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CITY OF PHOENIX
AUG 21 2026
Planning & Development Department

THOMAS + 34TH

CASE NO. Z-18-23-8

LOCATED AT THE SOUTHEAST CORNER OF THOMAS ROAD AND 34TH STREET

DATE OF INITIAL SUBMISSION: MARCH 22, 2023
DATE OF SECOND SUBMISSION: JUNE 2, 2023
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A Planned Unit Development ("PUD") is intended to be a stand-alone document of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the Zoning Ordinance. A PUD may include substantial background information to help illustrate the intent of the development. The purpose and intent statements are not requirements that will be enforced by the City. The PUD only modifies Zoning Ordinance regulations and does not modify other City Codes or requirements. Additional public hearings may be necessary, such as, but not limited to, right-of way abandonments.

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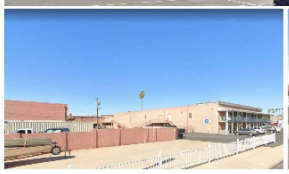
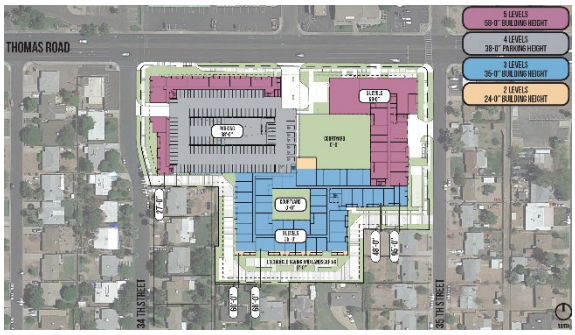
A. PURPOSE AND INTENT

A1: Project Overview and Goals

The 34th Street and Thomas development is a proposed mixed-use modern living environment with an anticipated 310 dwelling units and 6,000 square feet of ground floor retail/restaurant space located on the south side of Thomas Road between 34th and 35th Streets (the "Development"). The Development provides an opportunity to redevelop the site, which is currently developed with a mix of two (2) 1960's era commercial buildings, two (2) single-family homes, and a large surface parking lot, into a contemporary, 5-story mixed-use building.



The residential component of the Development is anticipated to contain a mix of studio, 1-, and 2-bedroom units. In addition to the ground floor retail/restaurant space, the Development will incorporate customary residential amenities such as a lobby and residential amenity space, a fitness center, a dog run, two open courtyard spaces with outdoor amenities (including, but not limited to, pool and spa, seating nodes, areas for outdoor cooking and dining, and activity lawn), as well as an area of enhanced paving and landscaping, offering solitude and quiet recreation to residents.



A main goal of the Development is to elevate the Thomas Road corridor by bringing to the community a significant investment in the form of an up-scale multifamily development. Future residents will be closer to their daily needs, including existing and planned retail and office employment opportunities along the Thomas Road corridor. Additionally, the Development will improve an area that has not seen

significant new investment in recent memory. The resulting improvements to the abutting public roads will include enhanced landscaping, pedestrian infrastructure improvements (including detached sidewalks, shading, custom paving, etc.) and a proposed much-needed traffic signal at 34th Place and Thomas (at the Development's primary entryway), helping to support a walkable environment for existing and future residents, as well as by providing traffic control in a portion of Thomas Road currently lacking signalization.

A2: Overall Design Concept

As an infill development, a key design concept for the building is focused on its sensitivity and consideration of adjacent residential land uses. The proposed ground floor retail/restaurant space is located along the Thomas Road frontage, complementing the existing commercial corridor that defines this busy arterial road.

The building utilizes a stepped down design, gradually decreasing the building's height from its tallest elevation of 58' along its Thomas Road frontage to the shortest elevation of 24' at the south, where the property abuts existing single-family residences. This stepped down design results in a building massing that is contextually appropriate while also providing a transition in height to the single-story homes ensuring the Development's compatibility with its surrounding neighbors.

The Development provides pedestrian scale architecture along the Thomas Road frontage, with a more urbanized edge and visual interest at the ground level. The final plans for the Development will strengthen the pedestrian realm and complement surrounding land uses via implementation of the development standards and design guidelines provided by this PUD. A few key items include:

> A significant building setback and secured fire lane for exclusive use by emergency services and residents is located between the Development and the neighborhood to the south, providing additional security and privacy to residents of these homes while removing open, unsecured and heavily utilized open loading areas that support the outdated retail businesses currently on site.
>
> Architecture style is focused on a modern design vernacular, clearly identifying the new building as a representation of the revitalization of this portion of the Thomas Road corridor. By providing a contemporary, garage parked mixed-use development on an older, surfaced parked site, an expectation is established that the surrounding community expects high-quality redevelopment as such opportunities arise.
>
> As noted above, by providing structure parking, the Development will maintain visual interest and design quality. Vehicular parking for the Development will be provided entirely within an above grade structured

parking garage that is completely wrapped with residential units to minimize visibility from the adjacent right-of-way and single-family residential neighborhoods.

To reduce traffic impacts to existing neighborhood streets, the primary vehicular entrance to the Development will be located on the north side of the Site accessed from Thomas Road at the 34th Place alignment. A traffic signal is proposed at this location to encourage residents and visitors to use this primary entry and to enhance traffic safety along the Thomas Road corridor. Secondary vehicular access will be provided on the west side of the Site from 34th Street, which is proposed to be limited to left in, right out access only to direct vehicular traffic from the Development directly to Thomas Road.

