



# MEMORANDUM

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DATE: June 24, 2009  
For July 9, 2009 Hearing

*Albert Elias*

TO: Peter M. Gavin  
Zoning Examiner

FROM: Albert Elias, AICP  
Urban Planning & Design  
Director

SUBJECT: REZONING – URBAN PLANNING AND DESIGN REPORT  
C9-09-04 Brown Family Partnership – Drexel Road, R-1 to C-2 (Ward 5)

**Issue** – This is a request by Robert Conant of The Planning Center, on behalf of the property owners, Garold C. Brown Family Limited Partnership, to rezone approximately 5.90 acres from R-1 to C-2 zoning. The rezoning site is located at the southeast corner of Campbell Avenue and Drexel Road (see Case Location Map). The preliminary development plan proposes a 472-unit, single-story, self-storage facility.

**Department of Urban Planning and Design Recommendation** – The Department of Urban Planning and Design recommends approval of C-2 zoning, subject to the attached preliminary conditions.

## **Background Information**

Existing Land Use: Undeveloped

Surrounding Zones and Land Uses:

North: Zoned R-2; residential

South: Zoned R-1; residential

East: Zoned R-1; elementary school

West: Zoned R-2; elementary and middle school

Previous Cases on the Property: C9-82-65, R-1 to R-2 and I-1., Time Expired on April 25, 1988.

Related Cases:

PA-07-06 Santa Cruz Area Plan Amendment. The plan amendment was approved and Resolution No. 21143 adopted by the Mayor and Council on November 1, 2008, to allow commercial and office uses, in addition to the residential uses already allowed on the rezoning site.

C9-81-63 Struble - Ajo Way R-1 to B-2A (C-2)

This was a rezoning request on 7.32 acres of property located east and south of the subject property between Pandora Avenue and Valley Road for the automotive care center which the rezoning site will provide parking for. The Mayor and Council approved the rezoning request for B-2A(C-2) rather than B-2(C-3) on January 11, 1982. On June 6, 1983, a revised development plan was approved proposing recreational vehicle storage on the southern 4.57 acres south portion of the site. After a number of time extensions (partially because of the necessity for bank protection on the Santa Cruz River after the 1983 flood), the Major and Council adopted Ordinance #8823 on February 10, 1997, when a development plan for the northern (2.75 acre) portion for the car care center was approved. The northern portion of the case was closed on March 20, 1997, when a building permit was issued. The time for completion of rezoning conditions for the southern portion of the case expired and the case closed on March 21, 1997, because the conditions were not met.

C9-81-63 Brown – Ajo Way R-1 to R-3 and B-1 (C-1)

This was a rezoning request on 17.65 acres of property located west of the subject property across Pandora Avenue between Phoebe Avenue and Pandora Avenue and west to Freedom Drive (including property now part of Lynn-Urquides Elementary School) for 114 apartments and a small commercial center (gas station, 5,230 square-foot retail building, and two medical offices). The Mayor and Council approved R-2 and R-4(0-3) rather than R-3 and B-1(C-1) on July 7, 1971. Ordinance #3961 was adopted on December 18, 1972. The time for completion of rezoning conditions expired and the case closed on July 12, 1973, because the conditions were not met.

C9-80-38 Smith - Ajo Way R-1 to B-1(C-1) and B-2A(C-2)

This was a rezoning request on 12 acres of property located west of the subject property between Pandora Avenue and Lynn-Urquides Elementary School for a shopping center (grocery store, bank, restaurant, and large discount store with 3 service bays). The Mayor and Council approved the rezoning request on November 24, 1980. The time for completion of rezoning conditions expired and the case closed on November 24, 1995, because the conditions were not met.

**Applicant's Request** – The applicant is proposing to rezone 5.90 acres to C-2 to allow for the development of a 472-unit, single-story, self-storage facility.

**Planning Considerations**

Land use policy direction for this area is provided by the *Kino Area Plan* and the City's *General Plan*. As stated above, the *Kino Area Plan* was recently amended to support residential, office and commercial uses on the rezoning site. Proposals for commercial development on the site must address compatibility with the surrounding land uses, including overall safety considerations; connectivity to the nearby schools and wash linear park; and site appearance.

*General Plan* policies support compatible infill development that is sensitive to the site and surrounding uses, protects established neighborhoods, and promotes neighborhood identity and

visual character. Neighborhood-related commercial uses are supported at the intersection of major streets (arterial/arterial, arterial/collector and collector/collector).

