

AUG 12 2022

Planning & Development  
Department

PLANNED UNIT DEVELOPMENT  
LAND USE & STANDARDS NARRATIVE

# U-HAUL SMART MOBILITY CENTER FLAGSHIP STORE

3<sup>RD</sup> STREET & THOMAS ROAD  
MIDTOWN PHOENIX



## U-HAUL SMART MOBILITY CENTER FLAGSHIP STORE

CASE No. Z-64-19-4

FIRST SUBMITTAL: 12/05/2019

SECOND SUBMITTAL: 04/06/2020

THIRD SUBMITTAL: 06/22/2020

FOURTH SUBMITTAL: 09/24/2020

HEARING DRAFT: 12/10/2020

CITY COUNCIL ADOPTED: 03/03/2021



## PUD DISCLAIMER

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.

This PUD provides the regulatory zoning provision designed to guide the implementation of the overall development plan through the City of Phoenix development review and permit process. The provisions provided within this PUD shall apply to all property within the PUD project boundary. The zoning and development standards provided herein amend various provisions provided by the City of Phoenix Zoning Ordinance (as adopted and periodically amended). In the event of a conflict between a use, a development standard, or a described development procedure between the City of Phoenix Zoning Ordinance and the PUD, the PUD shall prevail.

## PRINCIPALS & DEVELOPMENT TEAM

PROPERTY OWNER / DEVELOPER

U-Haul International  
2727 N. Central Ave.  
Phoenix, AZ 85004

ARCHITECT

RKAA Architects, Inc.  
2233 E. Thomas Rd.  
Phoenix, AZ 85016  
Attn: Robert W. Kubicek  
Phone: (602)955-3900  
Email: [rkubicek@rkaa.com](mailto:rkubicek@rkaa.com)

CIVIL ENGINEER

TBD  
Address  
Address  
Attn:  
Phone:  
Email:

REPRESENTATIVE

Amerco Real Estate Company  
2727 N. Central Ave.  
Phoenix, AZ 85004  
Contact: Parul Butala  
Phone: (602)263-6555  
Email: [parul@uhaul.com](mailto:parul@uhaul.com)

## TABLE OF CONTENTS

A. PURPOSE & INTENT.....	5
1.) EXECUTIVE SUMMARY.....	5
2.) U-HAUL FLAGSHIP STORE OVERVIEW.....	6
3.) U-HAUL SMART MOBILITY.....	9
4.) PROJECT DESIGN CONCEPT.....	9
B. LAND USE PLAN.....	10
C. DEVELOPMENT STANDARDS.....	11
D. DESIGN GUIDELINES.....	14
E. SIGNS.....	14
F. SUSTAINABILITY.....	15
G. INFRASTRUCTURE.....	17

## EXHIBITS

- A. AERIAL PHOTOGRAPH
- B. PARCEL MAP
- C. EXISTING ZONING MAP
- D. CONTEXT PLAN
- E. CONCEPTUAL SITE PLAN
- F. CONCEPTUAL BUILDING ELEVATIONS
- G. MATERIALS
- H. RENDERINGS
- I. SIGN EXHIBIT
- J. U-HAUL SMART MOBILITY CENTER FLAGSHIP STORE FLOOR PLAN
- K. LANDSCAPE PLAN

## **A. PURPOSE AND INTENT**

### **1.) EXECUTIVE SUMMARY**

Upon being discharged from the Navy in the summer of 1945, after World War II, 29-year-old L.S. “Sam” Shoen and his wife Anna Mary tried to rent a utility trailer to move their possessions from Los Angeles to Portland, Oregon. It couldn't be done. They had to take only what they could fit in the car. During that trip they recognized the widespread need for do-it-yourself moving equipment that would be available on a one-way, nationwide basis. U-Haul International was formed. Their visionary approach spread the cost of ownership among many users, facilitating the mobility of the populations of the U.S. and Canada. The covered wagon of the pioneers morphed into orange U-Haul trailers. In the process, an industry was born.

On July 4, 1967 U-Haul moved its corporate headquarters to the Central Towers on Central Avenue in Phoenix. Since that time U-Haul has grown to a publicly traded company operating over 2,000 moving centers across the US and Canada, as well as 20,000 independent dealers. U-Haul is proud to call the City of Phoenix home, employing over 1,700 people at the Central Avenue Corporate headquarters. As U-Haul continues to grow, the need for expansion and continual modernization of the business has prompted major renovations to the Towers buildings and the surrounding property. This Planned Unit Development is a part of a larger vision to create a true Flagship Store for U-Haul International. Recently, other improvements throughout the U-Haul Center have been proposed for development including a fitness and conference center. This Planned Unit of Development aims to bring a storage and moving center to the Flagship Store that will serve the needs of the Midtown Phoenix residents while at the time showcasing a flagship Smart Mobility Center at the heart of the U-Haul home.

## 2.) U-HAUL FLAGSHIP STORE OVERVIEW

The purpose of the U-Haul Smart Mobility Center Flagship Store Planned Unit Development (PUD) is to create specific standards to guide the development of the approximate 0.81 net acres of property located approximately 250 feet west of the southwest corner of 3<sup>rd</sup> Street and Thomas Road (the “Property”) in the Encanto Village of Phoenix.

This PUD is being utilized to incorporate development standards generally consistent with the City of Phoenix Walkable Urban Code (WU Code) as related to the Transit Overlay District (TOD-1) where the Property is located. While the intention of this PUD is to follow the WU Code guidelines, some standards and land use regulations have been modified to meet the needs of the proposed development. The PUD only modifies zoning ordinance regulations and does not modify other City Codes or requirements

The WU Code is a form-based code intended to encourage multiple modes of transportation through designing the urban environment in a way that brings an appropriate mixture of density, activity, and services to areas identified through the Midtown TOD Policy Plan. The Property is located within the Midtown TOD Policy Plan Area with a recommended transect designation of Transect T5:7, a medium intensity district characterized by a mix of building types adjacent to the light rail corridor. Recently developed, and future planned residential development throughout Midtown, and specifically in close proximity to the Property will expand the density of this area. U-Haul’s proposed development at this location will support the vision of the Midtown TOD Policy Plan by providing services to the increasing residential population, reinforcing the mixture of land uses and transit options promoted by the goals of the WU-Code.

The use is a minimal-impact type of development in that it can compatibly be located next to the existing adjacent uses and buildings. It is also a necessary amenity to the many multi-family communities nearby. With the growing number of multi-family residential uses, which are inherently smaller than traditional single-family residential housing there is a great demand for this use.

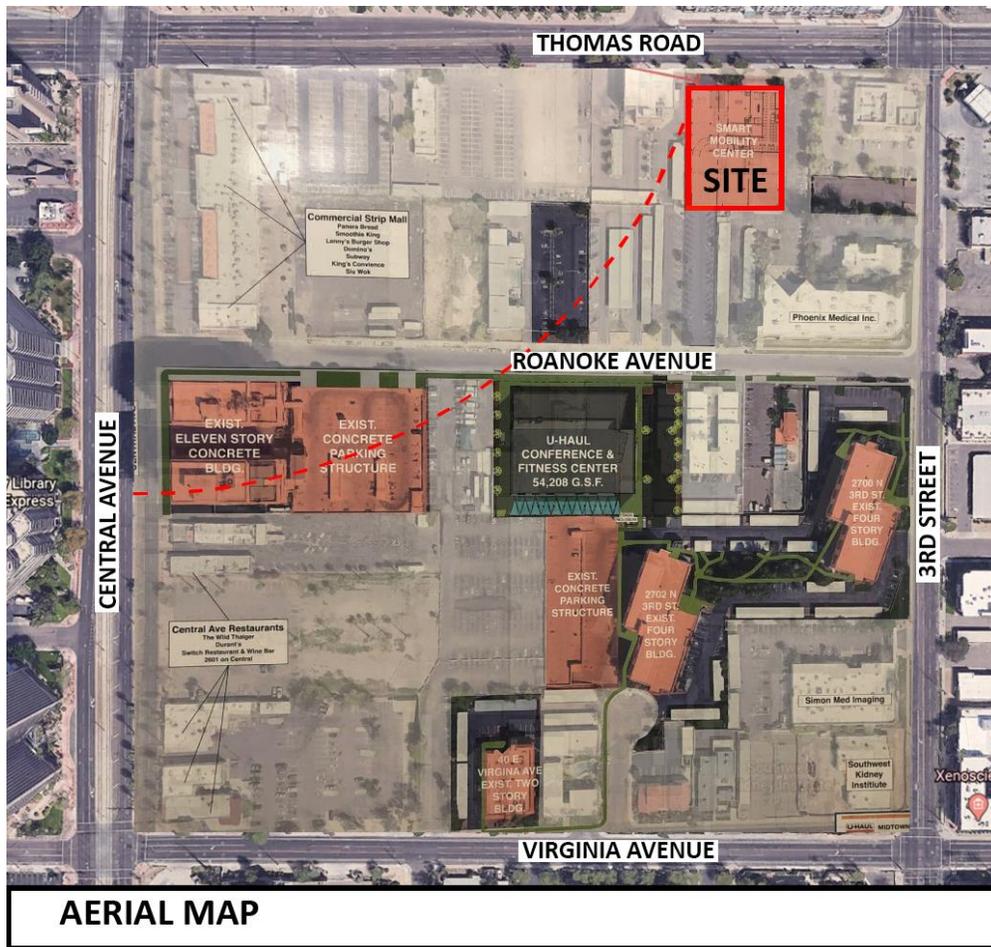
The proposed self-storage facility will offer the best in service, employees, processes, technology, and customer service industry-wide. U-Haul facilities are clean and professionally managed by courteous, knowledgeable and professionally trained customer-oriented managers.

