

# BEST AUTO SALVAGE SPECIFIC PLAN

SPECIFIC PLAN APPLICATION

FEBRUARY 2024



THE  
**PLANNING CENTER**  
PLANNING | LANDSCAPE ARCHITECTURE



# BEST AUTO SALVAGE SPECIFIC PLAN

## SPECIFIC PLAN APPLICATION

5550 South Arcadia Avenue  
Tucson, AZ 85712

*Submitted to:*



**PIMA COUNTY**  
Development Services Department  
201 North Stone Avenue  
Tucson, Arizona 85701

*Prepared for:*



**BEST AUTO SALVAGE**  
5550 S Arcadia Avenue  
Tucson, AZ 85706

*Prepared By:*



**THE PLANNING CENTER**  
2 East Congress Street, Suite 600  
Tucson, Arizona 85701

**FEBRUARY 2024**

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# BEST AUTO SALVAGE SPECIFIC PLAN

## SPECIFIC PLAN APPLICATION

PART I: INTRODUCTION + POLICY



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# I. INTRODUCTION + POLICY

## A. PROJECT OVERVIEW

Best Salvage, Inc. was founded in 1987 and has since grown to become one of the Tucson metropolitan area's best-known automobile salvage yards. The business's success and the desire to build a new facility that allows them to expand their ability to better serve customers has spurred the need to create a specific plan to address existing non-conformities with the *Pima County Zoning Code (PCZC)*. By establishing this specific plan, Best Auto Salvage will be able to maintain their current operations and make substantial improvements to the property in a manner that is reasonable and cost-effective.

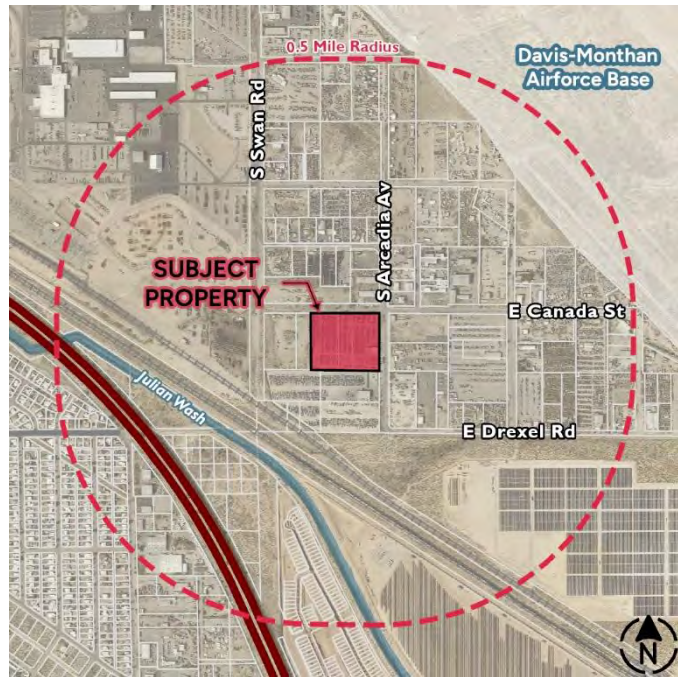


EXHIBIT I.A: SITE CONTEXT

The Best Auto Salvage Specific Plan (BASSP) looks to create standards tailored to the business's existing salvage operations and existing conditions on the 9.92-acre property located at 5550 South Arcadia Avenue to achieve compliance with the Pima County Zoning Code while not placing a large burden on the property owners regarding redevelopment costs. The standards introduced in this specific plan will ensure that Best Auto Salvage can continue to operate while creating a safer environment for customers through the creation of a parking lot and improving the visual aesthetics of the property through new landscaping and a proposed new building. The BASSP is necessary to help retain and expand a local business while also allowing for site improvements that create better conditions for the public without requiring cost-prohibitive improvements to the entirety of the property to achieve compliance.

## B. CONFORMANCE WITH PIMA PROSPERS

The Best Auto Salvage Specific Plan is consistent with the goals and policies of the Pima County Comprehensive Plan, *Pima Prospers*. The BASSP brings the property into compliance with Pima County while continuing a use that is appropriate for the area and compatible with Davis-Monthan Airforce Base, ensuring its continued operation. Additionally, proposed improvements to the property will integrate water harvesting techniques with proposed landscaping. *Section III.A.2 – Proposed Project Conformance to Pima Prospers and Applicable Regional, Special Area, and Rezoning Policies* further discuss these Pima Prospers goals and policies.

# BEST AUTO SALVAGE SPECIFIC PLAN

## SPECIFIC PLAN APPLICATION

### PART II: SITE INVENTORY



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## II. SITE INVENTORY

*Part II: Site Inventory* aims to highlight the site’s physical characteristics, identify opportunities and constraints, and provide analysis that will guide development to be sensitive to the site and its surroundings. Information for this section was prepared per the Site Analysis Requirements of the *Pima County Rezoning Application Packet* and compiled from various sources, including site visits, referencing topographic and hydrological analyses, and correspondence with the property owner and city staff.

### A. LAND USE

#### 1. LOCATION AND REGIONAL CONTEXT

The subject property is in the southeast Tucson metro, north of Interstate 10, and southwest of Davis Monthan Air Force Base (DMAFB) in the southwest quarter of Township 15S, Range 14E, Section 2. As shown on **EXHIBIT II.A.1: PROJECT LOCATION**, the property consists of three parcels, Assessor’s Parcel Numbers (APN) 140-01-0920, 140-01-091D, and 140-01-091F, and is approximately 9.92 acres. **TABLE II.A.1: SPECIFIC PLAN PARCELS** provides addresses and acreages for the three parcels.



**TABLE II.A.1: SPECIFIC PLAN PARCELS**

PARCEL ID	ASSESSOR PARCEL NUMBER	ADDRESS	ACREAGE
1	140-01-0920	5550 South Arcadia Avenue	3.92 AC
2	140-01-091D	No Situs Address	2 AC
3	140-01-091F	No Situs Address	4 AC
			9.92 AC


**EXHIBIT II.A.1: PROJECT LOCATION**



LEGEND

 Subject Property  
 Parcels

 Parcel ID

 0 37.5 75 150  
 SCALE: 1" = 150'

SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Location Map DATE: 12/4/2023

## 2. EXISTING LAND USES ON-SITE

The subject property has been continuously used as an automobile salvage yard since Best Salvage, Inc. was founded in 1987. Prior to this use, the property was vacant. Refer to **EXHIBIT II.A.2: EXISTING LAND USES**.

## 3. EXISTING EASEMENTS

Several easements for underground pipelines, telephone and telegraph lines, and incidental purposes affect all parcels of the subject property. Along the eastern property line is an easement for pipeline right-of-way and incidental purposes. Easements that can be mapped are shown on the ALTA survey submitted under a separate cover.

## 4. COMPREHENSIVE PLAN DESIGNATIONS ON-SITE AND SURROUNDING

According to Pima Prospers, the subject property is located within the Central Planning Area. All three parcels are located within the Military Airport land use intensity designation. The land use intensity designations for surrounding properties are listed in **TABLE II.A.4: SURROUNDING LAND USE INTENSITY DESIGNATIONS** below and on **EXHIBIT II.A.4: COMPREHENSIVE PLAN DESIGNATIONS**.

**TABLE II.A.4: SURROUNDING LAND USE INTENSITY DESIGNATIONS**

DIRECTION	USE
North	MA (Military Airport)
East	MA (Military Airport)
South	MA (Military Airport), I (Urban Industrial)
West	MA (Military Airport), I (Urban Industrial)

## 5. SURROUNDING LAND USES

As shown on **EXHIBIT II.A.2: EXISTING LAND USES**, the subject property is located in an area of the county with a significant number of industrial users who are compatible with the operations of DMAFB. To the north, the subject property is adjacent to the right-of-way (ROW) for a future extension of Canada Street, and to the east, ROW for Arcadia Avenue. North of the ROW abutting the property's northern boundary is an autobody repair shop and a property whose use is listed as "vacant industrial" by the Pima County Assessor. Aerials and site visits suggest this vacant industrial property is mainly used for the storage of wooden pallets. A storage yard and two industrial buildings are northeast of the property, across the Arcadia Avenue ROW.

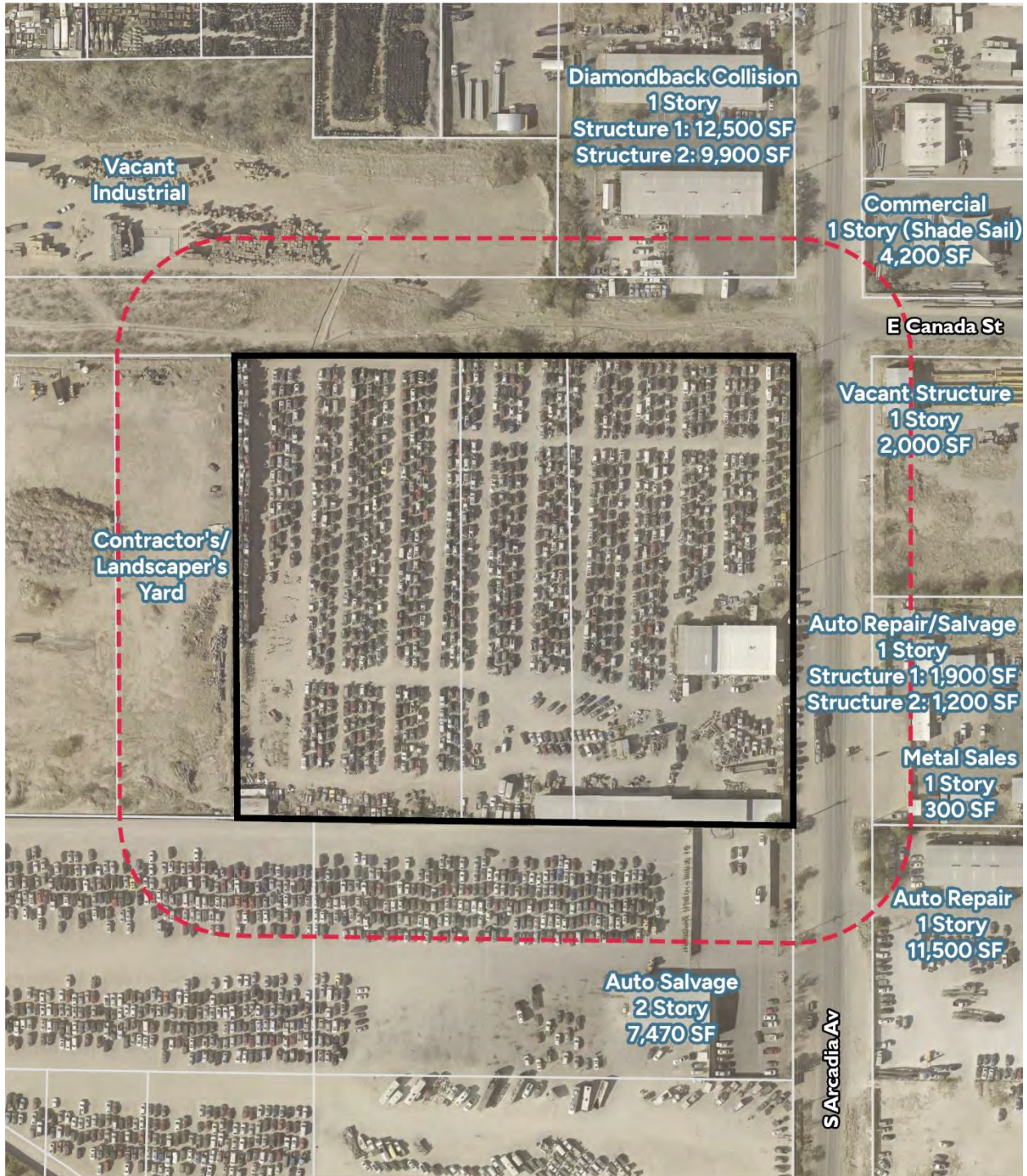
Two automobile repair shops, a metal sales company, and a vacant structure formerly used for recycling operations are east of Arcadia Avenue. South of the subject property is Copart-Tucson, an automobile salvage auction. West of the site is a mostly vacant property with a small building in the northwest corner. The Pima County Assessor's website lists the use of the property as miscellaneous commercial/contractor's yard/landscaper's yard, and aerials show several mounds of dirt being piled on the site as well as heavy machinery.

