



City of Apache Junction

Development Services Department



PLANNING AND ZONING COMMISSION PUBLIC HEARING STAFF REPORT

DATE: February 27, 2024

TO: Planning and Zoning Commission

THROUGH: Rudy Esquivias, Development Services Director
Sidney Urias, Planning Manager

FROM: Nicholas Leftwich, Planner

CASE NUMBER: P-23-119-PZ

OWNER: Longmire Family Trust
PO Box 759
Willcox, AZ 85644

APPLICANT: Frances McGregor, Phoenix Metro Towing
Represented by Alex Hayes of Withey Morris Baugh, PLC

REQUEST: Proposed planned development rezoning of approximately 5 gross acres currently zoned General Rural Low Density Single-Family Detached Residential ("RS-GR") and Industrial by Planned Development ("B-5/PD") to Industrial by Planned Development ("B-5/PD") with a new planned development overlay to authorize the development a towing company office and tow yard.

LOCATION: The subject site is located near the northwest corner of Baseline Avenue & Tomahawk Road
(APN 102-20-014C & 102-20-014D)

**GENERAL PLAN/
ZONING DESIGNATION:** Commercial / General Rural Low Density Single-Family Detached Residential "RS-GR"

and Industrial by Planned Development "B-5/PD"

SURROUNDING USES:

North: Quail Run Manufactured Home Park, zoned "MHP";

South: Vacant State Land, zoned "RS-GR";

East: Vacant Parcels, zoned Industrial by Planned Development "B-5/PD";

West: Cooper's Sewer & Drain Inc., zoned Industrial "B-5" and a Pinal County island Industrial Park zoned CI-1 (County Industrial zoning).

BACKGROUND

Parcels 102-20-014C & 102-20-014D are located approximately six-hundred-ten feet (610') from the northwest corner of Baseline Avenue & Tomahawk Road and are vacant, undeveloped properties.

Originally both parcels were one combined parcel, but in 1989 the City annexed, rezoned, and acquired the south one hundred (100') of properties along Baseline between Tomahawk and Royal Palm in order to establish the right-of-way for Baseline Avenue. It was later determined that only the south fifty feet (50') of this area was required, and the remaining north fifty feet (50') was vacated and returned to private ownership, resulting in the creation of Parcel 102-20-014D. Although Parcel 102-20-014D has an existing Planned Development (PD) Rezoning, there is no established development plan and this proposed zoning action would replace the current PD with a new Ordinance.

PROPOSALS

P-23-119-PZ is a proposed planned development rezoning of approximately 5 gross acres currently zoned General Rural Low Density Single-Family Detached Residential ("RS-GR") and Industrial by Planned Development ("B-5/PD") to Industrial by Planned Development ("B-5/PD") with a new planned development overlay to authorize the development a towing company office and tow yard.

The applicant proposes two buildings, a 11,800 square foot office building and a 6,400 square foot building to be used for

fleet maintenance of the company vehicles. The rear half of the property would be an impound tow yard, proposed to be screened by a ten foot (10') wall.

PLANNED DEVELOPMENT REQUEST

The applicant requests the use of a planned development to authorize the use of the office, vehicle maintenance building, and outside storage yard. In the B-5 zoning district, truck maintenance & servicing and outside storage requires the approval through either a Conditional Use Permit or through stated approval in a Planned Development (PD) ordinance, and as the property required a rezoning already the approval of this development plan is also requested through a PD at this time.

The applicant has also requested the approval of the use of a ten foot (10') perimeter wall, proposed would be located on the side and rear property lines. The city fence and wall regulations generally limit walls at the front of the property to eight feet (8') in height and require that a wall over eight feet (8') would be placed at least ten feet (10') into the side and rear property lines. Staff supports this request as a matter of providing superior screening to the property than the basic standard generally enables.

No deviation to the zoning land use or bulk regulations is requested in this proposal.

PLANNING STAFF ANALYSIS

Relationship to General Plan:

The subject site is designated by the city's General Plan as "Commercial", while bordered by the "Light Industrial/ Business Park and Industrial" land use designation on the east and west, the "High Density Residential" Land Use Designation to the north and the "Master Planned Community" to the south.

The "Commercial" General Plan land use designation is generally designed for office, restaurant, retail, service industry type land uses, but although the proposed office would fit within this land use designation the tow yard is a more industrial-type use, which is further enforced in the zoning district requirements. Due to this, in order to facilitate this development request a Minor General Plan Amendment to modify the land use designation of the subject property from "Commercial",

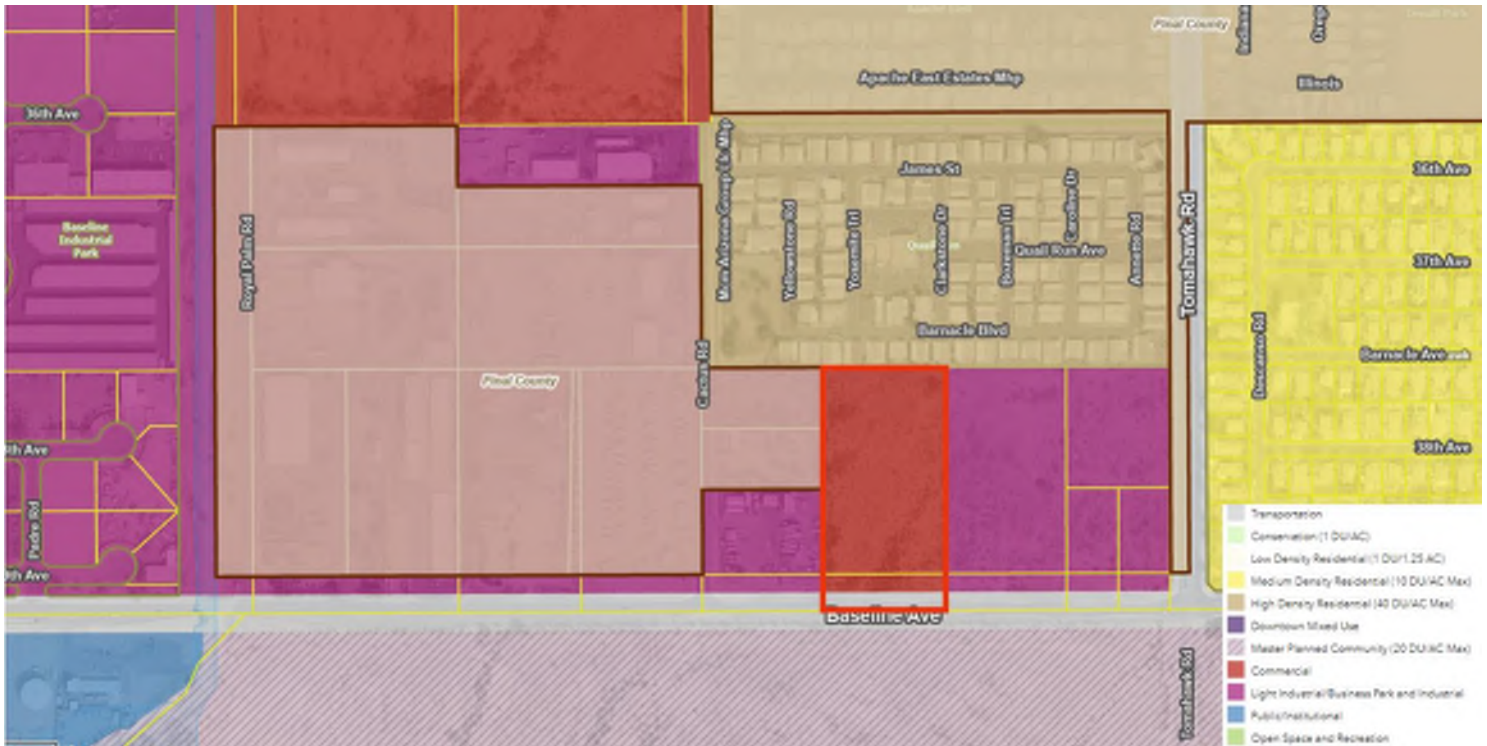
to "Light Industrial/ Business Park and Industrial" is required and requested.

In Staff's analysis of this location and the proposal, Staff believes this proposed development plan utilizes a historically vacant property in a manner that complies with the General Plan by meeting the following General Plan Goals & Policies:

- Policy 5.1.1 - Strategically identify infill opportunity sites that can accommodate office, industrial, entertainment, retail, and housing and mitigate barriers to development.
- Policy 5.1.4 - Policy: Encourage the protection and expansion of the land designated in the general plan specifically for employment and ensure they are preserved along transportation corridors or in prime business cluster locations that will maximize the impact and economic potential for those businesses and employment centers. Discourage any uses that bring little or no value to the community (such as RV Parks, RV storage, mini-storage lots and seasonal residential units).

If the subject proposal were only a tow yard, Staff would not generally recommend in favor of a new tow yard per the general policies discouraging space-intensive uses that are not activity centers or economic drivers. The applicant's proposal addresses these concerns and the general plan policies by allocating a significant area to include an office and shaping the proposal to preserve employment opportunities within the city. The proposal develops a vacant site with landscaping, screening for the tow yard, and buildings compliant with our design standards, overall offering an improvement to the property.

Furthermore, as the applicant's current primary business location within the city is located along Apache Trail, centering their operations and facilities in an industrial area keeps like-uses clustered and reduces the focus and intensity of their operations along our main economic corridor.

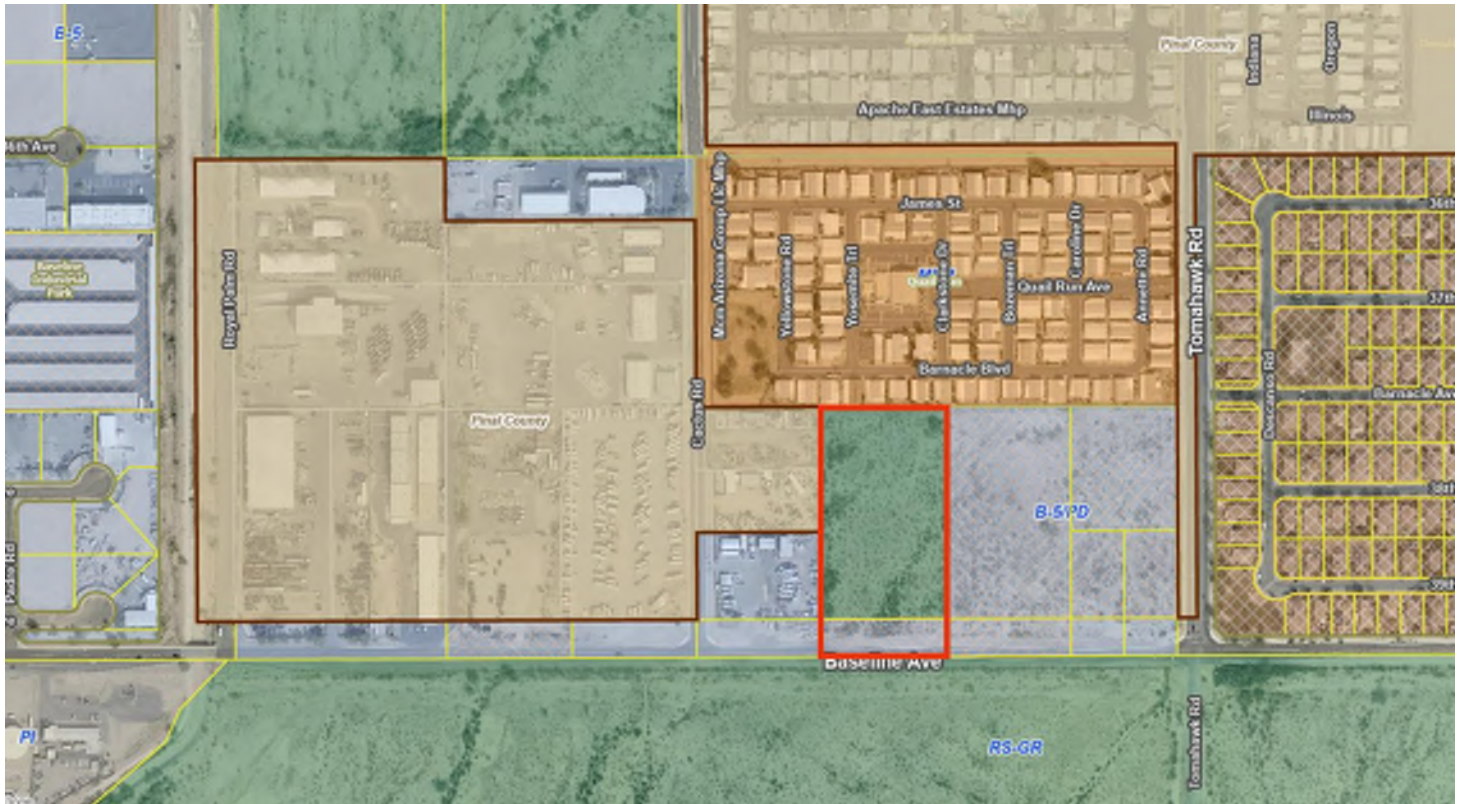


Zoning/Site Context:

The subject property is surrounded by several different uses, as noted:

- To the north of the property is Quail Run, a manufactured home community zoned "MHP".
- To the south of the property is vacant state land zoned "RS-GR" General Rural Low Density Single-Family Detached Residential, but which is designated by the general plan to be allocated for future master planned communities, within which the land use and zoning will be determined per the needs of the development;
- To the east of the property are vacant "B-5/PD" Industrial by Planned Development parcels that were rezoned and approved for a manufacturing facility
- To the west of the property is the septic system service company Cooper's Sewer & Drain Inc., zoned "B-5" Industrial, as well as some storage yards located in the Pinal County island zoned for industrial purposes (County Zoning CI-1);

The property's existing adjacent uses and position near existing and planned uses have been taken into account in making Staff's recommendation.



Infrastructure & Site Improvements:

The applicant will be required to connect to all necessary services, including electricity through SRP, water through the Apache Junction Water District, and sewer connections. The necessary infrastructure already exists adjacent to the site.

All other necessary and required on-site and off-site improvements, including retention basins, dust-proof surfacing, perimeter walls, and landscape buffers will be built at the time of development.

Public Input:

The applicant sent out neighborhood meeting notification letters to the property owners within a five-hundred (500') radius, per the requirements of an "Industrial" B-5 rezoning, notifying neighbors of the proposed development and providing them contact information to learn more about the project. The advertised

neighborhood meeting was held at the Central Arizona College, 805 N. Idaho Road, advertised for Monday, January 22, 2024 at 6:00 PM. No neighbors attended to express any comments regarding the development. The applicant's Public Participation Plan Report has been included as Exhibit #7.

Staff have not received any comments via phone or e-mail regarding the proposed development at the time of this staff report.

