



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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3. Site Plan
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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.

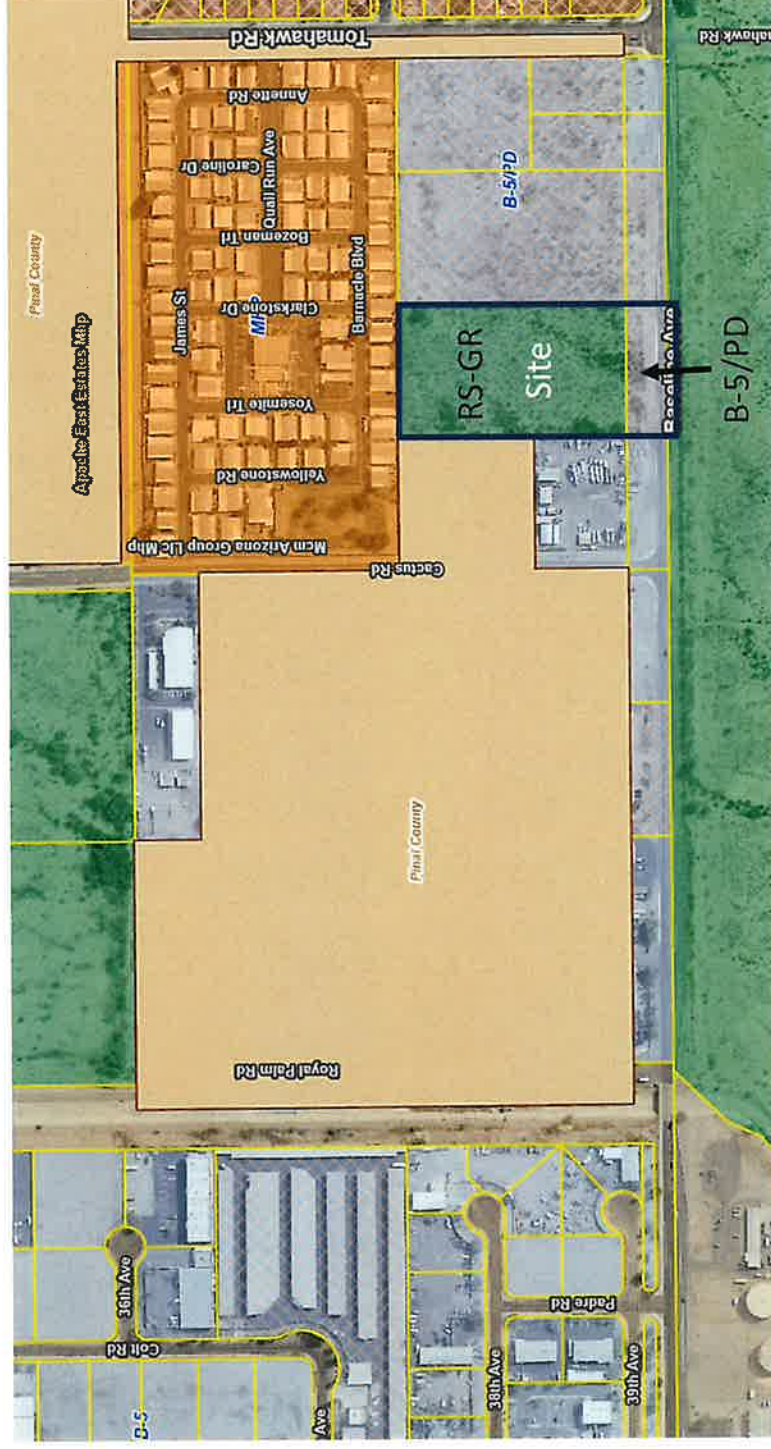
TAB 1

Aerial Map



TAB 2

Existing Zoning Map



TAB 3



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

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 site

Building Orientation: The three-story building will be approximately 11,811 sq. ft. with two garage bays to house two heavy vehicles. The building is a three-story office building. The building will be oriented to the North side of the site. The building will be oriented to the North side of the site. The building will be oriented to the North side of the site.

The landscaping plan will be a combination of trees with other plants. The landscaping plan will be a combination of trees with other plants. The landscaping plan will be a combination of trees with other plants. The landscaping plan will be a combination of trees with other plants. The landscaping plan will be a combination of trees with other plants.

