

# **PUD Narrative for 32<sup>nd</sup> Street EV Body Repair Center**

**Located approximately 320 feet north of the northwest corner of 32<sup>nd</sup> Street and  
Union Hills Drive**



## **Case Z-37-22-2**

First Submittal: May 4, 2022

Second Submittal: July 29, 2022

Hearing Draft: August 22, 2022

City Council Adopted: November 2, 2022

# **CITY OF PHOENIX**

## **11/16/2022**

### **Planning & Development Department**

**PRINCIPLES AND DEVELOPMENT TEAM**

Zoning Attorney (Applicant)

Carolyn Oberholtzer  
Bergin, Frakes, Smalley, & Oberholtzer  
4343 E Camelback Rd, Ste. 210  
Phoenix, AZ. 85018  
602-888-7861

Landowner

SCLP I 32<sup>nd</sup> Street Phoenix, LLC  
302 Datura Street, Suite 100  
West Palm Beach, FL 33401  
Dustin Hicks  
561-812-7480

Architect/Engineer

Kimley-Horn  
1001 West Southern Ave, Suite 131  
Mesa, AZ 85210

## Table of Contents

Planned Unit Development Statement .....	4
Purpose and Intent.....	4
Project Overview and Goals.....	4
Plan Conformance .....	4
Existing Site Conditions.....	5
Development Plan Administration .....	6
Land Use Plan.....	6
List of Uses .....	6
Development Standards .....	7
Development Standards Table .....	7
Landscape Standards Table.....	8
Operational Standards.....	8
Design Guidelines.....	9
Signs.....	11
Fences and Wall Standards.....	11
Lighting Standards.....	12
Phasing.....	12
Sustainability.....	12
Infrastructure .....	13
Grading and Drainage .....	13
Water and Wastewater .....	13
Circulation Systems .....	13
Conformance with Complete Streets Guidelines.....	13
Comparative Zoning Standards Table.....	14
Exhibits .....	15
1. Vicinity and Aerial Maps.....	16
2. Existing General Plan Land Use Map.....	17
3. Preliminary Site Plan .....	18
4. Existing and Proposed Zoning Maps .....	19
5. Legal Description .....	20
6. Preliminary Landscape Plan.....	21
7. Color Elevations .....	23

## Planned Unit Development Statement

The Planned Unit Development (“PUD”) zoning district is authorized by Chapter 6, Section 671 of the Zoning Ordinance of the City of Phoenix (“Phoenix Zoning Ordinance”). A PUD is intended to be a stand-alone document that sets forth the regulatory framework, including permitted uses, development standards and design guidelines, for a particular project (“PUD Regulations”). The PUD may only modify provisions within the Phoenix Zoning Ordinance and does not modify other City of Phoenix codes, regulations or requirements. A PUD may include background information and narrative discussion, including purpose and intent statements, which are intended to illustrate the overall character and vision for the development. Such statements are not regulatory and are not requirements to be enforced by the City of Phoenix. The PUD Regulations apply to all property within the PUD project boundary. The PUD Regulations supersede and replace all applicable Phoenix Zoning Ordinance requirements. If there is a conflict between PUD Regulations and the Phoenix Zoning Ordinance, including the design guidelines within the Phoenix Zoning Ordinance, the terms of this PUD shall apply. If a provision is not addressed by the PUD, then the Phoenix Zoning Ordinance controls.

## Purpose and Intent

### Project Overview and Goals

This is a request for a unique Planned Unit Development (PUD) for the property located approximately 320 feet north of the northwest corner of 32<sup>nd</sup> Street and Union Hills Drive (the “Property”) that was previously operated as a newspaper distribution use under the existing C-2 Zoning. **See Exhibit 1, Vicinity Map and Aerial Map.** The new owners of the Property have partnered with a tenant to transform the existing building into an electric vehicle body repair shop in a location that is proximate to their customers in the City of Phoenix. This PUD is requested to add one (1) additional use to the Property’s C-2 zoning classification –an electric vehicle body repair center– and provide for enhanced development standards related to that use.

### Plan Conformance

The City of Phoenix General Plan designates the Property as Commercial. **See Exhibit 2, General Plan Map.** This PUD will provide for the addition of a customer-facing use in a C-2 District and is fundamentally a service to vehicle owners. As such, it is commercial in nature and consistent with the General Plan designation.

The North 32<sup>nd</sup> Street Plan designates the Property as a STABILITY site, with the adjacent 32<sup>nd</sup> Street Corridor and surrounding properties to the east designated for RETROFITTING OR REPURPOSING. The proposed PUD will enable an additional use on the site consistent with the North 32<sup>nd</sup> Street Plan by maintaining the general site layout and enhancing its considerations



for the surrounding residential uses to the north and west. The proposed adaptive reuse of the site contemplates aesthetic improvements to the front façade of the existing structure on the Property, most notably by enclosing the existing street-facing loading docks visible from 32<sup>nd</sup> Street to convert that portion of the building into administrative office space for the electric vehicle body repair use on the Property.

This PUD supports the purpose, intent and values stated in the North 32<sup>nd</sup> Street Plan by:

- Establishing branding through the corridor
- Facilitating full occupancy with business in vacant parcels
- Upgrading the number and types of businesses
- Attracting investment from business owners
- Creating an identity and sense of place

### Existing Site Conditions

The Property is the former location of the Arizona Republic Phoenix distribution center and is 5.05 acres with a single structure that is approximately 35,320 square feet. The current building includes an open loading bay on the southeast corner that faces 32<sup>nd</sup> Street. and was used by the former occupant as a key access point for distribution trucks. The Property is an established site with mature landscaping, including notable palo verde trees bordering and screening the east side of the property on the 32<sup>nd</sup> Street frontage. Adjacent land uses to the Property include residential (R1-8) bounding the north and west sides of the Property, and commercial (C-2) along the south border. The Property is bound by 32<sup>nd</sup> Street to the east with commercial (C-1) across the street. The site is separated from adjacent uses by an existing block wall measuring 6 feet on the south and west boundaries of the property and 8 feet the northern boundary.

Surrounding Uses		
Location	Zoning	Land Use
North	R1-8	Single-family residential
East	32 <sup>nd</sup> Street	n/a
East of 32 <sup>nd</sup> Street	C-1	Commercial office and medical uses and a church
South	C-2	Commercial retail uses including corner gas station, barber shop and restaurants
West	R1-8	Single-family residential

## Development Plan Administration

This PUD sets up a framework to facilitate the adaptive reuse of the existing structure to serve as an electric vehicle body repair center to service damaged electric vehicles in the greater Phoenix area. This addition to the existing C-2 uses permitted under the Section 623 of the Zoning Ordinance will be subject to unique development standards as provided in this PUD. Amendments to this PUD, if any, will be processed in accordance with the Zoning Ordinance.

## Land Use Plan

The conceptual layout and design for the project is included in **Exhibit 3, Site Plan**. The existing access to the Property from 32<sup>nd</sup> Street will be utilized, and new gates installed to restrict access to the rear parking area that will be limited to employee parking and vehicle inventory. Customer parking will be located on the south portion of the site near the customer lounge. With the enclosure of the loading dock, the resulting structure will approximately 39,320 square feet. This new building area will beautify the 32<sup>nd</sup> Street Corridor by transforming the street-facing dock into an attractive building with architectural features and signage showcasing new use.

## List of 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.

### **Permitted Uses:**

- Electric vehicle body and fender shop, subject to the conditions/standards outlined in this PUD Narrative.
- All uses permitted in Section 623 (C-2 Intermediate Commercial District) of the Zoning Ordinance.