This proposed facility is conveniently located for customers and is equipped with industry-leading security features that are standard at all their developments. Additionally, the facility will be equipped with interior and exterior 24-hour video surveillance equipment. This self-storage facility will be efficiently climate controlled to improve the customer's experience and peace of mind, which is a reflection of the quality standards planned for this development.

When U-Haul first moved to the Central Towers in 1967, they only occupied a portion of the towers, sharing the buildings with other tenants. Today, U-Haul and its affiliate companies not only occupy the towers in their entirety but have accumulated a large portion of the property between Central Avenue and 3<sup>rd</sup> Street. The operations throughout these five buildings range greatly but are all related to furthering U-Haul's pursuit of being a successful mobility company.

Recently there have been efforts taken to transform the multitudes of properties into a cohesive corporate center. In June 2018, under zoning case number Z-30-18-4, the City of Phoenix approved a rezoning of an existing parking area that will hold a conference center and fitness center. Those improvements to the U-Haul corporate center are currently under construction and expected to be complete by summer 2021.

Efforts are being taken to improve connectivity throughout the campus, including walking and cart paths between buildings and parking areas. A shaded, striped 3' wide pedestrian path will be constructed between the flagship storage center and Roanoke. The proposed Smart Mobility Center Flagship Store will tie the whole U-Haul system together by exhibiting the core substance of the company's purpose in a flagship store where the Corporate Headquarters will be integrated with a working business that provides a much-needed service to the surrounding community.



### **3.) SMART MOBILITY**

The heart of the U-Haul Smart Mobility Center Flagship Store is the operation of a self-storage facility and vehicle sharing. The Smart Mobility Center is a new concept to U-Haul; the first Smart Mobility Center was created in Tallahassee, Florida while the second was recently approved as an adaptive re-use project on Baseline Road in South Phoenix. A signature component of the Smart Mobility Center is proximity to public transit in an urban setting. We have found that a large portion of U-Haul customers will utilize public transportation when visiting a moving center to obtain the equipment they need. Additionally, the Smart Mobility Center Flagship Store offers car sharing for those rely on public transit and/or bicycling in their everyday lives and only have occasional need for a passenger vehicle. The other dynamic driving the Smart Mobility concept is that many residents in urban areas have down-sized to smaller homes and have a need for self-storage that is easily accessible. These factors all play a synergistic role in siting a suitable location for a Smart Mobility Center, enabling us to support sustainable transportation by providing a hub for car and truck sharing a permitted use, as well as a retail center where customers can arrange for storage space and purchase moving supplies.

### **4.) PROJECT DESIGN CONCEPT**

The Project consists of a six-story building set forward towards Thomas Road. The Property ingress and egress will be from one access point, one on Thomas Road that is aligned to form a single, thru-driveway ensuring safe and convenient movement. The building design itself is reflective of the building design guidelines set forth in the WU-Code. The façade surfaces are broken up into surfaces existing on different planes, creating an aesthetically interesting view from Thomas Road. A mix of colors and building materials are incorporated into the design to avoid monotony of a large building surface mass.

A retail showroom, detached sidewalk, trees, shrubs, benches and colored stamped concrete paths will front Thomas Road creating an active streetscape presence. The frontage entry to the showroom is provided by a storefront style door adjacent to the sliding door. The frontage of the building will be also be shaded as encouraged by the WU-Code landscape guidelines. The ground level portion of the building, is primarily utilized for the vehicle sharing uses and parking. Customer parking is out of view of Thomas Road, providing the pedestrian friendly streetscape that the WU-Code encourages. Floors 2-6 of the building are reserved for self-storage uses.

The self-storage portion of the building interior will contain storage units of varying sizes from 5'x5' units to 10'x15' units. Storage units are filled and emptied by customers who have access to their units during facility operating hours. All U-Haul storage customers are issued a card-swipe style identification card that must be used to gain access to their room. This is but one of many security policies which protect the customer's belongings and decrease the ability of unauthorized access to the facility.

## **B. LAND USE PLAN**

The Property is located within 1000 feet of the Central and Thomas light rail station and consequently in the Transit Overlay District (TOD-1), it is approximately 0.81 net acres. Additionally, the Property is fronted by Thomas Road, a major arterial street with one of the most active bus routes in the Valley. This area of mid-town is in the process of seeing significant residential growth and a resurgence of commercial activity. The options that the Smart Mobility Center Flagship Store will offer for surrounding residents will be a welcome, and successful addition to the community. This PUD and the accompanying application requests approval to allow self-storage uses on this Property. This proposal generally follows the guidelines and regulations of

the Walkable Urban Code as envisioned by the Midtown Policy Plan for transit-oriented development, while also adding self-service storage as a permitted use.

The development will be accessed from one driveway on Thomas Road. This self-storage use will have little impact on adjacent properties, due to very low vehicular traffic. Furthermore, it is not anticipated that this use will have an adverse effect on peak hour movement. With this low traffic volume, the single driveway is sufficient.

The current property is a parking lot and zoned P-1 see Exhibit C Existing Zoning Map.

The uses described in WU-Code Table 1306.1 (Land Use Matrix) of the Ordinance guide the uses permitted within this PUD. In addition, self-storage warehousing is a permitted use within this PUD. Self-storage and retail sales are the primary uses of the Smart Mobility Center. Truck and trailer leasing and parking shall be located within a building as described in the development standards table.

### **C. DEVELOPMENT STANDARDS**

Unless specifically modified herein, the PUD will follow WU-Code standards related to Transect T5:7, as described in Chapter 13 of Zoning Ordinance. Transect T5:7 will govern the site unless deviations are specified. We are proposing the following deviations from the T5:7 transect of the WU-Code development standards.

The table below represents the development standards proposed as part of this PUD and how they compare to that of the standards of the Midtown T5:7 Transect of the WU-Code. The table will apply to self-service storage, car-share, and household moving center only, other T5 uses permitted should defer to WU Code T5:7. No exterior self-storage is proposed.

## 1. DEVELOPMENT STANDARDS TABLE

Section	Title	Applicability
1301	Code Administration	No Changes. The PUD will meet the requirements of this section.
1302	Transect Districts	No Changes. The PUD shall be developed per Transect T5:7.
1303	Transect Lot Standards	The PUD will meet the requirements of this section aside from three deviations: 1303.2 1.) The 6 <sup>th</sup> floor shall have 0% glazing. 2.) 66-foot maximum height and 0 feet of building setbacks.
1304	General Site Development Standards	The PUD will meet the requirements of this section aside from one addition: 1304.F.1. 1.) 100% shade over the public sidewalk.
1305	Frontage Standards	No Changes. The PUD will meet the requirements of this section.
1306	Land Use Matrix	No Changes except of household moving center, car sharing, and self-storage by right with at least 8 leasable U-Haul vehicles max.
1307	Parking Standards	The PUD will meet the requirements of this section, as applicable to the T5:7 transect, with three additions. 1307.H.6.c.(1) 1.) A bicycle repair station (Fix-it-Station) shall installed outside the building, in a conspicuous location, and accessible from the public sidewalk.  3.) The development shall include a total of 28 parking spaces. The modified parking standard shall only apply to the new uses added by the PUD.
1308	Signage Standards	The PUD will meet the requirements of this section aside from one deviations and requirements found in Section E. Signs on page 14.
1309	Landscape Standards	The PUD will meet the requirements of this section, as applicable to the T5:7 Transect, with the additional requirement that the Thomas Road frontage be planted with a minimum of seven (7) drought tolerant shade trees with 25 percent four-inch caliper and the remainder being three-inch caliper or greater.
1310	Open Space Standards	No Changes. The PUD will meet the requirements of this section.
1311	Design Development	No Changes. The PUD will meet the requirements of this section.
1312	Character Areas	The PUD will meet the requirements of this section, as applicable to the T5:7 Transect, for the Transit Midtown Character Area, with three additions and clarifications: Section 1312.C.1.b. 1.) Trees as required per the Section 1309 and as modified by the Section 1309 reference in this table, in addition to shrubs to provide 75% groundcover between the sidewalk and the building frontage, excluding vehicular driveways. 2.) The development shall include 4 benches along the arterial street (Thomas Road) as architectural public elements. 3.) 1. Street entrances from the sidewalk shall be designed with stamped colored concrete.

1313	Design & Standards	No Changes. The PUD will meet the requirements of this section.
------	--------------------	---

**2. ENHANCED STREETScape**

The proposed site enhancements will help promote pedestrian walkability in the area. The development will feature four benches, bicycle repair station and four bicycle spaces accessible from the public sidewalk along Thomas Road. Additionally, colored stamped concrete on entrances within the public right of way.