FINDINGS OF FACT FOR PLANNED DEVELOPMENT REZONING

As required by the Apache Junction Zoning Ordinance, a Planned Development request may be approved by the City Council after consideration has been given to three different criteria. The criteria is outlined in the text below:

1. That a better design cannot be achieved by applying the strict provisions of the underlying zoning district.

Applicant Response: *Development of the Project shall conform to the standards set forth in the B-5 Zoning District of the Apache Junction Zoning Ordinance and the standards set forth in this PD Amendment.*

2. That strict adherence to the provisions of the zoning ordinance is not required in order to ensure the health, safety and welfare of the inhabitants of the proposed development.

Applicant Response: *Developing the Property per our proposal will provide additional support to the city as the area continues to grow. Rezoning the Property will not jeopardize the health, safety, and welfare of surrounding inhabitants. In fact, approval of our request will allow for a better use of the Site that aligns with existing use of surrounding developments.*

3. That strict adherence to the ordinance is not required to ensure that property values of adjacent properties will not be reduced.

Applicant Response: *The proposal will not alter the existing land use patterns since the activity along Baseline Road is*

industrial in this area. Rezoning the Property will not jeopardize the health, safety, and welfare of surrounding inhabitants. In fact, approval of our request will allow for a better use of the Site that aligns with existing use of surrounding developments.

FINDINGS OF FACT FOR MINOR GENERAL PLAN AMENDMENT

As required by the Apache Junction General Plan, a Minor General Plan request may be approved by the City Council after consideration has been given to specific criteria. The criteria is outlined in the text below:

1. Whether the amendment proposes a land use designation that the Land Use Plan Map does not adequately provide optional sites to accommodate.

Applicant Response: *The GPA provides a more appropriate land use designation for this property given the industrial designations on both sides of the Property.*

2. Whether the amendment constitutes an overall improvement to the General Plan, will not solely benefit a particular landowner or owners at a particular point in time, and is consistent with the overall intent of the 2010 General Plan.

Applicant Response: *This amendment is a solution for the broader area because it brings this site into greater compatibility with the surrounding land use plan and is more consistent with the nature of the overall industrial area along the arterial street frontage.*

3. Whether the proposed amendment is justified by an error in the 2010 General Plan as originally adopted.

Applicant Response: *It is unknown whether an error exists in the General Plan Map, but it is very unusual for commercial zoning to be oddly placed between industrial designated properties, without any adjoining commercial areas. It appears similar to spot-zoning which is improper. The GPA will correct the map to be more consistent with the expected and established industrial land use pattern.*

4. Whether the proposed change is generally consistent with goals, objectives, and other elements of the 2010 General Plan.

Applicant Response: The GPA is proper because it removes an oddly placed commercial designation which does not make sense given its mid-block location and lack of any adjoining Commercial uses or land use designations. Accordingly, the minor GPA will actually bring this site into greater compatibility with the surrounding land use plan and is more consistent with the nature of the overall area along the arterial street frontage.

5. Whether the proposed change is justified by a change in community conditions or neighborhood characteristics since adoption of the Plan.

Applicant Response: The proposed change is consistent with the evolving development pattern in this area of the community and ultimately brings the site into greater compatibility with the surrounding land use plan.

6. Whether the amendment will adversely impact a portion of, or the entire community by:

- a. Significantly altering acceptable existing land use patterns, especially in established neighborhoods.

Applicant Response: The GPA will not alter the existing land use patterns since the activity along Baseline Road is industrial in this area.

- b. Significantly reducing the housing to jobs balance in the Planning Area.

Applicant Response: This will improve the housing to job balance since it will allow new employment, retain an existing business, and allow room for expansion.

- c. Substantially decreasing existing and future water supplies.

Applicant Response: : The GPA will have no noticeable impact on water supplies, especially since most of the site is reserved for outdoor vehicle storage, which is not a water intensive use.

d. Replacing employment with residential uses.

Applicant Response: *Not applicable.*

e. Requiring additional and more expensive improvements to infrastructure systems and/or proximity to municipal facilities and/or services than are needed to support the prevailing land uses and which, therefore, may impact the level of service for existing and proposed developments in other areas.

Applicant Response: *The infrastructure is already in place to serve the proposed development without triggering significant upsizing of municipal facilities or impacting levels of service.*

f. Increasing traffic (without mitigation measures) on existing roadways beyond the planned level of service, and that negatively impact existing and planned land uses.

Applicant Response: *The development will add new offsite improvements that will improve Baseline Road without negatively impacting the existing uses, particularly because it is consistent with the industrial uses planned and existing around the site.*

g. Affecting the existing character (i.e., visual, physical and functional) of the immediate area.

Applicant Response: *his amendment is a solution for the broader area because it brings this site into greater compatibility with the surrounding land use plan and is more consistent with the nature of the overall industrial area along the arterial street frontage.*

h. Increasing the exposure of residents to aviation generated noise, safety and/or flight operations.

Applicant Response: *Not applicable.*

i. Materially diminishing the environmental quality of the air, water, land, or cultural resources.

Applicant Response: The development is a low-intensity industrial use with no manufacturing or operations that diminish the environmental quality of the air, water, land, or cultural resources.

- j. Significantly altering recreational amenities such as open space, parks, and trails.

Applicant Response: The use is located within an existing industrial area. Thus, the development has no impact on recreational amenities such as open space, parks, and trails.

PLANNING DIVISION RECOMMENDATION

In review of the project proposal, the conditions and context of the subject site, Staff is supportive of the proposed rezoning by planned development P-23-119-PZ and respectfully recommends to the Commission a favorable recommendation to the City Council, subject to the conditions of approval noted below. As always, Commissioners may recommend changes or additional conditions which they feel will improve the development plan.

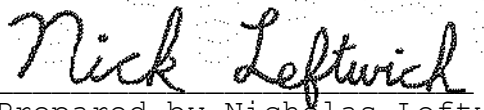
RECOMMENDED MOTION FOR PLANNED DEVELOPMENT REZONING

I move that the Planning and Zoning Commission recommend to the Apache Junction City Council the approval of planned development rezoning case P-23-119-PZ, a request by Frances McGregor, Phoenix Metro Towing to rezone Parcels 102-20-014C & 102-20-014D, located near the northwest corner of Baseline Avenue Boulevard and Tomahawk Road, from General Rural Low Density Single-Family Detached Residential ("RS-GR") and Industrial by Planned Development ("B-5/PD") to Industrial by Planned Development ("B-5/PD") with a new planned development overlay to authorize the development an office and tow yard, subject to the following conditions of approval:

- 1) The development shall reflect substantial compliance and consistency with the city's zoning ordinance and the planned development plans presented in case P-23-119-PZ, incorporated by reference herein, and as otherwise specified through these conditions of approval, to include layout, elevations, setbacks, public and private rights-of-ways, perimeter walls, landscaping and other improvements.

- 2) The building architecture of any future phases shall be architecturally consistent with the presented conceptual architecture approved in case P-23-119-PZ.
- 3) The front decorative screen wall must architecturally complement the approved building architecture. All other opaque screens wall located at the side and rear must at minimum be painted or stained with an earth tone color.
- 4) Street improvements on East Baseline Avenue including but not necessarily limited to the extension of pavement and the provision of sidewalk, curb, gutter, streetlights, underground utilities, fire hydrants, and landscaping shall be required as part of this planned development project, and subject to review and approval by the city engineer.
- 5) All applicable permits shall be applied for and plans shall be designed to current city codes. Inclusively, all applicable development fees, including public art fees, shall be paid at the time of permit issuance.
- 6) Major deviations or proposed changes from the original plans associated with this case will require a major planned development amendment. The Director or their designee shall interpret the proposed modification to be significant/major if, in the Director or Designee's opinion, the quality of project design is diminished, the types of proposed land uses are significantly altered and/or the overall character of the project is contrary to the intent and spirit of the original City Council PD ordinance approval.
- 7) All perimeter walls/fences, and interior/exterior landscaping within and immediately adjacent to the proposed development, shall be owned and maintained in good condition at all times by the property owners. The developer may secure the walls with security wall spikes or equivalent security features, but barbed wire or concertina razor wire shall not be placed on top of the fence or be visible from the public right-of-way.
- 8) The proposed vehicle impound storage areas within the development shall be ground surfaced for dustproofing purposes to meet the city's requirements, as outlined in the attached City of Apache Junction Ordinance 1316.

- 9) After the rezoning, the lots APN 102-20-014C & 102-20-014D shall be combined through the city's lot combination process.
- 10) Impounded vehicles shall not be stacked on top of each other such that they are visible from the public right-of-way. Storage shall not be visible from the public right-of-way.



Prepared by Nicholas Leftwich
Planner

Attachments:

- Exhibit #1 - Project Narrative
- Exhibit #2 - Proposed Site Plan, dated October 17, 2023
- Exhibit #3 - Aerial Map
- Exhibit #4 - Proposed Landscape Plan
- Exhibit #5 - Proposed Elevations
- Exhibit #6 - Proposed Lighting Plan
- Exhibit #7 - Public Participation Report



Rezone & GPA Narrative

600' west of the northwest corner of Baseline Road and Tomahawk Road,
Apache Junction

1st Submittal: December 5, 2023

2nd Submittal: February 1, 2024

Representative

Withey Morris Baugh, PLC
2525 E. Arizona Biltmore Circle Ste. A-212
Phoenix, AZ 85016
Contact: Adam Baugh
Email: adam@witheymorris.com
Phone: (602) 230-0600

Property Applicant (BUYER)

Phoenix Metro Towing
2244 W Apache Trail
Apache Junction, AZ 85120
Email: Shawn@PhoenixMetroTowing.com
Phone: 480-242-4977

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LIST OF EXHIBITS

1. Aerial Map
2. Zoning Map
3. Site Plan
4. Building Elevations
5. General Plan Map

A. Introduction

I. About the Applicant

Phoenix Metro Towing has been an established brand in Apache Junction and reliable provider of towing and roadside services since our incorporation in 1999. The company is currently located at 2244 W Apache Trail between Napa Auto Supply and the Dairy Queen. Although they have established themselves as a brand the community can trust at their current location, they must advance their ventures in a direction parallel to the City's growth and expansion goals.

The company provides police and impound storage services to various cities, county and state municipalities. As the city expands and grows to the south, expanding public services that support public safety and infrastructure is necessary to the city. In addition, this development plan creates more attractive employment opportunities for City residents, as it expands and adds staff to support the company's operations.

Phoenix Metro Towing plans to develop 5 gross acres located approximately 600 feet west of the northwest corner of Baseline Road and Tomahawk Road in Apache Junction (the "Property") for a new tow yard and office facility. Approval of this request will allow the company to relocate to an area more suitable for its expanding business goals in an industrial area that is compatible with their use.

As detailed below, this development plan retains a key employer in the City and helps fulfill the needs of a growing populace and City.

II. Property Description

The Property is composed of two parcels (102-20-014C and 102-20-014D) of vacant land, totaling 5 acres. After the rezoning, the lots APN 102-20-014C & 102-20-014D will be combined through the city's lot combination process. The Property is currently zoned Industrial (B-5) along the street frontage and Residential (RS-GR) in the back. See Aerial Map attached at **Tab 1**.

III. Surrounding Zoning and Uses

The property is uniquely situated between industrially zoned parcels (B-5). To the west is a septic pumping company with outdoor storage, RV and boat storage, and other miscellaneous outdoor industrial uses to the west. To the east is vacant land also zoned Industrial B-5.

To the north is a mobile home park zoned MHP, and to the south is vacant state land zoned RS-GR. (RS-GR zoning is a generally a "holding" category until future development is proposed. Since the parcel is owned by the State Land Department, no proposal for that land exists at this time.) A little further south is the Apache Junction Land fill zoned Industrial B-5/PD

See Existing Zoning Map at **Tab 2**.

B. Request

The existing zoning for the Property is Industrial (B-5) along the street frontage and Residential (RS-GR) in the back. This application proposes to rezone the entire site to B-5/PD (Industrial with a Planned Development Overlay) to allow a new office and tow yard. The Applicant seeks to develop the Property in accordance with the B-5 zoning district to create a superior level of industrial uses along this industrial corridor.

C. Project Overview

A. Site Plan

The development proposes two buildings. The first building is approximately 11,800 sf and is the corporate office building, which will front Baseline Road. The second building, approx. 6,400 sf, is located behind the first building which will be used for vehicle fleet maintenance. An outdoor landscaped patio will separate the two buildings.

An enclosed towing and impound storage yard is located on the back portion of the Property. A perimeter block wall will be installed around the tow yard to secure and screen vehicles. The surface area will be composed of a dust free surface of asphalt paving, decomposed granite, or other stabilized surface material.

The site will be enclosed by 8'-10' clock walls built out of 8x8x16 block with concertina wire on the interior sides of the wall and screened gated to store impound vehicles and company trucks. The concertina wire will follow the requirements of Apache Junction's Police Towing contract and other state and county towing contracts. The wall serves as both security and to hide views of stored impound vehicles, company trucks, materials, and concertina wire from the public. Site Plan attached at **Tab 3**.

B. Design and Architecture

The two-story office building will be constructed from block and metal and will have two large bay doors that resemble the exterior look of a fire station with a standing seam roof for an added contemporary look. The building exterior will be a combination of stucco walls with colored concrete blocks at the garage portion and stair tower. The building exterior colors are intended to be contemporary but "desert friendly" to contrast with the low water use desert landscape.

Variation on the line of a façade of the main building is intended to provide a shadow pattern, with the intention of breaking the façade into smaller, more human scale elements. See building elevations at **Tab 4**.

The office building will consist of offices, a training room, conference room, employee breakroom, storage rooms, employee locker room, bathrooms upstairs and downstairs, a customer lobby, and a service counter for vehicle releases, and two large garage bay areas.

C. Access & Parking

A right of way improvement will be developed on the southern border of the Site to access the otherwise landlocked parcel. Access to the site is from Baseline Road from a gated driveway serving the storage yard, and two other driveways serving fleet vehicles, employees, and customers. Parking for employees and customers will be in front of the office building. Fleet vehicle parking is west of the office building.

Parking will be subdivided by the user type. Guests will be provided with parking directly off a drive from Baseline Road. Staff will park behind the main office building, with those drivers parking their vehicle in a vacant tow truck parking space behind the security fence and surrounded by the 10' high security wall.

D. Landscaping

Desert landscaping incorporated in the overall development of the site in compliance with the City's standard. Plant species will be native to Arizona and with low water tolerance.

E. Lighting

Lighting on the site will be primarily pole mounted down lighting, except for those mounted on the building, which will be oriented to the ground. All proposed exterior lighting on the Site shall be "Dark Sky" compliant. Exterior fixtures will be downlit and fully shielded in accordance with the City's General Plan to reduce light pollution and restore urban ecosystems. The correlated color temperature (CCT) of lighting shall not exceed three thousand (3,000) Kelvins.