The Development provides visual interest and an expression of quality to the surrounding community and to those passing by on Thomas Road through the use of high-quality and durable materials. Respecting the high visibility of the site resulting from its location on three (3) adjacent roadways, quality design and architectural treatment is incorporated throughout the elevations. All portions of the building will consist of quality materials, variation in texture, and cool-tone, modern colors. The ground floor lobby and restaurant space emphasize a substantial use of modern storefront glazing along Thomas Road, helping to activate the public sidewalk and to support a modern appearance. The residential portion of the Development similarly uses glazing in conjunction with delineation of private balcony space, bringing quality and appropriately scaled materials and building elevation details through and above the pedestrian realm.

In summary, the Development, as expressed in this PUD, will be a high-quality mixed-use development that: (i) complements the surrounding characteristics of the built environment through thoughtful architectural treatments and sensitive design; (ii) reinforces a strong pedestrian environment through pedestrian-scale architecture and landscape improvements near the public rights-of-way as well as concealing vehicle parking for the Development; (iii) provides a thoughtful transition of the building height to harmonize with the existing neighborhood while supporting a contemporary building design; and (iv) will replace an outdated large floorplate commercial complex, one that has no significant landscaping nor a quality streetscape, and has unbuffered open service areas proximate to homes with a contemporary living opportunity for future neighborhood residents.

B. LAND USE PLAN

B1: Proposed Land Use Categories

The 34th Street and Thomas Avenue Development is a mixed-use multifamily community featuring up to 310 dwelling units (a maximum of 45.3 du/ac) with 6,000 square feet of ground floor retail/restaurant space on an approximately 5.81 net-acre site.

B2: Conceptual Site Plan Summary

The following provides an overview of the conceptual site plan provided with this PUD:

Grade Level is the location of the main building entrance, the lobby, indoor and outdoor amenity space for residents, retail/restaurant space, a service area, and the first level of residential units. The architecture and landscape support the strong resident connection to nearby restaurants and retail businesses along Thomas Road by incorporating building canopies and shade trees (which are currently absent), thereby fostering a pedestrian friendly environment through its design.

Grade level is also the location of the first level of the parking garage, which is carefully screened by residential units on the west side along 34th Street, the east side along 35th Street as well as on the north side along Thomas Road. Additionally, back of house functions for the leasing office and retail/restaurant space, such as refuse, service areas, and loading, are proposed to be located on the east side of the Development accessed from 35th Street. Two outdoor courtyard amenity spaces, a dog run as well as a quiet secured outdoor lawn and resident promenade are located at the ground floor throughout the site.

Levels 2, 3, 4, and 5 are typical representations of the upper levels of the building, which will include a mix of studio, 1- and 2-bedroom multifamily dwelling units, the upper levels of the parking garage, and open areas to the ground level courtyards below.

C. LIST OF USES

C1: Permitted Uses

The Zoning Administrator may issue interpretations for land uses that are analogous to those listed in this Section, as authorized by Zoning Ordinance Section 307.A.3.

- Multifamily residential dwelling units as governed herein
- C-2 uses as permitted by Section 623 of the City of Phoenix Zoning Ordinance

C2: Temporary Uses

- All temporary uses shall comply with Section 708 of the Phoenix Zoning Ordinance

C3: Prohibited Uses

The following land uses are not permitted:

- All Special Permit uses otherwise permitted in the C-2 Zoning District are prohibited.
- Auto Title Loan Establishments
- Automobile Parts and Supplies, New Retail and Wholesale
- Boats, Retail Sale
- Car Wash
- Compressed Natural Gas Retail Sales
- Gas Stations
- Garage, Repair
- Hospital
- Motorcycles, Repair and Sales
- Non-Profit Medical Marijuana Dispensary Facility
- Pawn Shop
- Service Stations, Automobile
- Tobacco Oriented Retailers
- Veterinarian Offices
- Veterinarian Hospitals
- Window Glass Installation Shop

D. DEVELOPMENT STANDARDS

D1: Development Standards Table

The following development standards apply to any multifamily development of the property (including mixed-use); in the event that stand-alone non-multifamily development occurs, the development standards applicable to such development shall be those of Ordinance Section 623, the C-2 General Commercial Zoning District.

Development Standards	Proposed PUD
a. Density (Maximum)	310 Dwelling Units 45.3 Dwelling Units per Gross Acre
b. Minimum Lot Width/Depth	No Minimum
c. Minimum Building Setbacks[1]	**From Property Line**
North (Thomas Road)	20'
West (34th Street)	20' for 73.5% of frontage 25' for 10% of frontage 33' for 16.5% of frontage
East (35th Street)	20' for 30% of frontage 40' for 70% of frontage
South (See Exhibit 1)	
Section "A"	27'
Section "B"	34'
Section "C"	60'
Section "D"	35'
Section "E"	48'
d. Building Height (Maximum)[2]	
Within 68' of Southernmost Point	24' (2 stories)
Within 242' of Southernmost Point	35' (3 stories)
Overall	58' (5 stories)
e. Lot Coverage (Maximum)	60% of Total Net Site Area

D2: Streetscape Standard Table

Streetscape Standards	
a. Thomas Road	Public Sidewalk: Construct new detached sidewalk, minimum 7-foot-wide. The western most portion of the sidewalk may remain attached at back of curb for no more than 130' to accommodate a bus bay. Landscape Strip: Provide a minimum 11.5' landscape area between back of curb and sidewalk, as per D Street Section, except where to accommodate the attached sidewalk as permitted per Section D2.a of this document.

[1] Open balconies, building overhang and first floor shade elements may encroach into the setbacks by no more than 3'.
[2] Building heights shall be consistent with the Building Height Restriction Exhibit shown in Exhibit 4.