**3. SHADE**

This development will incorporate shading elements such as 21 covered parking spaces on the first floor, and the landscape shaded streetscape. Additionally, the entrance awning extending 5’ from the building and the 6 story, 66-foot-high building provides 100% shade to the public sidewalk. Shade calculations are based on the Summer Solstice at 12:00 noon.

**4. LANDSCAPE**

Plant types are as outlined below and in the conceptual landscape plan of this PUD. The conceptual landscape plan is at Exhibit K. Trees along Thomas Road will consist of 3” and 4” caliper trees at 20 feet on center. Shrubs and ground cover along Thomas Road will consist of (98) 5-gallon shrubs.

**D. DESIGN GUIDELINES**

The development shall be designed with four-sided architecture with a modern appearance so as to offer pleasing views to adjacent property owners, residents, customers, and users of Thomas road. The enhanced landscaping along Thomas will aid in transitioning uses from the building into the pedestrian experience. The design functions have been created to develop this relationship between the building and the pedestrian environment.

The proposed building elevations shall include massing, articulation, and proportion of materials, as seen in the elevations provided at Exhibit F and materials at Exhibit G. Materials and colors have been chosen for a more modern design, which include black anodized metal storefront, integral color CMU block in white, grays, whites and blue tone metal panels, as well as a metal awning with a blue accent color. The design includes varied roof lines on each elevation, window placements along the north, east and west elevations on floors one through five, and building recess along the north elevation. Additionally, tower offsets shall be included along the north, east and west elevations. The exhibits provided depict one 6-story commercial building. Unless modified herein, the design guidelines of Chapter 13 and Section 507 TAB A will apply.

#### **E. SIGNS**

Proposed signage for the U-Haul Smart Mobility Center Flagship Store is depicted in Exhibit I.

- To govern signage on the site, the development shall adhere to the following conditions, as approved by the Planning and Development Department:
  - The wall mural (lifestyle graphic) shall not exceed 112 square feet in area and 46 feet from grade to the top of the sign.
  - Prior to the issuance of any sign permits within the PUD, a Comprehensive Sign Plan will be adopted in accordance with the procedures in Section 705.E.2.
  - Signs over 56 feet from grade to the top of the sign shall be incorporated into the approved or amended Comprehensive Sign Plan.
  - In order to reduce lighting impacts to nearby residential uses, the maximum luminance (brightness) for all wall signs shall be 60 nits measured at the sign face. The maximum color temperature for all wall signs shall be 4,000 Kelvin. Sign permit applicants shall provide certification from a qualified registrant of compliance with these lighting standards prior to the issuance of permits for wall signs.

- The high-rise wall signs shall have a dimmer control installed and the signs' luminance shall be dimmed 50% at 10:30 pm.

#### **F. SUSTAINABILITY**

The development is planned as a sustainable development within the community. Energy efficiency in design and long-term operation along with thermal comfort in building and site design provide a better self-storage atmosphere for customers, employees, property owners and residents.

#### **City Enforceable Standards:**

- This PUD will regularly adopt the latest energy and building codes that encourage the use of light-colored roofing materials and will minimize heat island effects.
- The proposed drought tolerant vegetation will integrate trees and shade into the design of the development.
- The development will minimize surface parking area and provide an abundance of shade through the building overhang on parking lot.
- Water Efficient Landscaping (drought tolerant) will include 4" and 3" Caliper trees, 5-gallon shrubs to be provided with 2-inch depth of decomposed granite in all landscape areas to significantly reduce water consumption.
- Building entrances and public sidewalks shall be shaded minimum 100% with architectural building elements, building shade cast, 24-inch box trees and awnings.
- The "Heat Island" effect will be reduced by providing a light-colored roof to provide a minimum roof SRI (Solar Reflectance Index) rating of 75% of the roof surface area.

#### **Practices Incorporated by The Developer:**

This Smart Mobility Center will incorporate many of the same sustainable construction and business practices that other U-Haul locations take continual pride in.

#### **Sustainable Development**

- Regionally manufactured materials.

- Thermal efficient building shell.
- Reducing heat island effect with light colored and energy efficient roofs.
- LED lighting.
- Interior lighting controlled by motion sensors to reduce energy consumption.
- Low “e” Double-pane windows.
- Shade building entrances with architectural building elements.
- Provide a safe, reliable, and efficient stormwater management system that protects both human health and environment.
- Bicycle Facilities and repair station.
- Storage and Collection of Recyclables. Take a box, Leave a box.

#### Sustainable Business Practices

- Re-Use Centers. To reduce the amount of used goods being dumped, we provide centers in which our customers can leave their unwanted but re-useable belongings, such as furniture, for others to take.
- Take a box, Leave a box. We designate a place at our center for our customers where they can leave their used moving boxes for future customers to reuse. Our idea is that while recycling is great, reuse should occur first to ensure more efficient use of our resources.
- Biodegradable packing Materials. U-Haul uses packing peanuts made of starch mixture, replacing Styrofoam and reducing landfill waste.

## **G. INFRASTRUCTURE**

### **1.) CIRCULATION**

The development will be accessed from one driveway entrance on Thomas Road. This project will provide required parking in the enclosed first floor of the building, all

of the parking shall be screened from Thomas Road within the building. Seven customer parking spaces are located on the south of the property and will not be visible from Thomas Road. The loading area is contained within the building structure itself. See site plan at Exhibit E.

## **2.) GRADING AND DRAINAGE**

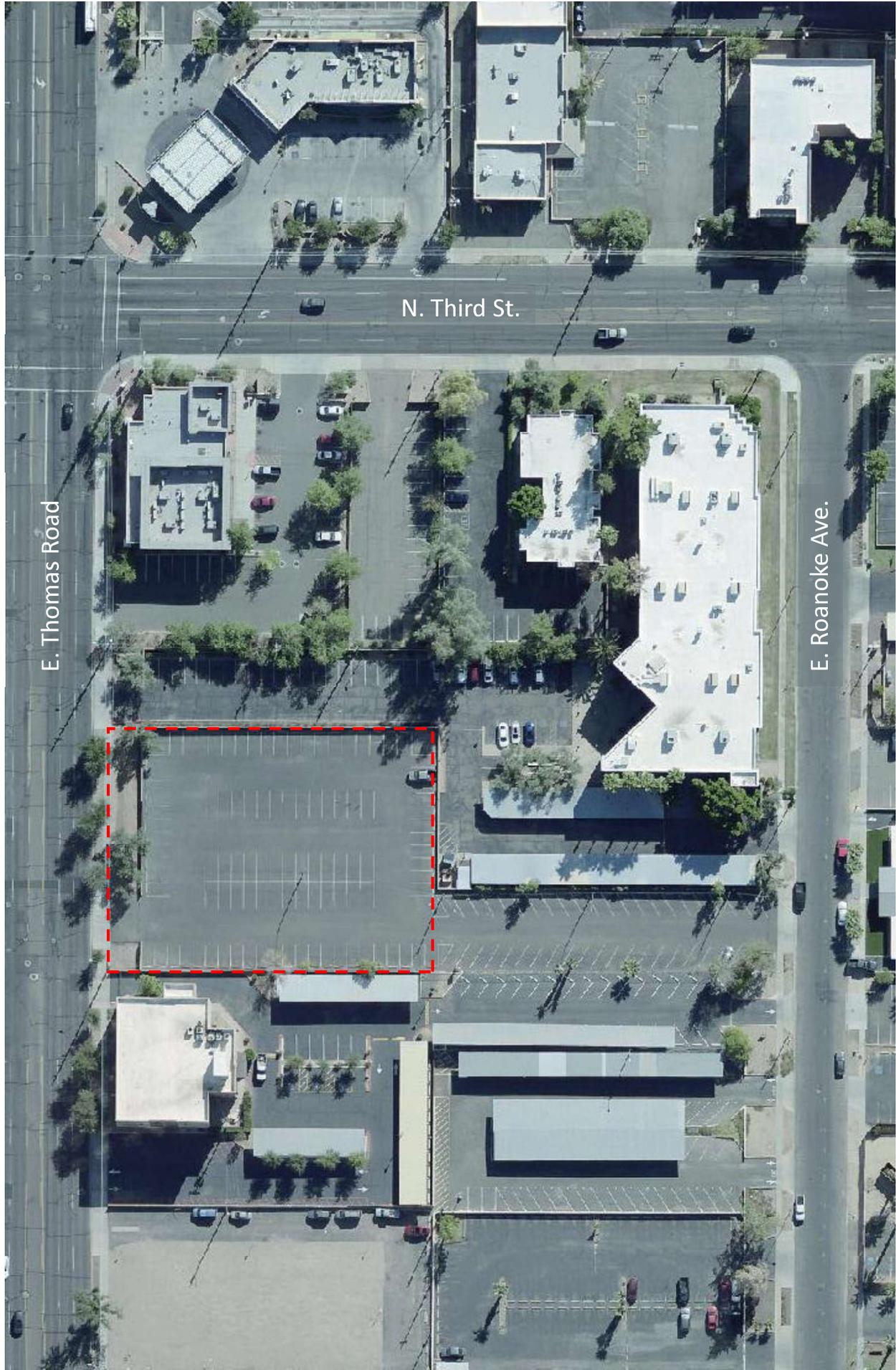
Underground and surface retention will be provided. The retention volume will be the greater of either the increase in runoff volume in the proposed condition compared to the existing condition, or the first flush volume for the 100-year, 2-hour storm event. Grading and Drainage will be submitted as part of the Development Service Department Site Plan Submittal.