## 6. PENDING REZONINGS, PLATS, OR DEVELOPMENT PLANS

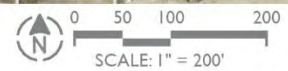
As shown on **EXHIBIT II.A.6.a: EXISTING ZONING**, the subject property is currently zoned CI-2 and is surrounded by CI-2 zoned properties except for one parcel zoned CI-1 northeast of the property. The property is also within the Airport Environs Height Overlay Zone and Airport Environs Land Use Overlay Zone. Noise Control Zone A (NCZ-A) covers the entire property.

**EXHIBIT II.A.6.b: SUBDIVISION AND DEVELOPMENT PLANS** shows existing subdivision and development plans. There are no pending rezonings, plats, or development plans in proximity to the property.

**EXHIBIT II.A.2: EXISTING LAND USES**

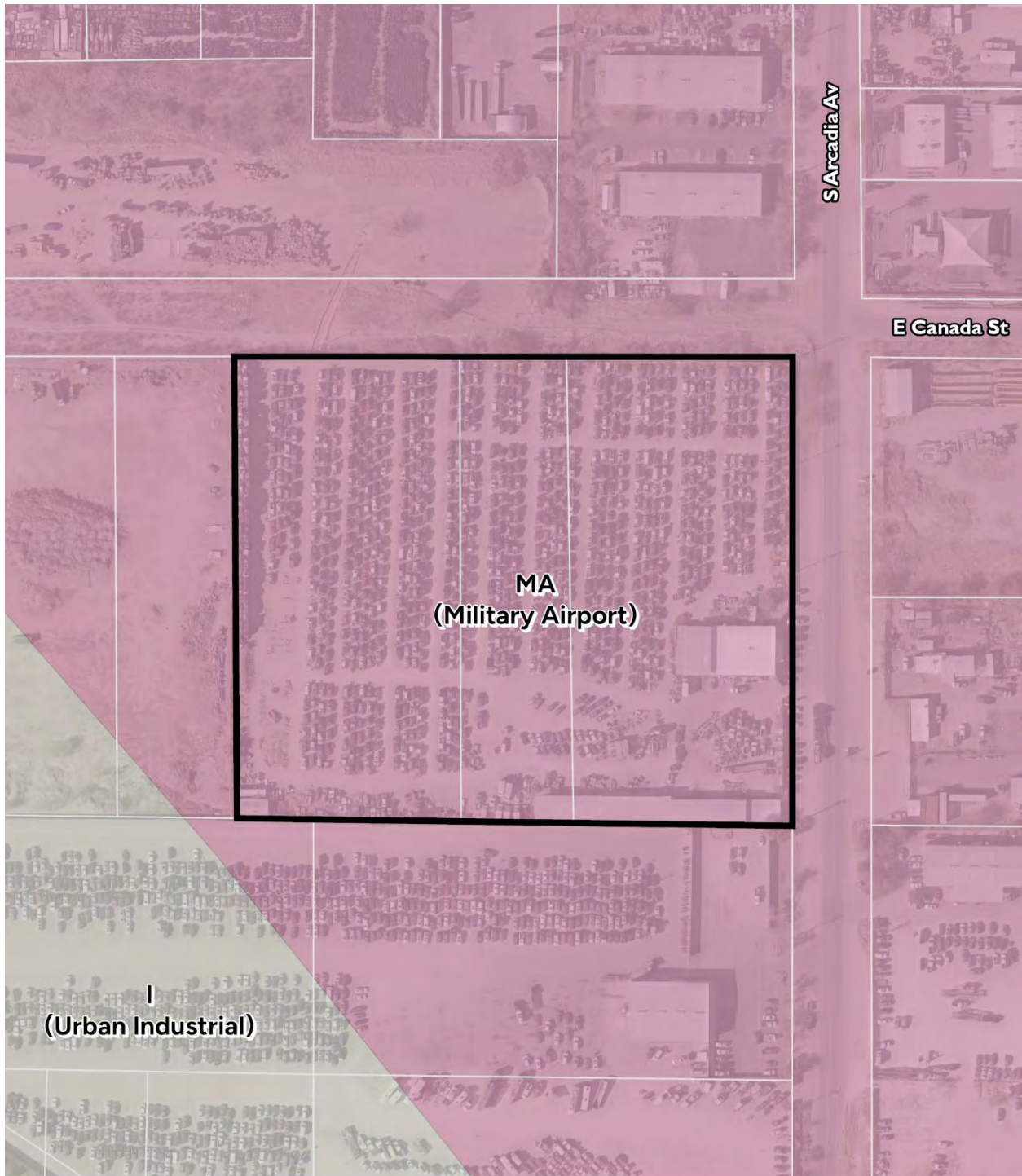


- LEGEND**
-  Subject Property
  -  150 Foot Radius
  -  Parcels







SOURCE: Pima County GIS  
PROJECT: UHL-01 Maps  
FILE NAME: Context Map DATE: 12/4/2023

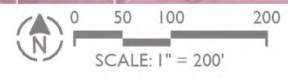
**EXHIBIT II.A.4: COMPREHENSIVE PLAN DESIGNATIONS**



**LEGEND**

	Subject Property		MA Military Airport
	Parcels		I Urban Industrial

Pima Prospers Land Use Intensity



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Comprehensive Plan Map DATE: 12/4/2023



EXHIBIT II.A.6.a: EXISTING ZONING



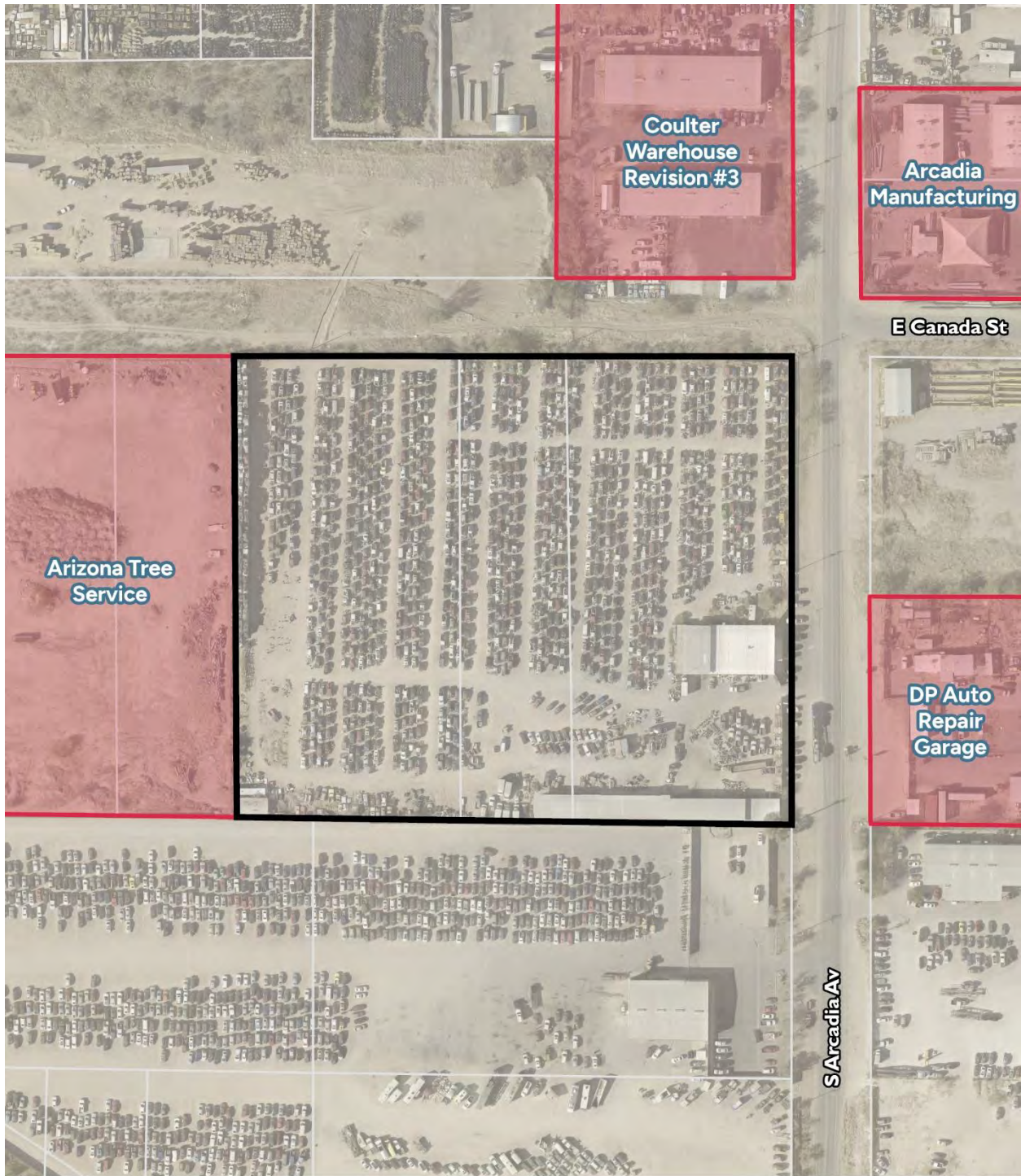
LEGEND

- Subject Property
- Parcels
- Pima County Zones
- CI-1
- CI-2
- Airport Environs Zone Height Overlay
- Airport Environs Zone Land Use Overlay



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Zoning Map DATE: 2/23/2024

EXHIBIT II.A.6.b: SUBDIVISION AND DEVELOPMENT PLANS



LEGEND

-  Subject Property
-  Parcels
-  Development Plans



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Subdivisions and Development Plans DATE: 12/4/2023

## B. TOPOGRAPHY AND GRADING

The subject property has been fully developed since the late 1980s and has been completely graded. Because of this, the subject property is generally flat, and no natural features remain.

### 1. TOPOGRAPHIC CHARACTERISTICS

#### Restricted Peaks and Ridges

There are no restricted peaks or ridges on the property.

#### Rock Outcrops

There are no rock outcrops on the property.

#### Slopes Greater Than 15%

As shown on **EXHIBIT II.B.1: TOPOGRAPHY**, there are no slopes greater than 15% that exist on the subject property.

#### Any Other Significant Topographic Features

There are no significant topographic features on the property.