	Planting Standards: The landscape strip shall be landscaped with minimum 2" caliper trees to be planted 35' on center or in equivalent groupings. A minimum of five (5) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). Landscape planters shall be planted to achieve 50% total live vegetative groundcover.
b. 34th Street	Public Sidewalk: Construct new detached sidewalk, minimum 7-foot-wide. Landscape Strip: Provide a minimum 11' landscape area between back of curb and sidewalk. Planting Standards: The landscape strip shall be landscaped with minimum 2" caliper trees to be planted 31' on center or in equivalent groupings. A minimum of five (5) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). Landscape planters shall be planted to achieve 50% total live vegetative groundcover.
c. 35th Street	Public Sidewalk: Construct new detached sidewalk, minimum 7-foot-wide. Landscape Strip: Provide a minimum 11' landscape area between back of curb and sidewalk. The landscape area may be reduced to 6' wide for a maximum length of 80' to accommodate transformers. Transformers to be screened per Section E1.h of this document Landscape Strip Planting Standards: The landscape strip shall be landscaped with minimum 2" caliper trees to be planted 29' on center or in equivalent groupings. A minimum of five (5) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). Landscape planters shall be planted to achieve 50% total live vegetative groundcover.

D3: Landscape Standard Table

Minimum Landscape Standards[3] [4]	
Minimum landscape zone depth shall be consistent with required building setback per D1.c	
a. Landscape Zone 1 (North)	On-Site Landscaping: Area between the property line and building façade and/or hardscaped area is to be landscaped except for within driveways, sidewalks, at patios and building entrances, or areas permitted for building overhang. Landscaping Standards: All areas designated for landscaping within Zone 1 (inclusive of the streetscape area per D2.a. and on-site landscaping) shall be landscaped with 2" caliper trees to be planted 25' on center or in equivalent groupings. When possible, trees may be staggered on either side of the sidewalk within the streetscape and landscape zone to achieve 55% shade at the public sidewalk. A minimum of twenty-five (25) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). Landscape planters shall be planted to achieve 50% total live vegetative groundcover.
b. Landscape Zone 2 (East)	On-Site Landscaping: Area between the property line and building façade and/or hardscaped area is to be landscaped except for driveways, maneuvering areas, sidewalks, areas for mechanical or electrical equipment, service areas, at building entrances, or areas permitted for building overhang. Landscaping Standards: All areas designated for landscaping within Zone 2 shall be landscaped with 2" caliper trees to be planted 15' on center or in equivalent groupings. When possible, trees may be staggered on either side of within the streetscape and landscape zone to achieve 65% shade at the public sidewalk. A minimum of fifteen (15) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). Landscape planters shall be planted to achieve 50% total live vegetative groundcover. Enhanced Features: A fenced dog run of no more than 1,900 sf is permitted between the property line and building façade.

[3] See Exhibit 2 for a breakdown of Landscape Areas.

[4] Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

c. Landscape Zone 3 (South)	On-Site Landscaping: A minimum 5' wide landscape setback shall be provided immediately adjacent to the south property line. Fire lane turning radii is permitted to encroach within the 5' setback at corners where applicable. Area between the property line and building façade and/or hardscaped area is to be landscaped except for within driveways, maneuvering areas, fire lane, sidewalks, sight visibility triangles, at building entrances, or areas permitted for building overhang. Landscaping Standards: Zone 3 shall be landscaped with a minimum of fifty (50) 2" caliper trees distributed throughout the area, planted with the intent to screen and soften the edge of the building from the adjacent single-family neighborhood while maintaining fire lane and utility access, consistent with the landscape concept shown in Exhibit 3. A minimum of fifteen (15) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). Landscape planters shall be planted to achieve 40% total live vegetative groundcover. Enhanced Features: A patio and garden of no less than 5,000 sf is permitted between the property line and the building façade. Security Standard: Zone 3 shall be secured and gated at 34th Street and 35th Street for exclusive resident and emergency fire use only.
d. Landscape Zone 4 (West)	On-Site Landscaping: Area between the property line and building façade and/or hardscaped area is to be landscaped except for within driveways, sidewalks, fire lane, at building entrances, or areas permitted for building overhang. Landscaping Standards: All areas designated for landscaping within Zone 4 shall be landscaped with 2" caliper trees to be planted 20' on center or in equivalent groupings. When possible, trees may be staggered on either side of the sidewalk within the streetscape and landscape zone to achieve 65% shade at the public sidewalk. A minimum of nineteen (19) 5-gallon drought-resistant shrubs per tree (maximum 24" tall at maturity). Landscape planter areas to be dustproof with landscape ground

	coverage and 50% live vegetative coverage is required.
e. Minimum Required Open Space	Required common outdoor open space areas with resident amenities shall be provided outside of required setbacks. Said common open space shall comprise a minimum of 7% of total gross lot area. A minimum 40% shade is to be provided in required common outdoor open spaces. See Section E.2.c for landscape design guidelines.
f. Minimum Total Open Space	Minimum of 30% of total gross site acreage.
g. SRP Exclusion	Thomas Road includes significant SRP infrastructure. In the event that said infrastructure needs to be relocated into or onto the Site, the development standards herein may be administratively modified by Planning and Development Department staff to accommodate requirements of SRP. Alternative design solutions shall be consistent with a pedestrian environment.