## **3.) WATER AND SEWER**

Water and waste water infrastructure requirements will be determined, designed and constructed in accordance with Phoenix City Code requirements and Water Services Department Design Standards and Policies. The existing water main in Thomas Road will be utilized for service to the project. All retention facilities will be drained within 36-hours of a major storm event as required by the city of Phoenix Drainage Design Manual.

**EXHIBIT A**  
**AERIAL PHOTOGRAPH**

Aerial Photograph



67,69,71 E. Thomas Road



**EXHIBIT B**  
**PARCEL MAP**

# Parcel Map



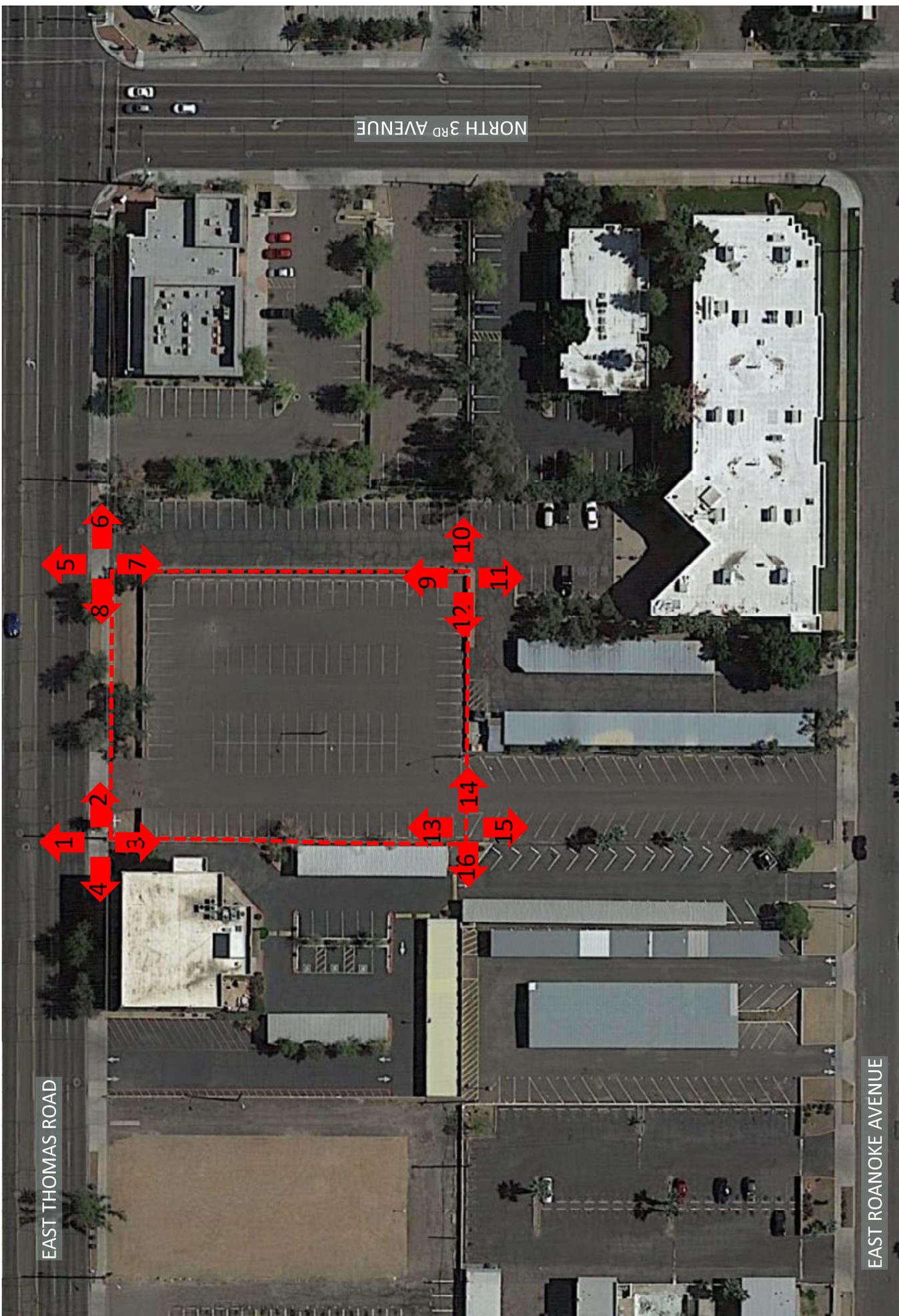
67,69,71 E. Thomas Road

**EXHIBIT C**  
**EXISTING ZONING MAP**



**EXHIBIT D**  
**CONTEXT PHOTO PLAN**

CONTEXT PHOTO EXHIBIT



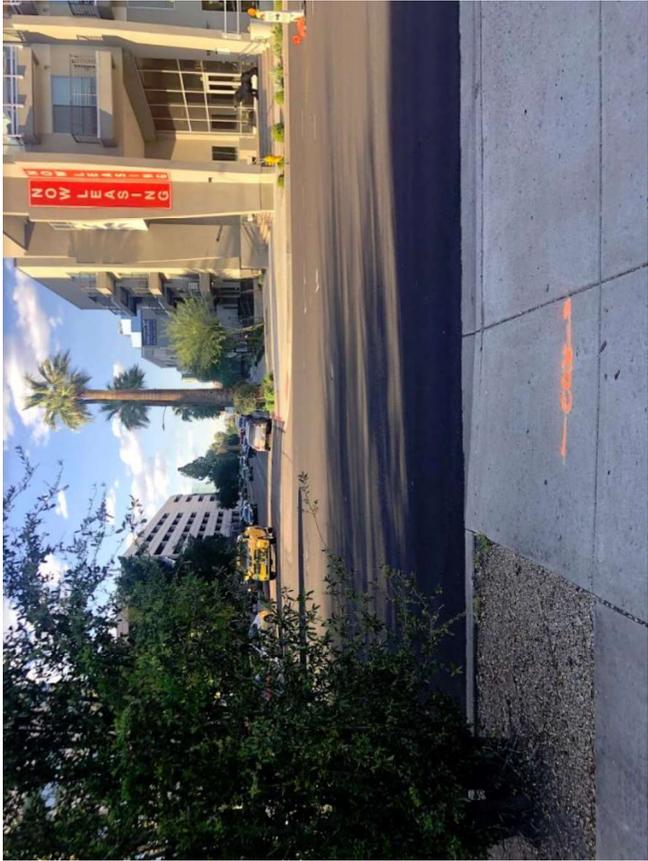
EAST THOMAS ROAD

NORTH 3RD AVENUE

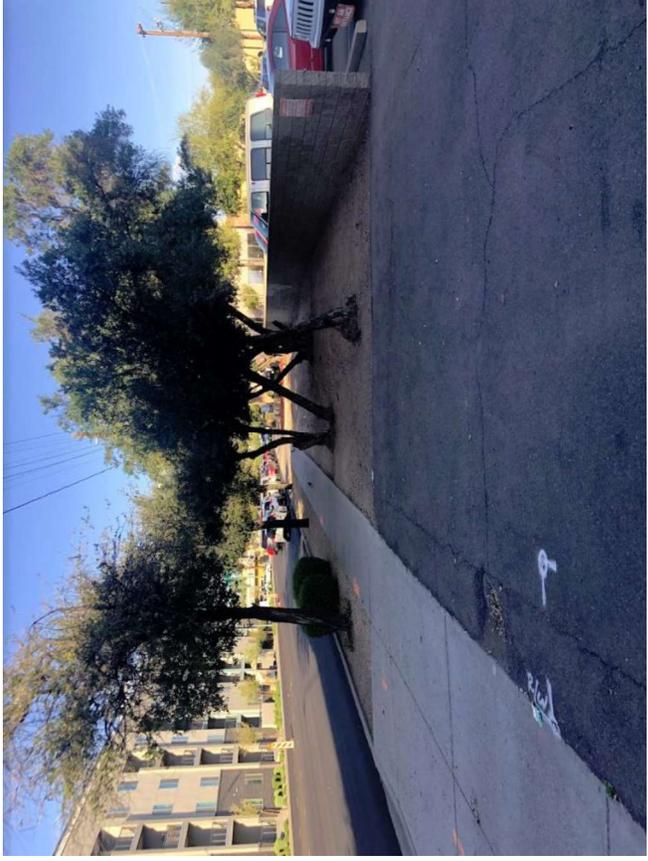
EAST ROANOKE AVENUE



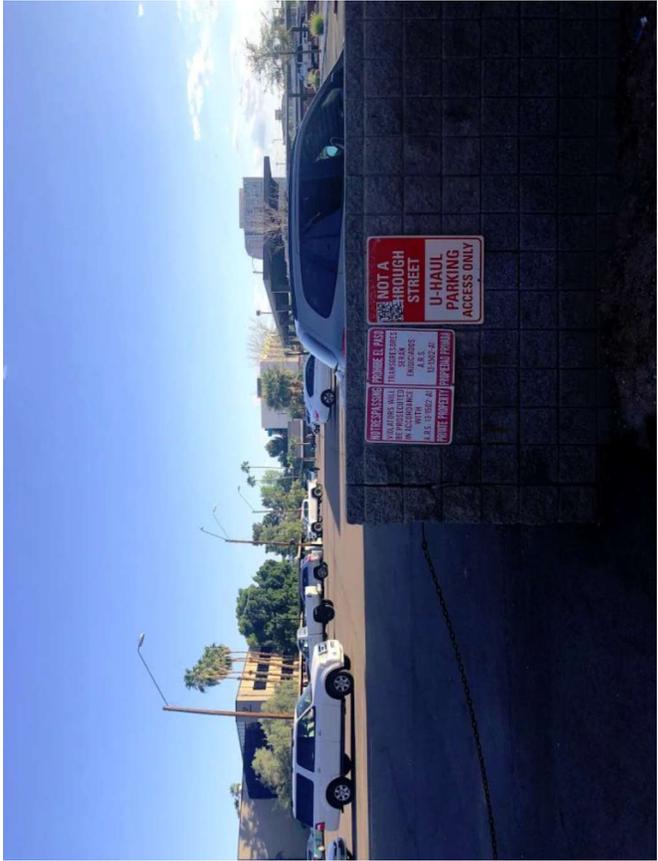
**U-HAUL**® CORPORATE CAMPUS STORAGE PUD