The vehicle service building will maintain the color palette of the main office building. The vehicle service building will maintain the color palette of the main office building. The vehicle service building will maintain the color palette of the main office building. The vehicle service building will maintain the color palette of the main office building. The vehicle service building will maintain the color palette of the main office building.

The landscape will be a combination of trees with other plants. The landscape will be a combination of trees with other plants. The landscape will be a combination of trees with other plants. The landscape will be a combination of trees with other plants. The landscape will be a combination of trees with other plants. The landscape will be a combination of trees with other plants.

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. Guards will be provided parking directly off of a parking lot. Guards will be provided parking directly off of a parking lot. Guards will be provided parking directly off of a parking lot. Guards will be provided parking directly off of a parking lot. Guards will be provided parking directly off of a parking lot.

LEGAL DESCRIPTION

Legal description per Chicago Title Insurance company commitment for title insurance with file No. S17820023, 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: Southwest quarter of the Southeast quarter of the Southeast quarter of Section 33, Township 1 North, Range 1 East of the G&S and S&S Base Data and Meridian, Pinal County, Arizona.

PROJECT DATA

PROJECT ADDRESS:

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

BUILDING CODES: 2018 IRC, 2018 IRC, 2018 IRC, 2017 IFCC, 2018 IMC, 2018 IFGC, 2018 IBC, 2018 IBC, 2018 IFSC, 2018 IFSC, 2018 ADA Standards for accessible design

ZONED: RS-GR & B-S/PO

OCCUPANCY: B

BUILDING AREA: PHASE 1 = 11,811 sq. ft. PHASE 2 = 6,400 sq. ft.

MAXIMUM HEIGHT OF BUILDINGS:

PHASE 1 BUILDING: 28' - 0"

PHASE 2 BUILDING: 28' - 0"

SITE AREA: 209,130 sq. ft.

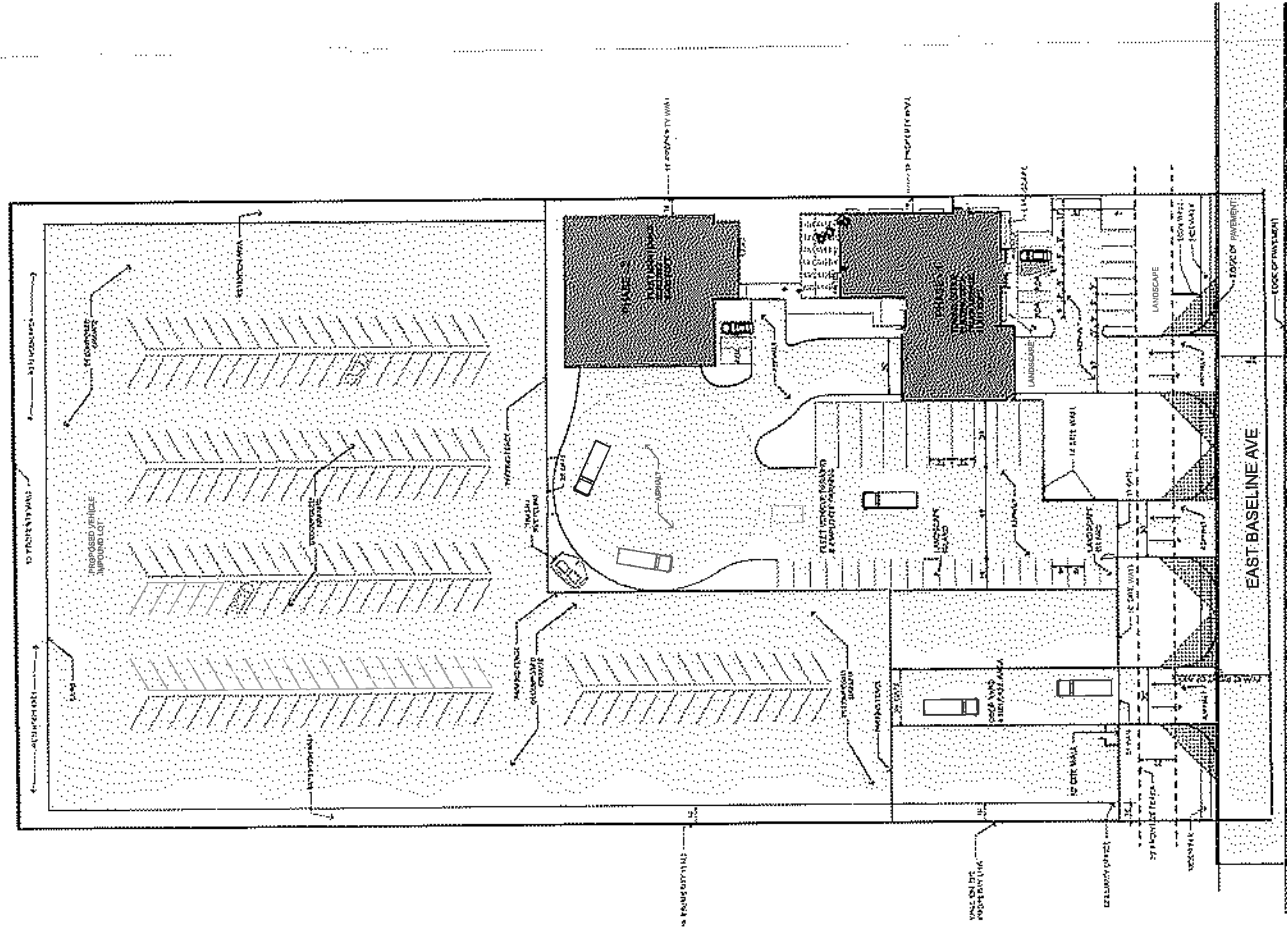
SIGHT TRIANGLE (30'X30')