### **Temporary Uses:**

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

### **Prohibited Uses:**

- All Special Permit uses otherwise permitted in the C-2 Zoning District are prohibited.
- Gas Station
- Non-Profit medical marijuana dispensary facility
- Pawn shop
- Tobacco oriented retailers

## Development Standards

### Development Standards Table

The following development standards apply to any electric vehicle body and fender shop on the property. Development standards not within the table below shall default to those of Ordinance Section 623, Commercial C-2 District – Intermediate Commercial. In the event that another permitted use is developed on the property, the development standards applicable to such development shall be those of Ordinance Section 623, Section 702 (Off-Street Parking and Loading) and Section 1307.H. (Walkable Urban Code – Bicycle Parking).

<b><i>Development Standards</i></b>	
<b><u>Standard</u></b>	<b><u>PUD</u></b>
<b>Maximum Building Height</b>	30 feet
<b>Maximum Lot Coverage</b>	50% of the net lot area exclusive of the first six (6) feet of roof overhang, open carports, covered patios or covered walkways
<b>Building Setbacks</b>	
Street Setback (32nd Street)	Minimum 90 feet
Side Setback (North, adjacent zoning is R1-8)	Minimum 100 feet*
Rear Setback (West, adjacent zoning is R1-8)	Minimum 200 feet*
Side Setback (South, adjacent zoning is C-2)	Minimum 55 feet*
<b>Vehicular Parking</b>	Minimum 1 space per 300 square feet of office space and 1 space per 1,000 square feet of service/repair floor space
<b>Bicycle Parking</b>	Minimum 4 bicycle parking spaces**

\*Trash enclosures and covered surface parking structures up to 12 feet in height may encroach into the required building setbacks.

\*\*All other standards shall follow Section 1307.H. of the Zoning Ordinance.

## Landscape Standards Table

<b><i>Landscape Standards</i></b>	
<b><u>Standard</u></b>	<b><u>PUD</u></b>
<b>Landscape Setbacks</b>	
Street Setback (32nd Street)	Minimum 55 feet
Side Setback (North, adjacent zoning is R1-8)	Minimum 12 feet, Average 30 feet
Rear Setback (West, adjacent zoning is R1-8)	Minimum 20 feet
Side Setback (South, adjacent zoning is C-2)	Minimum 10 feet
<b>Parking Lot Landscaping</b>	
Interior surface area (exclusive of perimeter landscaping and all required setbacks)	10%*
<b>Streetscape Requirements</b>	
Trees	<p>Minimum 1 tree placed 20 feet on center or in equivalent groupings, and minimum five 5-gallon shrubs per tree.</p> <p>Minimum 2-inch caliper (50% of required trees), 3-inch caliper (25% of required trees), and 4-inch caliper (25% of required trees) trees.</p>
Public Sidewalk Shading	Minimum 75%
<b>Setback Planting Requirements</b>	
Trees	<p>Minimum 1 tree placed 20 feet on center or in equivalent groupings, and minimum five 5-gallon shrubs per tree.</p> <p>Minimum 2-inch caliper (50% of required trees), 3-inch caliper (25% of required trees), and 4-inch caliper (25% of required trees) trees.</p>

\*Existing parking lot areas shall adhere to the requirements of Section 702.A.3 of the Zoning Ordinance. New parking areas shall meet the dimensions of Section 702 and new uncovered surface parking stalls shall be shaded a minimum of 25%.

## Operational Standards

The following standards shall apply to an electric vehicle body and fender shop:

- Outdoor storage of electric vehicles awaiting repair shall be permitted on the site, except within the required front building setback.
- All servicing, repair, body, and fender work shall be conducted entirely within an enclosed building.

## Design Guidelines

The following design guidelines shall apply to any electric vehicle body and fender shop. Those standards not addressed herein shall comply with Section 507 Tab A. standards of the Zoning Ordinance:

### *WALLS AND FENCES*

- a. New fences and walls shall have a finished appearance.
- b. The color, materials, and appearance of walls and fences should be compatible with the overall design, character, and style of the development.
- c. Security fencing on the north and south of the property will restrict public access to the rear of the building. The construction will be a modern and attractive view fencing of wrought iron picket design or equivalent to provide security and as well as screening beyond the customer accessible parking areas.

### *SUSTAINABILITY*

#### **Objective: Provide Thermal Comfort for All Users**

- a. The Project will preserve the existing healthy Sonoran Desert vegetation located throughout the property and further enhance the landscaping by adding tree plantings within the parking field and along the rear and adding vegetation along the private walkways to achieve a minimum of 75% shade.
- b. The new building entrance will include a canopy over the glass to provide shade to the front walkway and an attractive customer entrance.
- c. The enhanced landscaping along 32<sup>nd</sup> Street will provide thermal comfort for pedestrians walking along the adjacent public sidewalk.

#### **Objective: Energy Efficiency in Design and Long Term Operation**

The development of this site as an electric vehicle body repair center will enhance the infrastructure needed to keep these vehicles operational. The sustainability of the design will complement the intended user, while providing services to the growing number of electric vehicles in the Phoenix Area.

- a. 6 (six) EV charging stations will be installed as shown on the site plan (**Exhibit 3**).
- b. The existing structure includes TPO roofing (cool roof), which will be preserved in association with the proposed use.
- c. Improvements to the existing structure on the site will include the installation of photovoltaic panels.

## *ARCHITECTURAL DESIGN*

### **Objective: Visual interest with unified elements to establish sense of place**

The existing layout of the property includes two vehicular access points along North 32<sup>nd</sup> Street. The northern access point provides a pedestrian and vehicular vantage point of the existing structure and surrounding Sonoran Desert vegetation, but the southern access point provides a clear view of the existing loading docks on the southeast corner of the Property. The proposed project will provide the following additions to enhance the visual interest of the site:

- a. The building will receive an updated paint scheme on each elevation to modernize the aesthetic.
- b. The existing loading dock will be converted to an extension of the enclosed structure that will serve as the landmark point of interest and entry feature to the Project. The building addition will create a distinct entry feature that will enhance the visual experience for pedestrians and vehicles along North 32<sup>nd</sup> Street in line with the North 32<sup>nd</sup> Street Plan. A variety of building materials will be utilized in the front building elevation facing 32<sup>nd</sup> Street.
- c. The new loading area for vehicular entry to the building will be centered on the east elevation and feature enhanced design through full vision glass roll-up doors.
  - a. The west loading area for vehicular entry will remain in place and feature a solid panel roll-up door.
- d. No loading or roll-up doors shall be permitted on the north building elevation.
- e. New loading area for vehicular entry on the east end of the building will be screened from 32<sup>nd</sup> Street by the existing mature landscaping on site and an enhanced standard requiring a minimum 55' landscape setback on the street frontage.
- f. The addition of the customer entrance on the southeast corner of the property will ensure a human scale for the facility while the added architectural features will increase the visual interest of the building.

## *SITE DESIGN/DEVELOPMENT*

### **Objective: Innovative design of access, circulation, privacy, security, shelter, and other factors to create a unique location that complements the surrounding context**

- a. The site will maintain a similar layout with the addition of the building feature at the southeast corner.
- b. The site will remain a single-use facility with the access points limited directly to 32<sup>nd</sup> Street.
- c. An enhanced landscape setback standard will be codified for the 32<sup>nd</sup> Street frontage.
- d. The new customer entrance and signage will help to create a unique location that complements the commercial character of the immediate surroundings.
- e. Security gates on the north and south of the building will provide additional screening to the employee and vehicle inventory parking areas of the site.