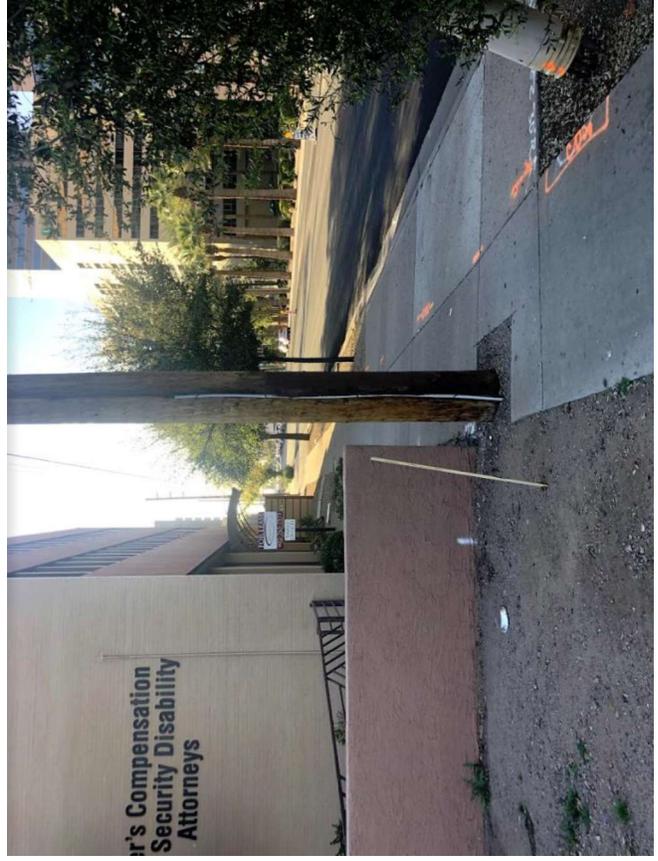
1. NORTHWEST CORNER LOOKING NORTH



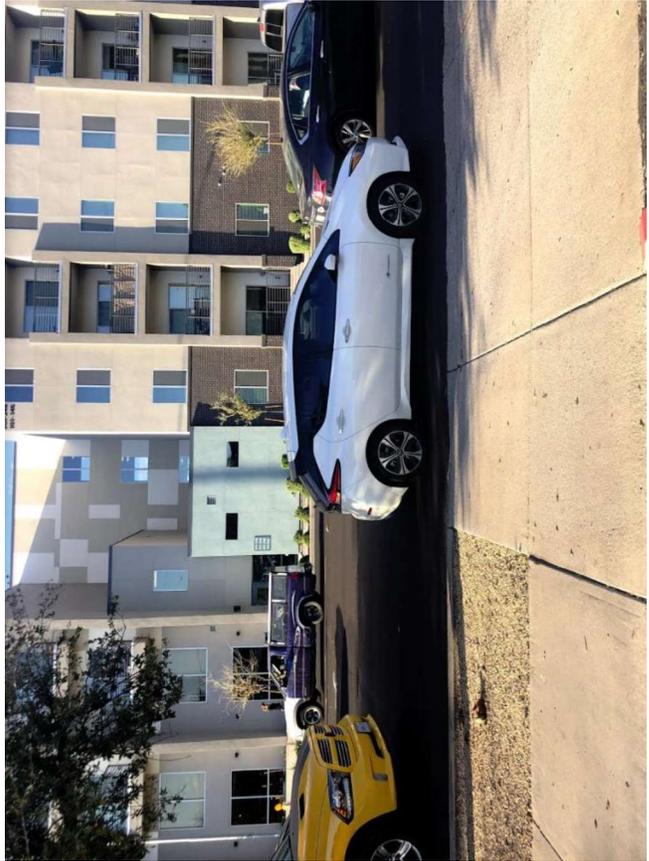
2. NORTHWEST CORNER LOOKING EAST



3. NORTHWEST CORNER LOOKING SOUTH



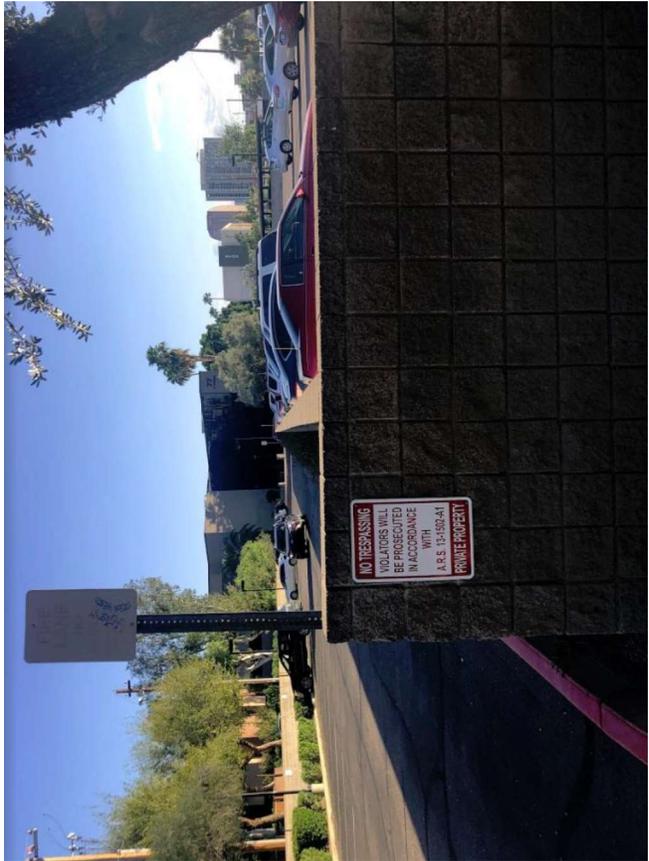
4. NORTHWEST CORNER LOOKING WEST



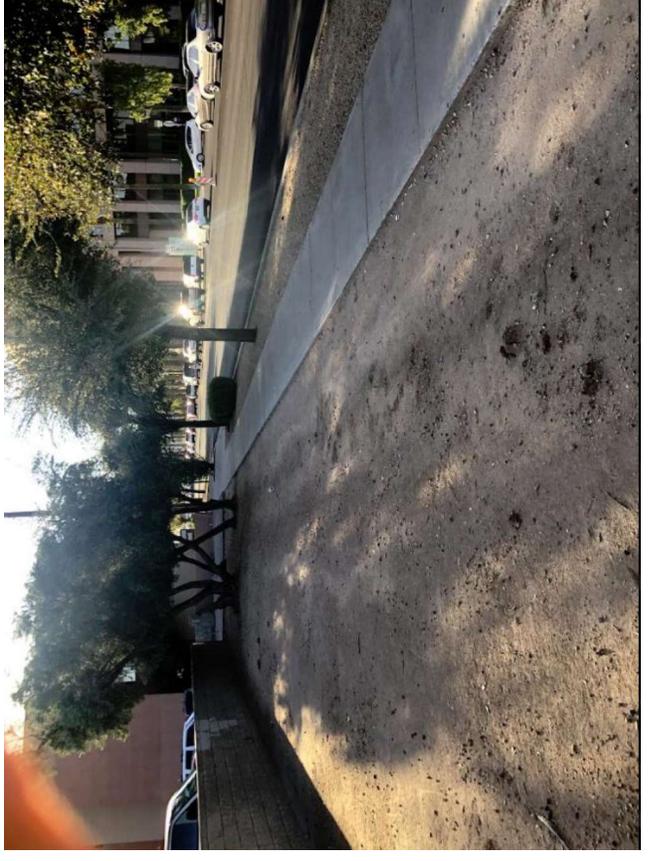
5. NORTHEAST CORNER LOOKING NORTH



6. NORTHEAST CORNER LOOKING EAST



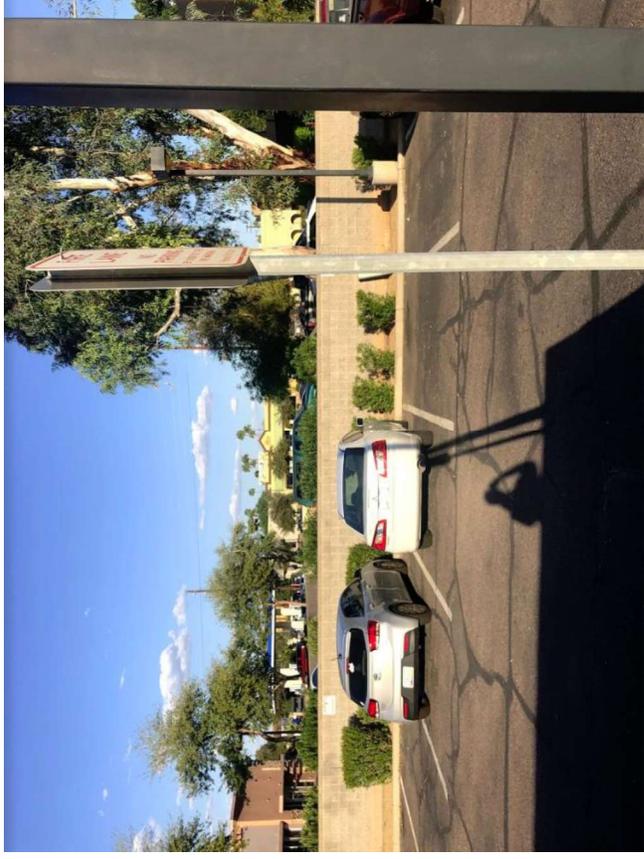
7. NORTHEAST CORNER LOOKING SOUTH



8. NORTHEAST CORNER LOOKING WEST



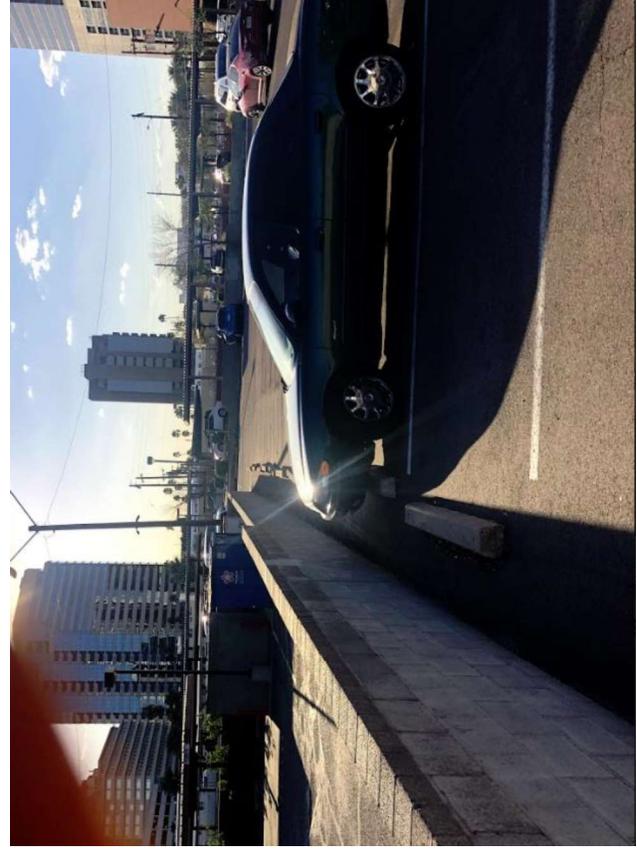
9. SOUTHEAST CORNER LOOKING NORTH



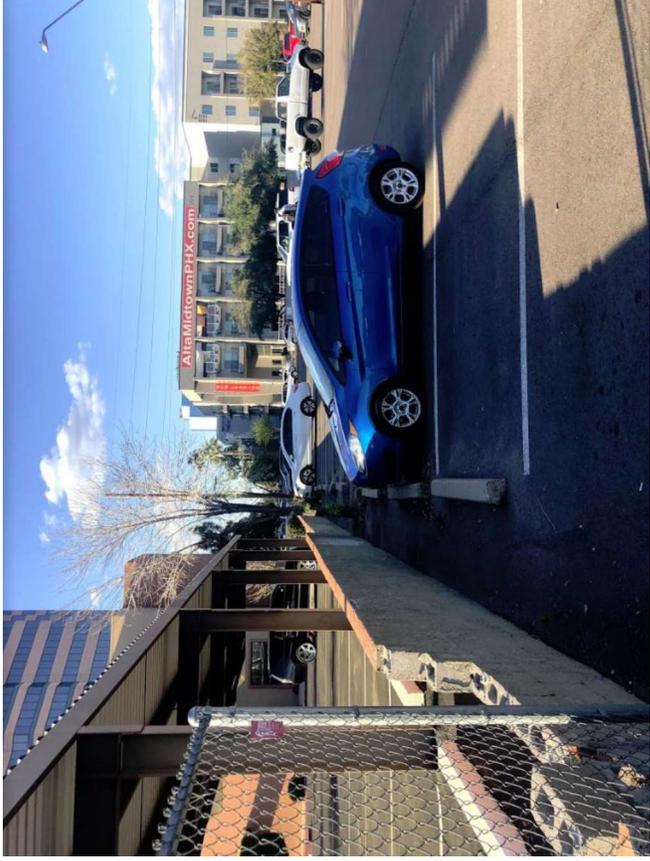
10. SOUTHEAST CORNER LOOKING EAST



11. SOUTHEAST CORNER LOOKING SOUTH



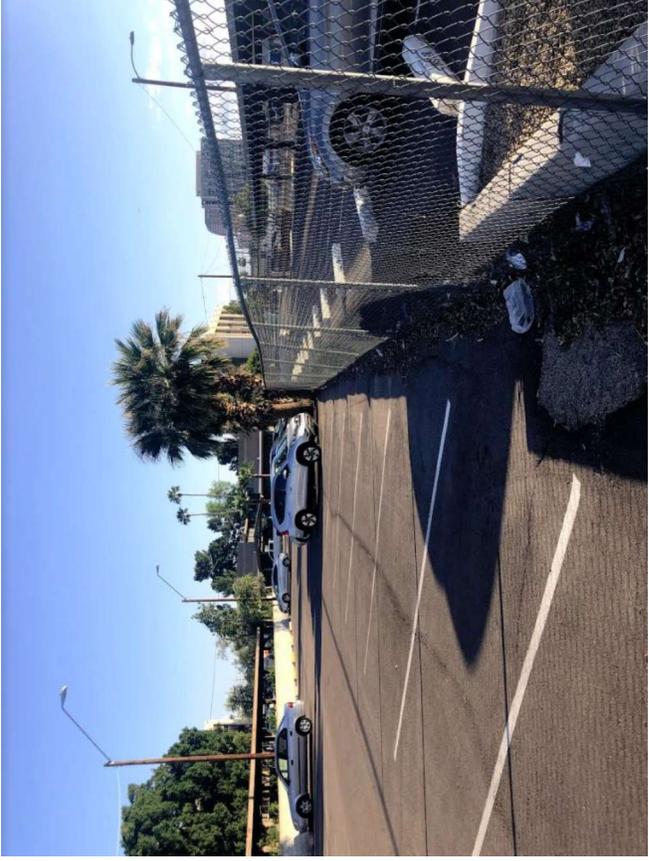
12. SOUTHEAST CORNER LOOKING WEST



13. SOUTHWEST CORNER LOOKING NORTH



14. SOUTHWEST CORNER LOOKING EAST

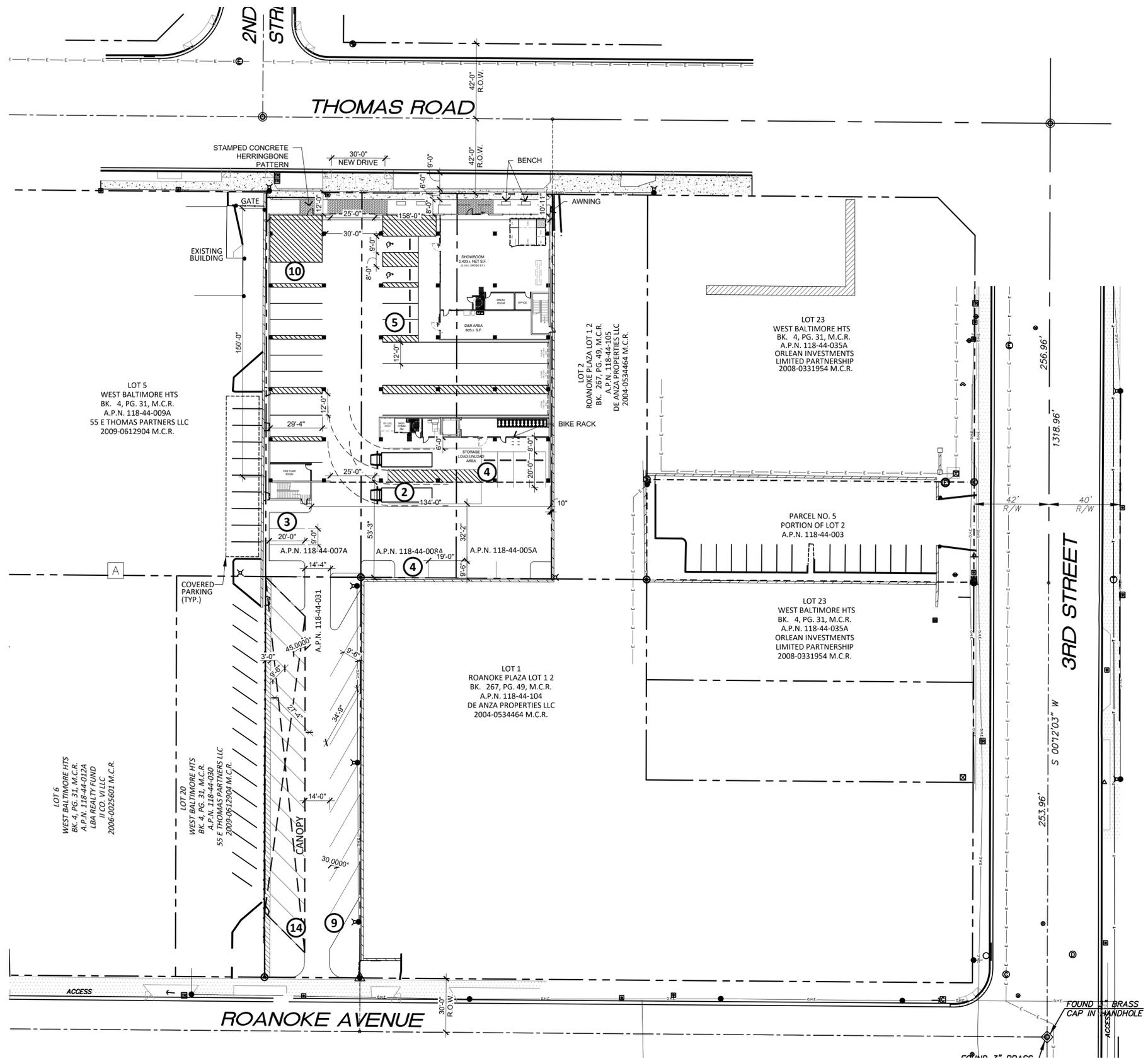