SITE PLAN

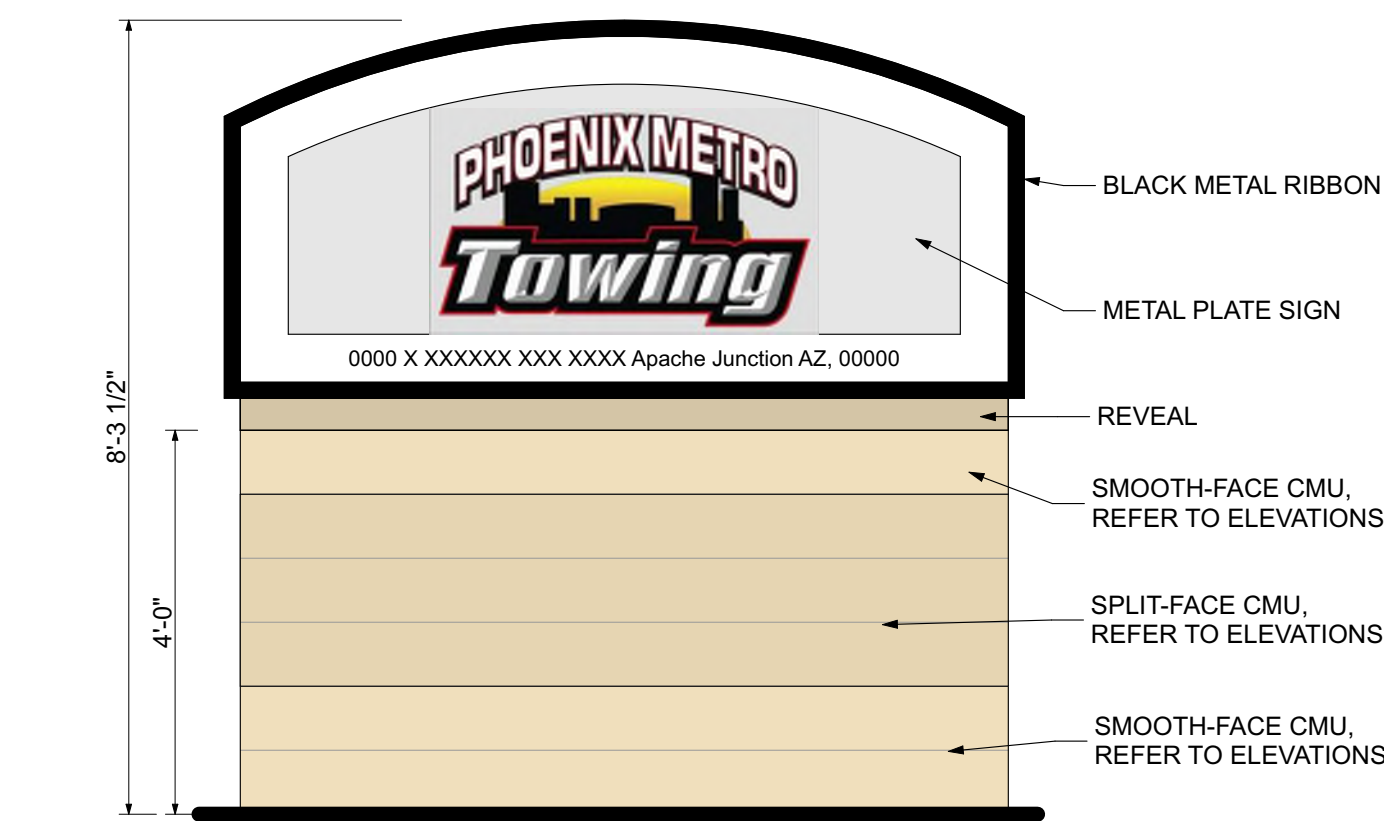
SCALE: 1" = 30'