According to the *Eastern Pima County Trail System Master Plan* (EPCTSMP) Rodeo Wash, which borders the site on the south, is a designated urban trail #319 and, in the draft update of the EPCTSMP, the wash is also identified as a Greenway. The City of Tucson's *Parks and Recreation Ten-Year Strategic Plan* identifies Rodeo Wash as an urban trail.

The City's *General Plan* supports development of the Eastern Pima County Trail System Master Plan. Policies call for enhancing Tucson's natural setting, urban form, and community image by preserving natural open space areas. An interconnected open space and trail system is to be implemented through cooperative public and private efforts, to meet the needs of pedestrians, bicyclists and equestrians. *Key Strategic Directions* of the City of Tucson's *Parks and Recreation Ten-Year Strategic Plan* – are also to provide accessibility to parks and recreation facilities; provide connectivity between parks, open space and recreational facilities; and protect natural resources.

Location and Surrounding Uses - The rezoning site is a rectangular shaped site located at the southeast corner of Campbell Avenue and Drexel Road. Both Campbell Avenue and Drexel Road are identified as arterial streets in the *Major Streets and Routes Plan*. Vehicular access to the rezoning site is proposed from Drexel Road. Drexel Road is identified on the *Major Streets and Routes Plan* map as having a future right-of-way of 130 feet, and is north of the rezoning site.

The Pima Association of Governments - Transportation Planning Division (PAG-TPD) estimates that the proposed development will generate 185 vehicle trips per day. Field inspection by staff indicates there are currently no billboards on the rezoning site.

Surrounding uses include Los Amigos Elementary School to the east, zoned R-1. Rodeo Wash, an earthen, channelized WASH Ordinance wash, with a linear park, including a trail is located along the south bank. South of the wash is a single-family residential subdivision, zoned R-1. Campbell Avenue is to the west of the site and across Campbell to the west, are Ocotillo Elementary and Sierra Middle Schools, zoned R-2. Drexel Road is north of the site and across Drexel to the north are single-family residences zoned R-2. Northwest of the Campbell/Drexel intersection is a C-1 zoned area that includes a Circle K convenience mart, a large parcel owned by Unisource Energy Corporation that is developed with gas and electric facilities, vacant parcels, and manufactured homes. Single-family residences are north and west of the commercial area.

### **Design Considerations**

Land Use Compatibility – The site is designed with ten storage buildings and one office building, which will be located next to the entrance, toward the northwest corner of the site. As per the preliminary development plan, the backs of the storage buildings will be highly visible to the public on all four sides of this site. The applicant proposes exterior facades to be designed with materials, color schemes and architectural detail that are comparable to the existing neighborhood. Walls and doors, here visible from adjacent streets and visible where from residential properties, will be surfaced with non-reflective materials, be earth tone in color and consist of masonry stucco or similar materials. While the height limits in C-2 are allowed up to 40 feet in height, staff recommends the building heights be limited to 16 feet promote building height compatibility with surrounding uses.

Security – Due to the proximity of schools to the site, safety is a key consideration. According to the Design Compatibility Report (DCR), a computerized numerical keypad or similar mechanism will be used to control and record access through an automated gate. The applicant also proposes to include security lighting throughout the night. To help with safety concerns as well as to reduce traffic and related noise impacts on the surrounding residential areas, staff recommends having an employee onsite at all times during business hours and limiting hours of operation from 7:00 a.m. to 7:00 p.m.

Screening will be accomplished on all four sides by the backs of the storage buildings, which are proposed to be 15 feet high and setback 21 feet from property lines. Eight-foot-high masonry walls will be provided between storage units along the south and east borders and 8-foot-high wrought iron fencing will be provided along Drexel Road and Campbell Avenue to maintain visibility. Staff recommends that perimeter fencing and walls be decorative.

Trail Dedication and W.A.S.H. Ordinance – Because the Rodeo Wash traverses the site along the south boundary, dedication of a 50-foot-wide public trail and access easement is required. Parks and recreation is also requiring a ten-foot-wide, paved asphalt path within the dedicated 50-foot-wide easement in conjunction with a safety rail along the Rodeo Wash. Parks and Recreation also recommends that no less than one trail connection shall be provided from the development to the paved path. Staff recommends a sidewalk along Campbell connect to the trail as well. Any development along the wash should comply with the requirements of the WASH ordinance.