### *LANDSCAPING ENHANCEMENTS*

#### **Objective: Provide shade and soften the look of the development to create a more natural environment**

The PUD provides for additional landscape enhancements to an existing maturely landscaped site and will provide the following standards:

- a. Private walkways will provide a minimum of 75% shade through additional planting.
- b. Commitment to maintain the public sidewalk along North 32<sup>nd</sup> Street in compliance with the “complete streets” standards and the North 32<sup>nd</sup> Street Plan.
- c. Preservation of existing healthy Sonoran Desert vegetation located throughout the property.
- d. Further enhancement of the landscaping by adding tree plantings within the parking field and along the northern property boundary at an enhanced standard of a minimum of 1 tree every 20 linear feet or equivalent groupings.
- e. The landscape buffer on the east side of the property will require an increased setback of 55 feet.

### Signs

Signage shall comply with Section 705 of the Zoning Ordinance.

### Fences and Wall Standards

Fences and walls shall adhere to Section 703 requirements of the Zoning Ordinance.

## Lighting Standards

Site lighting shall adhere to Section 704 and 507.Tab.A. standards of the Zoning Ordinance and applicable City Code requirements.

## Phasing

The Project will be completed in a single phase.

## Sustainability

The proposed use for the site will contribute to the sustainability initiatives of the Phoenix General Plan while providing needed infrastructure to service the increasing demand for electric vehicles by the residents of Phoenix. The previously stated Design Guidelines enshrine these goals within the PUD.

The following are standards that are measurable and enforceable by the City and will be incorporated within the development:

- Recycling receptacles will be provided in the exterior refuse enclosure.
- Dual Glaze Windows with High Performance Low-e Glazing will be utilized on-site
- Provide water efficient landscaping (drought tolerant plants).
- Utilize a drip irrigation system with a 'smart' controller to minimize water waste.
- Provide an enhanced landscaping setback along 32<sup>nd</sup> Street.
- Retention of existing detached sidewalks to the extent practical.
- Retention of existing Sonoran Desert perimeter vegetation to the extent practical.
- Enhance the landscaping with additional vegetation planting to reduce heat island effect.
- Provide 75% shade on public sidewalks adjacent to the development.
- Six (6) EV charging stations will be installed on the site.

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

- The structure will include TPO roofing (cool roof).
- Utilize low water usage plumbing fixtures
- Encourage the design of building' 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 bathroom fixtures.
- Energy Star Rated appliances.



- Recycling services will be provided for tenants.

## Infrastructure

The property is currently developed with all required utility services.

### Grading and Drainage

The Project will comply with all grading and drainage requirements.

### Water and Wastewater

Water and wastewater will be conveyed by existing City infrastructure.

### Circulation Systems

The Property has two existing driveways to 32<sup>nd</sup> Street. Two access gates will be placed on the north and south of the building to limit access and visibility to the parking lot on the west side of the property. This parking area is to be reserved for employee parking and temporary parking for customer vehicles. A traffic impact statement has been included with this application showing minimal impact and a projected low volume of daily trips from the site. The parking lot has 9% internal landscaping. Vehicular and bicycle parking will be provided in accordance with the standards outlined in this PUD.

## Conformance with Complete Streets Guidelines

In 2018 the City of Phoenix adopted Complete Streets Design Guidelines with the goal promoting health and safety through active streetscapes. Streets within the project area will conform with the following elements of the Complete Streets Design Guidelines:

- The unique character of the area shall be considered during the design of street projects.
- Streets shall be designed to promote safely for all users, particularly children, the elderly, those with disabilities, transit users and more vulnerable modes (walking, bicycling, transit).
- Shade shall be a primary technique to reduce ambient temperatures and to reduce direct sunlight exposure for pedestrians and cyclists.
- Streetscape designs shall include pedestrian infrastructure with pedestrian through zones free of impediments.
- Detached sidewalks are provided along 32<sup>nd</sup> Street. The 32<sup>nd</sup> Street frontage includes enhanced landscaping and buffering providing 75% shading at full maturity. Shade shall be a primary technique to reduce ambient temperatures and to reduce direct sunlight exposure for pedestrians and cyclists.

- Bike parking will be provided on site to facilitate bicycle commuting workers or patrons picking up their repaired vehicles by bicycle.

## Comparative Zoning Standards Table

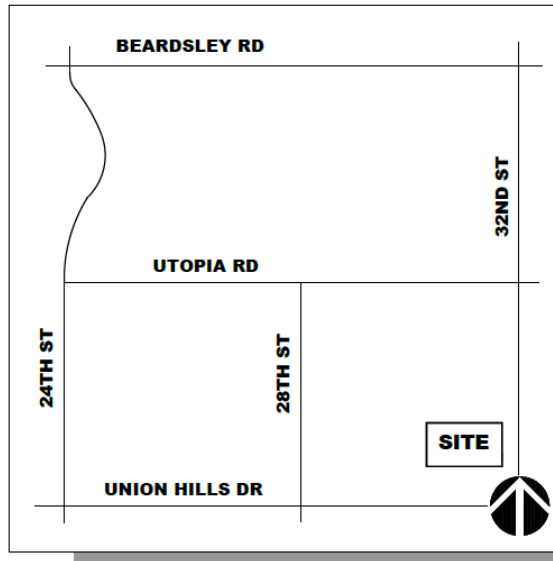
<b>Comparative Zoning Standards Table</b>		
<b>Standard</b>	<b>C-2 Standard</b>	<b>PUD Standard</b>
<b>Maximum Building Height</b>	2 stories (30 feet)	2 stories (30 feet)
<b>Building Setbacks</b>		
Street Setback (32 <sup>nd</sup> Street)	Average 25 feet (minimum 20 feet permitted for up to 50% of structure, including projections)	Minimum 90 feet
Side Setback (North, adjacent zoning is R1-8)	Minimum 50 feet	Minimum 100 feet*
Rear Setback (West, adjacent zoning is R1-8)	Minimum 50 feet	Minimum 200 feet*
Side Setback (South, adjacent zoning is C-2)	Minimum 0 feet	Minimum 55 feet*
<b>Landscape Setbacks</b>		
Street Setback (32 <sup>nd</sup> Street)	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of the frontage	Minimum 55 feet
Side Setback (North, adjacent zoning is R1-8)	Minimum 10 feet	Minimum 12 feet, Average 30 feet
Rear Setback (West, adjacent zoning is R1-8)	Minimum 10 feet	Minimum 20 feet
Side Setback (South, adjacent zoning is C-2)	Minimum 0 feet	Minimum 10 feet
<b>Parking Lot Landscaping</b>		
Interior surface area (exclusive of perimeter landscaping and all required setbacks)	Minimum 10%	Minimum 10%, except for existing parking areas
<b>Streetscape Requirements</b>		
Trees	Minimum 1 tree every 20 feet on center or equivalent groupings 5 shrubs per tree	Minimum 1 tree every 20 feet on center or equivalent groupings 5 shrubs per tree
<b>Setback Planting Requirements</b>	Minimum 1 tree every 20 feet on center or equivalent groupings 5 shrubs per tree	Minimum 1 tree every 20 feet on center or equivalent groupings 5 shrubs per tree
<b>Vehicular Parking</b>	Minimum 1 space per 300 square feet of office or general retail	Minimum 1 space per 300 square feet of office space and 1 space per 1,000 square feet of service/repair floor space

\*Trash enclosures and covered surface parking structures up to 12 feet in height may encroach into the required building setbacks.