D3: Parking

Parking Standards	
a. Minimum Parking Standards a. Multifamily Residential Retail/Restaurant b. Off-Street Loading Spaces c. Bicycle Parking d. Unreserved Spaces **e.** Parking Space Size	 1.7 spaces per dwelling unit 1 space per 300 square feet 2 required 0.25 spaces per total dwelling unit, maximum of 50 spaces 50% of total Multifamily Residential spaces Per Section 702 B.2.a(1) except "Compact Parking Spaces" are not permitted
b. Parking Location, Automotive	All parking areas shall be located within the garage structure. See Section E1.i for garage screening requirements. Ordinance Section 702.B.2.a.(2) and 702.B.2.b.(5) do not apply.
c. Electric Vehicle Charging	A total of twenty (20) required parking spaces shall provide electric vehicle installed infrastructure. Additional parking spaces shall be plumbed to ensure a minimum of 10% of required parking spaces may provide electric vehicle installed infrastructure for future use as demand among residents increases.
d. Parking Location, Bicycle	To be installed in conformance with Ordinance Section 1307.H, except as follows: (i) Inverted-U style bicycle racks or artistic style racks consistent with the

	City of Phoenix preferred designs (see Comprehensive Bicycle Master Plan, Appendix K) shall be provided and (ii) secure resident bike storage may be located within the parking garage.
e. Electric Bicycle Charging	A minimum of 10% of the required secured bicycle parking spaces shall include 120-volt receptacles for electric bicycle charging capabilities.
f. Loading Bay	Two (2) fully internalized off-street loading spaces shall be provided on the east side of the building, accessible only from 35th Street. Each space shall be a 10'x30' minimum in size, exclusive of access aisles and maneuvering space. Section 702.A.1.b. is not applicable to this PUD.

D4: Fences/Walls

Fences/Walls

A minimum 8-foot tall block fence shall be provided along the south property lines identified as lines A- E on Exhibit 1, as approved by the City of Phoenix Planning and Development Department, except the fence height along south property line A as illustrated on Exhibit 1 shall be restricted to 3' within 38' of the west property line.

Maximum fence height between property line and building façade along Thomas Road shall not exceed 40". Maximum wall height between property line and building façade along 34th Street and 35th Street shall not exceed 6'.

Fences and walls shall comply with all other standards as per Ordinance Section 703.

D5: Shade

Shade

Shading, which may be architectural, vegetative, or any combination thereof, shall be provided at a minimum of 65% for all public sidewalks and private pathways. All shade calculations shall be based on the summer solstice at noon.

Shading, which may be architectural, vegetative, or any combination thereof, shall be provided at a minimum of 40% for each required common open space and amenity area.

Utility Conflict Resolution: Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

D6: Lighting Plan

Lighting

All lighting will be consistent with the standards of Section 704, Section 507.Tab A.II.A.8 and Section 23-100 of the Phoenix Zoning Ordinance and City Code.

Pedestrian lighting to be provided along public and private sidewalks that comply with the standards of Section 1304.D and Section 1304.H.5.

E. DESIGN GUIDELINES

E1: Design Guidelines

The following design guidelines shall be provided for in the final plans for a multifamily structure (those standards not addressed herein, and for non-residential development, comply with Ordinance Section 507 Tab A):

E1. Design Guidelines	
a. Exterior Materials	Façade to include: • Minimum 5% Masonry • Maximum 70 % Synthetic Cementitious Finish • Minimum 5% Composite Paneling • Minimum Glazing (i) 25% glazing for Ground Floor (ii) 20% glazing for Floors Two Through Five
b. Exterior Material Elevation Standards	East Elevation to include: • 10% Masonry • 65% Synthetic Cementitious Finish • 5% Composite Paneling • 20% Glazing North Elevation to include: • 50% Synthetic Cementitious Finish • 20% Composite Paneling • 30% Glazing South Elevation to include: • 10% Masonry • 75% Synthetic Cementitious Finish • 15% Glazing West Elevation to include: • 5% Masonry • 70% Synthetic Cementitious Finish • 5% Composite Paneling • 20% Glazing
b. Color Palette	Cool, grey tones ranging from light to dark, with warm brown accents
c. Façade Restriction	Blank walls shall not exceed 40’ without a variation in texture or building fenestration.
d. Private Balconies	95% of all residential units shall contain at least one (1) private balcony or patio space, measuring a minimum of 45 square feet with a depth of 4’-6”

e. Balcony Restriction	Third floor units facing the south property line Section "D" as illustrated by Exhibit 1 shall utilize a Juliet-style balcony wherein the guardrail is flush with the window/door system. Projecting balconies as described in Section E1.d. of this PUD are prohibited at third floor units in this location.
f. Ground Level Units	Ground level units fronting onto Thomas Road, 34th Street, and 35th Street shall have space defining walls creating a private patio area for each unit. These walls/fences shall be complementary in design to building architecture, color, and materials and provide visibility into these areas to provide visual interest and "eyes on the street" benefits with potential for neighborly interaction with pedestrians.

g. Enhanced Corner	At 35th Street and Thomas, the corner of the building shall be designed to be architecturally distinct through the use of:
	
	• *Enhanced Materials*
	  ○ Within 80' of the corner of the building, the percentage of synthetic cementitious finish shall be 0% for the first 18' of height
	  ○ Within 80' of the corner of the building, the percentage of glazing on Thomas Rd shall be 60% minimum for the first 18' of height
	  ○ Within 80' of the corner on 35th street, the percentage of panelized architectural metal facade shall be 70% minimum for the first 18' of height
	
	• *Enhanced Landscape Features*
	  ○ An active vegetated patio space shall be provided on 34th street within 20' of the corner
	  ○ Enhanced architectural paving shall be used to reinforce the corner presence and pedestrian experience
	
	• *Active Uses*
	  ○ A restaurant entry should be located within 40' of the corner on Thomas Road
	