#### Existing Grading and Ground Disturbance on the Site

The entirety of the property has been disturbed to allow for the storage of salvaged automobiles.

### 2. PRE-DEVELOPMENT AVERAGE CROSS SLOPE

The average cross-slope of the property was calculated per *Chapter 18.61 (Hillside Development Zone)* and is as follows:

$$ACS = \frac{I \times L \times 0.0023}{A}$$

Interval (I) = 2'

Total length of contours in feet (L) = 6974.54'

Area in acres (A) = 9.92 AC




$$ACS = \frac{2' \times 6974.54 \times 0.0023}{9.92 \text{ AC}}$$

Average Cross Slope (ACS) = 3.23%

EXHIBIT II.B.1: TOPOGRAPHY



LEGEND

-  Subject Property
-  2-Foot Contours
-  10-Foot Contours



SOURCE: Pima County GIS  
PROJECT: UHL-01 Maps  
FILE NAME: Topography Map DATE: 12/4/2023

## C. HYDROLOGY

### 1. OFF-SITE HYDROLOGY

Please see **EXHIBIT II.C.1: EXISTING CONDITIONS DRAINAGE MAP – ON-SITE & OFF-SITE HYDROLOGY.**

### 2. ON-SITE HYDROLOGY

#### Flood Control Resource Areas

A known 100-500 cfs regulatory wash is designated by Pima County in the off-site area around the northeast corner of the subject property. However, this wash quickly turns northwesterly and flows away from the property. Flow in this wash is therefore not considered to have any significant impact to development on the property.

#### Concentration Points and 100-Year Peak Discharges

Please see **EXHIBIT II.C.1: EXISTING CONDITIONS DRAINAGE MAP – ON-SITE & OFF-SITE HYDROLOGY.**

#### FEMA-Designated and Locally Identified Floodplains

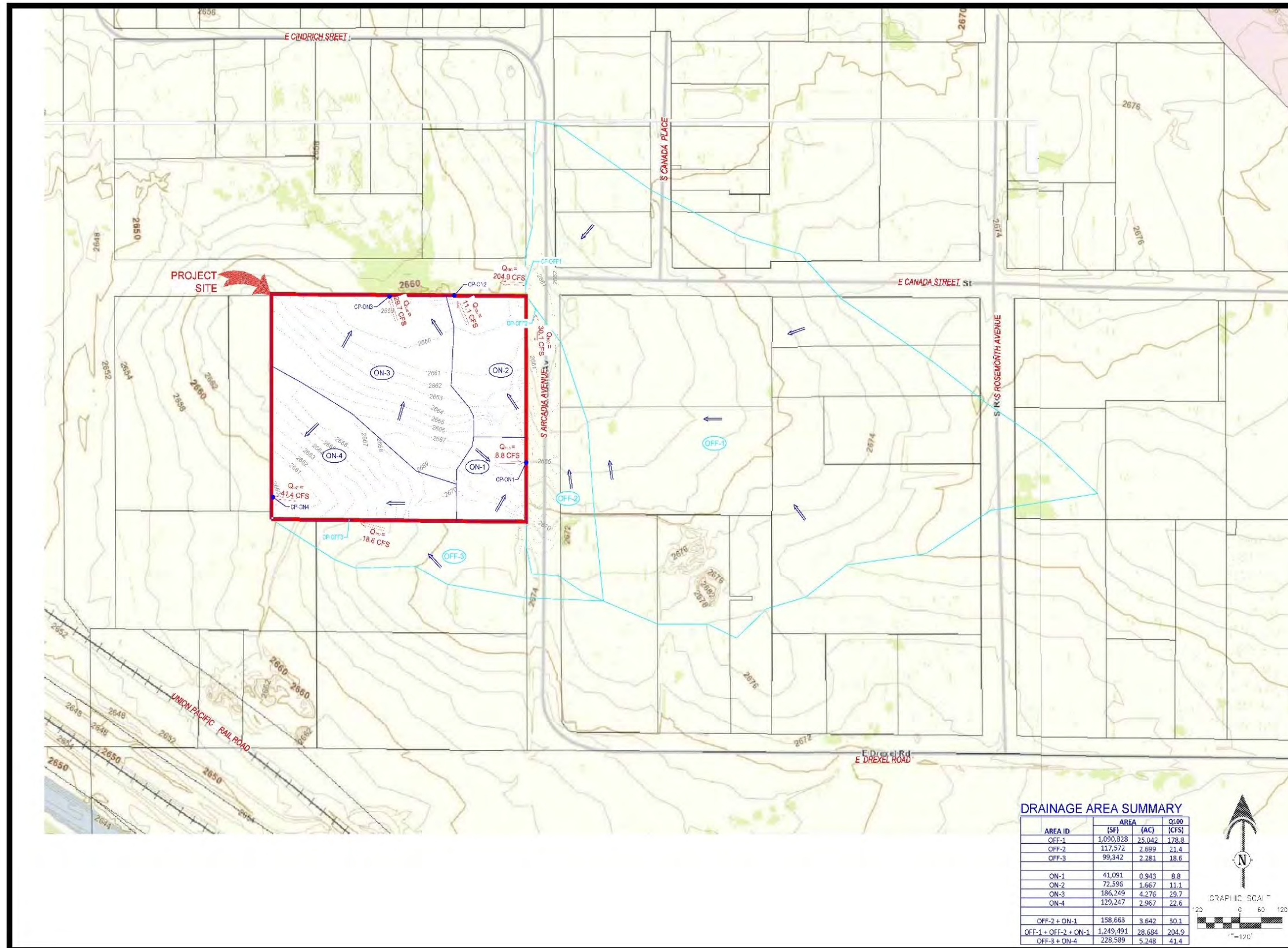
No FEMA designated floodplain or floodway exists around or within the subject property. However, a Pima County designated regulatory wash exists in the off-site area near the northeast corner of the property, along the undeveloped portion of E Canada Street west of S Arcadia Avenue. The calculated 100-year peak flows at the northeast corner of the Site (off-site) is shown in **EXHIBIT II.C.1: EXISTING CONDITIONS DRAINAGE MAP – ON-SITE & OFF-SITE HYDROLOGY.**

#### Floodplain Delineation

Not applicable.

#### Regulatory Sheet Flood Areas

Please see **EXHIBIT II.C.2: PIMA COUNTY FLOOD HAZARD MAP** below.

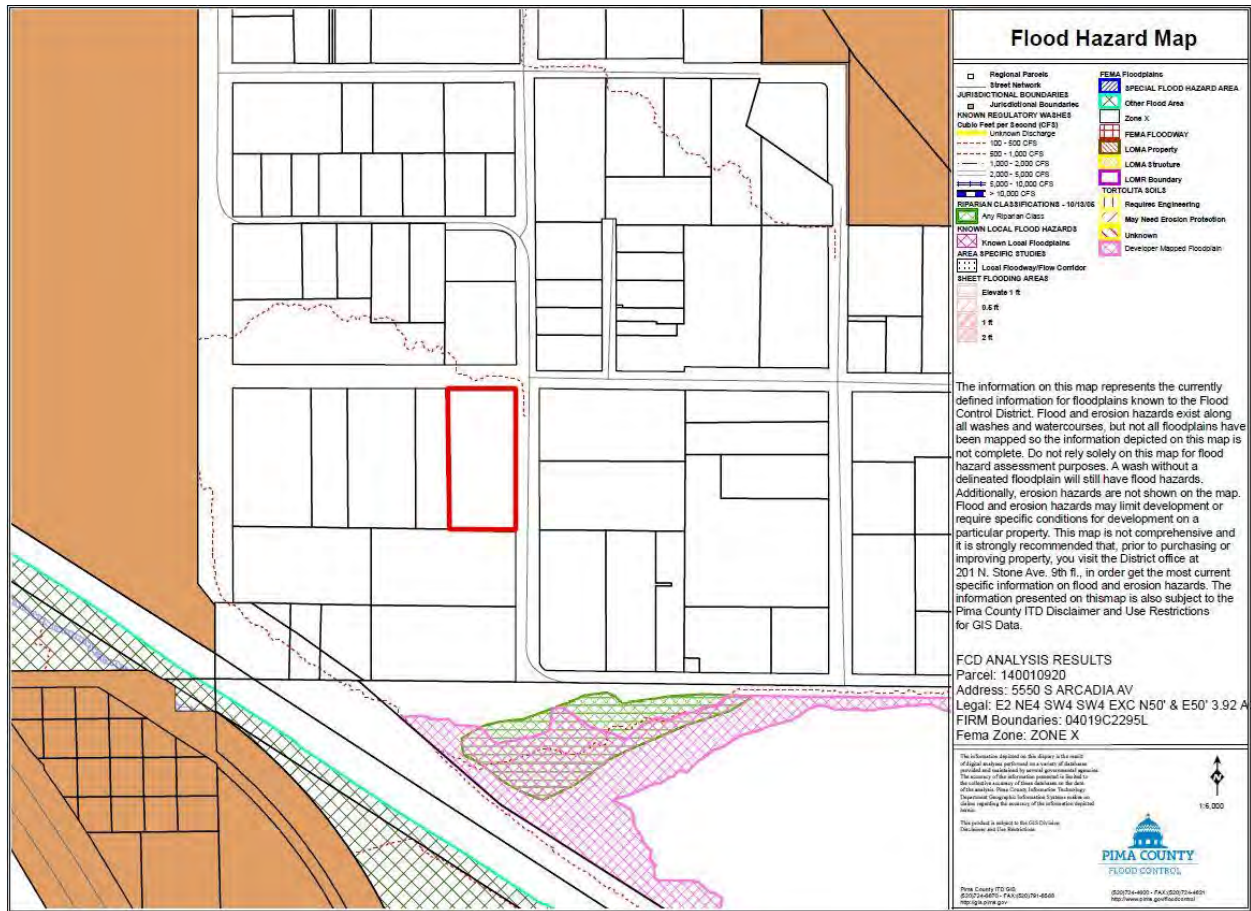


**EXISTING CONDITIONS DRAINAGE MAP**  
**WITH TOPOGRAPHIC CONTOURS MAP OVERLAY**  
**OFFSITE & ONSITE HYDROLOGY**  
**BEST AUTO SALVAGE**  
**TUCSON, ARIZONA**

**EXHIBIT**  
**I.C.1 & 2**

**TNG CONSULTING, LLC.**  
4802 E RAY RD. STE 20-586  
 TUCSON, AZ 85704  
 TEL: 520.733.8204  
 WWW.TNGCONSULTING.NET

**EXHIBIT II.C.2: PIMA COUNTY FLOOD HAZARD MAP**



**Sources of Perennial Surface Water**

Not applicable.

**Erosion Hazard Setbacks**

Not applicable. Please see *Section C.2 – Flood Control Resource Areas.*

**Regulated Riparian Habitat Limits**

Not applicable. Please see **EXHIBIT II.C.2: PIMA COUNTY FLOOD HAZARD MAP.**

**Flow Arrows for Non-Regulatory Flows**

Please see **EXHIBIT II.C.1: EXISTING CONDITIONS DRAINAGE MAP – ON-SITE & OFF-SITE HYDROLOGY.**

**Existing Drainage Easements**

None.

### Existing Drainage Infrastructure

None.

## 3. HYDROLOGY

### Features of the Watershed that may be Affected

The subject property and the areas around it are not located within a designated critical basin.