D. PD Permitted Uses

Permitted land uses include: 1) Office. 2) vehicle maintenance, 3) outdoor vehicle storage yard, and 4) all other uses permitted in the B-5 zoning district.

E. Development Standards

Development of the Project shall conform to the standards set forth in the B-5 Zoning District of the Apache Junction Zoning Ordinance and the standards set forth in this PD Amendment.

Table A: Non-Residential Development Standards Table

	B-5	PD Proposal
Min. lot area	15,000 sf	Met
Min. Lot Width	75'	Met
Min. Setbacks		
Front	20'	Met
Side	10'	Met
Rear	10'	Met
Street Side	10'	Met
Front Parking	10'	Met
Max. Height	35'	Met

F. Infrastructure

A. Sewer and Water

An existing 12'-inch sewer line and water line exist within Baseline Road. The existing & proposed water and wastewater system appears to be adequate to service the site.

B. Grading and Drainage

Grading and drainage will adhere to City of Apache Junction land development standards and retain the 100-year 2-hour storm event. The site generally drains in a southerly direction.

Offsite drainage will be designed to enter the site at the existing roadway. These flows will be captured and conveyed onsite using retention basins.

C. Required Off-Sites

Offsite improvements include roadway improvements, street lights, sidewalk, curb/drive cuts, sewer and water taps and landscaping.

G. General Plan Amendment (Minor)

The Apache Junction General Plan land use map designates the Property as Commercial. See General Plan land use map at **Tab 5**. However, the Property is sandwiched between parcels on both sides which are designated as Industrial. The applicant proposes a minor general plan amendment to industrial to maintain consistency with the land use pattern along Baseline Road.

This project is supported by the goals, policies, and objectives of the General Plan. Updating the General Plan will expand employment opportunities on this site to support the adjacent commercial and employment in the area. This will be a win-win for all.

- 1) Whether the amendment proposes a land use designation that the Land Use Plan Map does not adequately provide optional sites to accommodate.**

The GPA provides a more appropriate land use designation for this property given the industrial designations on both sides of the Property.

- 2) Whether the amendment constitutes an overall improvement to the General Plan, will not solely benefit a particular landowner or owner at a particular point in time, and is constituent with the overall intent of the 2020-2050 General Plan.**

This amendment is a solution for the broader area because it brings this site into greater compatibility with the surrounding land use plan and is more consistent with the nature of the overall industrial area along the arterial street frontage.

- 3) Whether the proposed amendment is justified by an error in the 2020-2050 General Plan as originally adopted.**

It is unknown whether an error exists in the General Plan Map, but it is very unusual for commercial zoning to be oddly placed between industrial designated properties, without any adjoining commercial areas. It appears similar to spot-zoning which is improper. The GPA will correct the map to be more consistent with the expected and established industrial land use pattern.

- 4) Whether the proposed change is generally consistent with goals, objectives, and other elements of the 2020-2050 General Plan.**

The GPA is proper because it removes an oddly placed commercial designation which does not make sense given its mid-block location and lack of any adjoining commercial uses or land use designations. Accordingly, the minor GPA will actually bring this site into greater compatibility with the surrounding land use plan and is more consistent with the nature of the overall area along the arterial street frontage.

5) Whether the proposed change is justified by a change in community conditions or neighborhood characteristics since adoption of the Plan.

The proposed change is consistent with the evolving development pattern in this area of the community and ultimately brings the site into greater compatibility with the surrounding land use plan.

6) Whether the amendment will adversely impact portion of, or entire community by:

a) Significantly altering acceptable existing land use patterns, especially in established neighborhoods.

The GPA will not alter the existing land use patterns since the activity along Baseline Road is industrial in this area.

b) Significantly reducing the housing to jobs balance in the Planning Area.

This will improve the housing to job balance since it will allow new employment, retain an existing business, and allow room for expansion.

c) Substantially decreasing existing and future water supplies.

The GPA will have no noticeable impact on water supplies, especially since most of the site is reserved for outdoor vehicle storage, which is not a water intensive use.

d) Replacing employment with residential uses.

Not applicable.

e) Requiring additional and more expensive improvements to infrastructure systems and/or proximity to municipal facilities and/or services than are needed to support the prevailing land uses and which, therefor, may impact the level of service for the existing and proposed developments in other areas.

The infrastructure is already in place to serve the proposed development without triggering significant upsizing of municipal facilities or impacting levels of service.

f) Increasing traffic (without mitigation measures) on existing roadways beyond the planned level of service, and that negatively impacts existing and planned land uses.

The development will add new offsite improvements that will improve Baseline Road without negatively impacting the existing uses, particularly because it is consistent with the industrial uses planned and existing around the site.

- g) Affecting the existing character (i.e., visual, physical, and functional) of the immediate area.**

This amendment is a solution for the broader area because it brings this site into greater compatibility with the surrounding land use plan and is more consistent with the nature of the overall industrial area along the arterial street frontage.

- h) Increases the exposure of residents to aviation generated noise, safety and /or flight operations.**

Not applicable.

- i) Materially diminishing the environmental quality of the air, water, land, or cultural resources.**

The development is a low-intensity industrial use with no manufacturing or operations that diminish the environmental quality of the air, water, land, or cultural resources.

- a) Significantly altering recreational amenities such as open space, parks, and trails.**

The use is located within an existing industrial area. Thus, the development has no impact on recreational amenities such as open space, parks, and trails.

H. Conclusion

This rezone and GPA provide the highest and best use for this site. This is an excellent low-impact employment use situated between industrial uses (both planned and existing). While it also involves a minor GPA, this request is consistent with the City's General Plan map for the parcels on both sides, and this change furthers several of the General Plan goals, including employment goals.

Developing the Property per our proposal will provide additional support to the city as the area continues to grow. Rezoning the Property will not jeopardize the health, safety, and welfare of surrounding inhabitants. In fact, approval of our request will allow for a better use of the Site that aligns with existing use of surrounding developments.

TAB 1

Aerial Map



TAB 2

[illegible]

TAB 3

PROJECT NARRATIVE

The project site faces an existing major arterial street on the South side and an existing residential development on the North. To mitigate the transition on the North side, adjacent to the residential development, the area.

[illegible]

The International Building Exhibition will be a combination of three water with relevant concrete blocks at the glass, pottery and steel zone. Visitors will be guided with a permanent tour on the glass, pottery and steel zone. The water area will be at the center of the main window area.

The exterior colors are intended to be contemporary but "desert friendly". To contrast with the low water use desert landscapes. Variation on the line of the facade of the main building is intended to provide a shadow pattern, with the intention of breaking that facade into smaller, more human scale elements.

The vehicle service building will maintain the color palette of the main office building. Again, the 1980 results show why in the future it's better to have main building. The building walls will match the color of the exact portion of the main building as well. It is intended that this building become a background for main building on the site.

The landscape strategy was around the buildings and secure vehicle storage are not by contrast flexible. The entrance to the North property line may be hard by vehicle window. The entrance area is intended to be twenty foot. It will be hard by vehicle window. The entrance area is intended to be twenty foot. It will be hard by vehicle window. The entrance area is intended to be twenty foot. It will be hard by vehicle window.

Lighting on the site will primarily pole mounted down lighting, with the exception of those mounted on the bullfins, which will be oriented to the ground.

Parking will be subdivided by the user type. Guests will be provided parking directly off of a drive from Baseline Road. Staff will park behind the main office building, with those drivers parking their vehicle in a vacant low truck parking space behind the security fence and surrounded but the 10' high security wall. Impound lot parking will be on a dust free surface of asphalt paving. Recreational trailer or other stabilized surface materials

LEGAL DESCRIPTION

Legal description per Chicago Title Insurance company commitment for title insurance with:
file No. ST78230023, having an effective date of February 7, 2023.

The land referred to herein below is situated in the county of Pinal, State of Arizona and described as follows:
The East half of the Southwest quarter of the Southeast quarter of the Southeast quarter of Section 33, Township 1 North, Range 8 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona.

PROJECT DATA

PROJECT ADDRESS:

APN: 102-20-014C & 102-20-014D

BUILDING CODES: 2018 IBC, 2018 IRC, 2018 IFC, 2017 NEC, 2018 IMC, 2018 IFGC, 2018 IEBC, 2018 IECC, 2018 ISPC, 2010 ADA Standards for accessible design

ZONED: RS:GR & B-5/PD .

OCCUPANCY: B

BUILDING AREA: PHASE - 1 = 11.811' s.t. PHASE - 2 = 6.400' s.t.

MAXIMUM HEIGHT OF BUILDINGS:

PHASE 1 BUILDING : 30' - 0"
PHASE 2 BUILDING : 28' - 0"

SITE AREA: 209,130 s.f.

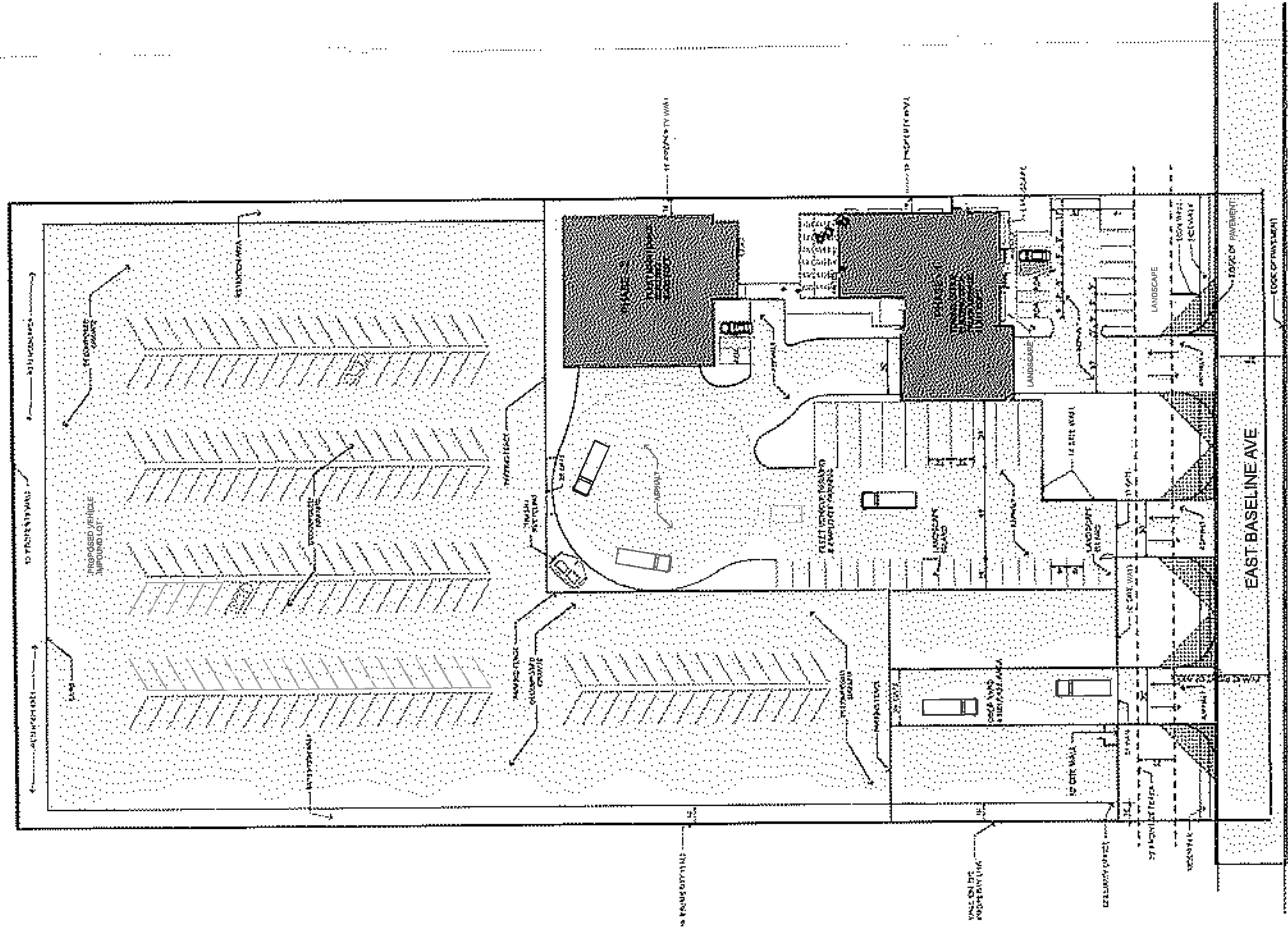
SIGHT TRIANGLE (30"X30")

SITE PLAN

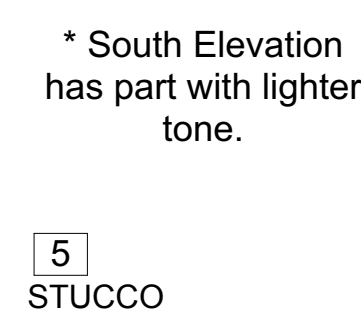
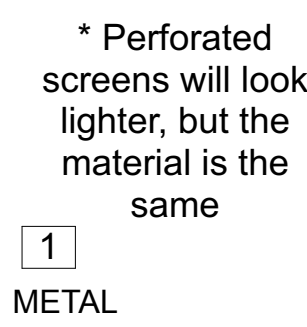
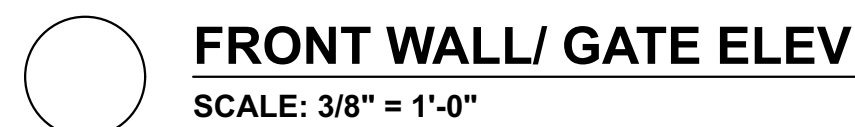
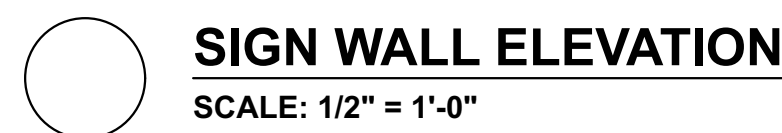
SCALE: 1" = 30'

0 30' 60'

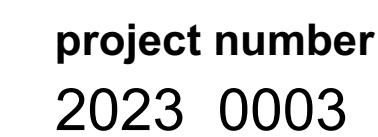
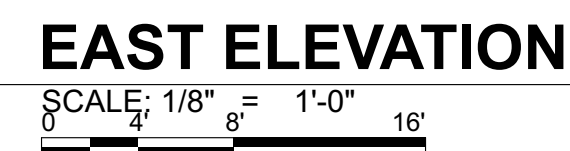
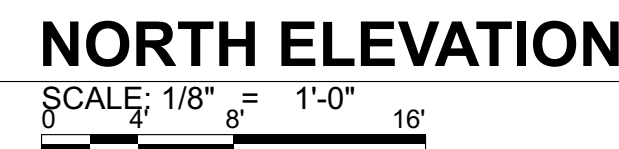
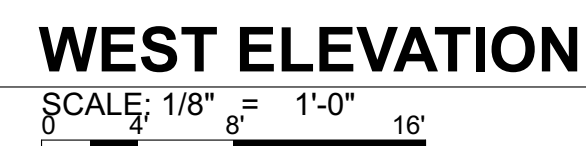
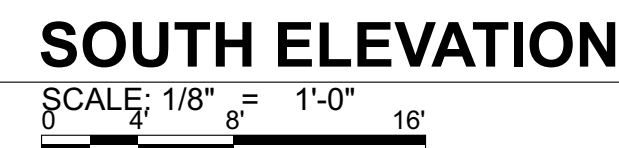
NORTH