Rodeo Wash is a W.A.S.H. Ordinance Wash requiring a 50-foot study area (measured from the top of the bank). If encroachment is proposed within the Protected Riparian Area (PRA), which includes the channel and the 50 foot study area, the riparian habitat must be identified and delineated as a PRA.

In response to staff comments received regarding the trail dedication and the W.A.S.H. Ordinance, it is apparent that both the proposed trail location and the Wash Ordinance 50-foot study area are being required in the same location; thus, causing an inherent conflict. However, as these requirements do not have a direct impact on the requested rezoning request, it is staff's

recommendation that this issue be worked out between the applicant and the conflicting departments prior to submittal of a Development Plan.

Drainage/Grading/Vegetation– Since the site lies within the Rodeo Wash critical basin and is greater than one-acre in size, both detention and threshold retention are required. To serve as screening and for security purposes, vegetation is to be planted around the basin perimeter at a minimum of 10 percent. Water harvesting will also be incorporated throughout the site including curb cuts/depressed planter islands, directing roof runoff to landscaped areas and swales/micro basins to collect stormwater and to irrigate vegetation. The specifications for water harvesting shall be clearly delineated on the plat to ensure it is correctly implemented at all necessary stages of construction. A complete drainage report, including details of detention/retention will be required

Landscaping – Ten-foot-wide landscape borders with trees and water harvesting areas are shown on the PDP along the east, north and west sides of the site. It should be noted that along the east perimeter edge, the screening must be located on the property line. It is not clear on the PDP if screening is located on the property line. If the screening along the east edge is not located on the property line, then a landscaped area measuring a minimum of 20 feet must be provided between the screen on the property line.

Road Improvements/Vehicular Access/Circulation - The applicant proposes installation of additional lane pavement, curbs and sidewalks along the Campbell Avenue and Drexel Road frontages of the site. Access to the self-storage facility is proposed from Drexel Road and is shown on the PDP to be located about 150 feet from the signalized Campbell Avenue/Drexel Road intersection. The left turn lane on Drexel Road also begins at the 150-foot mark, creating a scenario that may create undesired vehicular conflicts. To prevent such conflicts, City Department of Transportation, Traffic Engineering staff, recommends the access driveway be located a minimum of 300 feet from the Campbell Avenue/Drexel Road intersection.

The PDP does not show a loading zone area, applicant states loading zones are to be provided within the PAAL, allowing customers to load and unload individual storage units. There are no loading zones required for the individual storage units; however, the office area must provide one loading zone measuring 10 feet by 18 feet in size. Modification of the site may be necessary to accommodate loading zone requirements of the *Land Use Code*, or the applicant may seek a variance from the Board of Adjustment.

Given its location near several schools, significant pedestrian and bicycle traffic around the site edges can be expected. To promote safe egress from the site, staff recommends a sign be posted at the Drexel Road exit, reading “Watch for pedestrians and bicyclists”.

There is an existing unsheltered bus stop located on the south side of Drexel Road about 120 feet from the Campbell Avenue/Drexel Road intersection. Transit services is requesting an Americans with Disabilities Act (ADA) accessible bus stop, a bus shelter pad, and connecting sidewalk be constructed along Drexel Road. The bus shelter pad or new sidewalk is to connect

directly to the back of curb as required by the ADA to provide a stable wheelchair lift deployment area.

Tucson International Airport - The rezoning site is within the Tucson International Airport public disclosure area and traffic pattern airspace, but not within the City of Tucson Airport Environs Zone. The Tucson Airport Authority requests that, prior to the City's approval of the development plan or final plat, whichever occurs first, the property owner shall record the Airport Disclosure Statement form that discloses the existence, and operational characteristics of the Tucson International Airport, to future owners or tenants of the property and further conveys the right to the public to lawfully use the airspace above the property. The content of such documents shall be according to the form and instructions attached.