	• *Enhanced Lighting*
	  ○ Architectural building lighting along Thomas Road within 80' of the corner
	
	The final design should be generally consistent with the image below:

h. Screen Walls	Screen walls shall utilize architectural detailing consistent or complementary to the building facade.
i. Garage Screening	Any portion of the parking garage visible from the public right-of-way or an off-site building shall be screened with material and design consistent with the primary building façade.
j. Building Massing	The primary massing of the building shall step down from the north to the south consistent with Exhibit 12.
k. Enhanced Architectural Features	A minimum of three (3) of the following enhanced architectural features shall be provided on site where visible from Thomas Road, 34th Street and 35th Street: • Enhanced surface materials, such as stamped or colored concrete, decorative pavers, or other pavement treatments • Art installation visible from the public right-of-way. Developer shall choose artist. • Mural visible from the public right-of-way. Developer shall choose artists. • Interactive sculptural piece visible from the public right-of-way. Developer shall choose fabricator. • Cantilevered bridge built into the building's massing. • Custom fabricated metal gates
l. Enhanced Lighting	Decorative pedestrian lighting no taller than 15' shall be provided 20' on center or equivalent groupings within the landscape setbacks adjacent to Thomas Road, 34th Street, and 35th Street.
m. Pedestrian Amenities	Additional pedestrian amenities (public amenities) shall include a minimum of three (3) of the following amenities within the building setbacks adjacent to Thomas Road, 34th Street and 35th

	Street: • Architectural lighting • Waste receptacles (recycling and trash) • Way finding • Benches • Bicycle parking
n. Bus Pad	A bus stop pad shall be constructed on eastbound Thomas Road according to City of Phoenix Standard Detail P1260 with a minimum depth of 10'. The bus pad shall be shaded 50% through vegetation, structural features, or a combination of the two. An enhanced pedestrian connection consistent with the location shown in Exhibit 15, or as approved by the Planning and Development Department, shall be provided to allow for direct pedestrian access to the adjacent transit stop. The enhanced pedestrian connection shall provide the following enhancements: • 45% shade through vegetation or building coverage • An architectural lighting feature every 15 feet • 90% of the pedestrian pathway shall be constructed with enhanced paving materials such as pavers or non-standard colored concrete.

E2: Landscape Design Guidelines

E2. Landscape Design Guidelines	
a. Uniform Streetscape Design	On the adjacent public rights-of-way, the following shall be included: The landscape zone located between building façade and back of curb along Thomas Road, 34th Street, and 35th Street will provide a shade canopy of street trees and colorful mix of shrubs, accents, and groundcover to buffer the street from the detached sidewalk. The landscape will be comprised of: • Minimum 2" caliper Heritage Live Oak, Hybrid Mesquite, Chinese Elm, Swan Hill Olive, or Texas Mountain Laurel to be planted a minimum of 25' on center, or equivalent groupings, except where utility conflicts exist. A minimum of fifteen (15) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). • Minimum five (5) different shrub species • Minimum two (2) different accent species • Minimum 50% live ground coverage within landscape areas

	• Minimum 15% of hardscape areas shall be constructed with enhanced materials such as decorative pavers. <u>Utility Conflict Resolution:</u> Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
b. Uniform Perimeter Design	The rear building setback area (abutting the single-family neighborhood) will provide a colorful mix of shrubs, accents, and groundcover as well as a shade canopy of trees in concentrated areas (where not in conflict with the fire lane) to help buffer the single-family homes from the Development. The landscape will be comprised of: • A minimum of fifty (50) 2" caliper Heritage Live Oak, Hybrid Mesquite, Chinese Elm, Swan Hill Olive, or Texas Mountain Laurel. A minimum of fifteen (15) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24" tall at maturity). • Minimum five (5) different shrub species • Minimum two (2) different accent species • Minimum 40% live ground coverage within landscape areas • Minimum 40% of hardscape areas shall be constructed with enhanced materials such as decorative pavers. <u>Utility Conflict Resolution:</u> Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
c. Required Common Open Spaces	Required common open spaces will include a shade canopy of trees (where possible) and colorful mix of shrubs, accents and groundcover to provide visual interest and a comfortable seating environment. The landscape will be comprised of: • A minimum of one (1) 2" caliper Heritage Live Oak, Hybrid Mesquite, Chinese Elm, Swan Hill Olive, or Texas Mountain Laurel per 1,000 sf of open space area. A minimum of twenty-six (26) 5-gallon drought-resistant shrubs or accent plants per tree (maximum 24 inches tall at maturity).

	• Minimum 50% live ground coverage within landscape areas <u>Utility Conflict Resolution:</u> Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
E3. Amenities	

a. Resident Amenities	Residential amenities (private amenities) shall include a minimum of three (3) of the following amenities across three (3) separate spaces:
	• Lobby and amenity space no less than 6,000 sf
	• Lounge and fitness center no less than 2,500 sf
	• Outdoor seating area(s)
	• Yoga/event lawn
	• Swimming pool and/or spa with at least three (3) of the following:
	  ○ Lounge deck
	  ○ Shaded outdoor dining area(s)
	  ○ Barbeque grill(s)
	  ○ Seating node(s)

b. Amenity Restriction	No portion of the building rooftop area may be utilized for resident amenity space.
c. Bicycle Repair Station Location	A bicycle repair station for resident use shall be located within the secured resident bike storage area.
d. Implementation	To implement the above, amenities standards are provided below, where applicable: • A pool and spa shall be located in the "Active Center Courtyard" as illustrated by the conceptual site plan. • A minimum 500 square foot Lounge Deck including sufficient space for permanent or placed seating, tables, and/or reclining sun chairs for a minimum of twenty (20) people shall be located surrounding the pool and spa. • Covered Patios for outdoor cooking and dining shall be a minimum of 500 square feet for the location of no less than four (4) table and chair sets under a minimum 50% shade cover (structural and/or vegetative). • A yoga/event lawn shall be a minimum of 1,000 square feet and utilize freeform open space for flexible use.

