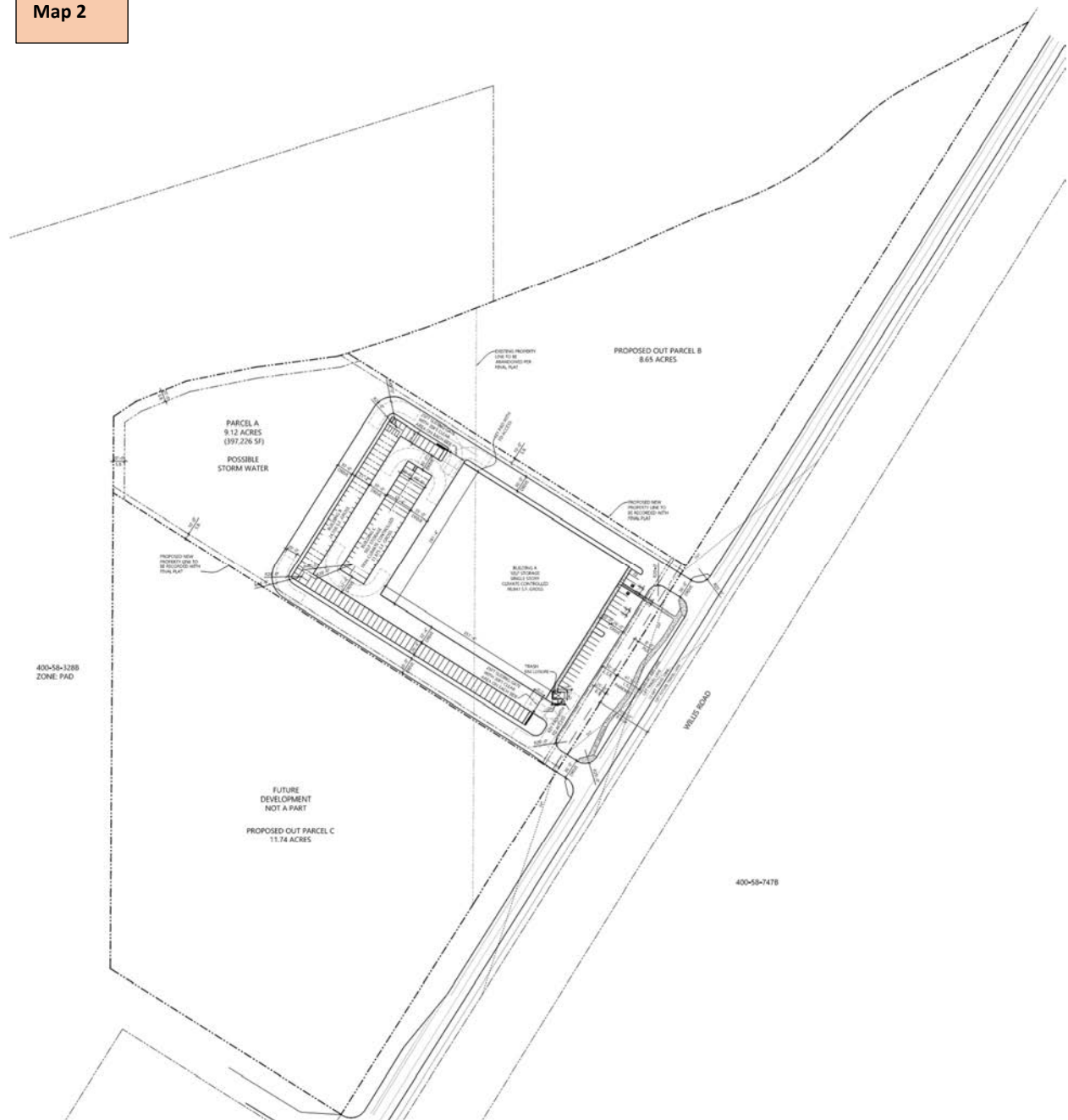


### **C. Site Plan and Design Standards**

In addition to the request to approve a Use Permit for a self-storage facility, Bradley Financial will be applying for a separate approval of a Site Plan, which requires the review of the building location, appearance, site landscaping, and site civil design. Included in this application are the necessary plans and exhibits that will be included in the Use Plan application. The Site Plan application will be processed separately through the City of Goodyear.

Self-storage facilities vary in size and configuration. As shown on Map 2, this proposal is for an approximately 98,841-square-foot climate-controlled storage facility one story in height. Two access points are being proposed on Willis Road, separated by approximately 383 feet. To ensure adequate vehicular movement and emergency service vehicle access, all internal driveways will be at least 26' wide. Parking has been calculated to require 23 spaces, inclusive of one space per 300-square-foot of office and one space per 50 storage units. This project is proposing to provide 24 spaces. The sizes for building setbacks, landscape strips and land use buffers match the requirements of the GZO and provide comfortable spacing for the planned improvements.

Map 2



#### **D. Utilities**

The site is located in the City's water and sewer service areas. After the pre-application meeting on this matter, the City confirmed, in an email dated June 23, 2022, that Bradley Financial can tie into the City's existing sewer services in Willis Road adjacent to the site.

#### **E. Transportation and Off-Site Improvements**

The current condition and configuration of Willis Road is adequate to develop and use the site as a self-storage facility. As noted in the KH Traffic Statement, the proposed development will actually result in a decrease in the volume of traffic planned for the property when the larger Montecito subdivision prepared a traffic study for the area. If Bradley Financial were to design and re-construct one lane of Willis Road, the estimated cost would be \$228,000.00.

The City has requested half-street improvements that would require Bradley Financial to construct Willis Road as a scenic parkway. The cross-section provided by the City contains 100 linear feet of right-of-way dedication and construction, including three travel lanes (one to be constructed later), a bike lane, and a 47' landscape parkway. Respectfully, this exaction is being made to construct a regional improvement and the burden of constructing the full half-street as a scenic parkway is not proportional to the impact of the proposed development.

The Applicant appealed the exaction and has been told that City's dedication requirements have been met and that the Applicant will be required to construct two travel lanes, not three. At the time of this submission, the Applicant is seeking more information about the two-lane construction requirement, including whether the landscape parkway is required, and evaluating the cost associated with the City's requirement for two lanes.