TAB 4



PHOENIX METO TOWING



date of issue
10.17.23

revisions
1 CITY COMMENT
01-24-2024

project team
WINSLOW
MOTA

project phase
REZONING

sheet contents
PHASE-1 building
elevations

sheet number

A-201

PHOENIX METRO TOWING

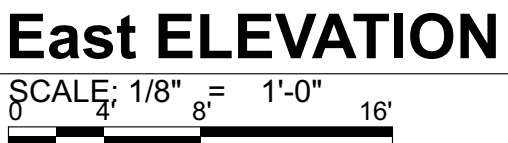
PHOENIX METRO TOWING

East Baseline Ave & S. Tomahawk Rd. Apache Junction, AZ

85119

winslow + partners
architecture planning interior design

112 n. central avenue. suite 300, phoenix, az
602.296.7860 phone 602.680.4923 fax



TAB 5

Existing General Plan Map

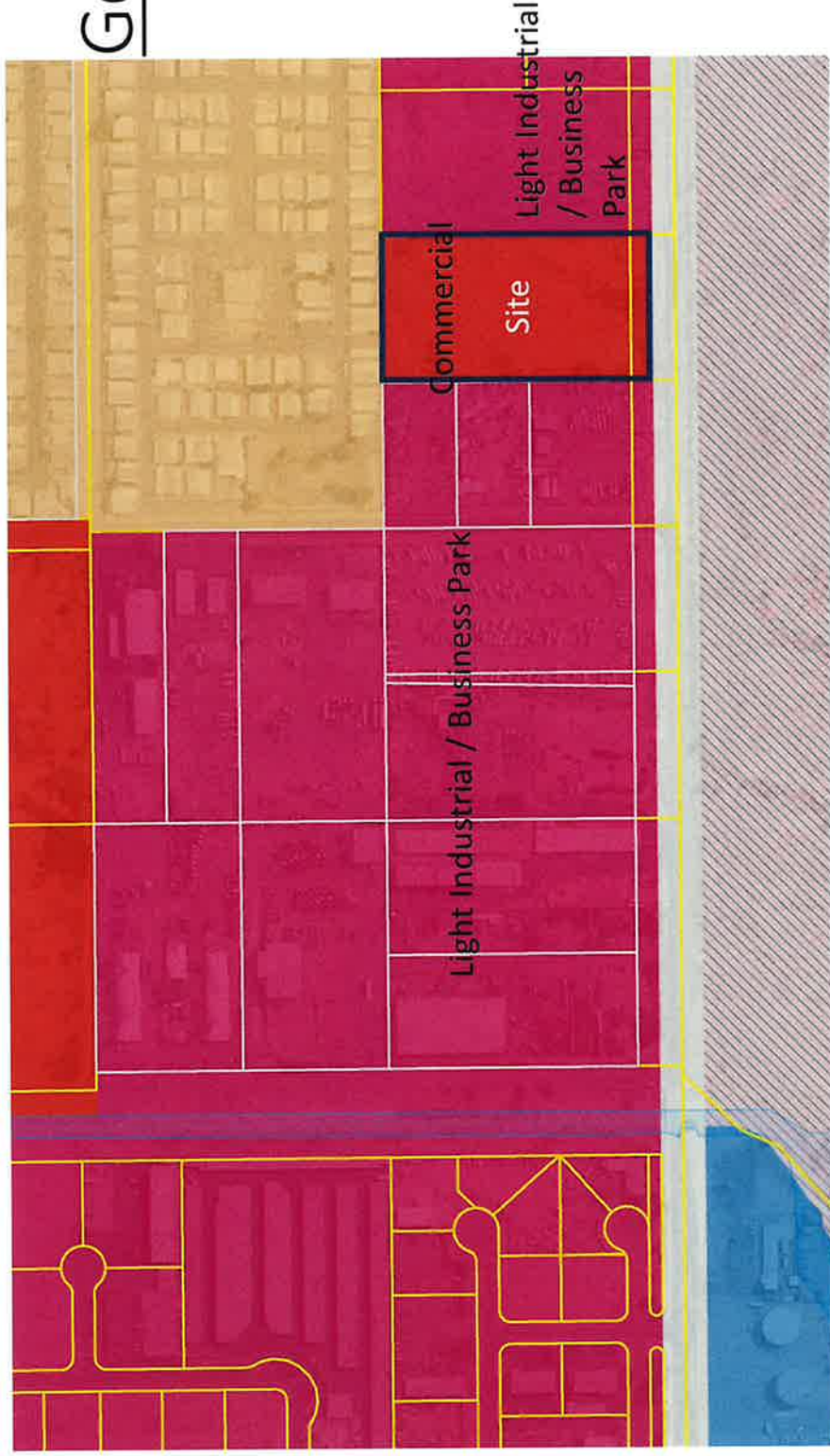
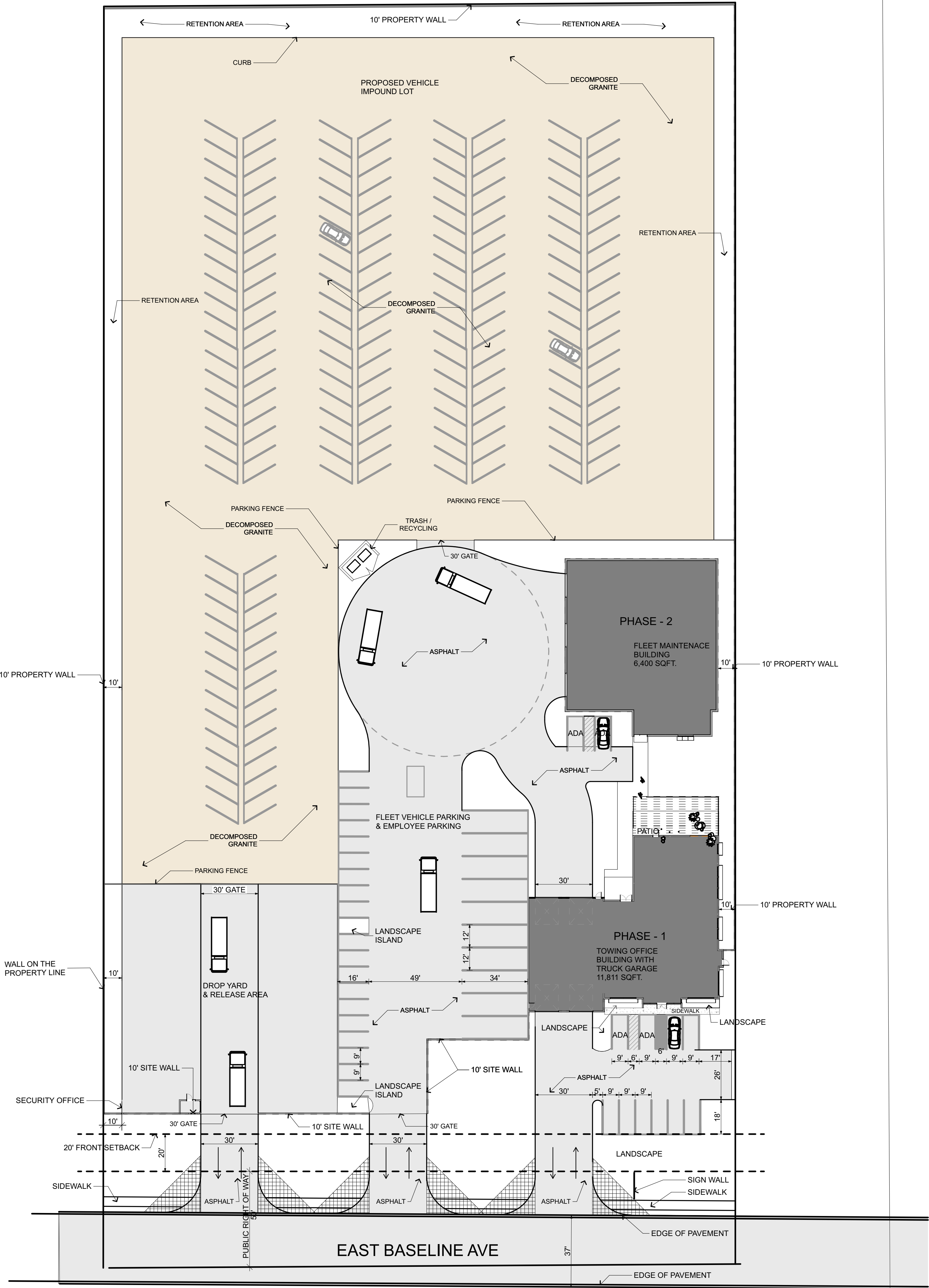


Exhibit # 2 - Site Plan



PROJECT NARRATIVE

The project site faces an existing major arterial street on the South side and an existing residential development on the North. To mitigate the transition on the North side, adjacent to the residential development, the area.

Building Description: The front two-story building will be approximately 11,811 sq. ft. with two garage bays to house two heavy wrecker tow trucks, a main two story office building, facing Baseline Road. An outdoor landscaped patio will be created on the North side of this building. A second building will be placed behind the main building, which will be designed to house a three bay vehicle service building.

The two-story building exterior will be a combination of stucco walls with colored concrete block at the garage portion and stair tower. Windows will be shaded with a perforated Corten steel screen. The vehicle doors will mimic the color of the metal window screening. The exterior colors are intended to be contemporary but "desert friendly", to contrast with the low water use desert landscape. Variation on the line of the façade of the main building is intended to provide a shadow pattern, with the intention of breaking that façade into smaller, more human scale elements.

The vehicle service building will maintain the color pallet of the main office building. Again, the large rollup doors will be the same as those in the main building. The building walls will match the color of the stucco portion of the main building as well. It is intended that this building become a background for main building on the site.

The landscape setback area around the buildings and secure vehicle storage area will be desert friendly. The setback at the North property line may be used for onsite retention. If the retention area is required to be greater than 10ft, it will also be landscaped in a similar fashion, increasing the screening of the property from the residential use on the North end of the site. Landscape on the South end of the property will be of significant scale, though not dense, in order to emphasize the building setback.

Lighting on the site will primarily pole mounted down lighting, with the exception of those mounted on the buildings, which will be oriented to the ground.

Parking will be subdivided by the user type. Guests will be provided parking directly off of a drive from Baseline Road. Staff will park behind the main office building, with those drivers parking their vehicle in a vacant tow truck parking space behind the security fence and surrounded but the 10' high security wall. Impound lot parking will be on a dust free surface of asphalt paving, decomposed granite or other stabilized surface material.

LEGAL DESCRIPTION

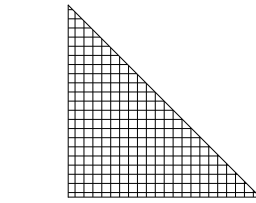
Legal description per Chicago Title Insurance company commitment for title insurance with file. No. ST78230023, having an effective date of February 7, 2023.

The land referred to herein below is situated in the county of Pinal, State of Arizona and described as follows:
The East half of the Southwest quarter of the Southeast quarter of the Southeast quarter of Section 33, Township 1 North, Range 8 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona.

PROJECT DATA

PROJECT ADDRESS:
APN: 102-20-014C & 102-20-014D
BUILDING CODES: 2018 IBC, 2018 IRC, 2018 IFC, 2017 NEC, 2018 IMC, 2018 IFGC, 2018 IEBC, 2018 IECC, 2018 ISPSC, 2010 ADA Standards for accessible design
ZONED: RS-GR & B-5/PD
OCCUPANCY: B
BUILDING AREA: PHASE - 1 = 11,811 s.f; PHASE - 2 = 6,400 s.f.
MAXIMUM HEIGHT OF BUILDINGS:
PHASE 1 BUILDING : 30' - 0"
PHASE 2 BUILDING : 28' - 0"

SITE AREA: 209,130 s.f.



SIGHT TRIANGLE (30'X30')

SITE PLAN

SCALE: 1" = 30'
0 30' 60'



PHOENIX METRO TOWING
PHOENIX METRO
TOWING

East Baseline Ave & S. Tomahawk Rd. Apache Junction, AZ 85119



project number
2023_0003

date of issue
10.17.23

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project team
WINSLOW
MOTA

project phase
REZONING

sheet contents
site plan

sheet number

A-101

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Exhibit # 3 - Aerial Imagery

GIS Map

DISCLAIMER: This map was produced without benefit of a field survey and is not the intended use. The use of this map is for informational purposes only and the City of Apache Junction makes no warranty, expressed or implied, regarding the reliability of the information provided.



LEGEND

Municipal Boundary	Rental Residential & MH/RV Parks	Case History	Utility Easement
Apache Junction	Parcels	Right-of-way	
Pinal County	CITY OF APACHE JUNCTION	Dedicated Right-of-way	
County Boundary	PINAL COUNTY	Vacated Right-of-way	
Subdivisions	Addresses	Public Easement	

City of Apache Junction

N

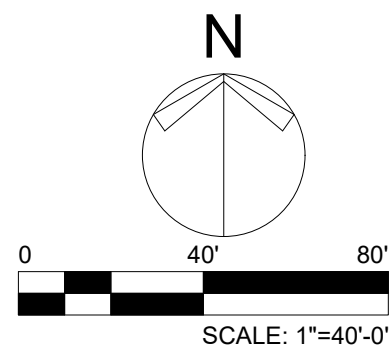
February 21, 2024

0 0.02 0.04
mi

Call at least two full working days
before you begin excavation.