	• A secured Quiet Meditative Courtyard shall be provided and feature a walking path and activities lawn to permit flexible use of the space. • Seating Node areas shall be separated from other areas via wall, planters, change in materials, or other features to delineate the space.

F. SIGNS

F1: Permitted Signs

Signage shall comply with Section 705 of the Zoning Ordinance except as modified below:

- Ground monument signs shall be permitted within the building and landscape setbacks.

G. SUSTAINABILITY

G1: City Enforced Standards

The following are standards that are measurable and enforceable by the City and will be provided:

- As encouraged by Reimagine Phoenix, recycling receptacles and chutes will be provided in the refuse room. These will be commercial bins serviced by private solid waste provider.
- Dual Glaze Windows with High Performance Low-e Glazing.
- All primary site lighting will be LED lighting.
- Provide water efficient landscaping (drought tolerant plants).
- Utilize a drip irrigation system with a 'smart' controller to minimize water waste.
- Salvage and reuse of existing trees is strongly encouraged.

G2: Developer Enforced Standards

The following are sustainability practices that are highly encouraged and planned to be utilized but which are not enforceable by the City:

- Utilize low water usage plumbing fixtures.
- Encourage the design of buildings' HVAC systems to eliminate the usage of CFC's and CFC based refrigerants.
- Encourage the use of water-based adhesives on all VCT and vinyl flooring to minimize VOC off gassing.
- Lower flow toilets and showerheads.
- Energy Star Rated appliances.
- Reduce heat island effect through ample open space, desert adapted landscaping, and vegetation to include shrubs etc.
- On-site amenities and activity programs to encourage residents to remain on property, reducing off-site traffic trips.
- Recycling services will be provided for tenants.
- Tenant invoicing and billing services will be paperless.
- Consider use of grey water or condensate to supplement potable irrigation water.
- Electric vehicle charging

H. INFRASTRUCTURE

H1: Grading and Drainage

The existing site consists of several commercial buildings used for retail purposes. The main building is occupied by a furniture store, with the smaller separate building being occupied by a barbershop, and heating, ventilation, and air conditioning service company. Asphalt parking lots existing along the west, north, and east sides of the buildings which extend up to the right-of-way limits along 34th Street, Thomas Road and 35th Street respectively. Asphalt parking also exists portions of the south sides of the building; however, the south-central area of the site appears to be compacted dirt. The site is graded such that the parking lots run off to both 34th and 35th Streets. The south area of the site drains to the southwest corner of the site and appears to outlet through an alley to the south. The alley outlets to Windsor Avenue to the south. The roof drains of the buildings are located on the south sides of the buildings and drain to the pavement surface. Thomas Road run-off flows from east to west with 6" curb and gutter lining the road. 34th Street and 35th Street run-off flows from north to south with 4" roll curb lining the streets. An existing bus stop is located at the west end of Thomas Road.

The proposed site will consist of a 5-story building with parking garage located on the western half of the Development site. Retail uses and amenities are located on the northeastern area of the proposed building. The parking garage will be accessible from one (1) point along 34th Street and from one (1) point along Thomas Road. A service drive exists on the east side of the building and will be accessible from 35th Street to the east. Finally, a fire truck access path will be constructed along the south side of the building with connections to both 34th Street and 35th Street. The fire truck access will be configured and paved in a way that is functional for the fire department but is also aesthetically pleasing for residents to use as a plaza-style walking path. The existing bus stop along Thomas Road will be updated and reconstructed. Roof drainage will be collected underground and conveyed to an underground retention system located on the south side of the Development. Being a redevelopment, the retention system will be sized for the greater of the first flush volume and the pre- versus post volume. In this situation, the first flush volume will govern. The site will be dewatered using a dual chamber drywell which will drain the site's runoff within 36 hours. The site's emergency outfall will be located at the fire lane access point along 34th Street. No offsite flows are anticipated.

H2: Water and Wastewater

Public water infrastructure exists in the adjacent public roads and is assumed to be of sufficient capacity to service the proposed development. New private domestic and fire suppression services will be provided as necessary onsite per current City development codes and policies. Water service will be provided on the east side of the property by a domestic service line tapped into an existing 8-inch line within 34th Street. A second water service will be provided on the west side of the property by a domestic service line tapped into an existing 6-inch line with 35th Street. A 1" irrigation service line will also be connected to the same existing 6" line. Existing fire hydrants along the west, north, and east sides of the Development will be reused. Additional hydrants will be placed on-site along the south side of the Development as needed. A new fire line loop will connect to the existing water main in 34th Street to the existing main in 35th Street. The existing main within 35th Street may need to be upsized to meet the fire flow requirements.

Two (2) existing 8" sewer lines serve the Development site and are fed through the two (2) alleys

located in the southwest and southeast corners of the Development. Both sewer mains flow to 8" main to the south located within Windsor Avenue. New grease interceptors for proposed restaurant use will be installed on the east side of the Development and on the west side of the Development, located just inside the parking garage area.

H3: Circulation Systems

There are five (5) anticipated driveways that can be used to access the site. Two (2) of these are fire truck access points only and are not analyzed in the traffic report. These driveways will have a mountable curb and will be secured by vehicle gates to prevent private automobiles from accessing at these points. The proposed signalized intersection and driveway at 34th Place and Thomas Road will provide primary resident and guest access to the Development's parking garage. The driveway at 34th Street will provide restricted left-in/right-out access to the parking garage. The driveway at 35th Street will serve as access for maintenance and repair vehicles only.