15. SOUTHWEST CORNER LOOKING SOUTH



16. SOUTHWEST CORNER LOOKING WEST

**EXHIBIT E**  
**CONCEPTUAL SITE PLAN**



### PROJECT DIRECTORY

DEVELOPER:  
 U-HAUL INTERNATIONAL  
 2727 N. CENTRAL AVE  
 PHOENIX, AZ 85004  
 CONTACT: MOSES EASON  
 PHONE: (602) 263-6555  
 E-MAIL: moses\_eason@uhaul.com

ARCHITECT:  
 ROBERT KUBICEK ARCHITECTS & ASSOCIATES  
 2233 EAST THOMAS ROAD  
 PHOENIX, ARIZONA 85016  
 CONTACT: ROBERT KUBICEK  
 PHONE: (602) 955-3900  
 FAX: (602) 955-0496  
 E-MAIL: rkubicek@rkaa.com

### SITE DATA

EXISTING ZONING: P-2/P-1  
 PROPOSED ZONING: PUD  
 NET SITE AREA: 0.78 ACRES (34,408 S.F.)  
 APN: 118-44-005A, 118-44-008A, 118-44-007A

PROPOSED USE: SELF STORAGE

BUILDING AREA: 143,640 S.F.  
 BUILDING A:

TOTAL PARKING REQUIRED: 28 SPACES

SELF STORAGE (143,640 S.F.)  
 STORAGE = 28 SPACES

TOTAL PARKING PROVIDED: 28 SPACES

ACCESSIBLE SPACES REQUIRED: 2 SPACES  
 ACCESSIBLE SPACES PROVIDED: 2 SPACES  