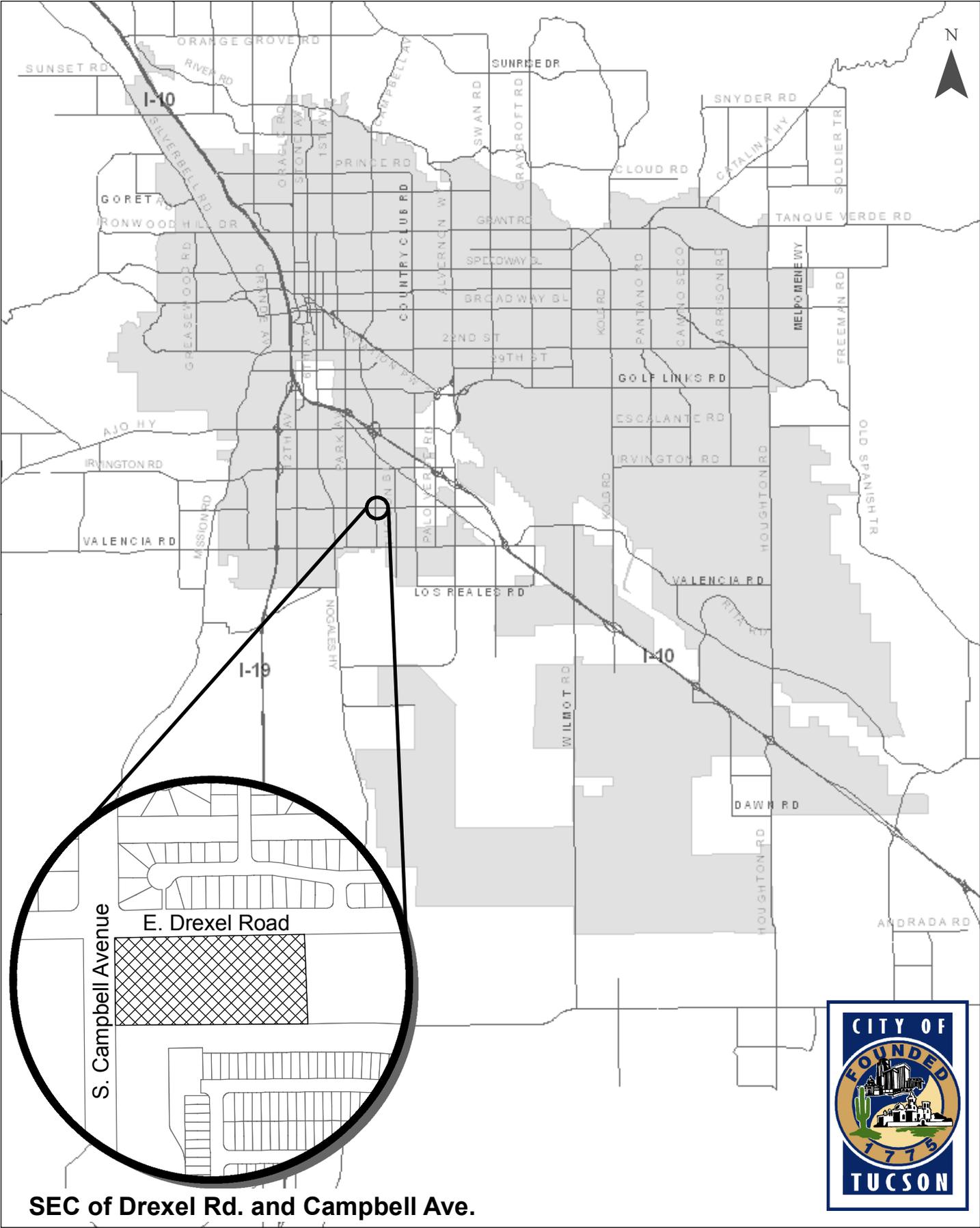
Cultural/Archaeological Resources – According to the included 2007 archaeological testing report, the parcel may retain intact, significant cultural deposits buried below the ground surface. For that reason, and because the last archaeological investigation occurred in 1993, a cultural resources survey of the parcel is recommended.

During the plan amendment process, Sunnyside School District attorneys submitted comments requesting an emergency egress road be established from Los Amigos Elementary School to Campbell Avenue or Drexel Road along the Rodeo Wash. This issue is outside the purview of the rezoning; therefore, staff recommends SUSD contact the Planning Department separately regarding this issue.

### **Conclusion**

The rezoning proposal is consistent with the policy direction in the *Kino Area Plan*, as the recently amended, the *Kino Area Plan* supports residential, office and commercial uses on the rezoning site. The proposed use will offer a needed service for area residents, and improve this vacant property. Sidewalks and landscaping along Campbell and Drexel will strengthen the site's connectivity to the neighborhood, and provide an improved streetscape environment. *General Plan* policies support compatible infill development that is sensitive to the site and surrounding conditions, protects established neighborhoods, and promotes neighborhood identity and visual character. Subject to compliance with the attached preliminary conditions, approval of the requested C-2 zoning is appropriate.