## Exhibits

1. Vicinity and Aerial Maps
2. Existing General Plan Land Use Map
3. Preliminary Site Plan
4. Existing and Proposed Zoning Maps
5. Legal Description
6. Preliminary Landscape Plan
7. Color Elevations

**Exhibit 1**  
Vicinity and Aerial Maps

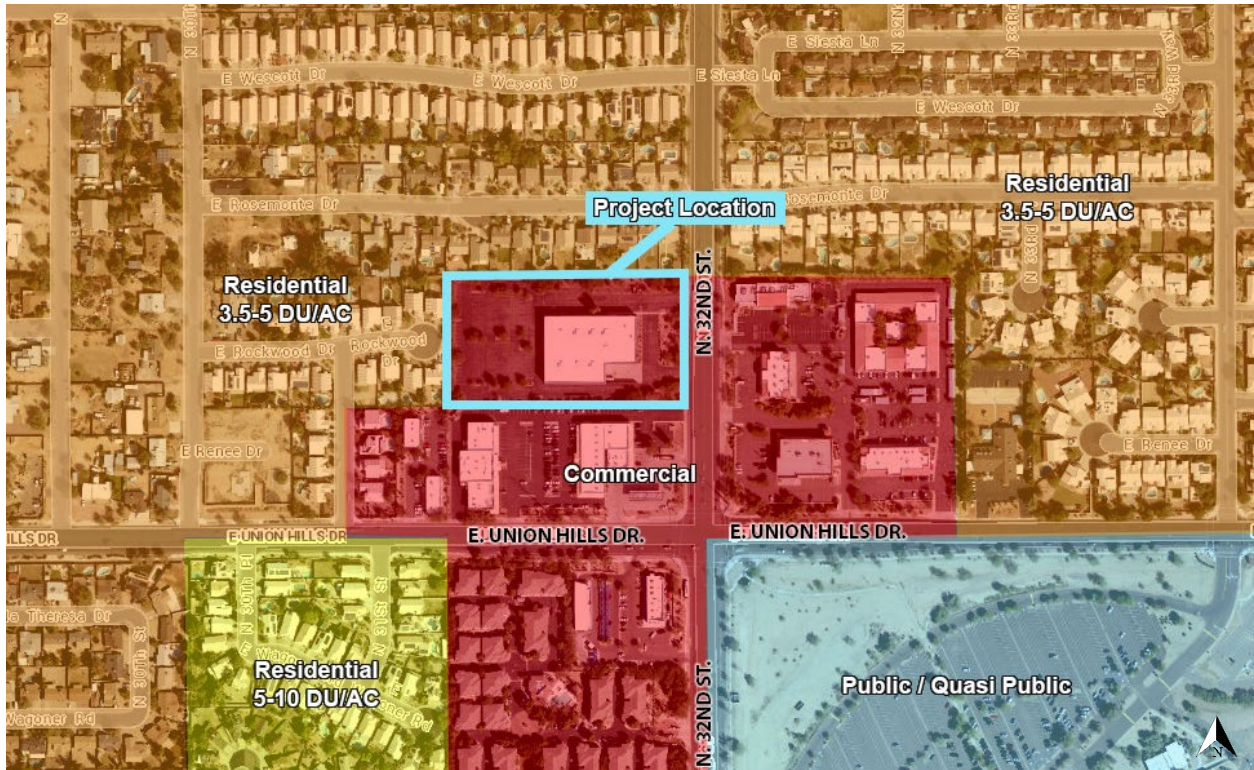


**VICINITY MAP**  
MARICOPA COUNTY





**Exhibit 2**  
**General Plan Land Use Map**











**Exhibit 5**  
Legal Description

## **LEGAL DESCRIPTION**

THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 4 NORTH, RANGE 3 EAST, OF THE GILA SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THAT PORTION DESCRIBED IN DOCUMENT NO. 2000-0260599, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 4 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, LYING EAST OF THE LINE DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SAID NORTH HALF AND THE WEST LINE OF THE EAST 65 FEET THEREOF;

THENCE NORTHERLY ALONG SAID WEST LINE TO THE SOUTH LINE OF THE NORTH 230.33 FEET OF SAID NORTH HALF;

THENCE NORTHEASTERLY TO THE INTERSECTION OF THE NORTH LINE OF SAID NORTH HALF WITH THE WEST LINE OF THE EAST 55 FEET THEREOF AND THE TERMINUS OF THE LINE DESCRIBED HEREIN.













ZONING CASE NUMBER: Z-37-22-2



**32nd STREET COLLISION CENTER | PHOENIX**  
 18808 N. 32nd STREET  
 PHOENIX, AZ 85050

PLANNED UNIT DEVELOPMENT SUBMITTAL

SITE PLAN



144 North Orange Street, Orange, California 92666  
 714 / 639-9860  
 aoarchitects.com

00

AS SHOWN  
 2020-339  
 Date 05/02/2022





VIEW-1



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2



**32nd STREET COLLISION CENTER | PHOENIX**  
 18808 N. 32nd STREET  
 PHOENIX, AZ 85050

**PLANNED UNIT DEVELOPMENT SUBMITTAL**

**CONCEPTUAL ARCHITECTURE - PERSPECTIVE VIEW**



144 North Orange Street, Orange, California 92666  
 714 / 639-9860  
 aoarchitects.com

Scale  
 Job No.  
 Date

**01**

AS SHOWN  
 2020-339  
 05/02/2022





VIEW-2



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2



**32nd STREET COLLISION CENTER | PHOENIX**  
 18808 N. 32nd STREET  
 PHOENIX, AZ 85050

**PLANNED UNIT DEVELOPMENT SUBMITTAL**

**CONCEPTUAL ARCHITECTURE - PERSPECTIVE VIEW**

**AO** Architecture.  
 Design.  
 Relationships.  
 144 North Orange Street, Orange, California 92666  
 714 / 639-9860  
 aoarchitects.com