### Acreage and 100-Year Peak Discharge of Upstream Watersheds

Please see the table shown in **EXHIBIT II.C.1: EXISTING CONDITIONS DRAINAGE MAP – ON-SITE & OFF-SITE HYDROLOGY**.

### Methodology to Determine Erosion Hazard Setbacks

Not applicable.

### Methodology to Determine 100-Year Floodplains

Not applicable; flow corridors calculated to have discharges greater than or equal to 100 cfs are located off-site and do not impact the Subject property.



## D. BIOLOGICAL RESOURCES

### 1. CONSERVATION LANDS SYSTEM

The subject property is outside of the limits of the Pima County Conservation Lands System (CLS).

### 2. PRIORITY CONSERVATION AREA (PCA)

#### Pima Pineapple Cactus

The property is not within the Pima Pineapple Cactus Priority Conservation Area (PCA).

#### Needle-Spined Pineapple Cactus

The property is not within the Needle-Spined Pineapple Cactus PCA.

#### Cactus Ferruginous Pygmy Owl

The property is not within the Cactus Ferruginous Pygmy Owl PCA.

#### Western Burrowing Owl

The property is within the Western Burrowing Owl PCA but is fully developed and has been fully developed for several decades, making the presence of Western Burrowing Owls unlikely as there is no suitable habitat on-site. While the property is developed, there is existing vegetation along the northern boundary of the property within the Canada Street ROW. The vegetation in this ROW provides habitat for the western burrowing and has been sustained by an unknown wash. This vegetation will remain after development.

### 3. SAGUAROS AND IRONWOOD TREES

No Saguaros or Ironwood trees are on the subject property, and vegetation on the property is limited to areas along the southern boundary, the southwest corner, and around the existing building near the center of the eastern property line. This vegetation typically consists of Palo Verde and Mesquite trees with some small shrubs.

### 4. HABITAT PROTECTION/COMMUNITY OPEN SPACE

The subject property is not designated for habitat protection or community open space, and there has been no communication between the property owner and Pima County regarding a potential acquisition.

## E. TRANSPORTATION

### 1. EXISTING/PLANNED OFF-SITE STREETS

The proposed project is an existing commercial user with no planned site expansions that would generate additional traffic. Current traffic utilizes the existing off-site street network to access the property. **TABLE II.E.1.a: ROADWAY INVENTORY** below provides the characteristics of streets within one mile of the property. **EXHIBIT II.E.1: TRANSPORTATION (STREETS)** and **EXHIBIT II.E.2: TRANSPORTATION (PEDESTRIAN)** show the location of these roadways and other transportation services and infrastructure.

#### Rights-of-Way, Capacity, and Facilities

**TABLE II.E.1.a: ROADWAY INVENTORY**

Roadway	Existing Right-of-Way	Number of Travel Lanes	Capacity	Speed Limit
Irvington Road	150 Feet	East of Alvernon: 2 West of Alvernon: 4	12,744	45
Drexel Road	80 – 140 Feet	2	11,232	35
Benson Highway	150 – 200 Feet	4	35,820	45
Valencia Road	150 – 250 Feet	6	53,910	45

#### *Irvington Road*

The section of Irvington Road within a mile of the subject property is in the City of Tucson. This section is a two-lane undivided roadway with an existing and planned right-of-way (ROW) of 150 feet on the City of Tucson’s *Major Streets and Routes Plan*. No pedestrian facilities are along this portion of Irvington Road, but the street contains a bike route with a striped shoulder.

#### *Drexel Road*

The section of Drexel Road within a mile of the subject property is in the City of Tucson and Pima County. The portion of Drexel Road within the City of Tucson is an approximately 500-foot section of the Drexel Road alignment that was developed as part of the Julian Wash Greenway and not actual roadway. The Pima County section of Drexel Road is a two-lane undivided roadway with the federal highway road classification of ‘Urban Minor Collector.’ The street has an existing ROW of 80 feet east of Columbus Boulevard, 115 feet between Columbus Boulevard and Helen Stravenue, and 140 feet between Helen Stravenue and Alvernon Way. The street contains intermittent pedestrian facilities and a bike route with a striped shoulder.

#### *Benson Highway*

Benson Highway is a four-lane divided roadway designated as an ‘Urban Collector’ with a planned ROW of 150 feet. The existing ROW for Benson Highway varies between 150 feet and 200 feet and contains intermittent pedestrian facilities and a bike route with a striped shoulder.

### Valencia Road

Like Drexel Road, Valencia Road is within the City of Tucson and Pima County. Valencia Road is a six-lane divided roadway with a bike route with striped shoulder and pedestrian facilities. The section of Valencia Road within the City of Tucson is classified as a gateway arterial with a planned ROW of 200 feet by the City of Tucson *Major Streets and Routes Plan*. The section of Valencia Road in Pima County is designated a high-volume arterial and scenic route with a planned ROW of 200 feet by the *Major Streets Plan* and the *Scenic Routes Plan*. The federal highway road classification for Valencia Road is 'Urban Principal Arterial.'

### Average Daily Trips for Existing Streets

**TABLE II.E.1.b: AVERAGE DAILY TRIPS** below identifies traffic counts on roadways within one mile of the property, generated by Pima Association of Governments (PAG) Roadway Segment Traffic Counts.

**TABLE II.E.1.b: AVERAGE DAILY TRIPS**

Road	Location ID	Average Daily Trips (Year Taken)
Irvington Road (Alvernon Way to Swan Road)	PCX – 260	18,929 (2022)
Drexel Road (Alvernon Way to Columbus Boulevard)	PCX – 105	4,587 (2022)
Benson Highway (Alvernon Way to Valencia Road)	A – 42	8,236 (2022)
Valencia Road (I-10 to Wilmot Road)	PCX – 167	27,960 (2009)

### Scheduled Roadway Improvements

According to the Pima Association of Governments (PAG) *2045 Regional Mobility and Accessibility Plan*, the widening of I-10 between Alvernon Way to Kolb Road to eight lanes is the only scheduled roadway improvement in the vicinity of the property, but it is not expected to commence in the next five years, nor would it have an impact on the property.

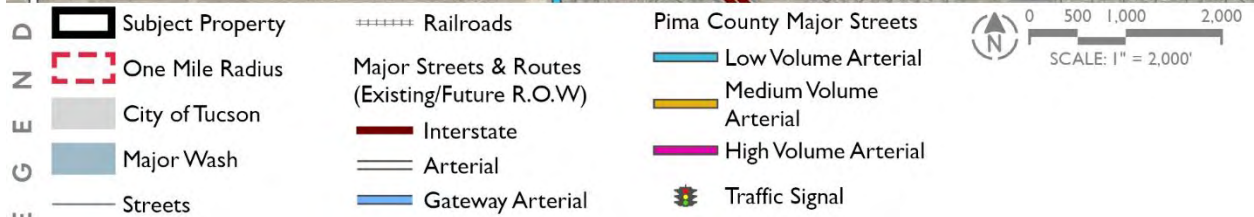
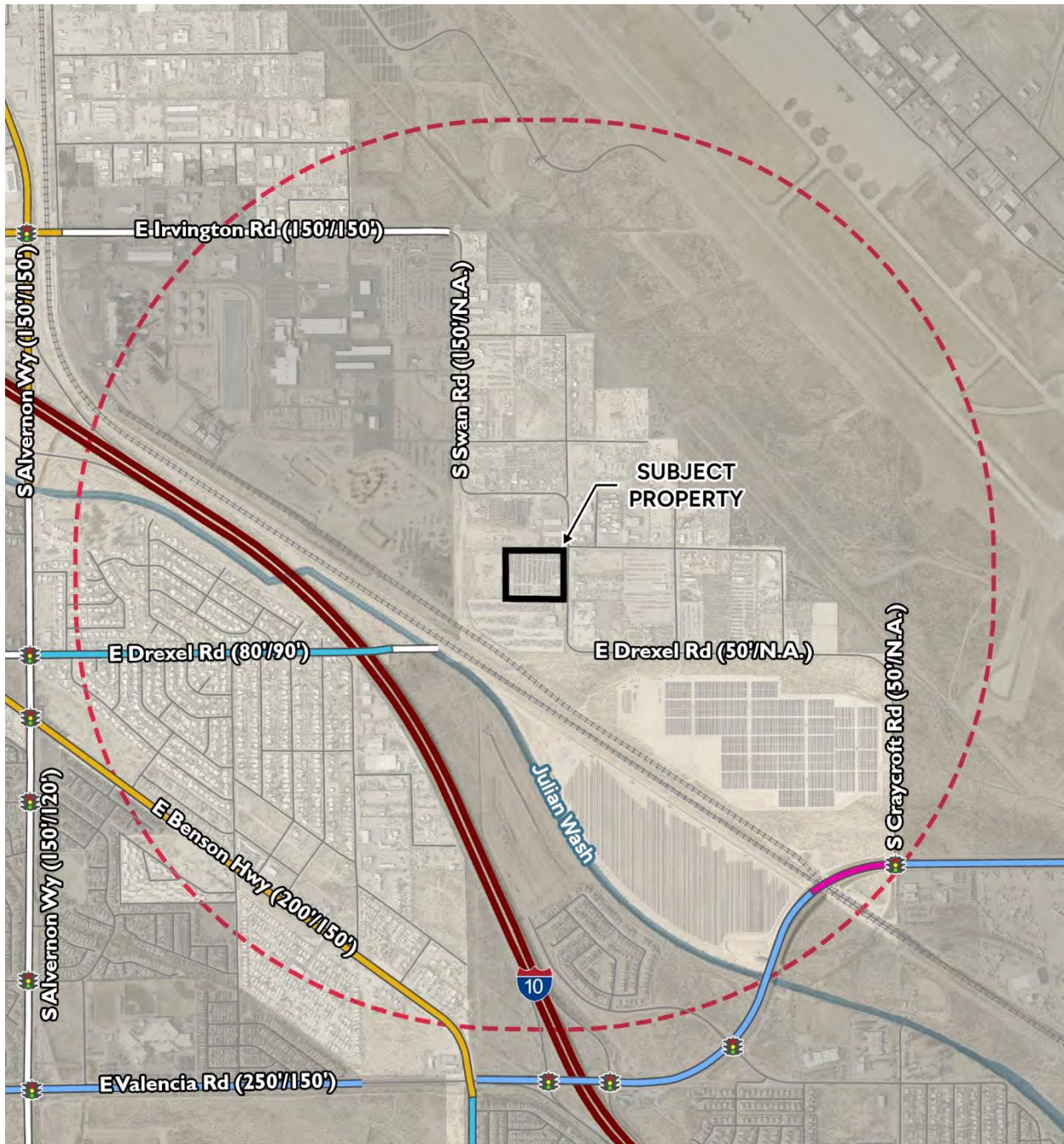
## 2. DISTANCES TO EXISTING DRIVES/INTERSECTIONS

**EXHIBIT II.E.3: DISTANCES TO EXISTING DRIVEWAYS** provides a visual graphic with detailed information on the distance from the existing driveways/access points on the subject property to the nearest intersections and driveways.