0' 30' 60'

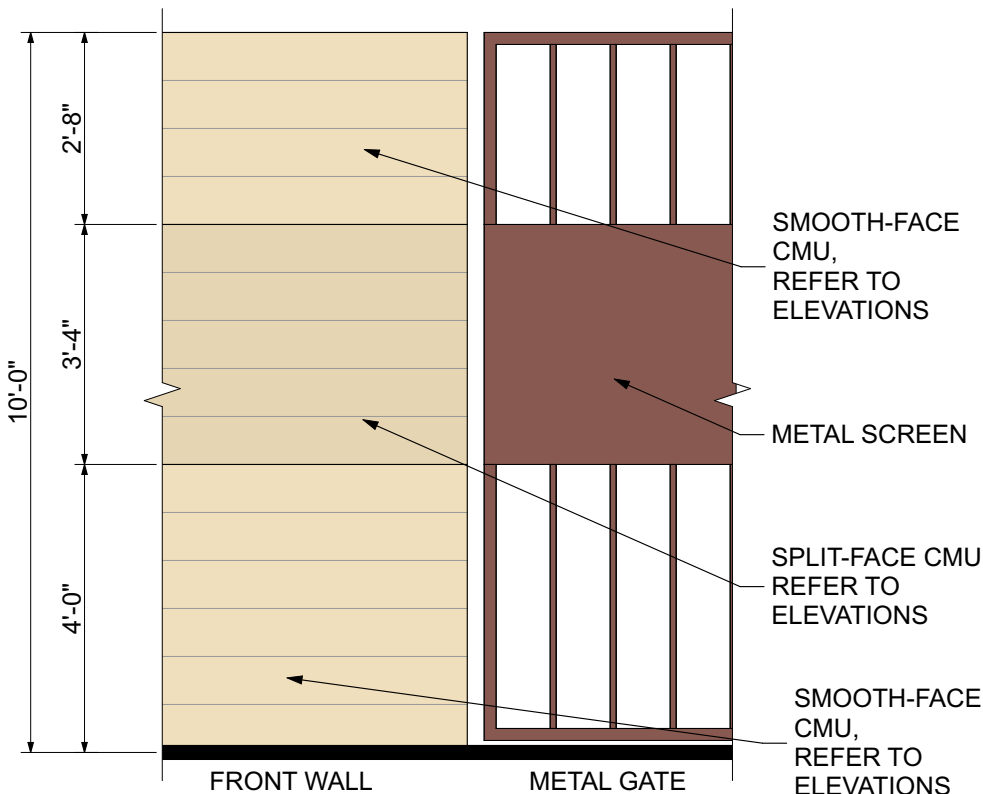
NORTH



TAB 4



SIGN WALL ELEVATION
SCALE: 1/2" = 1'-0"



FRONT WALL/ GATE ELEV
SCALE: 3/8" = 1'-0"



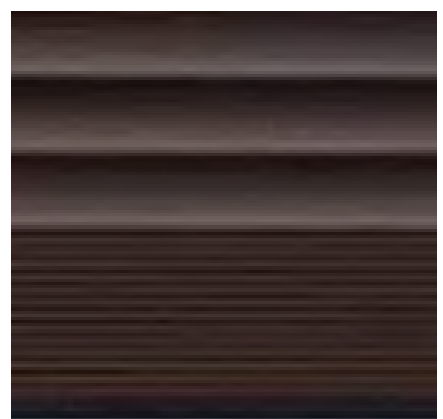
* Perforated screens will look lighter, but the material is the same.
1
METAL