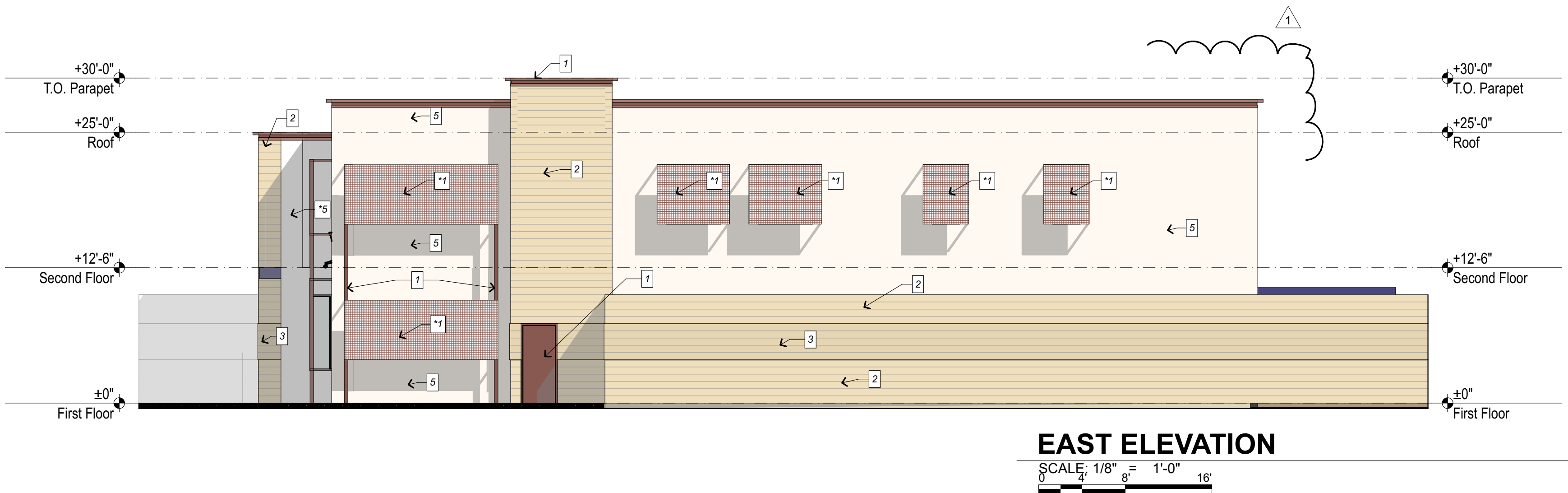
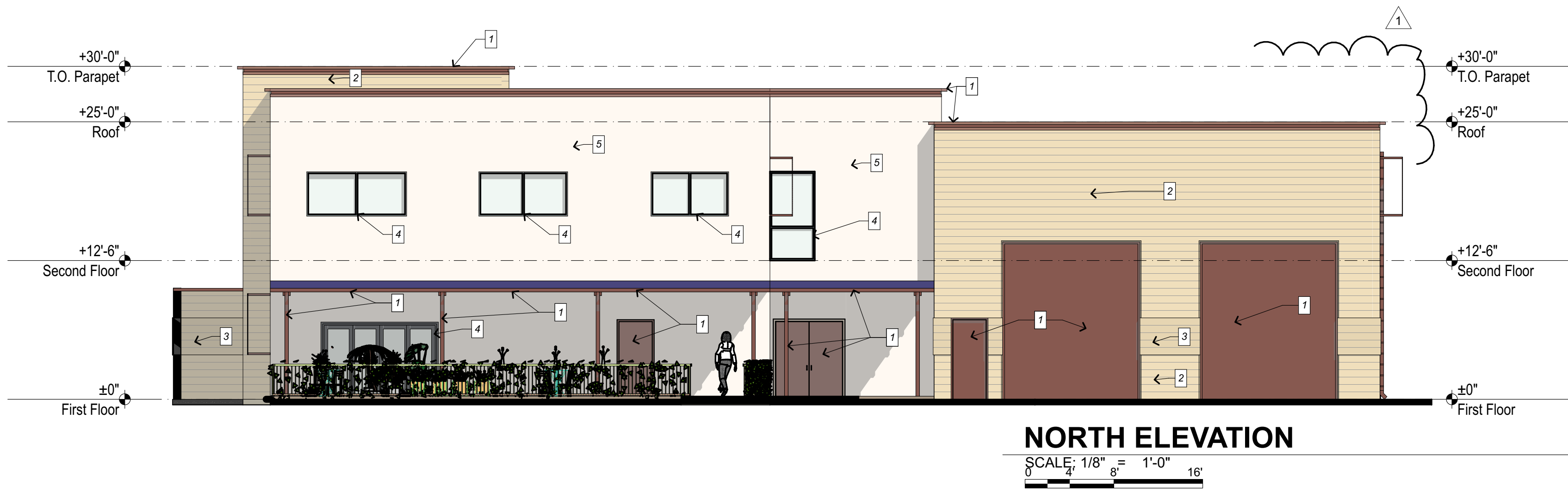
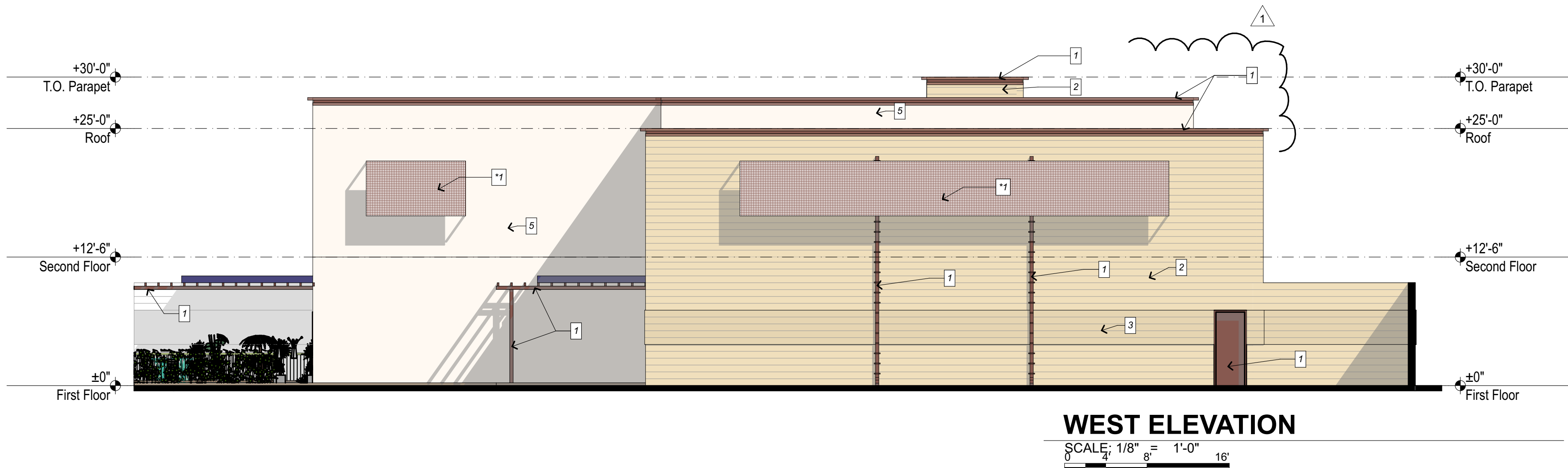
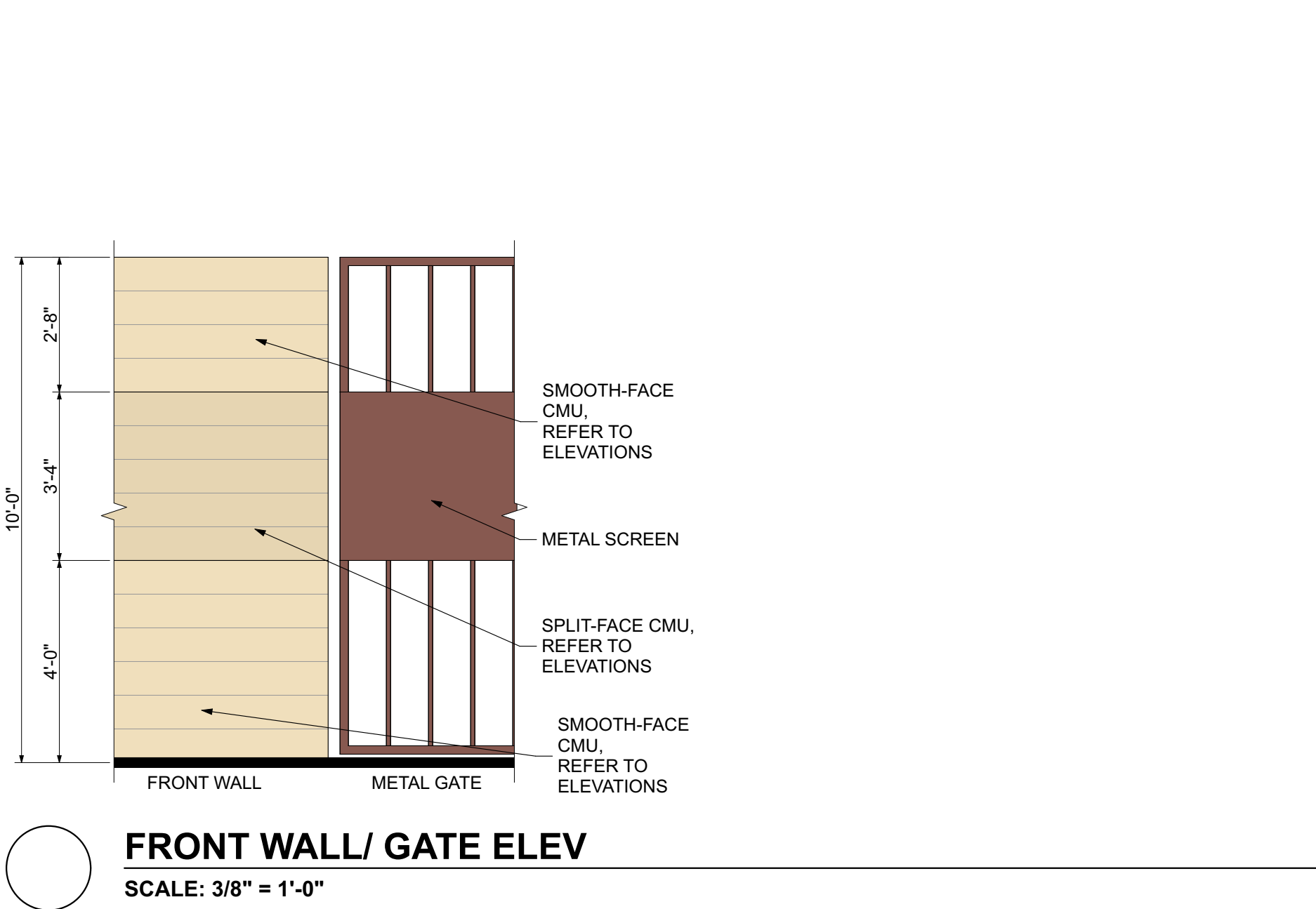
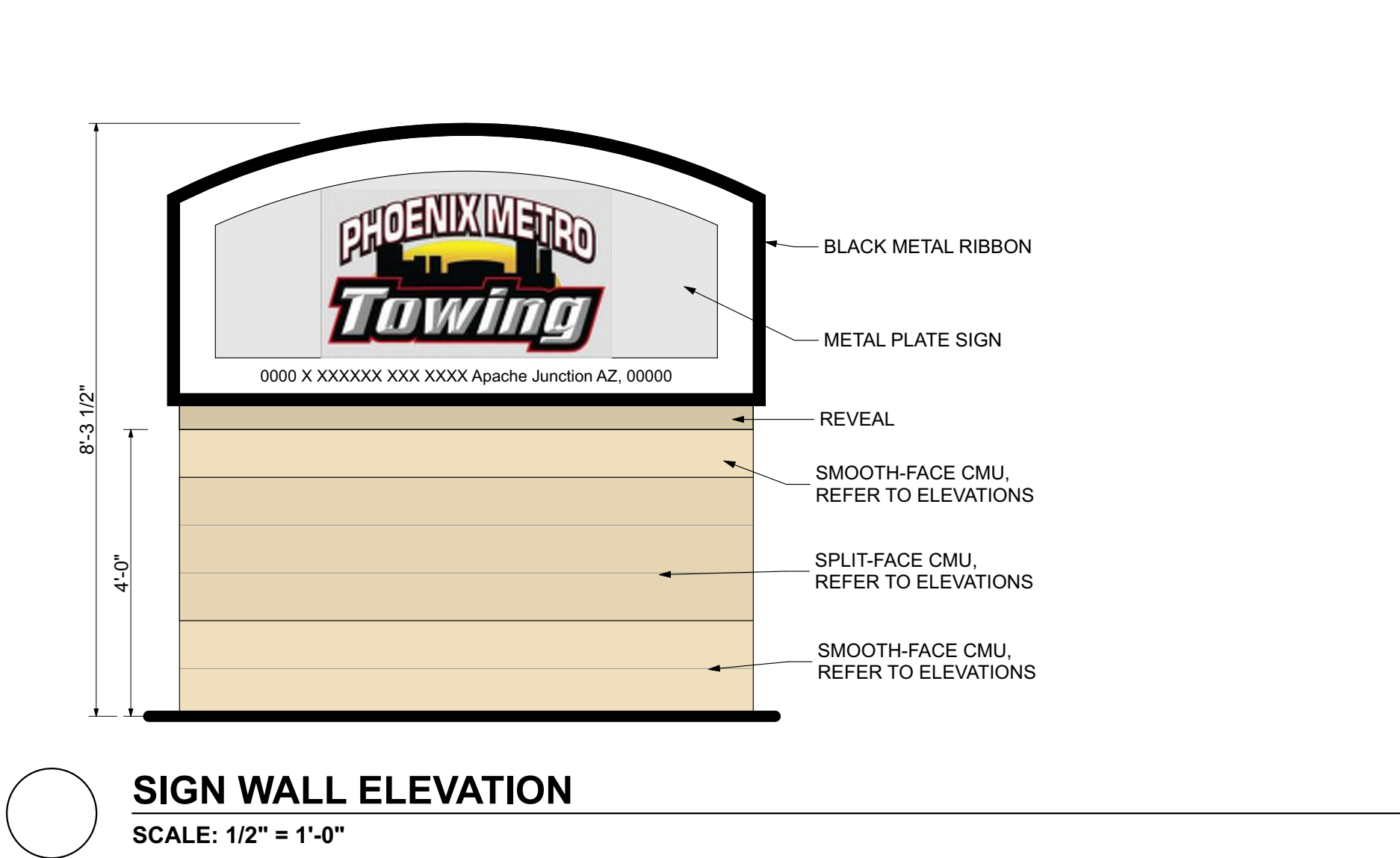
ARIZONA 811
Arizona Blue Stake, Inc.