 BICYCLE SPACES REQUIRED: 10 SPACES  
 BICYCLE SPACES PROVIDED: 10 SPACES

### SITE PLAN

SCALE: 1" = 30'-0"

THIS SITE PLAN HAS BEEN PREPARED WITHOUT THE AID OF A SURVEY. ALL PROPERTY BOUNDARIES ARE ROUGH APPROXIMATIONS. THIS DRAWING IS TO BE USED FOR CONCEPTUAL PURPOSES ONLY AND IT IS NOT TO BE THE BASIS FOR ANY LEGALLY BINDING DOCUMENTATION.

## U-HAUL CORPORATE FLAGSHIP STORE

3RD ST AND THOMAS ROAD  
 MIDTOWN, PHOENIX  
 DATE: 12-10-2020 (PRELIMINARY)

© 2014 R K A A  
 ARCHITECTS, INC. ALL  
 RIGHTS RESERVED.  
 THIS DRAWING IS AN  
 INSTRUMENT OF  
 SERVICE. IT IS THE  
 PROPERTY OF R K A A  
 ARCHITECTS, INC. AND  
 MAY NOT BE  
 DUPLICATED, USED OR  
 DISCLOSED WITHOUT  
 WRITTEN PERMISSION  
 OF THE ARCHITECT.

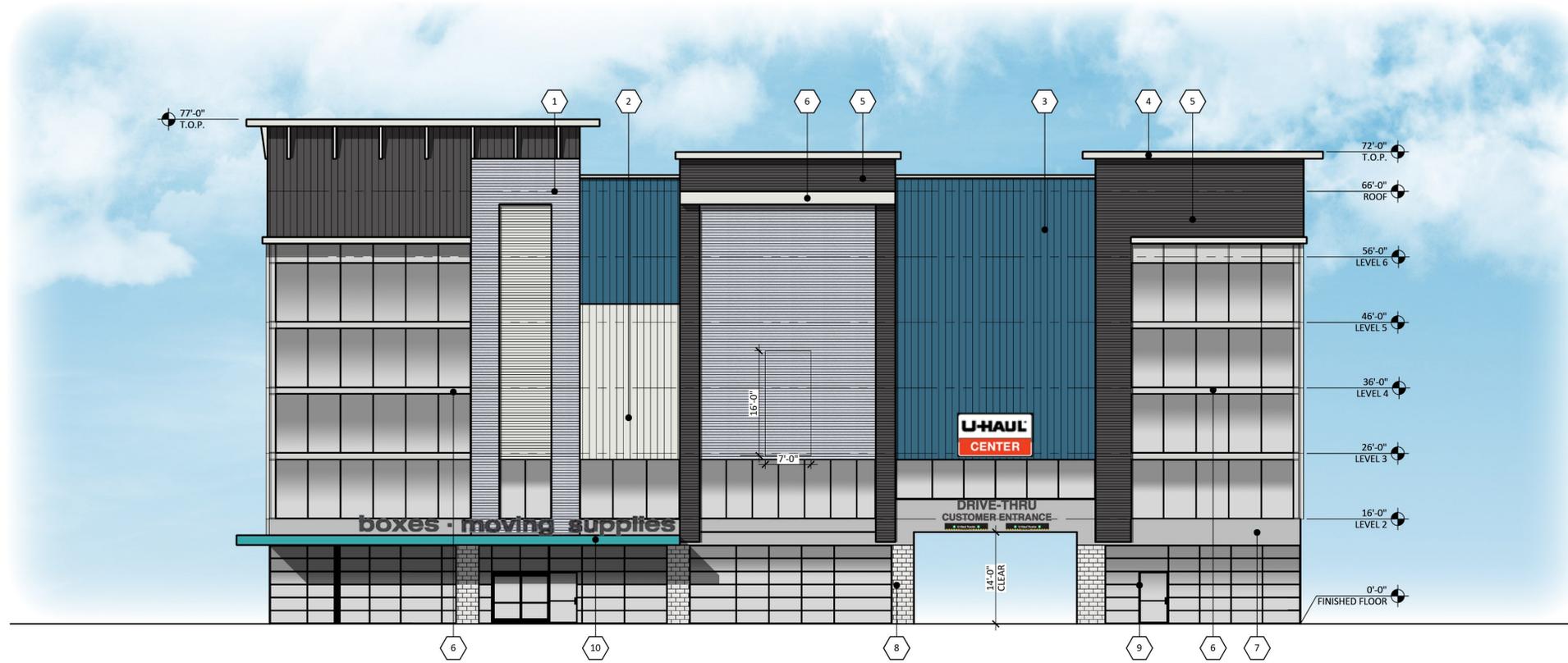
SP-1

#20065.50



**EXHIBIT F**

**CONCEPTUAL BUILDING ELEVATIONS**



**NORTH ELEVATION**

SCALE: 3/32" = 1'-0"