## 3. PUBLIC TRANSIT

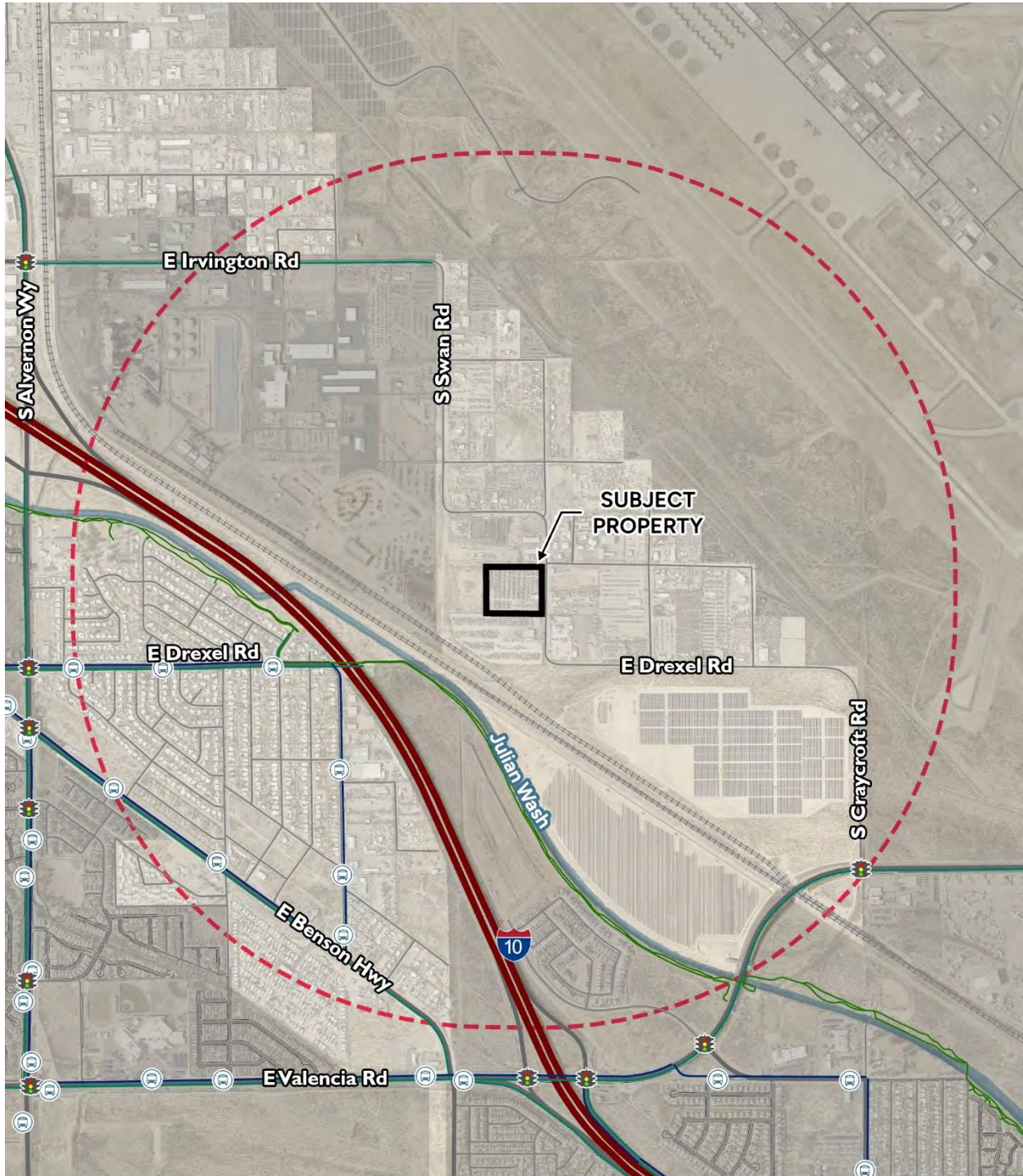
No bus routes serve the property, and the nearest bus route is #26 – *Benson Highway*. This route runs between the Laos Transit Center at Irvington Road/6<sup>th</sup> Avenue and the Triple T Truck Stop at Craycroft Road/Benson Highway.

EXHIBIT II.E.1: TRANSPORTATION (STREETS)



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Transportation (Streets) Map DATE: 12/5/2023

EXHIBIT II.E.2: TRANSPORTATION (PEDESTRIAN)



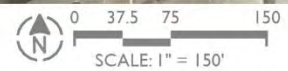
<b>LEGEND</b>	Subject Property	Interstates	Bike Route	Bus Stop	 SCALE: 1" = 2,000'
	One Mile Radius	Major Streets	The Loop		
	Major Wash	Streets	Sidewalks		
	City of Tucson	Route #26	Railroads		

SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Transportation (Pedestrian) Map DATE: 12/5/2023

**EXHIBIT II.E.3: DISTANCES TO INTERSECTIONS AND DRIVEWAYS**



- LEGEND**
-  Subject Property
  -  Parcels
  -  Driveway & Access Points
  -  Intersection



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Distance to Access Drives DATE: 1/3/2024

## **F. SEWER & WATER**

### **1. EXISTING PUBLIC SEWER**

The subject property is an existing development that has operated on a septic system since its initial construction. The nearest public sewer manhole to the property is manhole ID: 7000-15. This manhole is located approximately a quarter-mile west of Arcadia Avenue along the Drexel Road alignment, but significant barriers to extending the line, such as cost and the Union Pacific Railroad, make it infeasible to connect to the sewer system at this time.

### **2. SITE CONSTRAINTS FOR SEWER**

As previously discussed, the property cannot reasonably be served by sewer. The operations use very little water, and therefore produce a small amount of sewage which can easily be handled by the septic system.

### **3. WATER**

The property is outside the service areas of water suppliers in Pima County and is currently served by a well located on the property. Tucson Water serves adjacent properties to the north and east, and Ray Water Company's service boundary lies just to the southwest of the property.



## G. RECREATION

### 1. EXISTING RECREATIONAL FACILITIES ON-SITE AND WITHIN ONE MILE













There is one public park and one trail within one mile of the subject property. Augie Acuna Los Niños Park is approximately one mile west of the property, immediately adjacent to Los Niños Elementary School, just south of the I-10 eastbound off/on ramps for Alvernon Way. This park contains a portion of the Julian Wash Greenway, asphalt paths, sports courts, ramadas, and a pool. Please see **EXHIBIT II.G.1: RECREATIONAL FACILITIES**.

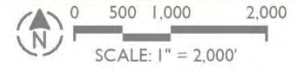
### 2. TRAILS

The Julian Wash Greenway, as identified on the *Pima Regional Trail System Master Plan*, runs along the south bank of the Julian Wash approximately a quarter mile south of the subject property. This greenway begins along Houghton Road just south of the Union Pacific Railroad and travels northwesterly for approximately 15 miles through Pima County and the City of Tucson to its endpoint at the Santa Cruz River Park just west of the I-10/I-19 interchange. No other trails are within one mile of the property. Please see **EXHIBIT II.G.1: RECREATIONAL FACILITIES**.

EXHIBIT II.G.1: RECREATIONAL FACILITIES



<b>LEGEND</b>	 Subject Property	 Interstates	 The Loop
	 One Mile Radius	 Major Streets	 Pima County Trails Master Plan
	 Parks	 Streets	 Greenway
	 Major Wash	 Railroads	 Path



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Recreational Facilities DATE: 12/5/2023

## **H. CULTURAL RESOURCES**

### **1. ARIZONA STATE MUSEUM RECORDS CHECK**

The subject property has been developed for several decades and contains an existing building, a freestanding shade structure, and outdoor storage which covers much of the yard. Due to its past development history, it is not likely that cultural resources are present on-site. Should cultural artifacts or human remains be discovered during grading or trenching, all ground disturbance activities will cease, and the Pima County Cultural Resources and Historic Preservation Division shall be contacted immediately to assess the resource.

### **I. COMPOSITE MAP**

As the site is already entirely graded and contains no significant slopes, biological resources, washes, floodplains or riparian habitats, a composite map is unnecessary. Information related to the existing hydrologic and topographic conditions can be found in their respective sections mentioned above.

# BEST AUTO SALVAGE SPECIFIC PLAN

## SPECIFIC PLAN APPLICATION

### PART III: PLAN PROPOSAL



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### III. PLAN PROPOSAL

The purpose of *Part III: Plan Proposal* is to demonstrate the proposed project's compatibility with surrounding uses, properties, and neighborhoods by explaining project features and design, including building layout, height, the transition of intensity, landscaping and screening, traffic, and lighting.

Best Auto Salvage plans to redevelop a portion of their site with a new building and parking area but the property must achieve conformance with the Pima County Zoning Code to be permitted to make these improvements. This specific plan proposes to create standards that are compatible with the surrounding area without the need for the property owner to redevelop the entirety of the property or drastically change the business's operations to achieve conformity.

#### A. PROJECT OVERVIEW

##### 1. PROPOSED ZONING BOUNDARIES

This proposal requests rezoning the approximately 9.92-acre property from CI-2 (General Industrial Zone) to Specific Plan (SP). The Specific Plan zone will cover all three parcels of that comprise the site. Please see **EXHIBIT III.B.1: PRELIMINARY DEVELOPMENT PLAN** for the proposed zoning boundaries.

##### 2. PROJECT DESCRIPTION

###### Proposed Development Use and Type

The Best Auto Salvage Specific Plan (BASSP) will allow for the continued use of the property as an auto salvage operation with a retail component for the sale of reclaimed parts to the general public. This salvage yard does not operate like a pick-a-part salvage operation that allows the general public within the yard to pull their parts from car hulks but rather Best Auto Salvage's employee dismantle the parts from vehicles and provide them directly to the customer at the sales counter.

###### Project Response to Site Opportunities and Constraints

Best Auto Salvage is an existing business that has operated on the subject property for over two decades. The area surrounding the property is highly industrial, and the existing auto salvage use is consistent with this land use pattern. Additionally, the property owner will be developing a new building to better serve its customers. This reinvestment in the property allows for the continued operation of the salvage yard. It is a compatible use to Davis-Monthan Airforce Base with a low number of employees and lack of hazardous materials onsite and will not impact the continued operation of the base.

## Proposed Project Conformance to Pima Prospers and Applicable Regional, Special Area, and Rezoning Policies

The Best Auto Salvage Specific Plan is within the Military Airport Land Use of the *Pima Prospers Land Use Plan*. This land use is meant to protect Davis-Monthan Air Force Base by ensuring that future development in the area is compatible with the base's operations and promotes its long-term viability and missions. The proposed specific plan will allow for the already existing use to remain on the property with the flexibility to increase the size of their indoor operations within reasonable limits. Because no new uses that might conflict with the operations of DMAFB are planned on the property, and the existing use is heavily industrial with a small employment base, the BASSP is consistent with the Military Airport land use designation on the property.

The proposal is consistent with the following goals and policies of *Pima Prospers*:

### **Use of Land**

#### Land Use Element Policies

*Goal 1, Policy 4: Support land uses, densities, and intensities appropriate for the urban, suburban, and rural areas of the unincorporated county.*

*Goal 3, Policy 1: Ensure that DMAFB and National Guard operations are not adversely impacted by encroaching incompatible development.*

The BASSP proposes the continued operation of the existing automobile salvage yard. This land use is appropriate for this more urban area of the county because of its compatibility with surrounding uses that are industrial. These uses include additional automotive salvage yards, major vehicle repair businesses, Tucson Electric Power's Irvington Campus, and Davis-Monthan Air Force Base. While the automobile salvage use is planned to continue to operate on this property, the BASSP permits additional industrial uses compatible with the surrounding area and the operations of Davis-Monthan Air Force Base.