This site will generate about 1,689 total weekday trips. This includes approximately 125 morning, 83 midday, and 157 afternoon peak hour trips.

Projected level of service, right turn volume, and the existing speed limit along Thomas Road do not warrant installation of dedicated deceleration/turn lanes in service of the Development.

The existing traffic has an acceptable level of service ("D" or higher) for each turning movement and the anticipated 2025 (year) background traffic also has an acceptable level of service for each turning movement. The anticipated total traffic in 2025 at the 34th and 35th Street Driveways are each anticipated to have an acceptable level of service for each turning movement.

The proposed four-way signalized intersection at Thomas Road and 34th Place would result in an acceptable level of service for all analyzed turning movements as per anticipated 2025 traffic. This improvement also allows for a controlled pedestrian crossing across Thomas Road, helping reduce the potential of traffic cutting through the residential neighborhood to the south since site traffic will now have a direct left out that will have a reasonable level of service.

The road characteristics and vehicle average daily traffic warrant the addition of a Pedestrian Hybrid Beacon or traffic signal to allow a controlled passage for pedestrians according to the City of Phoenix Crosswalk Matrix. The proposed signalized intersection and pedestrian crosswalk at 34th Place and Thomas Road satisfies this need to the benefit of the surrounding residents and area commuters.

H4: Complete Streets

The City of Phoenix Complete Streets Design Guidelines include a number of suggestions for new development, some of which are applicable to this project:

- Streets should be designed to promote safety for all users, particularly children, the elderly, those with disabilities, transit users, and more vulnerable modes (walking, bicycling, transit). New detached sidewalks with wide landscape planters between the back of curb and sidewalk will be constructed along 34th Street, 35th Street and Thomas Road. Detached sidewalks will help increase perceived and real pedestrian safety, contributing to a sense of comfort for travelers on foot. Additionally, a new signalized

intersection at Thomas Road and 34th Place will provide a safe place for pedestrians to cross Thomas Road as well as help manage historically high-speed traffic, increasing safety and reducing accidents overall.

- Shade should be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists. See **Section D5: Shade**, "Shading, which may be architectural, vegetative or any combination thereof, shall be provided…" at a minimum of 65% for all public and private sidewalks.

- Streets should be designed to connect neighborhoods via streets, sidewalks, and trails. A new sidewalk along 34th Street and updated detached sidewalk along 35th Street and Thomas Road will help strengthen pedestrian connection from the adjacent neighborhood to the Thomas Road arterial. The new signalized intersection will create a safe connection between the south and north sides of Thomas Road.

- Streets should be designed to expand the availability of public seating and bicycle racks. See Section D3.a: Bicycle Parking, "0.25 spaces per dwelling unit, maximum 50 spaces" and Section D3.b: Parking Location, Bicycle, "All parking areas shall be located within the garage structure."

I. COMPARATIVE ZONING STANDARDS

I: Comparative Zoning Standards Table

Standards	C-2 Standards	R-5 PRD Standards	R1-6 Standards	Proposed PUD Standards
a. Maximum Building Height	56' or 4 stories	4 stories or 48' (1)(2)	2 stories and 30'	58' (5 stories)
b. Lot Coverage	50%	50%	40%	60%
c. F.A.R.	None	None	None	None
d. Dwelling Unit Density (Units/Gross Acre)	14.5 Dwelling Units/Acre 43.5 Dwelling Units/Acre with Density Waiver	45.68 Dwelling Units/Acre 52.20 Dwelling Units/Acre with bonus	5.30 Dwelling Units/Acre	45.3 Dwelling Units/Acre
d. Building Setbacks				
North (Thomas Road):	Average 25'	20'	10' front	20'
West (34th Street):	Average 25'	20'	10' Side	20' for 73.5% of frontage 25' for 10% of frontage 33' for 16.5% of frontage Average 22.6'
East (35th Street):	Average 25'	20'	3' Side	20' for 30% of frontage 40' for 70% of frontage

South:	45’	10’	25’ Rear	Average 34’ Section “A” – 27’ Section “B” – 34’ Section “C” – 60’ Section “D” – 35’ Section “E” – 48’ 56.44% > 45’
e. Landscape Setbacks **North (Thomas Road):** **West (34th Street):** **East (35th Street):** **South:**	 Average 25’ Average 25’ Average 25’ 45’	 20’ 20’ 20’ 10’	 N/A N/A N/A N/A	 20’ 20’ for 73.5% of frontage 25’ for 10% of frontage 33’ for 16.5% of frontage Average 22.6’ 20’ for 30% of frontage 40’ for 70% of frontage Average 34’ Section “A” – 27’ Section “B” – 34’ Section “C” – 60’ Section “D” – 35’ Section “E” – 48’ 56.44% > 45’

(1) There shall be a 15-foot maximum height within ten feet of a single-family zoned district, which height may be increased one foot for each additional one foot of building setback to the maximum permitted height.
(2) The height limitation of four stories or 48 feet applies to residential uses.