**02**

AS SHOWN  
 2020.339  
 Date 05/02/2022





VIEW-3



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2



**32nd STREET COLLISION CENTER | PHOENIX**  
 18808 N. 32nd STREET  
 PHOENIX, AZ 85050

**PLANNED UNIT DEVELOPMENT SUBMITTAL**

**CONCEPTUAL ARCHITECTURE - PERSPECTIVE VIEW**



144 North Orange Street, Orange, California 92666  
 714 / 639-9860  
 aoarchitects.com

Scale  
 Job No.  
 Date

**03**

AS SHOWN  
 2020-339  
 05/02/2022





VIEW-4



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2



**32nd STREET COLLISION CENTER | PHOENIX**  
 18808 N. 32nd STREET  
 PHOENIX, AZ 85050

PLANNED UNIT DEVELOPMENT SUBMITTAL

CONCEPTUAL ARCHITECTURE - PERSPECTIVE VIEW

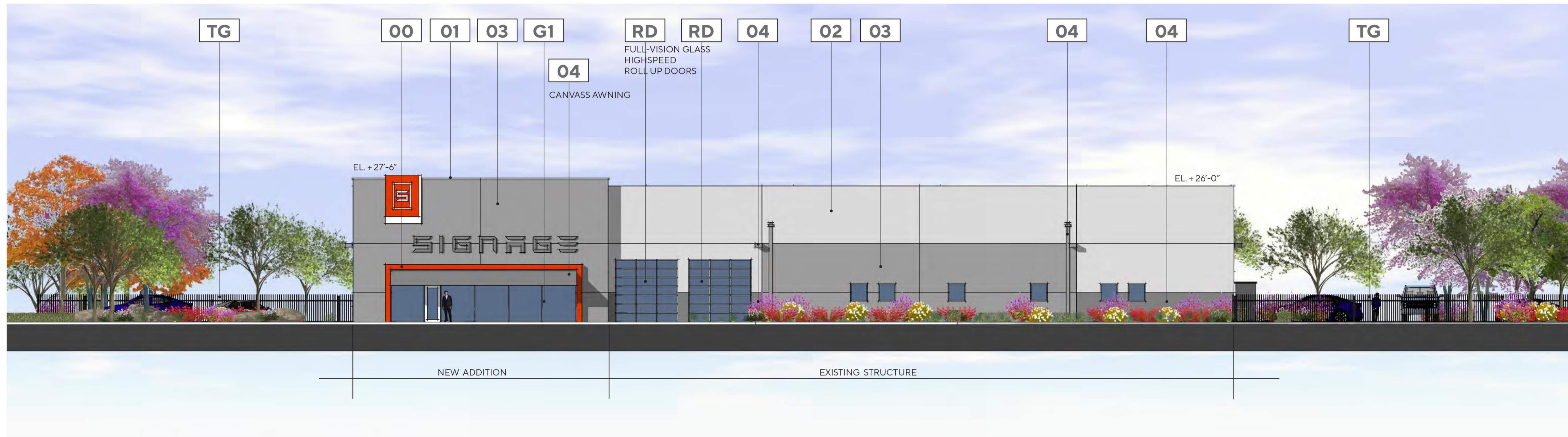


144 North Orange Street, Orange, California 92666  
 714 / 639-9860  
 aoarchitects.com

**04**

AS SHOWN  
 2020-339  
 Date 05/02/2022





EAST ELEVATION

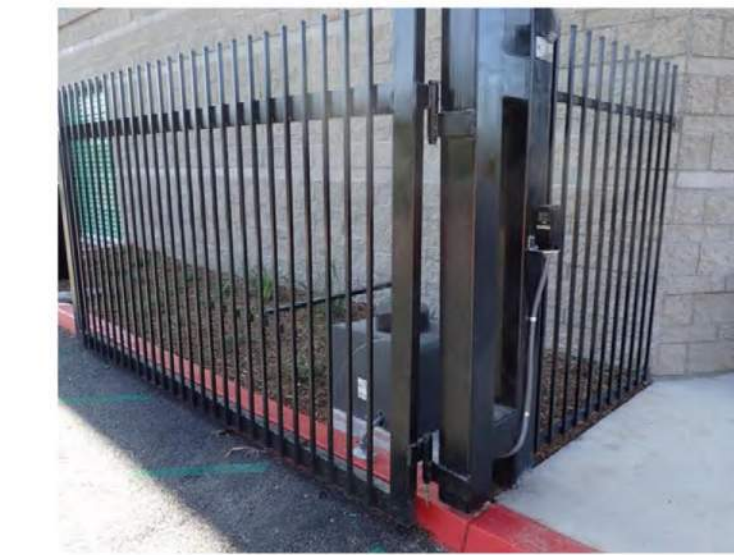
MATERIALS:



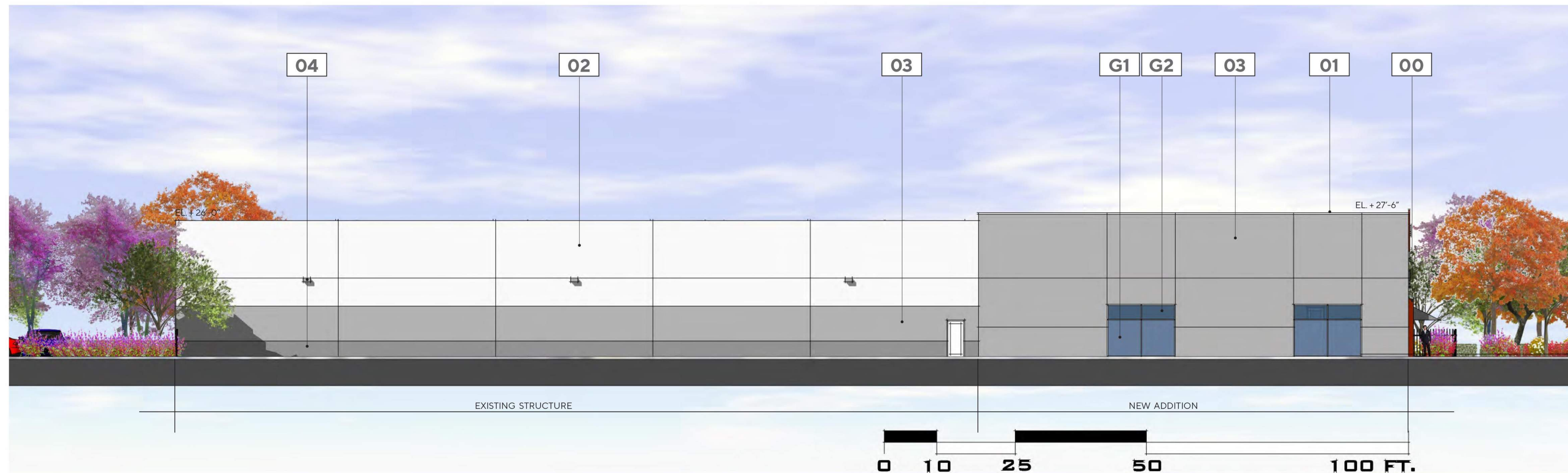
**RD1** FULL VISION GLASS HIGH-SPEED ROLL UP DOOR



**RD2** SOLID PANEL HIGH-SPEED ROLL UP DOOR



**TG** 5'-0" HIGH STEEL ROLLING GATE



SOUTH ELEVATION



**G1** GLASS COLOR: BLUE-GREEN COLOR, BY PILKINGTON



**G2** SPANDREL GLASS COLOR: COATED DARKER BLUE-GREEN COLOR BY PILKINGTON

PAINT /COLOR PALETTE:



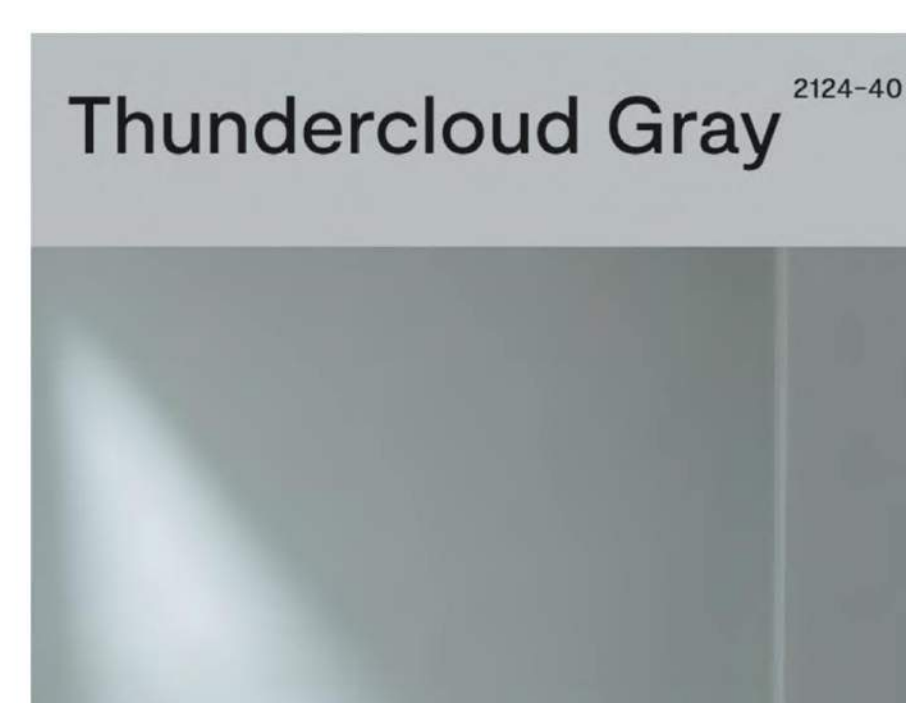
**00** BM 2087-10 "NEON RED" BENJAMIN MOORE