#### Focused Development Investment Area Policies

*Goal 3, Policy 3: Remediate deteriorated and blighted conditions*

*Goal 3, Policy 6: Support the integration of climate adaptation features in revitalization and affordable housing efforts.*

The subject property is within the Tucson International Airport/I-10 Economic Development Area. By reinvesting in this property, the project will create better street conditions for drivers and pedestrians while creating a more aesthetically pleasing street frontage for the subject property.

#### Housing and Community Design Element

*Goal 14, Policy 1: Decrease heat island effect and reduce water runoff through site development strategies.*

Goal 14, Policy 2: Reduce outdoor water use by encouraging water-efficient practices such as:

- a. Low water use, drought-tolerant or native vegetation (xeriscapes) with the exception of local food production;
- b. Drip irrigation;
- c. Increase use of reclaimed water and rainwater harvesting; and
- d. Low Impact Development (LID) principles such as preserving and recreating natural landscape features and minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product where applicable and feasible

While much of the property will remain the same, the eastern portion of the property will be redeveloped to include a new building, parking lot, and landscaping and drainage infrastructure. The landscaping will be comprised of drought-tolerant vegetation and utilize drip irrigation and passive rainwater harvesting techniques where practical.

#### **How Proposed Project Addresses Surrounding Property Owners Needs**

The proposed project creates a safer environment for all surrounding property owners by eliminating unregulated vehicle and pedestrian traffic within the ROW of Arcadia Avenue.

#### **Impact to Existing Land Uses and Surrounding Land Uses**

Best Auto Salvage is an existing business that has operated in this location for several decades. Additionally, automobile salvage use is common in this area of Pima County. The subject property is bordered by an automobile salvage yard to the south, with several more within a quarter mile of the property. The prevalence of this use in the area suggests that the continued use of the property as an automobile salvage yard will match the character of the area.

The property owner also plans to build a new building with a parking lot to replace the existing building. These proposed improvements to the site will create a more aesthetically pleasing street frontage for the property, providing opportunities for native plant landscaping and water harvesting. The improvements will also create better circulation and safety in the area by providing the required parking and loading zones on the property rather than in the Arcadia Avenue right-of-way.

#### **Project Contribution to Smart Growth Principles & Sustainability Features**

The proposed project will integrate new landscaping adjacent to the proposed development that helps to shade new impervious surfaces on the property. As previously mentioned, the landscape area will also integrate rainwater harvesting techniques that help provide supplemental irrigation to new vegetation on-site. The following list suggests sustainable techniques that may be implemented to ensure energy efficiency in the proposed building:

- *Low-e insulated windows that increase efficiency;*
- *Low-flow toilets;*

- *Landscape designed with drought tolerant plants with low water demand and trees to maximize shade.*

### 3. COMPLIANCE WITH THE ZONING CODE

The Best Auto Salvage Specific Plan does not interfere with any sections or chapters of the *Pima County Zoning Code*.

## B. CONCEPTUAL LAND USE PLAN

### 1. PRELIMINARY DEVELOPMENT PLAN

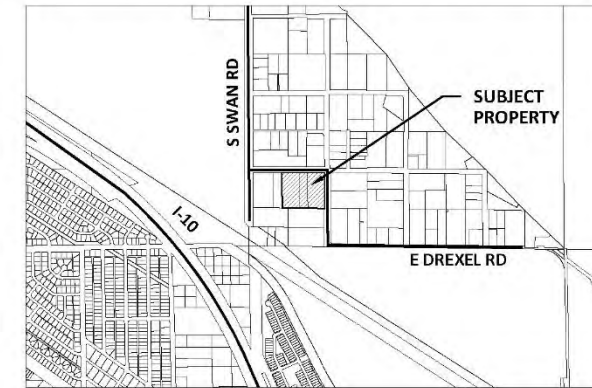
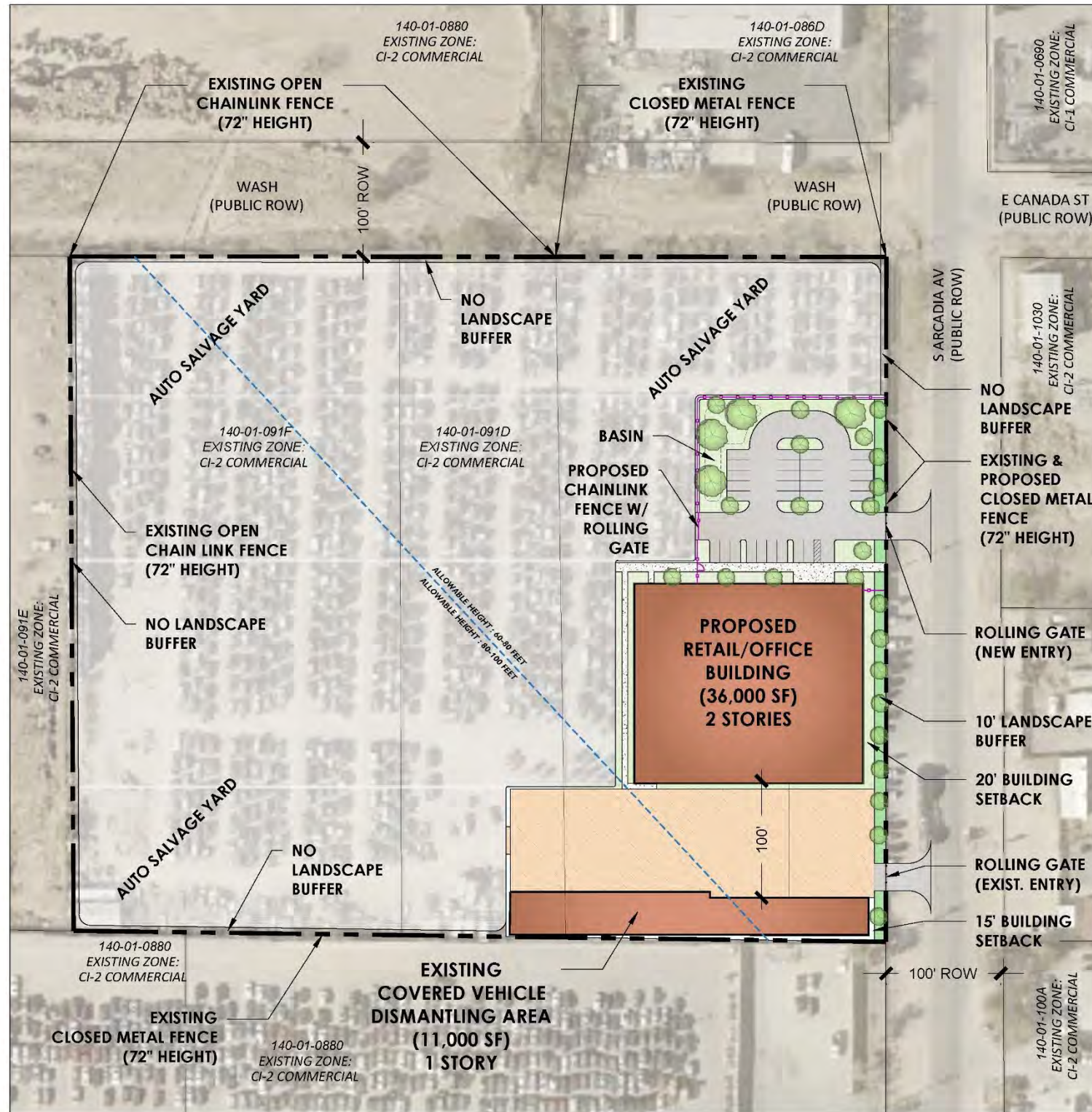
**EXHIBIT II.B.1: PRELIMINARY DEVELOPMENT PLAN** includes all applicable information required by items a-p of this subsection as per the *Pima County Rezoning Application Packet* last amended October 17, 2017.

### 2. SUPPORT DATA

#### Landscaping

The proposed development will feature native and desert-adapted low-water use plant species and permeable ground covers that reflect the desert environment of Southern Arizona.





**NOTES:**

Property Acreage: 9.92 Acres  
 Parcels: 140-01-091F, 140-01-091D, 140-01-0920  
 Address: 5550 South Arcadia Avenue, Tucson AZ  
 Jurisdiction: Pima County

Existing Zoning: CI-2 (Industrial)  
 Existing Use: Auto Salvage  
 Overlay Zones: Davis-Monthan AFB  
 NCZ-A / Height Overlay Zone

Proposed Use: Auto Salvage  
 Proposed Zoning: Specific Plan

Proposed Building: 36,000 SF,  
 Proposed Building Height: 40 Feet, 2 Stories  
 1st Story: Retail, 2nd Story: Admin. Offices

Existing Building: 11,000 SF, 1 Story  
 1st Story: Auto Workshop

Required Building Setbacks:  
 - North/West/South: None per Specific Plan  
 - East: 20 Feet per Specific Plan (2 Stories),  
 15 Feet per Specific Plan (1 Story)

LOCATION MAP  
SCALE: 1" = 0.5 MILE

**Required Landscape Buffers:**

- North/West/South: None per Specific Plan
- East: 10 Feet per Specific Plan adjacent to buildings/parking

**Required Screening:**

- North: 72 Inch Height, Existing Closed Metal Fence & Existing Open Chain Link Fence
- West: 72 Inch Height, Existing Open Chain Link Fence
- South: 72 Inch Height, Existing Closed Metal Fence
- East: 72 Inch Height, Existing & Proposed Closed Metal Fence

Required Parking: per Specific Plan

Provided Parking: 30 stalls

Required Bicycle Parking: None per Specific Plan

**LEGEND**

- Property Boundary
- Building (Existing or Proposed)
- Landscape Buffer
- Landscaped Common Area
- Parking/Access Lanes (Asphalt)
- Aggregate Base Surface
- Auto Salvage Yard
- Proposed Open Chain Link Fence (CLF)
- AEZ Height Limitations Parcels

0' 50' 100' NORTH  
 SCALE: 1"=100'  
 PROJECT: UHL-01 DATE: 02/08/24  
 FILE NAME: UHL-01\_PDP-E.DWG

**THE PLANNING CENTER**  
 PLANNING | LANDSCAPE ARCHITECTURE

**BEST AUTO SALVAGE SPECIFIC PLAN**

## C. TOPOGRAPHY AND GRADING

### 1. DEVELOPMENT ON SLOPES OF 15% OR GREATER

No naturally occurring slopes of 15% or greater exist on the property. The property was graded several decades prior, allowing for the current automobile salvage use on the property.

### 2. NATURAL AREAS UNDER HDZ

Because the property is an existing development occupying all three parcels, there are no natural areas under the Hillside Development Zone. Additionally, the property's average cross slope is below 15%.

### 3. DISTURBED, REVEGETATED, NATURAL AREAS

#### Natural Open Space

There will be no areas of natural open space on the property.

#### Revegetated Area

There will be no revegetation of the site.

#### Graded/Disturbed

The subject property has been entirely graded for several decades and will remain graded.

### 4. CHANGES TO NATURAL GRADE

It is not anticipated that the development of a new building on the property will require cuts or fills to alter the existing grade of the subject property.

## **D. HYDROLOGY**

### **1. POST DEVELOPMENT ON-SITE HYDROLOGY**

#### **Washes to be Left Natural**

No regulatory washes exist on-site. Existing flow paths will generally be maintained along their current locations. Where new development impedes flow along the existing flow paths, new drainage swales will be utilized to route flows around the improvements and back to the current flow patterns.