Dial 8-1-1 or 1-800-STAKE-IT (782-5348)
in Maricopa County; (602) 263-1100



sheet number
LS-1 OF 1

Exhibit # 5 - Proposed Elevations



project number
2023_0003

date of issue
10.17.23

revisions
1 CITY COMMENT
01-24-2024

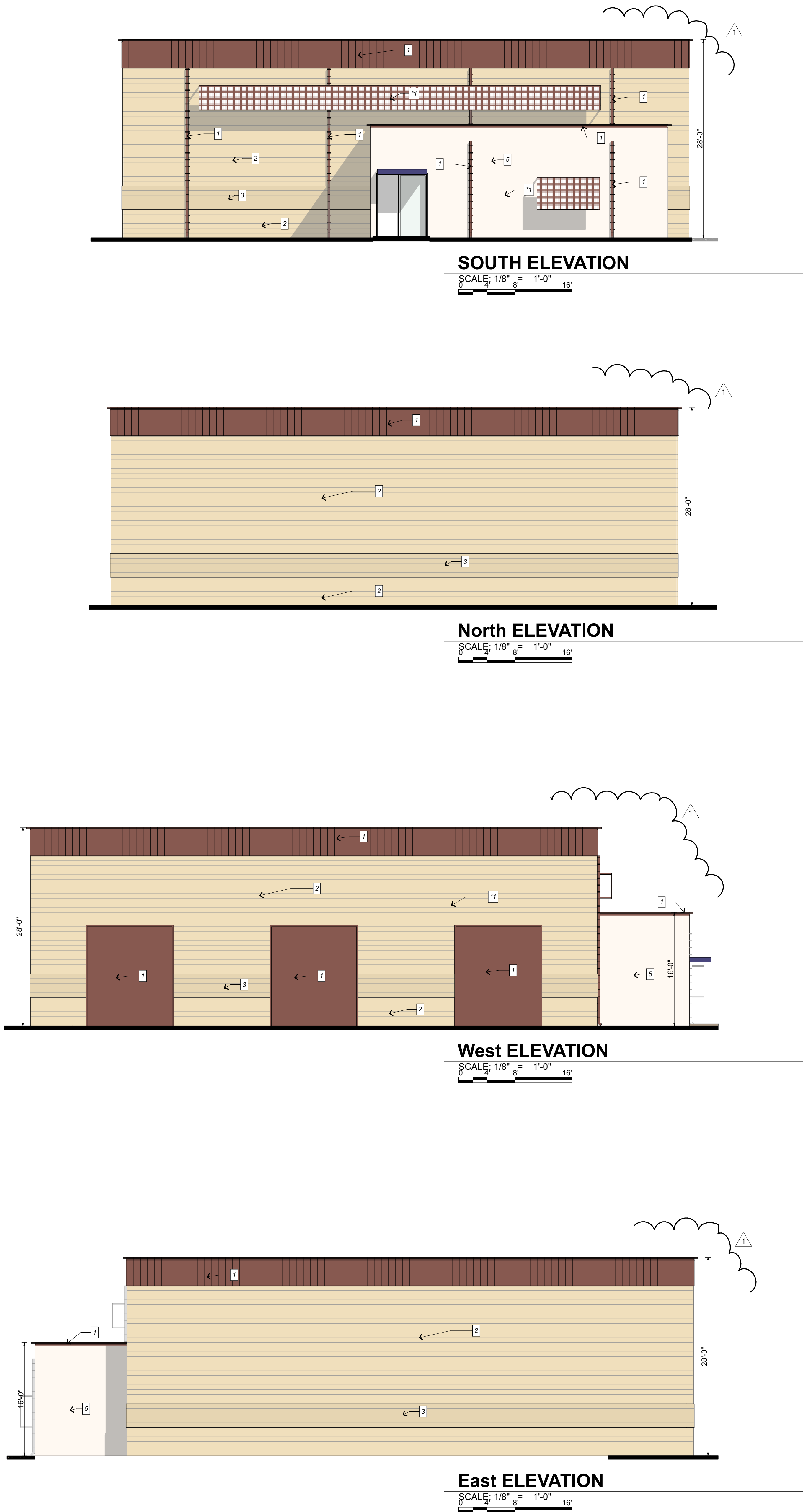
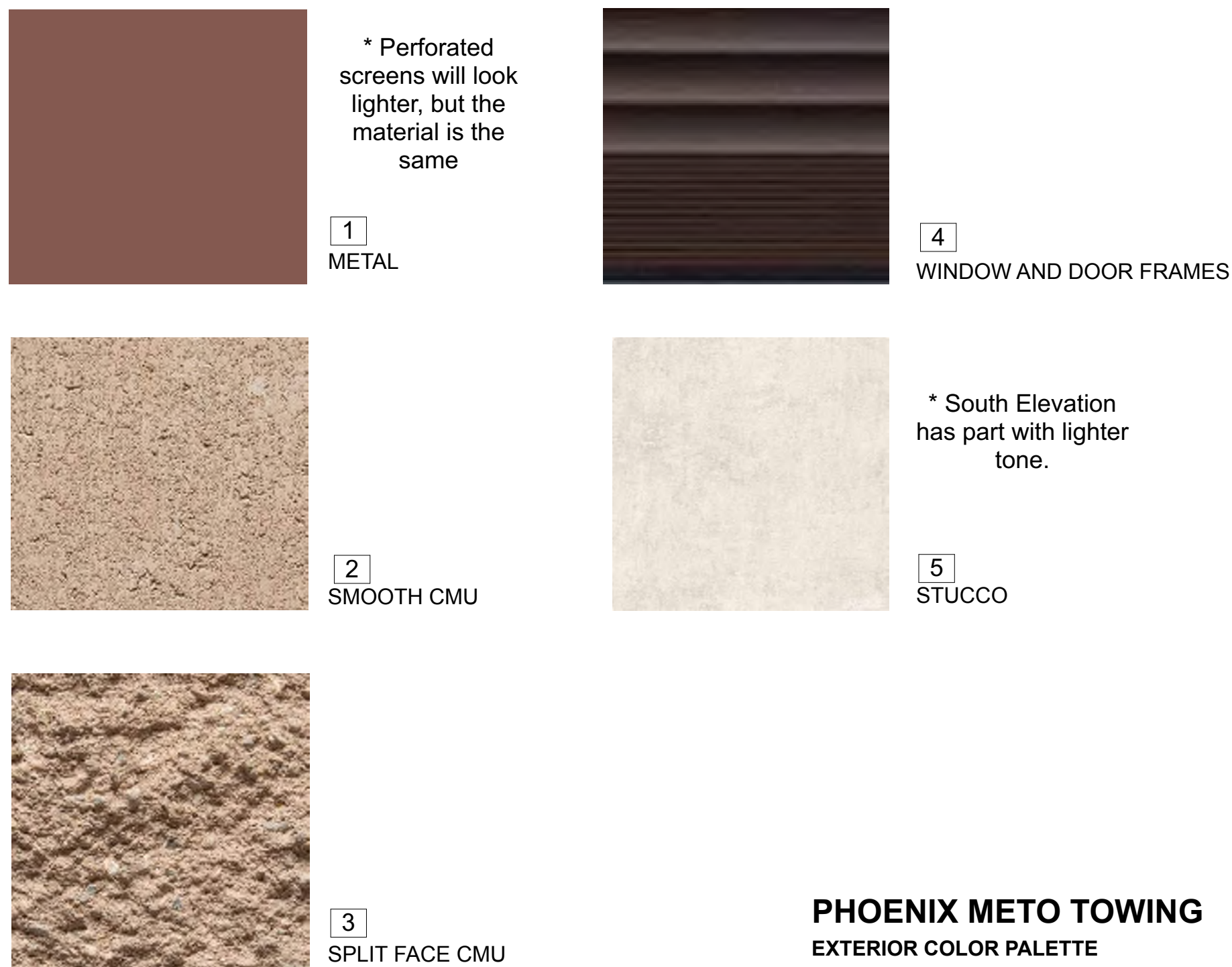
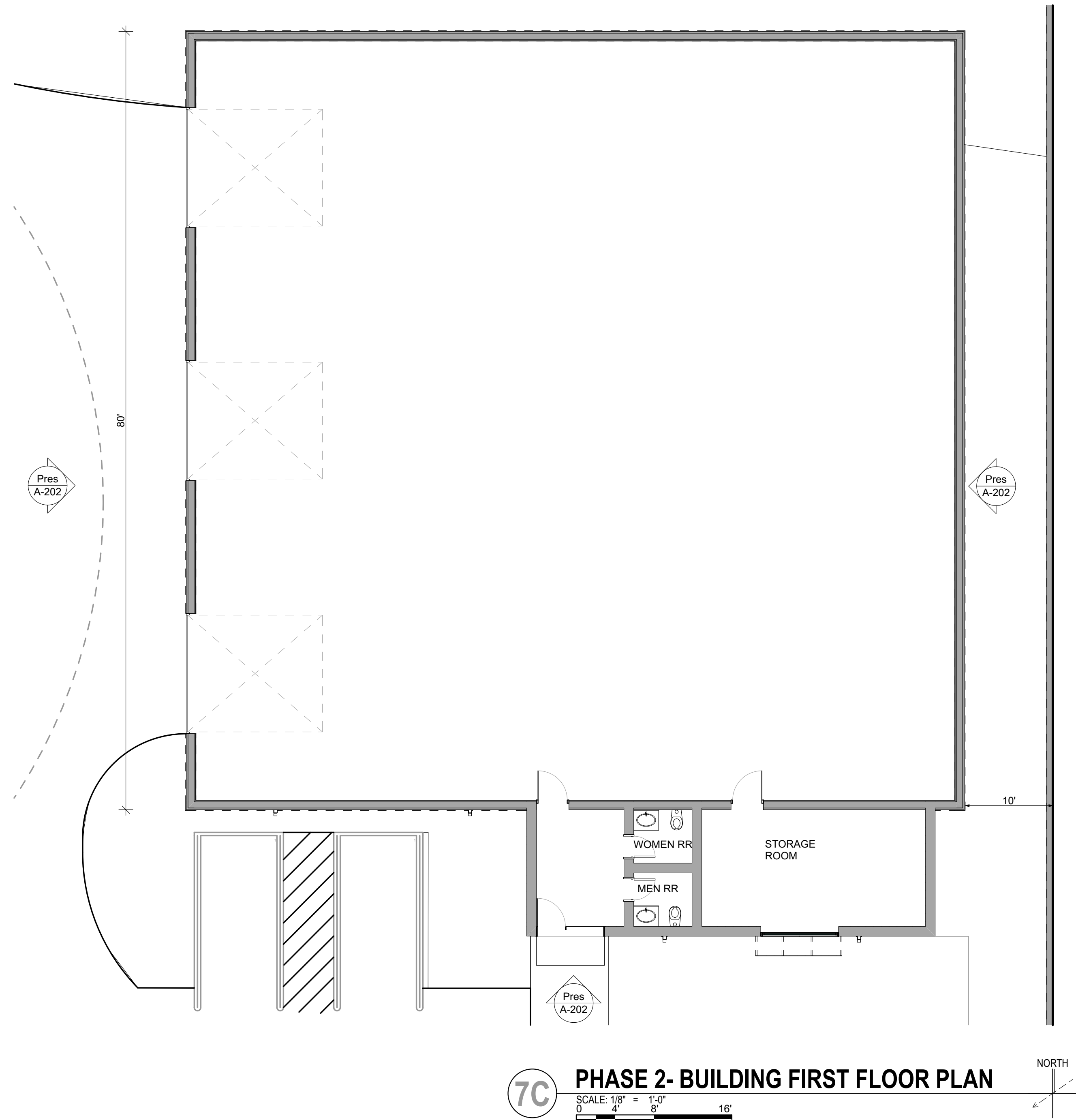
project team
WINSLOW
MOTA

project phase
REZONING

sheet contents
PHASE-1 building
elevations

sheet number

A-201



PHOENIX METRO TOWING

PHOENIX METRO TOWING

East Baseline Ave & S. Tomahawk Rd. Apache Junction, AZ 85119



project number
2023_0003

date of issue
10.17.23

revisions
1 CITY COMMENT
01-24-2024

project team
WINSLOW
MOTA

project phase
REZONING

sheet contents
PHASE-2 building plan /
elevations

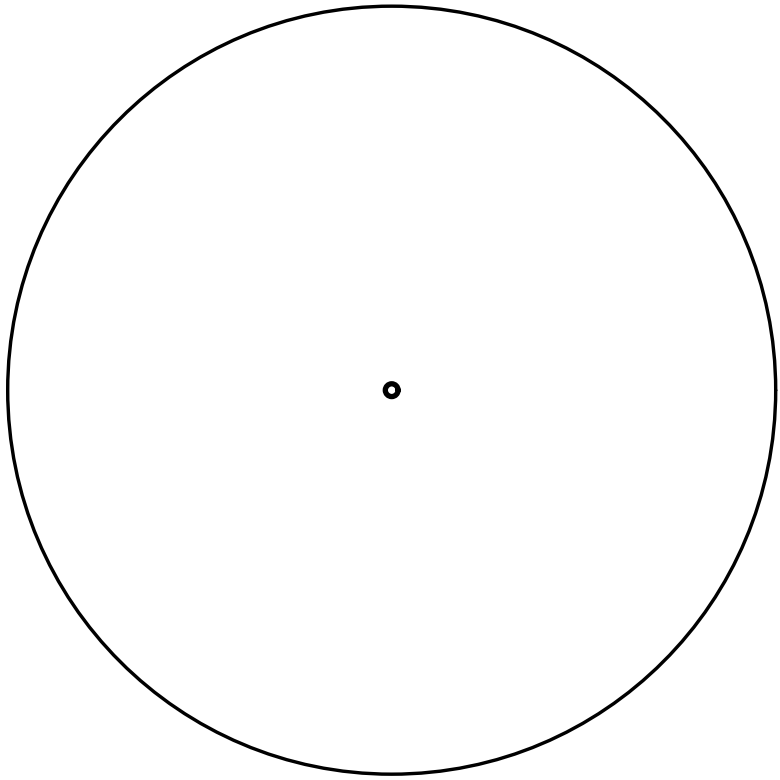
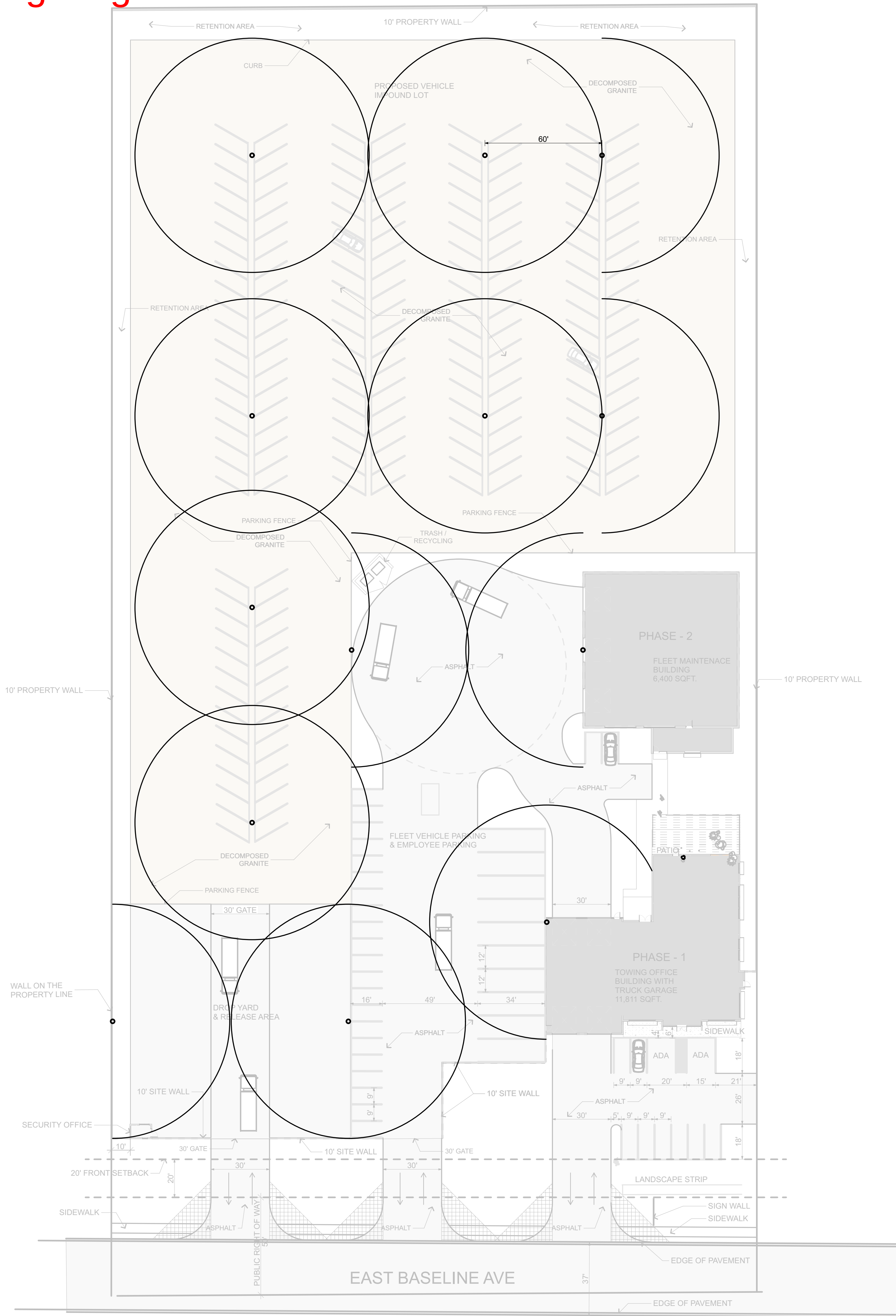
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A-202