2
SMOOTH CMU



3
SPLIT FACE CMU



4
WINDOW AND DOOR FRAMES

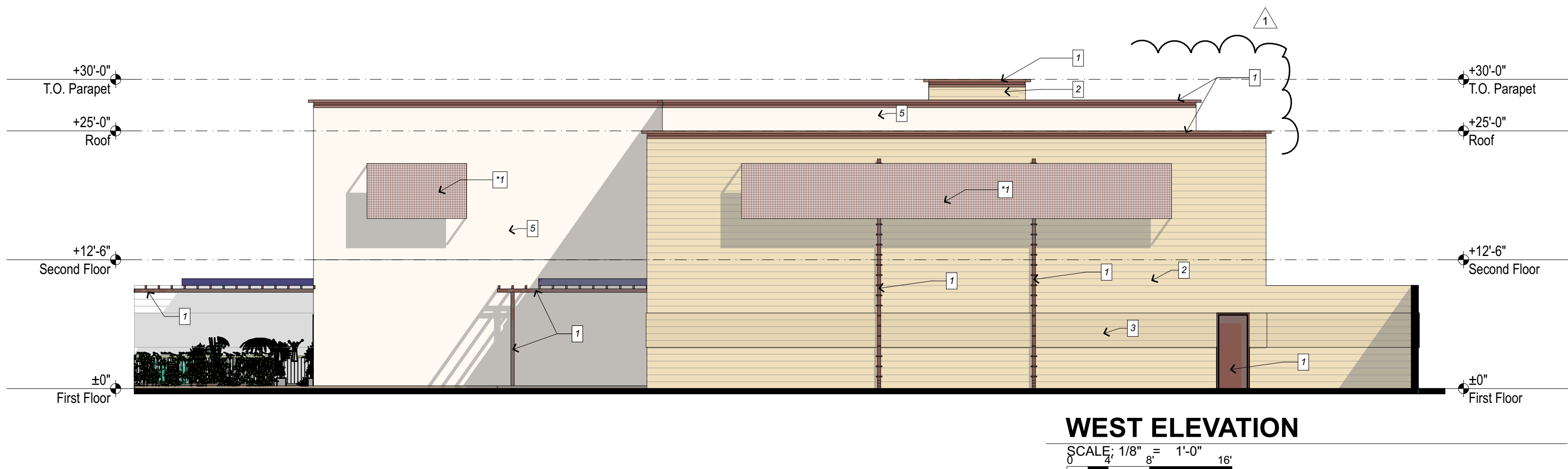


* South Elevation has part with lighter tone.
5
STUCCO

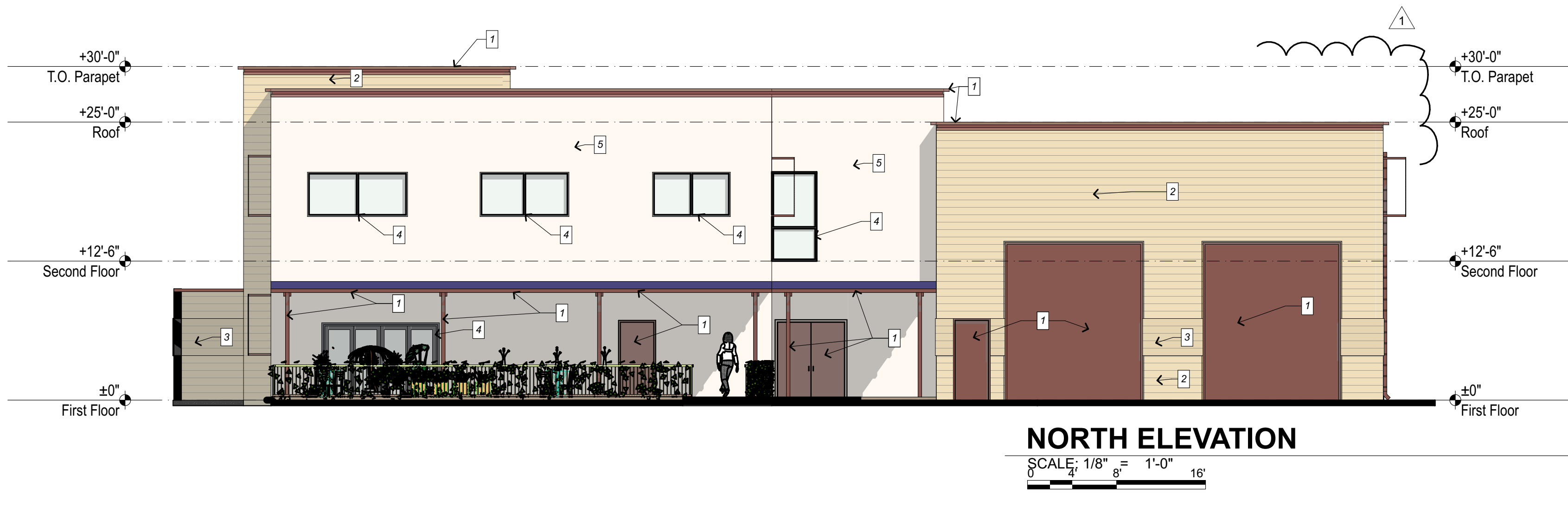
PHOENIX METO TOWING
EXTERIOR COLOR PALETTE