#### **Regulatory Floodplains & Quantities**

No regulatory floodplains exist on the subject property.

#### **Erosion Hazard Setbacks**

Not applicable.

#### **Preserved Pima County Regulated Riparian Habitat**

Not applicable.

#### **Proposed Drainage Structures**

Site-specific drainage structures & basins will be determined at the time of final design of proposed improvements on the subject property. Potential structures include drainage swales and concrete curb & gutter. On-site detention basin(s) will be provided on the downstream end of proposed improvements to mitigate an increase in runoff as a result of the proposed development.

#### **Cross-drainage Structures**

No cross-drainage structures will be needed.

#### **Building Envelopes or Proposed Fill Encroachment into Floodplains**

No regulatory floodplains exist on the subject property.

#### **Proposed Storm Drains**

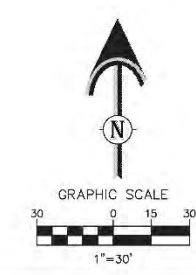
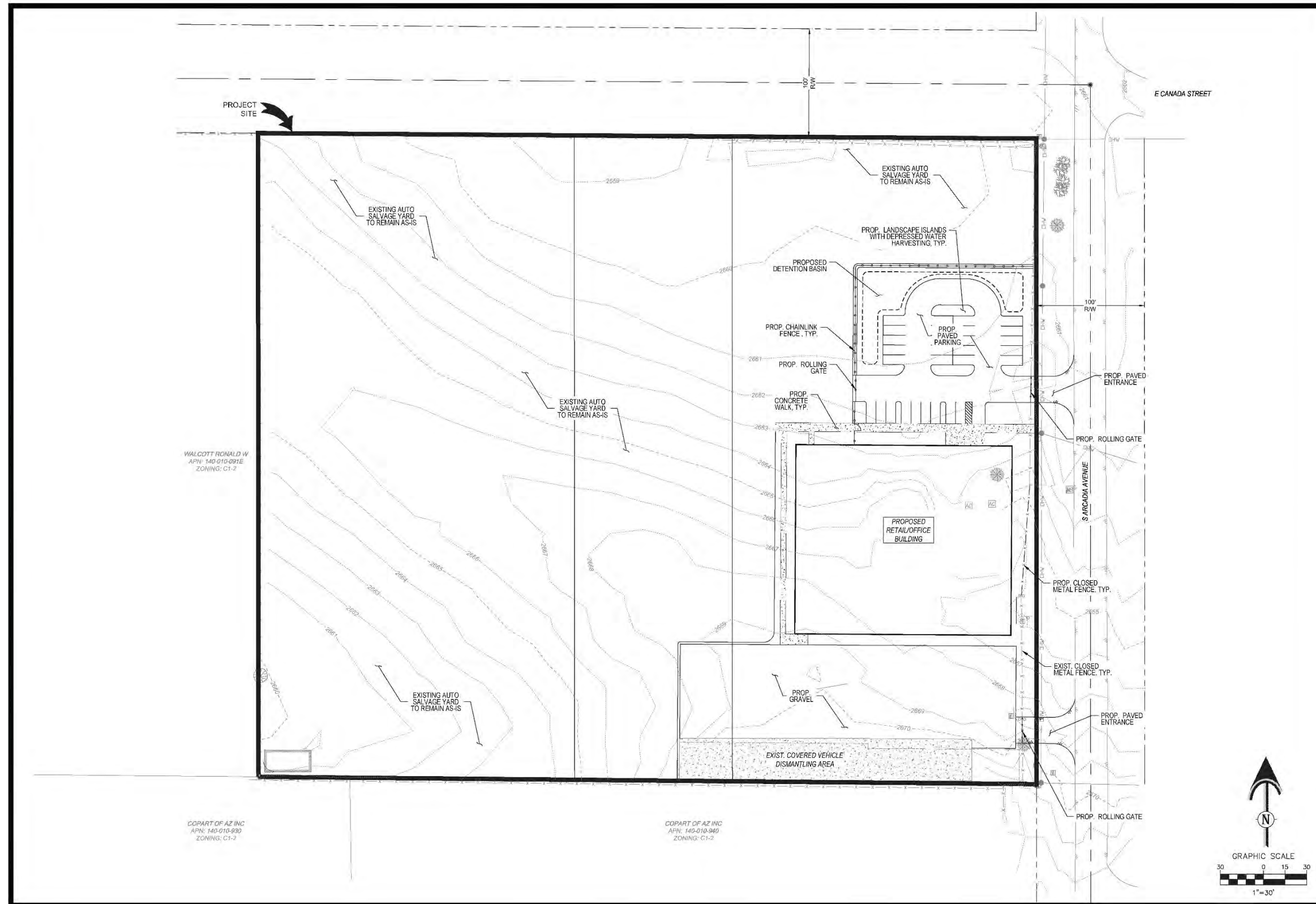
Site-specific drainage structures & basins will be determined at the time of final design of proposed improvements on the subject property.

#### **Existing or Proposed Drainage Easements**

There are no existing or proposed drainage easements on the Subject property.

#### **Proposed Streets, Lots and Building Pads**

There are no proposed streets or lots on the subject property. Building pad(s) locations and elevations will be determined at the time of final design of proposed improvements on the subject property



**EXHIBIT III.D.1 & 3**  
  
**PROPOSED CONDITIONS DRAINAGE MAP**  
**ONSITE HYDROLOGY**  
**BEST AUTO SALVAGE**  
 TUCSON, ARIZONA

**TNG CONSULTING, LLC.**  
 PROJECT NO. 17-001  
 SITE 25-386  
 TEL: 480-352-0239  
 www.tng-consulting.net

## 2. PRELIMINARY INTEGRATED WATER MANAGEMENT PLAN

The proposed project will achieve the required 15-point minimum for water conservation measures. The 15-point minimum may be achieved through items listed in *Table B – Water Conservation Measures* of the *Pima County Rezoning Application Packet* or measures proposed by the property owner. Refer to the table below for a preliminary list of water conservation measures. This list is subject to change.

**TABLE III.D.1: PRELIMINARY INTEGRATED WATER MANAGEMENT PLAN**

	<b>MITIGATION MEASURE</b>	<b>POINTS</b>
I-2a	All toilets have a maximum flow rate of 1.28 gallons per flush, or flush valves have a maximum flow rate of 1.28 gallons per flush (e.g. EPA Watersense)	3
I-4	Use waterless urinals throughout the development	2
O-4a	Use only native and/or drought-tolerant, low-water use plants for landscaping plantings with a Water Use of 1 or 2.	2
O-4b	At least 50% of the parking spaces are adjacent to an 8 foot wide parking island planted with native drought tolerant trees that harvests and stores water from at a minimum the adjacent parking spaces.	2
O-5	Prohibit the use of non-native plants and turf grasses.	1
O-5b	Restrict construction of swimming pools, mister systems and other outdoor water features.	1
O-6b alt	Install an irrigation system with the following components: 1) Weather based irrigation controller or soil moisture sensor-based irrigation controller (e.g. EPA Watersense™). Controller shall have two watering schedules posted at the controller: a) for the initial grow-in period and b) for the established landscape. Controller shall be set to irrigate during the hours of 10 p.m. to 8 a.m.; 2) Turf spray heads, if installed, shall only be used for turf and shall achieve a lower quarter distribution uniformity (DULQ) of 65 percent or greater and contain check valves to prevent gravity drainage of water from heads; 3) Separate sprinkler zones for beds, with plants grouped based on watering needs (hydro zoning); 4) Drip irrigation for all non-turf planting beds.	2.5
O-7a	Use only native drought-tolerant, low-water use plants for 25% of the Landscape Area * landscaping plantings with a Water Use of 1 or 2, designed to be self-sustaining based upon water harvesting: OR **	1.5
		15

## 3. PROPOSED HYDROLOGY

### PDP Response to Constraints & Opportunities Identified in the Site Inventory

Proposed improvements will be located in and around areas where existing improvements are located on the subject property. Existing on-site drainage patterns will be maintained as much as possible. On-site detention basin(s) will be provided on the downstream end of proposed improvements to mitigate an increase in runoff as a result of the proposed development. Water harvesting areas will also be provided. See **EXHIBIT II.D.1: PROPOSED CONDITIONS DRAINAGE MAP-ON-SITE HYDROLOGY**.

### Justification for Encroachment into Flood Control Resource Areas

There are no existing Flood Control Resource Areas on the subject property.

### Table of Concentration Points Comparing Before & After Development Discharge

Site-specific drainage design will be determined at the time of final design of proposed improvements on the subject property. On-site stormwater runoff from the development area will be routed through on-site detention basin(s), which will be provided on the downstream end of proposed improvements. The on-site detention basin(s) will mitigate an increase in runoff as a result of the proposed development, and therefore, the post-development (proposed) peak flows will not exceed the pre-development (existing) peak flows.

### Location of Potential Engineering Design Features to Mitigate Erosion and Drainage Problems

Site-specific drainage structures & basins will be determined at the time of final design of proposed improvements on the subject property. See **EXHIBIT II.D.1: PROPOSED CONDITIONS DRAINAGE MAP-ON-SITE HYDROLOGY** for a depiction of the potential location of drainage basins and water harvesting areas on the subject property.

### Summary of the Overall Effect of the Development

Proposed improvements will be located in and around the areas where existing improvements are located on the subject property. Existing on-site drainage patterns will be maintained as much as possible.

Site-specific drainage structures & basins will be determined at the time of final design of proposed improvements. The subject property is not located within a critical basin. On-site detention basin(s) will, however, be provided on the downstream end of proposed improvements to mitigate an increase in runoff as a result of the proposed development. Water harvesting areas will also be provided.

## E. BIOLOGICAL RESOURCES

### 1. ANTICIPATED IMPACTS TO BIOLOGICAL RESOURCES

#### Conservation Lands System

The property is not within the Conservation Lands System Overlay

#### Saguaros

No saguaros exist on the property.

#### Ironwood Trees

No ironwood trees exist on the property.

#### Pima Pineapple Cactus

No Pima Pineapple Cacti exist on the property.

#### Needle-Spined Pineapple Cactus

No needle-spined pineapple cacti exist on the property.

## F. LANDSCAPE, BUFFERYARDS, AND VISUAL MITIGATION

### 1. BUFFERYARDS

Because surrounding properties are of similar industrial uses, the BASSP does not require any bufferyards along the north, west, and south property lines. A bufferyard is required along the eastern property line within the area proposed for redevelopment but nowhere else along this property line. Please see **EXHIBIT III.B.1: PRELIMINARY DEVELOPMENT PLAN** for the location of the redevelopment area. Should the entirety of the property be redeveloped, bufferyards shall be required per the *Pima County Screening and Bufferyard Design Manual* or applicable section of the *Pima County Zoning Code*.

**TABLE II.F.1: BUFFERYARDS**

Parcel Boundary (Adjacent Zone)	Bufferyard
North (CI-2)	No bufferyard
East (CI-2)	
Proposed Development	10-foot Bufferyard B per the <i>Pima County Screening and Bufferyard Design Manual</i>
Existing Development	No bufferyard
South (CI-2)	No bufferyard
West (CI-2)	No bufferyard

## 2. BUFFERYARD CONFLICTS

The proposed bufferyard along the eastern property line conflicts with an easement for pipeline right-of-way and incidental purposes that was recorded as Docket 852, Page 1.