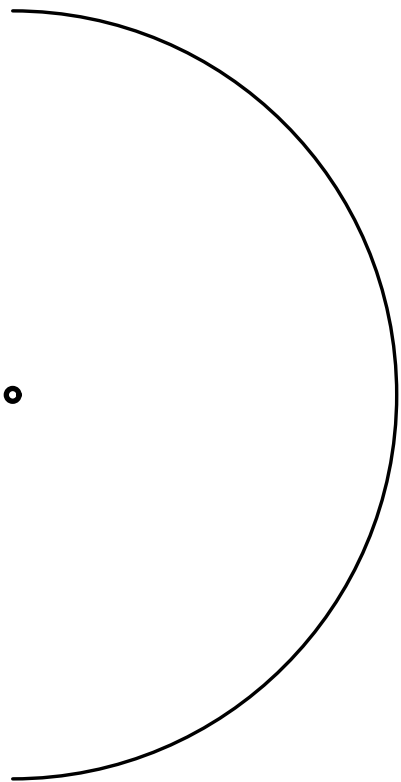
winslow + partners
architecture planning interior design
112 n. central avenue, suite 300, phoenix, az
602.256.7660 phone 602.680.4923 fax

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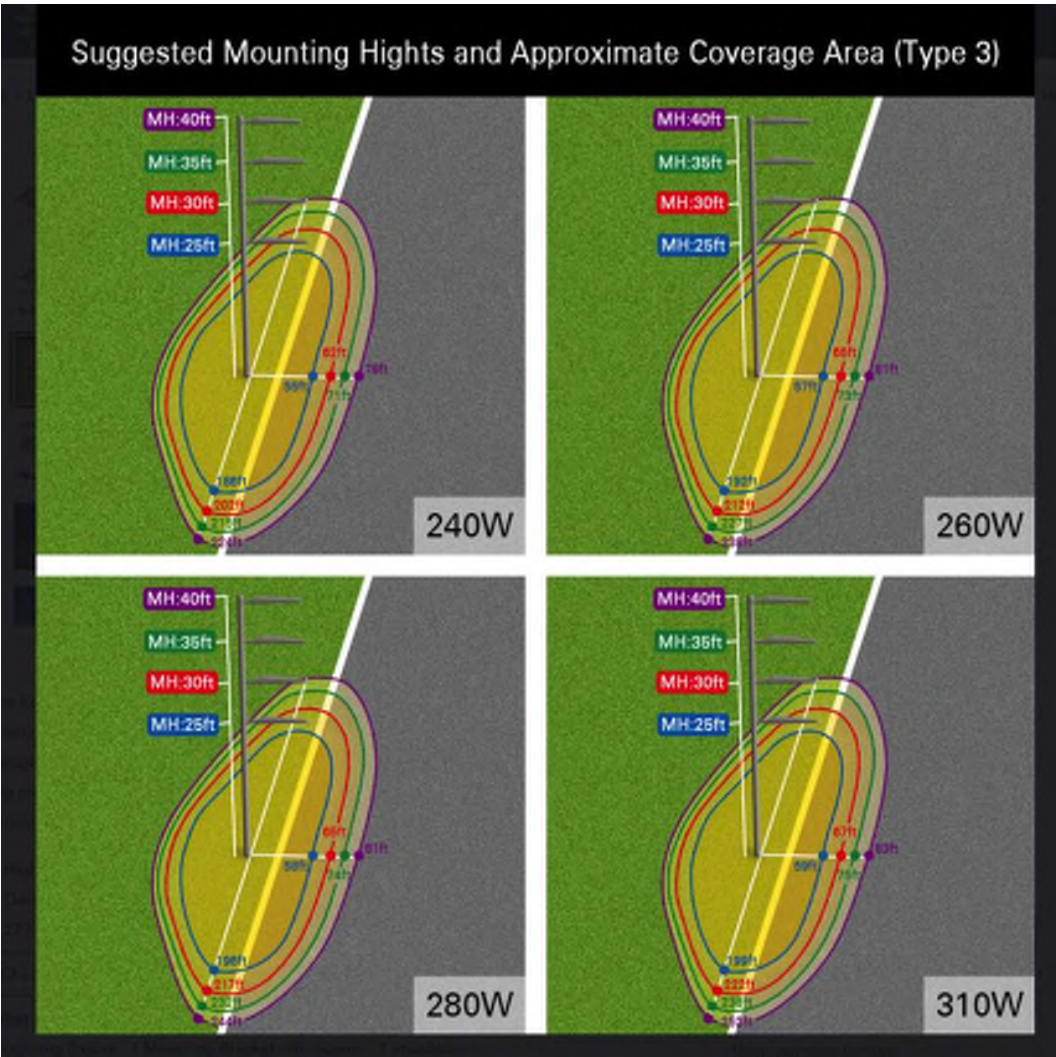
Exhibit # 6 - Lighting Plan



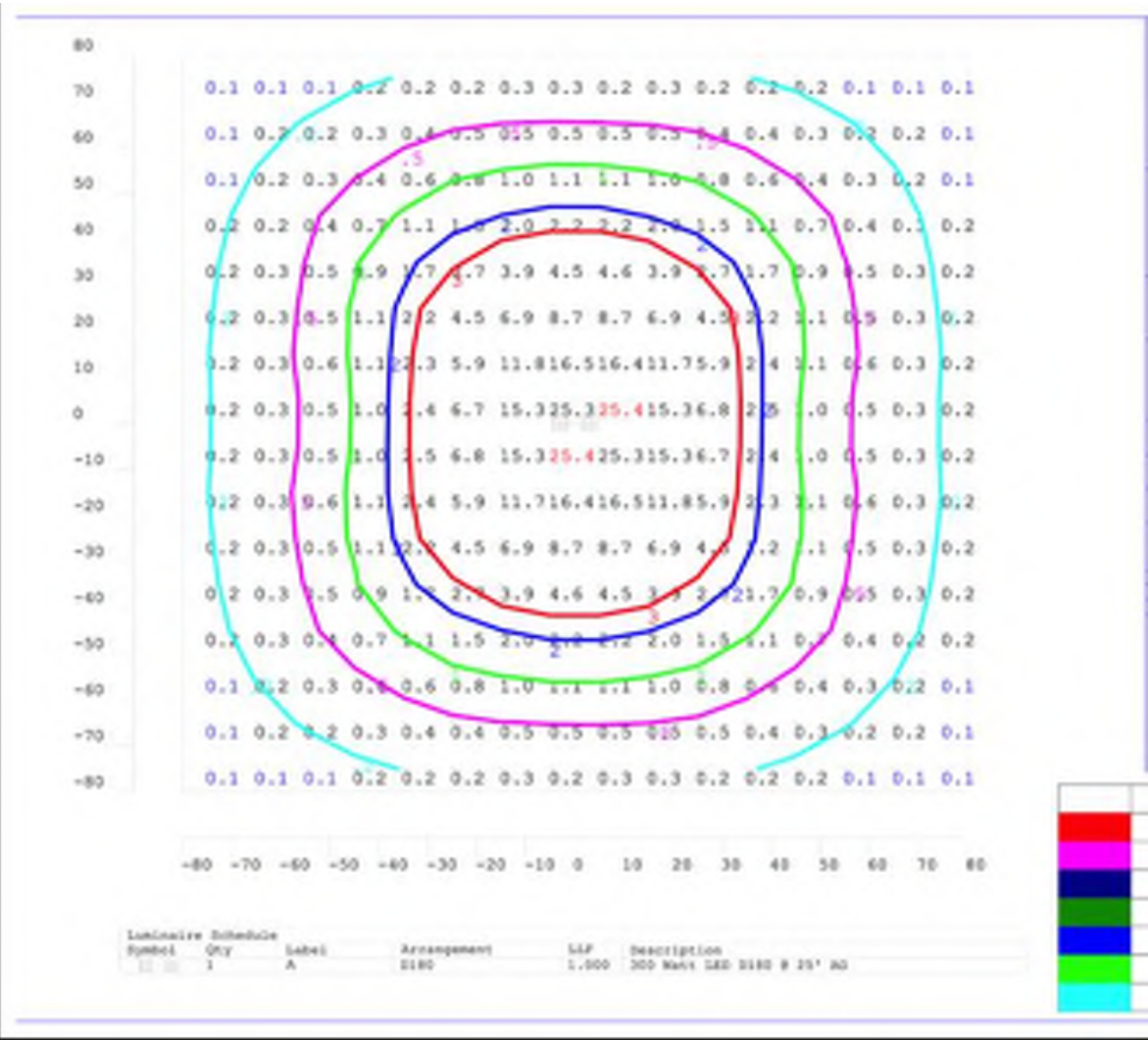
25 ft Double lighting pole



25 ft Single lighting pole or Light attached to the wall of the building



Photometrics at 25 ft.



Lighting Plan

SCALE: 1" = 30'



PHOENIX METRO TOWING
PHOENIX METRO
TOWING

East Baseline Ave & S. Tomahawk Rd. Apache Junction, AZ 85119



project number
2023_0003

date of issue
10.17.23

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WINSLOW
MOTA

project phase
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sheet contents
lighting site plan

sheet number

A-103

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Exhibit # 7 - Public Participation Report



Citizen Participation Report

600' west of the northwest corner of Baseline Road and Tomahawk Road,
Apache Junction

Representative

Withey Morris Baugh, PLC
2525 E. Arizona Biltmore Circle Ste. A-212
Phoenix, AZ 85016
Contact: Adam Baugh
Email: adam@witheymorris.com
Phone: (602) 230-0600

Property Applicant (BUYER)

Phoenix Metro Towing
2244 W Apache Trail
Apache Junction, AZ 85120
Email: Shawn@PhoenixMetroTowing.com
Phone: 480-242-4977

Outreach and Notification Timeline

- **January 11, 2024:** First rezoning neighborhood open house meeting notice letters mailed to all property owners within 500 feet of the Property and planning staff. See **Tab 1, Mailing List and Mailed Notice with Exhibits**.
- **January 22, 2024:** Neighborhood open house meeting held at Central Arizona College Superstition Mountain Campus, located approximately 3 miles from the subject site.

Public Meeting Dates and Locations

Date:	Monday, January 22, 2024
Time:	6:00 PM
Location:	Central Arizona College – Superstition Mountain Campus B-126 Community Room 805 S. Idaho Rd Apache Junction, AZ 85119

Public Meeting Summary

The open house meeting was hosted by the applicant and development team at Central Arizona College, located approximately 3 miles from the subject site. The meeting notice was mailed to all property owners within 500 feet of the Property. A representative from City of Apache Junction planning staff was the only attendee.

TAB 1



January 11, 2024

Re: Neighborhood Meeting Notification for Phoenix Metro Towing (Case No. P-23-119-PZ)

Dear Property Owner or Neighborhood Association Representative:

The purpose of this letter is to inform you that a neighborhood meeting is scheduled to review and solicit public input regarding an application to rezone the 5-acre property located approximately 600 feet west of the northwest corner of Baseline Road and Tomahawk Road, in the City of Apache Junction, Arizona (the "Property") from B-5 and RS-GR to B-5/PD. The application also includes a minor General Plan amendment. Please see the attached aerial map.

The applicant, Phoenix Metro Towing, has been an established brand in Apache Junction and a reliable provider of towing and roadside services since its incorporation in 1999. It plans to develop 5 gross acres for a new tow yard and office facility. Approval of this application will allow the company to relocate to an area more suitable for its expanding business goals in an industrial area that is compatible with its use. The requested zoning district and General Plan land use designation are consistent with the neighboring properties to the east and west and the development pattern along Baseline Road.

The neighborhood meeting will provide an opportunity for individuals to learn more about the application and provide input regarding the proposal. You are welcome to attend the meeting as follows:

<u>Neighborhood Meeting</u>	
Date:	Monday, January 22, 2024
Time:	6:00 PM
Location:	Central Arizona College – Superstition Mountain Campus B-126 Community Room 805 S. Idaho Rd Apache Junction, AZ 85119

Please feel free to contact me via e-mail at hayes@wmbattorneys.com or by telephone at (602) 230-0600 should you have any questions or comments regarding this proposal. You may also contact Nicholas Leftwich, Planning with the City of Apache Junction at nleftwich@apachejunctionaz.gov or by telephone at (480) 474-8575. Thank you for your courtesy and consideration.

Sincerely,

WITHEY MORRIS BAUGH P.L.C.