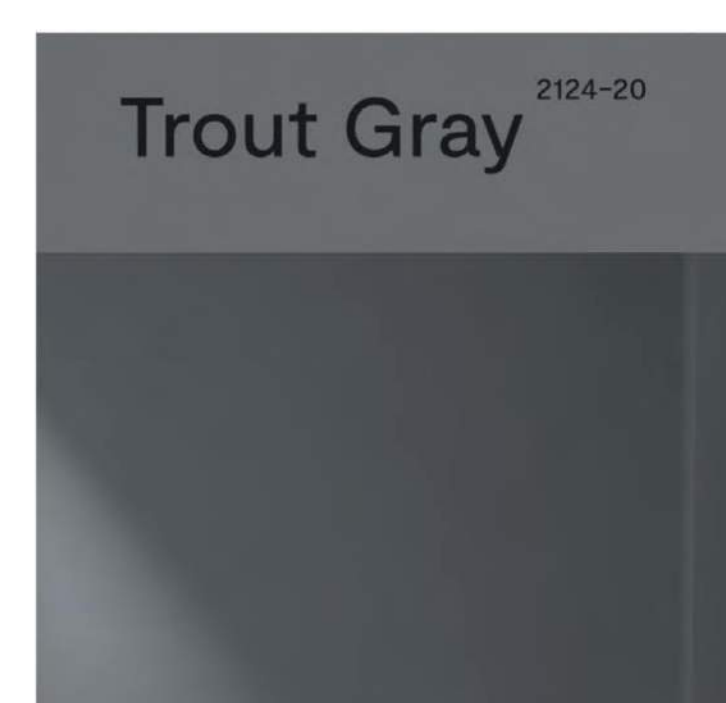
**01** BM OC-65 "CHANTILLY LACE" BENJAMIN MOORE



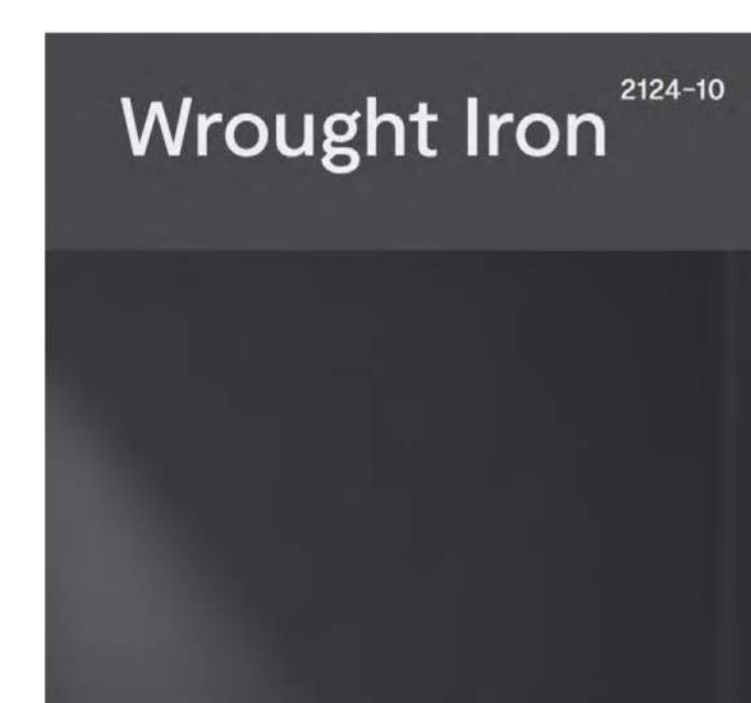
**02** BM 2124-60 "MISTY GRAY" BENJAMIN MOORE



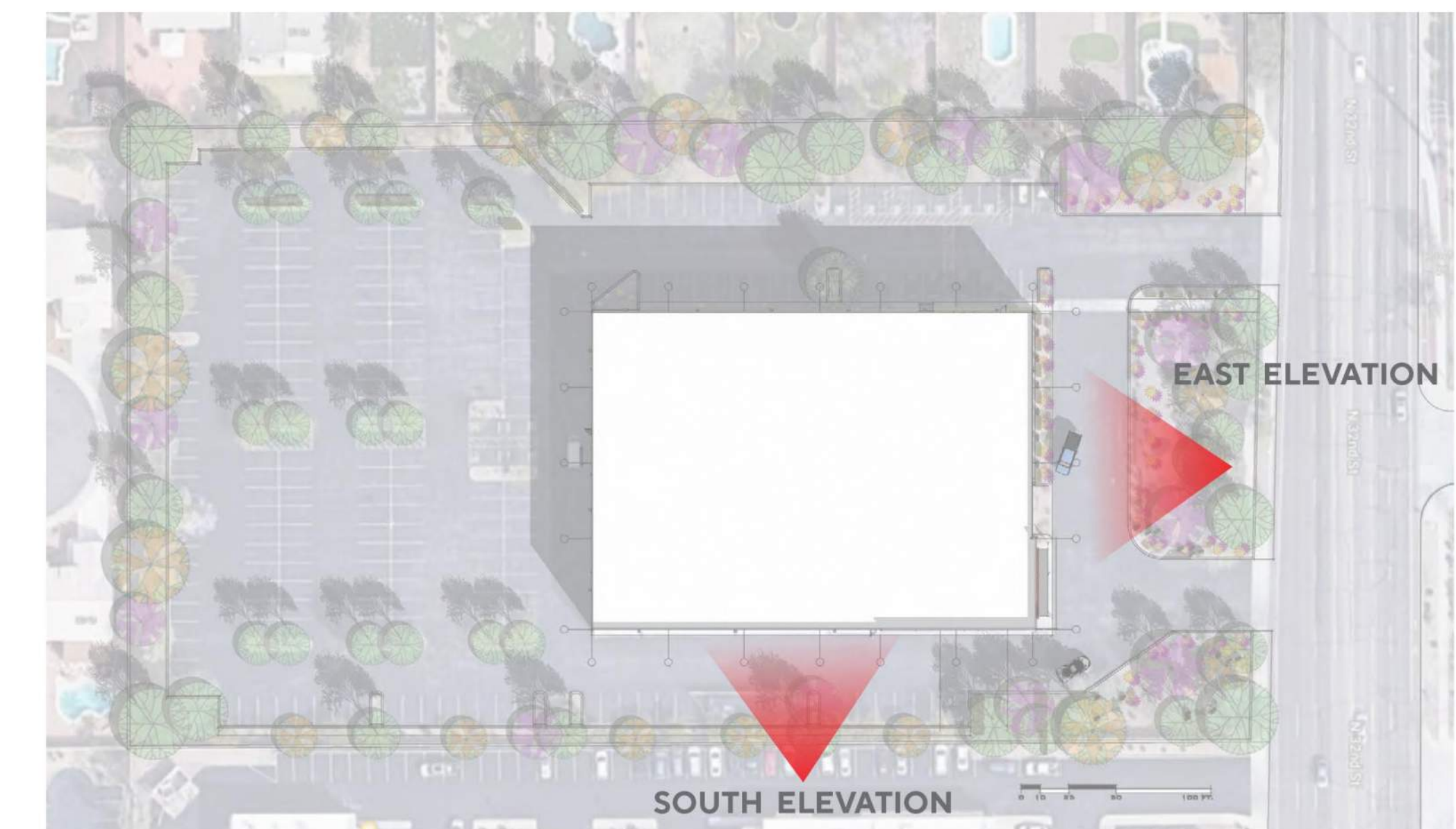
**03** BM 2124-40 "THUNDERCLOUD GRAY" BENJAMIN MOORE