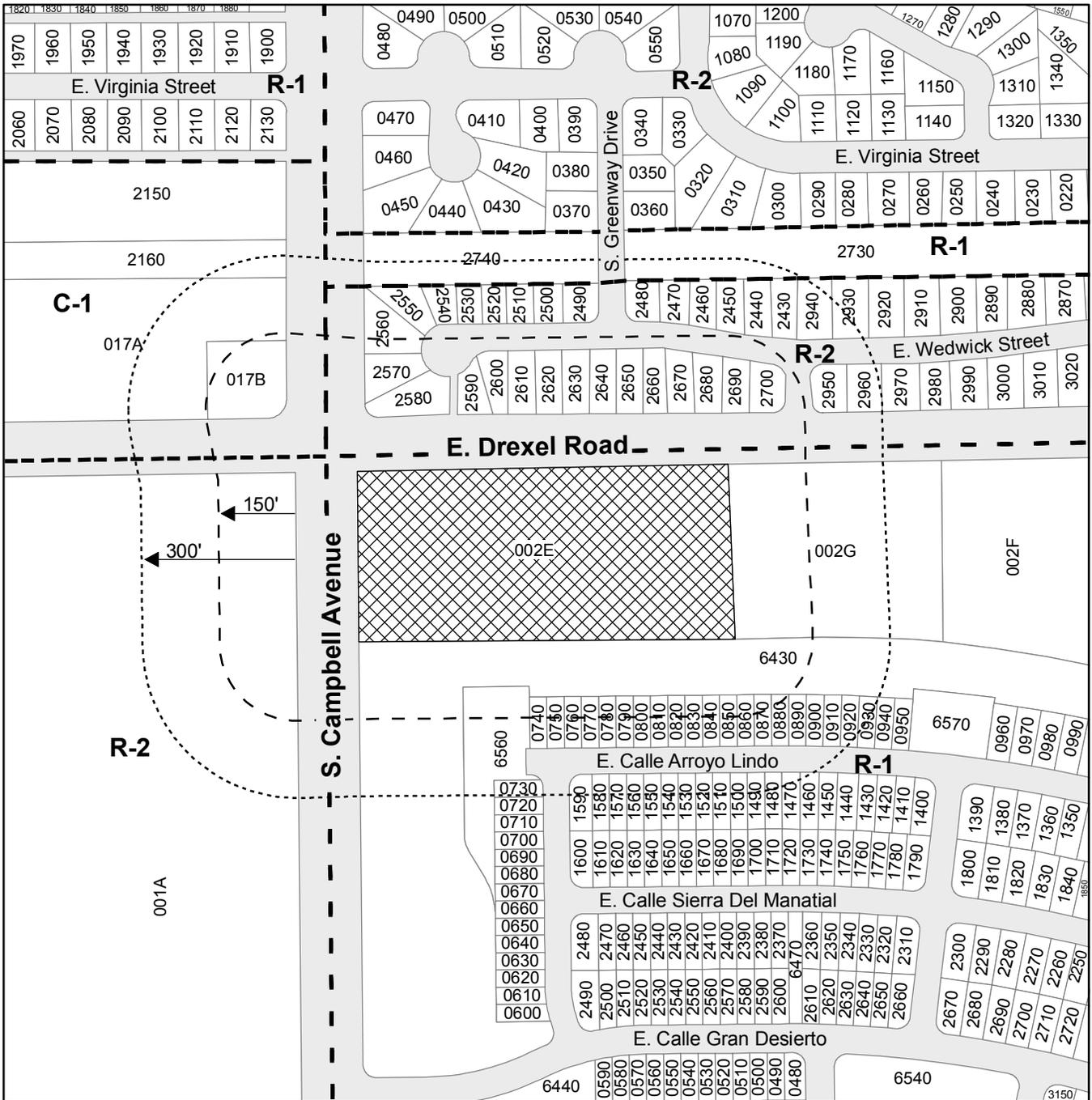
# C9-09-04 Brown Family Partnership - Drexel Road



SEC of Drexel Rd. and Campbell Ave.

# C9-09-04 Brown Family Partnership - Drexel Road

## Rezoning Request: from R-1 to C-2



0 150 300 Feet  
1 inch = 300 feet

- Area of Rezoning Request
- Protest Area (150 foot radius)
- Notification Area (300 foot radius)
- Zone Boundaries

Neighborhood, Area Plan(s): Kino Area Plan  
 Address: SEC of Drexel Rd. and Campbell Ave.  
 Base Maps: Sec.15 T.14 R.08  
 Ward: 5





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April 2009 Aerial