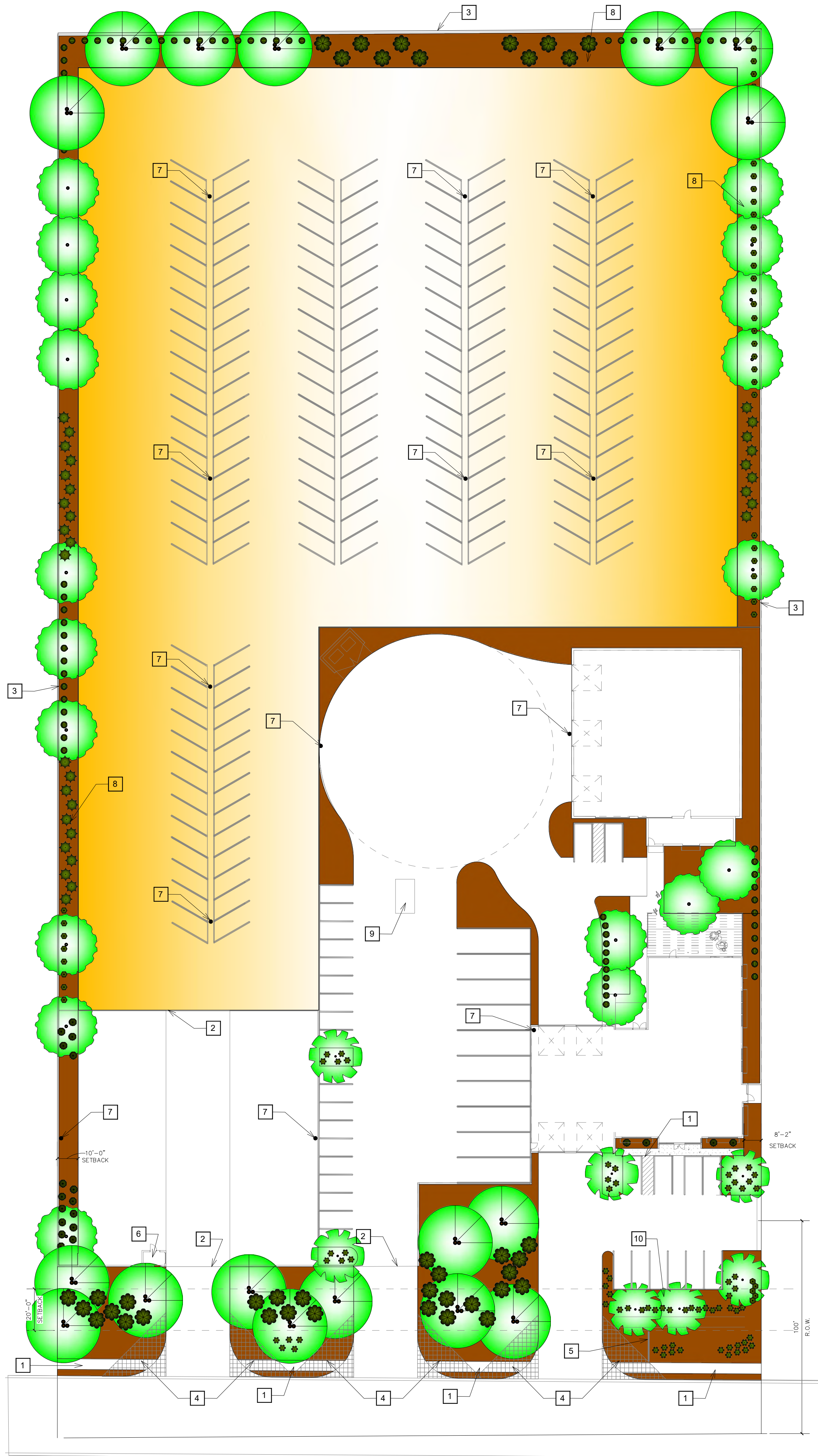
By 

Alex Hayes

Enclosures: Site Aerial, Site Plan, Landscape Plan

200'

01-111.531570 Degrees



PROJECT DATA TABLE

GROSS SITE AREA	209,130 S.F.		
EXISTING ZONING	RS-6R, B-5/PD		
LOT COVERAGE	8.7%		
GROSS FLOOR AREA OF PROPOSED BUILDINGS	18,211 S.F.		
LANDSCAPE AREA	33,718 S.F.		

PLANTING LEGEND - ALL TREES SHALL MEET ANA STANDARDS FOR CALIPER SIZE

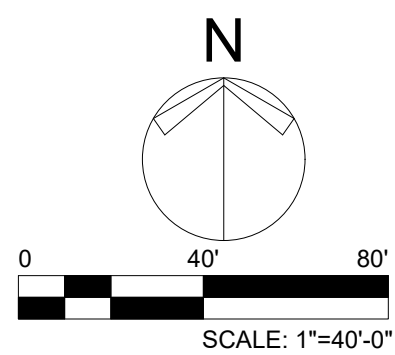
Sym	Scientific/Common Name	Size	QTY	Notes
	Cordia parviflora Little-leaf Cordia	5 gal	31	
	Lantana 'Radiation', 'Dallas Red' Red Lantana	5 gal	70	
	Leucophyllum frutescens 'Green Cloud' Texas Sage	5 gal	94	
	Muhlenbergia rigens Deer Grass	5 gal	22	
	Olneya tesota Ironwood	24" box	17	multistem
	Pistacia 'Red Push' Red Push Pistachio	24" box	7	
	Prosopis hybrid Seedless Mesquite	24" box	19	multistem
	Simmondsia chinensis Jojoba	5 gal	48	
	Vauquelinia californica Arizona Rosewood	5 gal	39	
	Decomposed Granite 2" Depth Minimum Apache Brown		33,718 S.F.	

NOTES

- ALL LANDSCAPE AREAS SHALL BE IRRIGATED BY A AUTOMATIC IRRIGATION SYSTEM.
- THERE ARE NO PLANT MATERIALS ELIGIBLE FOR SALVAGE OR REMAIN-IN-PLACE ON THE SITE.
- ALL LANDSCAPE VEGETATION SHALL BE LOCATED A MINIMUM OF THIRTY-SIX INCHES (36") FROM ALL PUBLIC STREET LIGHTS AND PULLBOXES. ALL TREES SHALL BE LOCATED MINIMUM OF TWENTY FEET (20') FROM OUTSIDE BASE OF THE TREE TO ALL PUBLIC STREET LIGHTS POLES AND PULLBOXES.

KEYNOTES

- CONCRETE WALK, SEE SITE PLANS
- GATE, SEE SITE PLAN
- NEW 10' HIGH BLOCK WALL, SEE SITE PLANS
- VIEW TRIANGLE, 30x30', NO PLANTING OVER 36" IN HEIGHT
- SIGN WALL, SEE SITE PLAN
- SECURITY OFFICE
- SITE LIGHT
- RETENTION BASIN
- FUEL TANK
- NEW MASONRY WALL, SEE SITE PLAN



LANDSCAPE ARCHITECT:

Caryn Logan Heaps RLA landscape architecture

Brain and Brawn LLC
1539 W. Elliot Rd., Suite 102
Gilbert, AZ 85233
480.560.2787
caryn@landscapearchitecturebab.com

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PHOENIX METRO TOWING
PHOENIX METRO
TOWING
East Baseline AVE & S. Tomahawk RD Apache
Junction, AZ #Site Postcode



project number
21-000

date of issue
11.13.23

revisions

project team
WINSLOW
MOTA

project phase
CONCEPTUAL DESIGN

sheet contents
LANDSCAPE PLAN

sheet number
LS-1 OF 1



Lantana Radiation
Red Lantana



Leucophyllum Frutescens
Texas Sage



Simmondsia Chinensis-
Jojoba



Prosopis Hybrid
Seedless Mesquite



Pistachio
Red Push Pistachio



Olneya Tesota
Ironwood



Muhlenbergia
Deer Grass

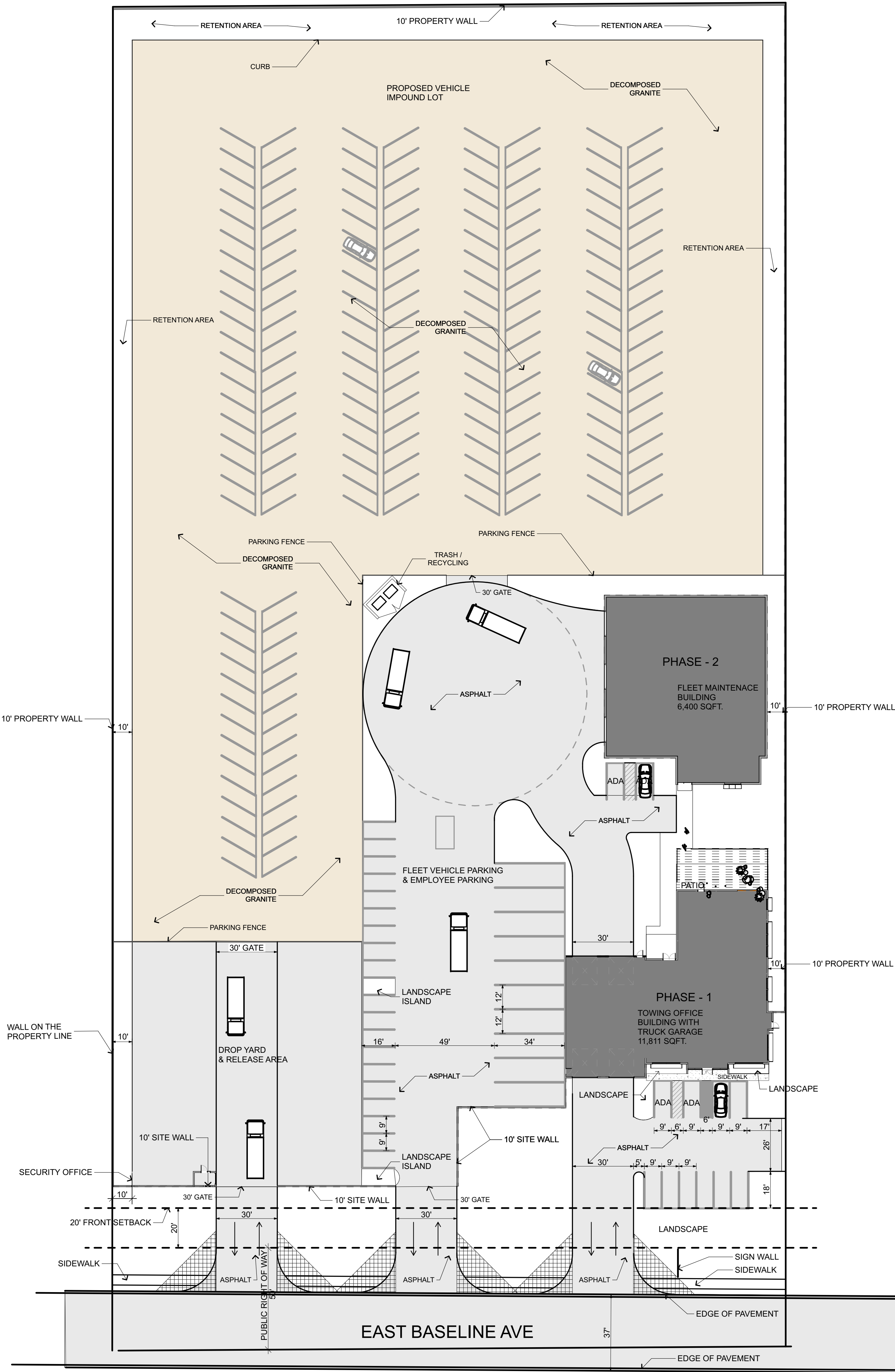


Little Leaf Cordia
Cordia Parviflora



Vauquelinia Californica
Arizona Rosewood

Phoenix Metro Towing



PROJECT NARRATIVE

The project site faces an existing major arterial street on the South side and an existing residential development on the North. To mitigate the transition on the North side, adjacent to the residential development, the area.

Building Description: The front two-story building will be approximately 11,811 sq. ft. with two garage bays to house two heavy wrecker tow trucks, a main two story office building, facing Baseline Road. An outdoor landscaped patio will be created on the North side of this building. A second building will be placed behind the main building, which will be designed to house a three bay vehicle service building.

The two-story building exterior will be a combination of stucco walls with colored concrete block at the garage portion and stair tower. Windows will be shaded with a perforated Corten steel screen. The vehicle doors will mimic the color of the metal window screening. The exterior colors are intended to be contemporary but "desert friendly", to contrast with the low water use desert landscape. Variation on the line of the façade of the main building is intended to provide a shadow pattern, with the intention of breaking that façade into smaller, more human scale elements.

The vehicle service building will maintain the color pallet of the main office building. Again, the large rollup doors will be the same as those in the main building. The building walls will match the color of the stucco portion of the main building as well. It is intended that this building become a background for main building on the site.

The landscape setback area around the buildings and secure vehicle storage area will be desert friendly. The setback at the North property line may be used for onsite retention. If the retention area is required to be greater than 10ft, it will also be landscaped in a similar fashion, increasing the screening of the property from the residential use on the North end of the site. Landscape on the South end of the property will be of significant scale, though not dense, in order to emphasize the building setback.

Lighting on the site will primarily pole mounted down lighting, with the exception of those mounted on the buildings, which will be oriented to the ground.

Parking will be subdivided by the user type. Guests will be provided parking directly off of a drive from Baseline Road. Staff will park behind the main office building, with those drivers parking their vehicle in a vacant tow truck parking space behind the security fence and surrounded but the 10' high security wall. Impound lot parking will be on a dust free surface of asphalt paving, decomposed granite or other stabilized surface material.

LEGAL DESCRIPTION

Legal description per Chicago Title Insurance company commitment for title insurance with file. No. ST78230023, having an effective date of February 7, 2023.

The land referred to herein below is situated in the county of Pinal, State of Arizona and described as follows:
The East half of the Southwest quarter of the Southeast quarter of the Southeast quarter of Section 33, Township 1 North, Range 8 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona.

PROJECT DATA

PROJECT ADDRESS:

APN: 102-20-014C & 102-20-014D

BUILDING CODES: 2018 IBC, 2018 IRC, 2018 IFC, 2017 NEC, 2018 IMC, 2018 IFGC, 2018 IEBC, 2018 IECC, 2018 ISPSC, 2010 ADA Standards for accessible design

ZONED: RS-GR & B-5/PD

OCCUPANCY: B

BUILDING AREA: PHASE - 1 = 11,811 s.f; PHASE - 2 = 6,400 s.f.

MAXIMUM HEIGHT OF BUILDINGS:

PHASE 1 BUILDING : 30' - 0"

PHASE 2 BUILDING : 28' - 0"

SITE AREA: 209,130 s.f.



SITE PLAN

SCALE: 1" = 30'

0 30' 60'

NORTH

PHOENIX METRO TOWING
PHOENIX METRO
TOWING

East Baseline Ave & S. Tomahawk Rd. Apache Junction, AZ 85119



project number
2023_0003

date of issue
10.17.23

revisions

project team
WINSLOW
MOTA

project phase
REZONING

sheet contents
site plan

sheet number

A-101

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