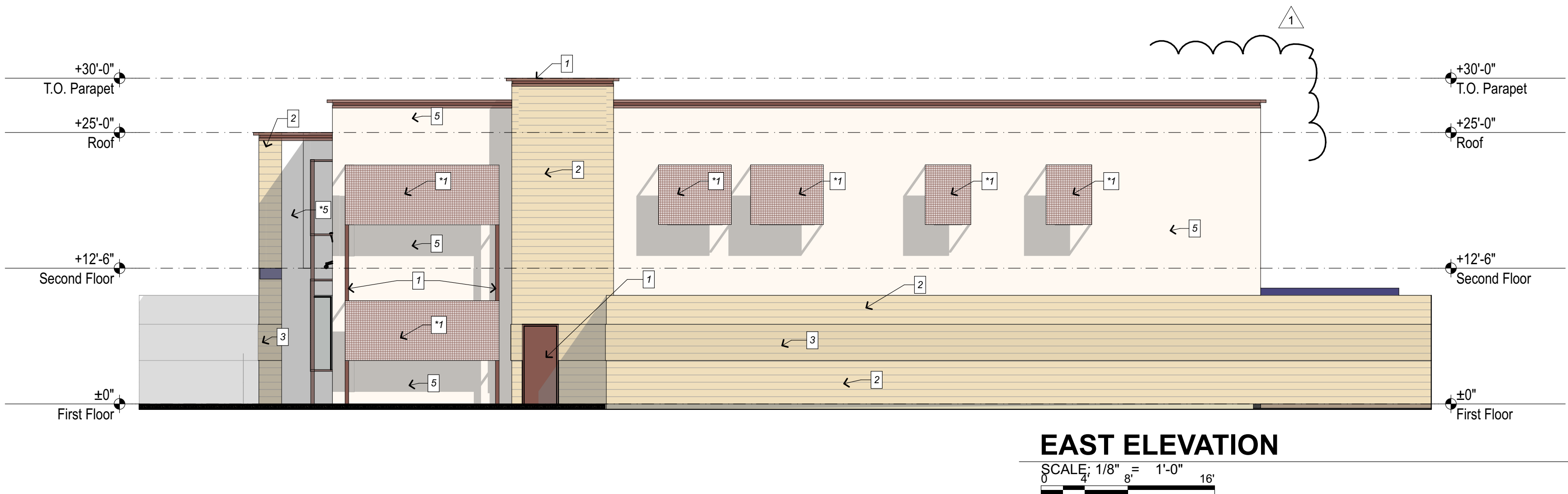
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

PHOENIX METRO TOWING
PHOENIX METRO TOWING

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



project number
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10.17.23

revisions
1 CITY COMMENT
01-24-2024

project team
WINSLOW
MOTA

project phase
REZONING

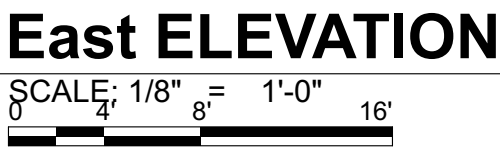
sheet contents
PHASE-1 building
elevations

sheet number

A-201

winslow + partners
architecture planning interior design

112 n. central avenue, suite 300, phoenix, az
602.256.7660 phone 602.680.4923 fax



TAB 5

Existing General Plan Map