## 3. VEGETATION TRANSPLANTING IMPACTS

As previously mentioned, vegetation across the property is sparse because the entire property has been disturbed and is used as an automobile salvage yard. Therefore, no transplanting is proposed.

## 4. MITIGATION OF VISUAL IMPACTS

The subject property is most visible from Arcadia Avenue along the property's eastern boundary. Lack of roadway infrastructure and the design and uses occurring on surrounding properties screen much of the property and views across the property from the south, west, and north. The existing 6-foot opaque fencing along the eastern property line will remain to screen views of the salvage yard. After redevelopment, a 40-inch decorative masonry wall will screen the parking area, and a 10-foot landscape buffer will be installed within the redevelopment area adjacent to Arcadia Avenue. The additional vegetation and screening infrastructure will help minimize the impact of a new, larger building on the property.

## 5. SIGNIFICANT VEGETATION

No areas of significant or important vegetation are to be protected on the subject property.

# G. TRANSPORTATION

## 1. INGRESS/EGRESS

All ingress/egress to the property will be provided via two access points along the eastern boundary of the property that connect to South Arcadia Avenue. One access point will be open to the general public and facilitate access to the proposed parking lot. The second access point will be for business use only to facilitate the loading/unloading of materials.

## 2. DISTANCES TO PROPOSED ACCESS POINTS

**EXHIBIT III.G: DISTANCES TO PROPOSED DRIVEWAYS/ACCESS POINTS & INTERSECTIONS** provides the distances from the proposed driveways/access points to existing driveways and intersections.

## 3. FUTURE ROAD IMPROVEMENTS

All necessary roadways currently serve the subject property, and no proposed changes to the existing use would necessitate off-site road improvements. Additionally, there are no proposed roadway improvements to streets abutting the project.



#### **4. CHANGES TO AVERAGE DAILY TRIPS AND LEVEL OF SERVICE**

The existing auto salvage use will continue to operate on the property and not increase the number of average daily trips or cause changes to the existing level of service and projected level of service.

#### **5. TRANSPORTATION CONCURRENCY**

There are no necessary roadway improvements to serve the existing development, and the project will conform to the Pima County Transportation Concurrency requirements.

#### **6. BICYCLE AND PEDESTRIAN PATHWAYS**

Because most of the property is used as a storage area for salvaged automobiles, there are no proposed bicycle or pedestrian pathways. Sidewalks that connect to the proposed parking area and offer connections to future pedestrian facilities along South Arcadia Avenue will facilitate pedestrian movement within the accessible portion of the subject property.

#### **7. ON-SITE STREET SYSTEM**

A parking area access lane will facilitate vehicular travel through the portion of the property accessible to the general public. This access lane will also connect to the auto salvage storage yard through a rolling gate. The auto salvage storage yard will have unpaved dirt access lanes that provide access to stored car hulks as well as the existing business-only access point south of the proposed building. These access lanes will comply with all necessary fire access design standards.

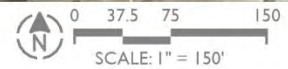
#### **8. TRAFFIC IMPACT STUDY**

No traffic impact study was prepared for this submittal because there are no proposed changes to the existing use. Additionally, the proposed improvements will create better vehicular circulation on the property rather than in the right-of-way for South Arcadia Avenue, improving traffic conditions around the site.

**EXHIBIT III.G: DISTANCES TO PROPOSED DRIVEWAYS/ACCESS POINTS & INTERSECTIONS**



- LEGEND**
-  Subject Property
  -  Parcels
  -  Driveway & Access Points
  -  Intersection



SOURCE: Pima County GIS  
 PROJECT: UHL-01 Maps  
 FILE NAME: Distance to Access Drives DATE: 1/3/2024

## H. ON-SITE WASTEWATER TREATMENT AND DISPOSAL

### 1. REASONS FOR NOT CONNECTING TO SEWER

The nearest public sewer connection is approximately 900 feet southwest of the subject property and is separated from the property by the Julian Wash and the Union Pacific Railroad. Connecting to this manhole would be cost-prohibitive for the property owner, especially because they currently make use of an on-site septic system which is adequate to serve the existing and future operations.

### 2. SOIL EVALUATIONS

According to the *Soil Survey of Pima County, Arizona, Eastern Part*, there are two soils on the subject property: *Cave Soils and Urban Land, 0 – 8% Slopes*, and *Mohave Soils and Urban Land, 1-8% Slopes*.

For urban development, the *Cave Soils and Urban Land, 0 – 8% Slopes* category is mainly limited by the depth to hardpan (caliche). It is suggested that the caliche be ripped to increase permeability for septic tank systems.

The *Mohave Soils and Urban Land, 1 – 8% Slopes* category is typically used for homesite and urban development, with the main limitations being shrink-swell potential. The main limitation to septic tank absorption fields is the moderately slow permeability of the soil. It is suggested that absorption lines should be placed below the moderately slowly permeable layer to increase permeability.

### 3. PRIMARY/RESERVE DISPOSAL AREAS

The location of the primary and reserve disposal areas will be determined at the time of final design of proposed improvements on the subject property.

## I. WATER

As no significant increase in water consumption is anticipated as a result of this proposal/rezoning, the onsite well will continue to be more than sufficient to serve the site. Future redevelopment may require reevaluation and/or connection to water service. Please see *Section II.D.2 – Preliminary Integrated Water Management Plan* for a list of proposed water conservation measures. The proposed measures are subject to change.

## J. RECREATION

### 4. ON-SITE RECREATION

Because this specific plan is being crafted for an existing industrial use and only plans for industrial uses into the future, there are no on-site recreation areas.

### 5. OWNERSHIP OF RECREATION

No on-site recreation is provided. Should a property owner provide recreation space, that recreation space will be the responsibility of the property owner or parties to an agreement that specifies maintenance responsibilities.

## 6. PROPOSED TRAILS ON OR OFF-SITE

As discussed in *Section II.G: Recreation*, the Julian Wash Greenway is the only trail listed on the *Pima Regional Trails System Master Plan* within one mile of the subject property. This trail is not adjacent to the property.

## K. ENVIRONMENTAL QUALITY

### 1. METHODS OF CONTROLLING DUST POLLUTION

Watering trucks will be on hand during the construction of the new building and parking lot to control dust pollution.

## L. AGREEMENTS

### 1. AGREEMENTS WITH NEIGHBORING PROPERTIES

There are currently no agreements with neighboring property owners.

## M. DEVELOPMENT REGULATIONS

The following regulations were crafted to accommodate the existing business that has been operating on the property for several decades while allowing for flexibility in future redevelopment of the property and acknowledging the proximity to Davis-Monthan Air Force Base.

### 1. PERMITTED USES

Permitted uses within the Best Auto Salvage Specific Plan are derived from the CI-2 Zone. All permitted uses of the CI-2 Zone as listed in *Chapter 18.53.030* of the *Pima County Zoning Code* are permitted within the Best Auto Salvage Specific Plan, plus the following uses:

- *Junk, salvage, auto wrecking, impoundment storage or used materials yards; subject to the standards provided below.*

### 2. PROHIBITED USES

The following uses are prohibited within the Best Auto Salvage Specific Plan:

- *Any residential use.*

### 3. DEVELOPMENT STANDARDS

Redevelopment of the 9.92-acre site is subject to all development standards as required for the CI-2 Zone as listed in the *Pima County Zoning Code* unless explicitly modified herein.

Minimum Site Area	None
Maximum Site Area	None
Maximum Building Height	Per AEZ Height Restrictions for Davis-Monthan Air Force Base in Chapter 18.57.031 of the Pima County Zoning Code. Please see <b>EXHIBIT III.B.1: PRELIMINARY DEVELOPMENT PLAN</b> for the location of the height overlay zone.
Minimum Building Setback	
From public street/right-of-way	Existing Structure: 15 Feet New Structure: 10 Feet
Minimum Yard Requirements	
Front	Existing Structure: None New Structure: 10 Feet
Side	Existing Structure: None New Structure: 10 Feet
Rear	Existing Structure: None New Structure: None
Vehicular Parking	30 Parking Stalls
Bicycle Parking	None
Screening	
Parking Area Adjacent to a Street	36-inch Opaque Screen
Parking Area Adjacent to Existing Development	6-Foot Opaque Screen
Perimeter	6-Foot Opaque Screen
Car Hulks	Permitted as Fencing
Landscaping	
North	None
East	
Proposed Development	Bufferyard B per <i>Pima County Screening and Bufferyard Design Manual</i>
Existing Development	None
West	None
South	None

# BEST AUTO SALVAGE SPECIFIC PLAN

## SPECIFIC PLAN APPLICATION

### PART IV: IMPLEMENTATION, PHASING, & ADMINISTRATION



## N. ADMINISTRATION AND INTERPRETATION

The Specific Plan shall be administered by the Pima County Planning Official and all implementation decisions shall be based on the purpose of the Specific Plan. If conflicts arise between the Specific Plan and the *Pima County Zoning Code*, the Specific Plan shall control. If the Specific Plan is silent on any issue, and the Zoning Code is consulted, the purpose and intent of the Specific Plan shall control the Planning Official's decision whether and how to apply the Zoning Code. Appeal of any Planning Official interpretation of this Specific Plan may be made to the Board of Supervisors within thirty (30) days of the date of interpretation. A fee in accordance with adopted Pima County Development Service Department fee schedule for an "Appeal of an Interpretation" and an "Advertised Public Hearing" must accompany such appeal. The Specific Plan will not result in the modification or change of any existing County-adopted building codes.

## O. PHASING

It is anticipated that improvements to the southeast quadrant of the Subject property will happen in a single phase. The timing of these improvements will depend on market conditions. There are no necessary improvements to adjacent streets.

## P. AMENDMENTS

### 1. ADMINISTRATIVE CHANGE

The County Planning Official may administratively approve minor or insubstantial changes provided such changes are not in conflict with the overall intent expressed in the Best Auto Salvage Specific Plan. The County Planning Official's decision regarding administrative changes and determination of substantial changes, as outlined below, shall be subject to appeal to the Board of Supervisors. Categories of administrative changes include, but are not limited to:

- *Addition of new information to the Specific Plan maps or text that does not change the effect of any regulations or guidelines, as interpreted by the County Planning Official;*
- *Minor changes to development regulations based on new information, market trends/demand or best practices if the intent of the Specific Plan is not altered;*
- *Changes to infrastructure, such as drainage and utilities, which do not change the overall intent of the Specific Plan;*
- *The determination by the County Planning Official that a use not specifically listed as permitted may be allowed if the overall intent of the Specific Plan is not changed.*

### 2. MAJOR AMENDMENT

Major (or substantial) amendments to the Specific Plan shall be those changes or modifications outlined in *Section 18.90.080.C.3.c* of the Pima County Zoning Code. Major amendments to the Specific Plan shall be processed in accordance with *Section 18.90.080* of the PCZC.

## **RESOURCES**

Pima Association of Governments, Transportation Data Management System, 2023

PimaMaps, Pima County GIS, 2023

Pima Regional Trail System Master Plan, Revised May 2012

Pima County Code Manual, 2023.

Aerial Photographs, Pictometry, 2022.

Pima Prospers, Pima County Comprehensive Plan, adopted 2015.