**04** BM 2124-20 "TROUT GRAY" BENJAMIN MOORE



**05** BM 2124-10 "WROUGHT IRON" BENJAMIN MOORE



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2





WEST ELEVATION

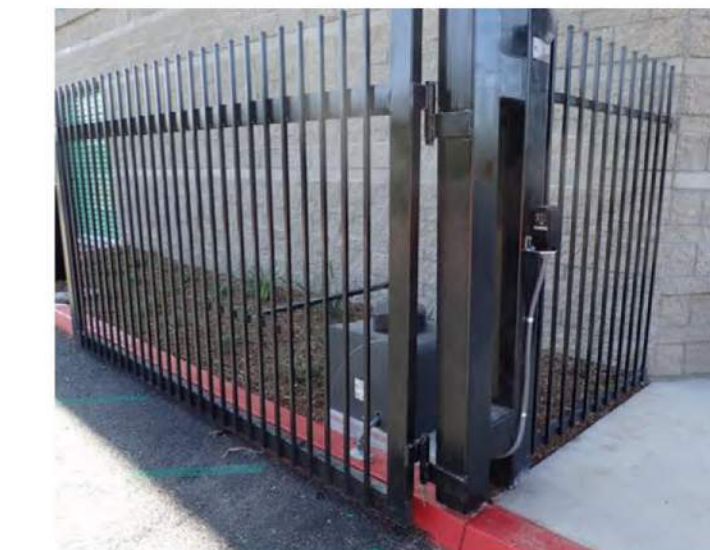
**MATERIALS:**



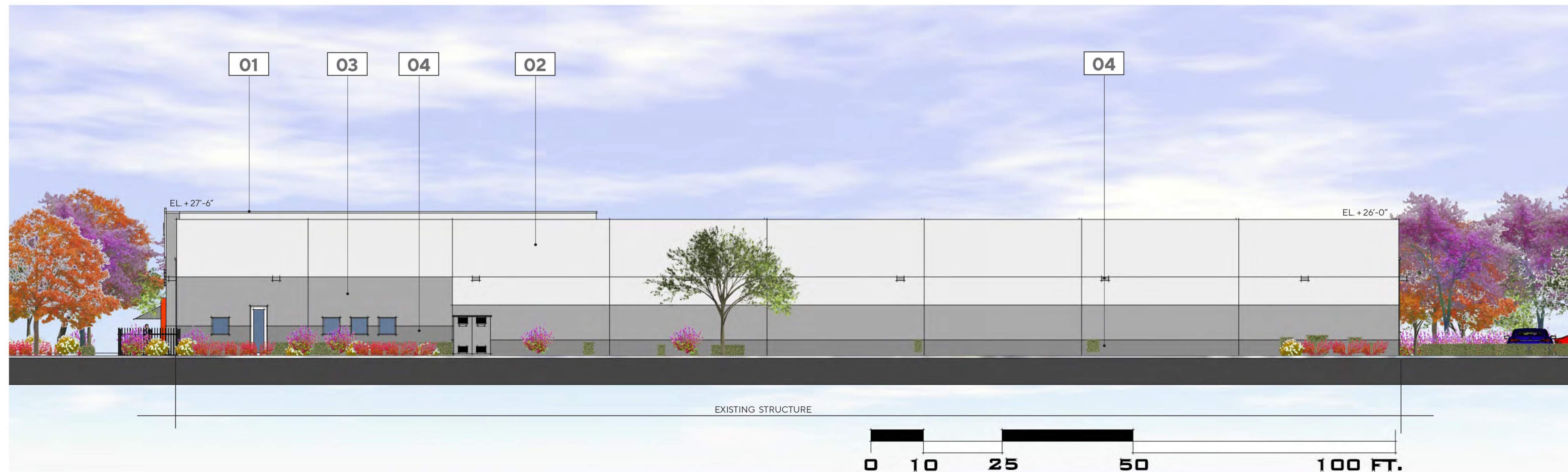
**RD1** FULL VISION GLASS HIGH-SPEED ROLL UP DOOR



**RD2** SOLID PANEL HIGH-SPEED ROLL UP DOOR



**TG** 5'-0" HIGH STEEL ROLLING GATE



NORTH ELEVATION



**G1** GLASS COLOR: BLUE-GREEN COLOR, BY PILKINGTON



**G2** SPANDREL GLASS COLOR: COATED DARKER BLUE-GREEN COLOR BY PILKINGTON

**PAINT /COLOR PALETTE:**



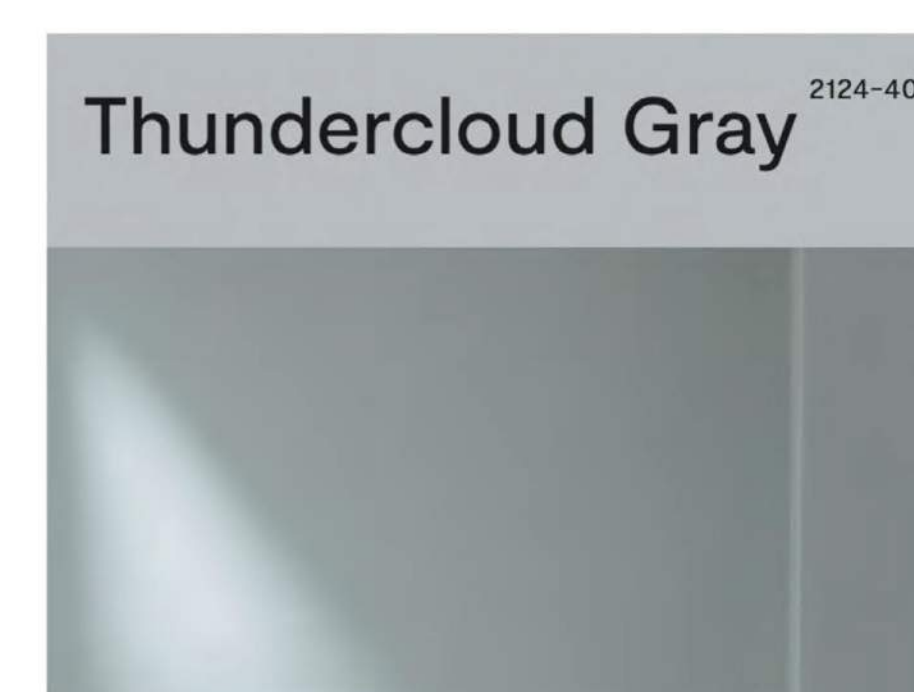
**00** BM 2087-10 "NEON RED" BENJAMIN MOORE