J. LEGAL DESCRIPTION

Per Deed recorded at Maricopa County Recorder, June 29, 2006 MCR #20060878824

Parcel No. 1:

That portion of the Northwest quarter of the Northeast quarter of the Northwest quarter of Section 36, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, previously described in Joint Tenancy Deed recorded Document No. 2004-653085, Maricopa County Records, together with Lot 3, McCOMBS HOMES, according to the plat recorded in Book 46 of Maps, Page 27, Maricopa County Records, more particularly described as follows:

Note: The record bearings and distances In the following description, denoted by (record), refer to the bearings and distances contained in the Joint Tenancy Deed recorded in Document No. 2004-653085, Maricopa County records;

Commencing at a City of Phoenix brass cap at the Northeast corner of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence North 89 degrees 39 minutes 32 seconds West (assumed basis of bearings), along the North line of the said Northwest quarter of the Northeast quarter of the Northwest quarter of Section 36, a distance of 497.60 feet to the Northeast corner of the West half of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence South 00 degrees 06 minutes 43 seconds West along the East line of the West half of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36, a distance of 40.00 feet to the Point of Beginning;

Thence South 89 degrees 39 minutes 32 seconds East, along the South line of the North 40 feet of the Northwest quarter of the Northeast quarter of the Northwest quarter of Section 36, a distance of 460.65 feet (measured), 460.72 feet (record) to the beginning of a tangent curve concave Southwesterly, having a radius of 12.00 feet (measured), 12.05 feet (record);

Thence Southeasterly 18.80 feet (measured), 18.88 feet (record), along the arc of said curve and along the Westerly line of that certain parcel conveyed to the City of Phoenix for street purposes by Docket 7805, page 784, Maricopa County records, through a central angle of 89 degrees 46 minutes 03 seconds (measured), 89 degrees 45 minutes 23 seconds (record) to a point of tangency;

Thence South 00 degrees 06 minutes 31 seconds West (measured and record), along the West line of the East 5 feet of Lots 1, 2 and 3 of said McCOMBS HOMES, a distance of 282.02 feet (measured), 281.85 feet (record) to the intersection with the South line of the North 10 feet of said Lot 3, McCOMBS HOMES;

Thence South 89 degrees 39 minutes 30 seconds East along said South line a distance of 5.00 feet to the East line of said Lot 3;

Thence South 00 degrees 06 minutes 31 seconds West along said East line 67.00 feet to the Southeast corner of said Lot 3;

Thence North 89 degrees 39 minutes 30 seconds West 137.87 feet to the Southwest corner of said Lot 3;

Thence North 00 degrees 06 minutes 35 seconds East, along the West line of said Lot 3, a distance of 67.00 feet to the intersection with the South line of the North 10 feet of said Lot 3 and the Southeast corner of that 8 foot wide alley abandoned by Docket 7635, page 43, Maricopa County records;

Thence North 89 degrees 39 minutes 30 seconds West, along the Westerly prolongation of the South line of the North 10 feet of said Lot 3, a distance of 8.00 feet to the West line of the East half of the East half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36 and to a corner of said parcel described in Joint Tenancy Deed recorded in Document No. 2004-653085, Maricopa County records;

Thence South 00 degrees 06 minutes 35 seconds West 187.00 feet (measured), South 00 degrees 05 minutes 37 seconds West 187.01 feet (record), along said West line to the intersection with the South line of the North 80 feet of the South 230 feet of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence North 89 degrees 39 minutes 30 seconds West 331.75 feet (measured), North 89 degrees 41 minutes 12 seconds West 331.75 feet (record) along said South line to the intersection with the East line of the West half of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence North 00 degrees 06 minutes 43 seconds East 80.00 feet (measured), North 00 degrees 05 minutes 15 seconds East 80.00 feet (record), along said West line, to the intersection with the North line of the South 230 feet of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence South 89 degrees 39 minutes 30 seconds East 6.00 feet (measured), South 89 degrees 41 minutes 12 seconds East 8.01 feet (record), along said North line, to the East line of the West 8 feet of the East half of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36, and to the Southeast corner of that certain 6 foot wide alley conveyed to the City of Phoenix by Docket 3739, page 148, Maricopa County records;

Thence North 00 degrees 06 minutes 43 seconds East 217.00 feet (measured), North 00 degrees 05 minutes 06 seconds East 217.11 feet (record), along said East line, to the intersection with the North line of the South 447 feet of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence North 89 degrees 39 minutes 30 seconds West 8.00 feet (measured), North 89 degrees 31 minutes 54 seconds 8.02 feet (record), along said North line, to the intersection with the East line of the West half of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36;

Thence continuing along said North line North 89 degrees 39 minutes 30 seconds West 164.09 feet (measured), North 89 degrees 39 minutes 03 seconds West 164.05 feet (record) to the beginning of a non-tangent curve, the center of said curve bearing North 81 degrees 32 minutes 50 seconds East a distance of 159.90 feet;

Thence Northerly 23.91 feet (measured), 20.48 feet (record) along the arc of said curve through a central angle of 08 degrees 33 minutes 57 seconds (measured), 07 degrees 20 minutes 17 seconds (record) to a point of tangency;

Thence North 00 degrees 06 minutes 47 seconds East 153.15 feet (measured), 156.50 feet (record) along the West line of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36 to the intersection with the South line of the North 47 feet of said Northwest quarter of the Northeast quarter of the Northwest quarter of Section 36;

Thence North 45 degrees 13 minutes 37 seconds East 9.88 feet (measured and record) to the South line of the North 40 feet of said Northwest quarter of the Northeast quarter of the Northwest quarter of Section 36;

Thence South 89 degrees 39 minutes 32 seconds East 158.87 feet (measured), 158.76 feet (record), along said South line to the intersection with the East line of the West half of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of said Section 36 and the Point of Beginning.

Parcel No. 2:

Lot 1, KAYE HOMES, according to the plat of record in the Office of the County Recorder of Maricopa County, Arizona recorded in Book 62 of Maps, Page 18.