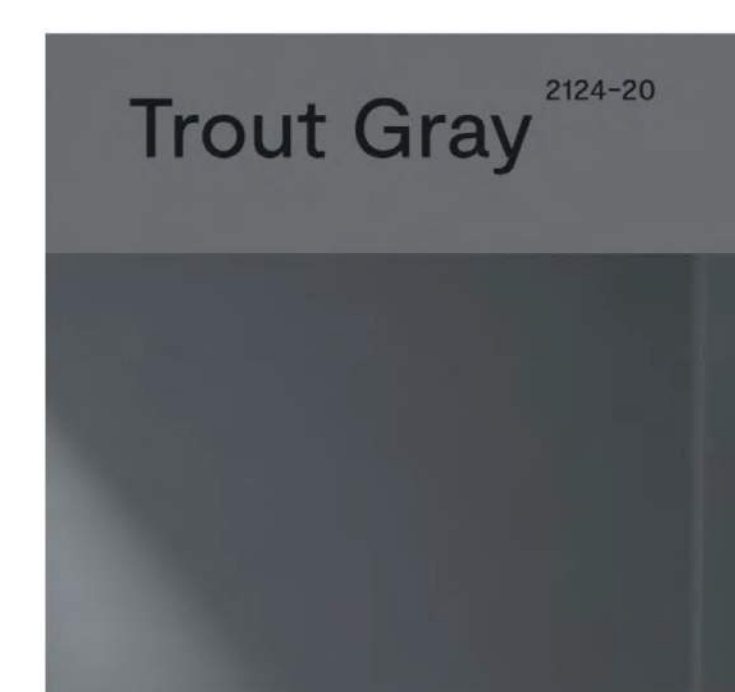
**01** BM OC-65 "CHANTILLY LACE" BENJAMIN MOORE



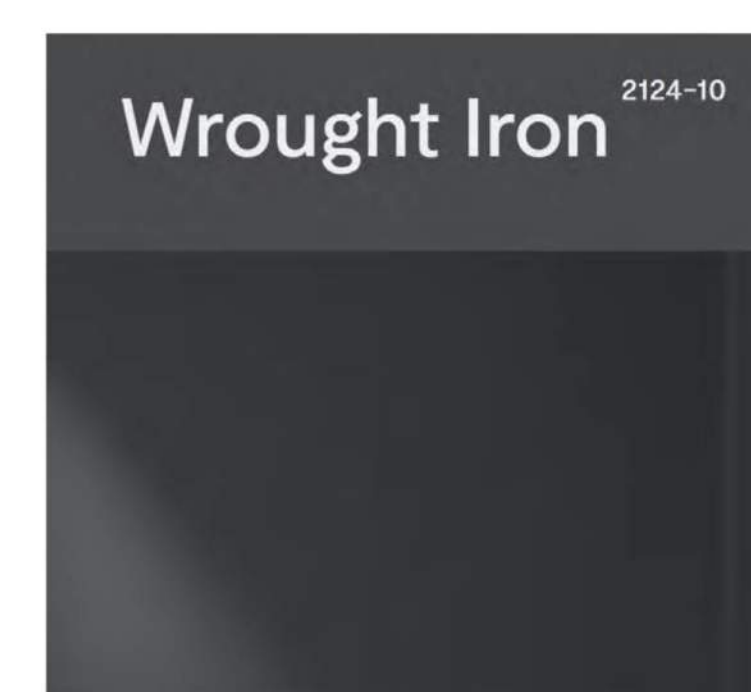
**02** BM 2124-60 "MISTY GRAY" BENJAMIN MOORE



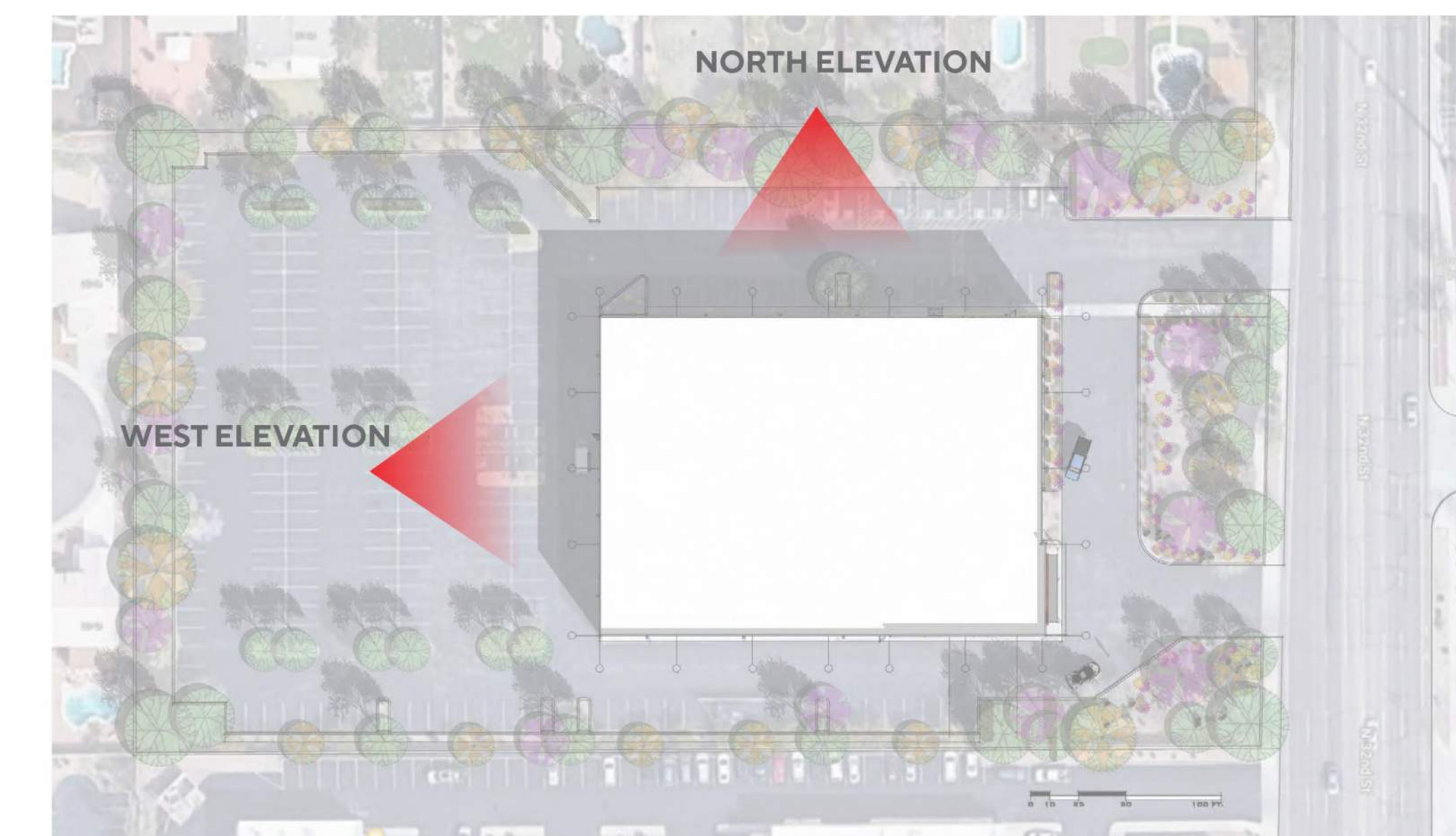
**03** BM 2124-40 "THUNDERCLOUD GRAY" BENJAMIN MOORE



**04** BM 2124-20 "TROUT GRAY" BENJAMIN MOORE



**05** BM 2124-10 "WROUGHT IRON" BENJAMIN MOORE



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2





VIEW-1



VIEW-2



VIEW-3



VIEW-4



VIEW-5



VIEW-6



KEY PLAN

ZONING CASE NUMBER: Z-37-22-2