#	MATERIALS
1	METAL SIDING MBCI GALVALUME PLUS
2	METAL SIDING MBCI POLAR WHITE
3	METAL SIDING MBCI HAWAIIAN BLUE
4	METAL PARAPET MBCI POLAR WHITE
5	METAL SIDING MBCI CHARCOAL GRAY
6	PAINT SHERWIN WILLIAMS SW7661 REFLECTION
7	CONCRETE
8	SUPERLITE CMU BLOCK ASPEN
9	STOREFRONT KAWNEER BLACK
10	PAINT SHERWIN WILLIAMS SW6767 AQUARIUM



**SOUTH ELEVATION**

SCALE: 3/32" = 1'-0"

**U-HAUL MOVING & STORAGE OF THOMAS ROAD**  
 2727 N. CENTRAL AVENUE  
 PHOENIX, AZ 85004  
 DATE: 09-22-2020 (PRELIMINARY)

© 2019 RKA A ARCHITECTS, INC. ALL RIGHTS RESERVED. THIS DRAWING IS AN INSTRUMENT OF SERVICE. IT IS THE PROPERTY OF RKA A ARCHITECTS, INC. AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT.  
 EL-1  
 RKA A# 20065.50

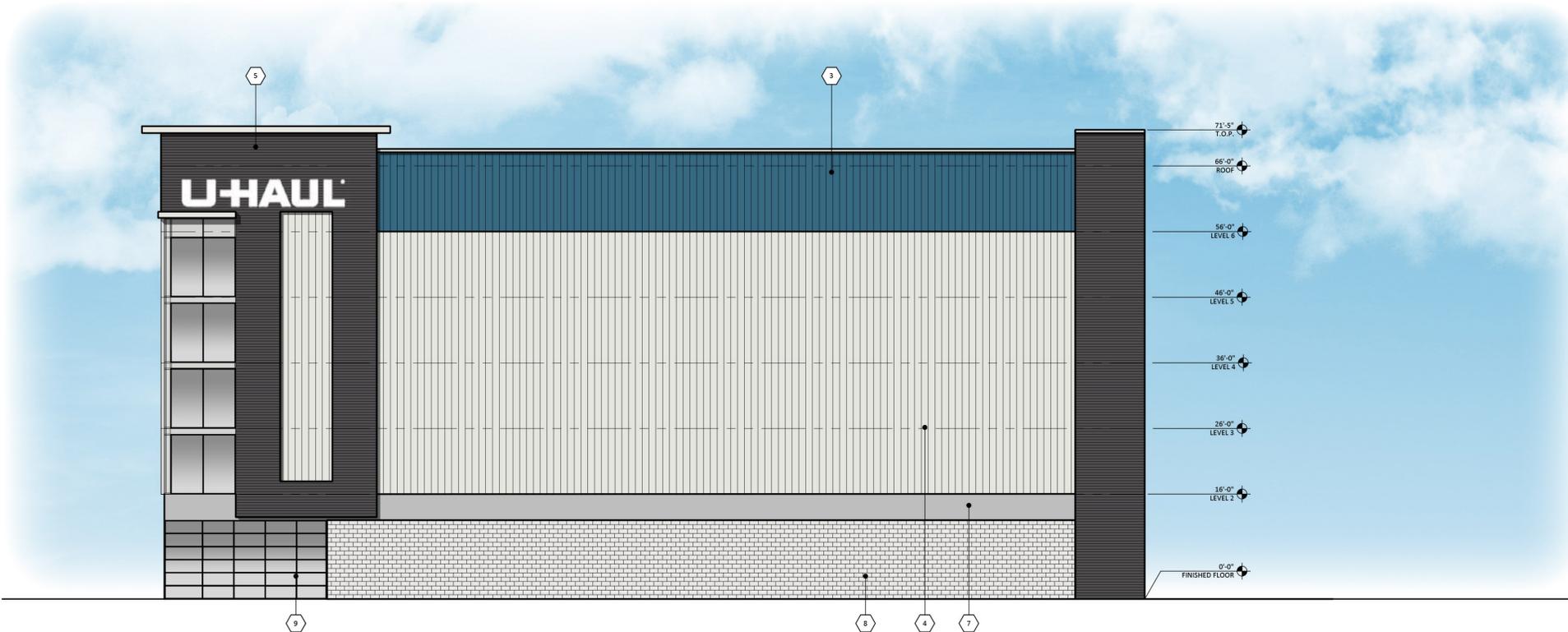




**EAST ELEVATION**

SCALE: 3/32" = 1'-0"

#	MATERIALS
1	METAL SIDING MBCI GALVALUME PLUS
2	METAL SIDING MBCI POLAR WHITE
3	METAL SIDING MBCI HAWAIIAN BLUE
4	METAL PARAPET MBCI POLAR WHITE
5	METAL SIDING MBCI CHARCOAL GRAY
6	PAINT SHERWIN WILLIAMS SW7661 REFLECTION
7	CONCRETE
8	SUPERLITE CMU BLOCK ASPEN
9	STOREFRONT KAWNEER BLACK
10	PAINT SHERWIN WILLIAMS SW6767 AQUARIUM



**WEST ELEVATION**

SCALE: 3/32" = 1'-0"

**U-HAUL MOVING & STORAGE OF THOMAS ROAD**  
 2727 N. CENTRAL AVENUE  
 PHOENIX, AZ 85004  
 DATE: 06-17-2020 (PRELIMINARY)

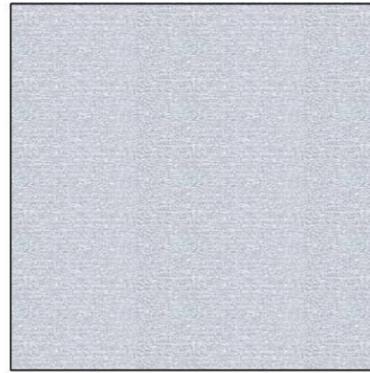
© 2019 R K A A  
 ARCHITECTS, INC. ALL  
 RIGHTS RESERVED.  
 THIS DRAWING IS AN  
 INSTRUMENT OF  
 SERVICE. IT IS THE  
 PROPERTY OF R K A A  
 ARCHITECTS, INC. AND  
 M A Y N O T B E  
 DUPLICATED, USED OR  
 DISCLOSED WITHOUT  
 WRITTEN PERMISSION  
 OF THE ARCHITECT.

EL-2

RKAA# 20065.50



**EXHIBIT G**  
**MATERIALS**



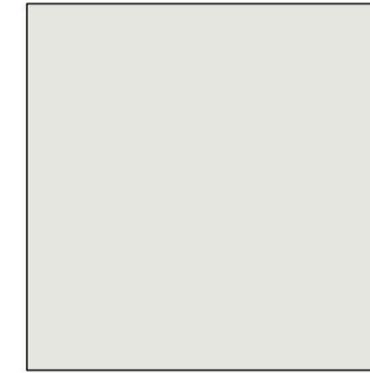
1 METAL SIDING  
MBCI  
GALVALUME PLUS



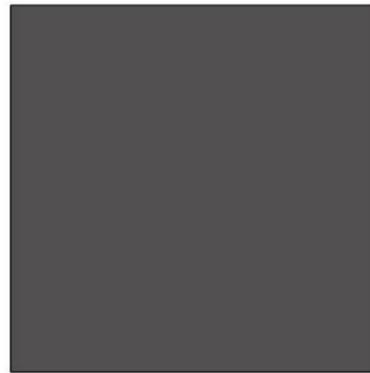
2 METAL SIDING  
MBCI  
POLAR WHITE



3 METAL SIDING  
MBCI  
HAWAIIAN BLUE



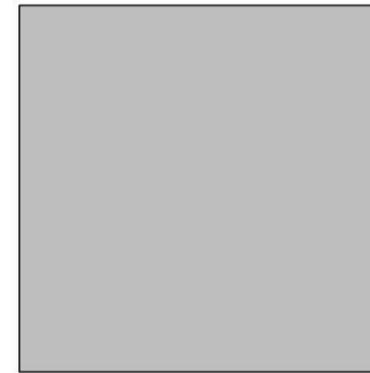
4 METAL PARAPET  
MBCI  
POLAR WHITE



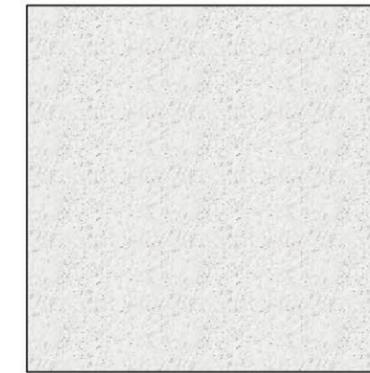
5 METAL SIDING  
MBCI  
CHARCOAL GRAY



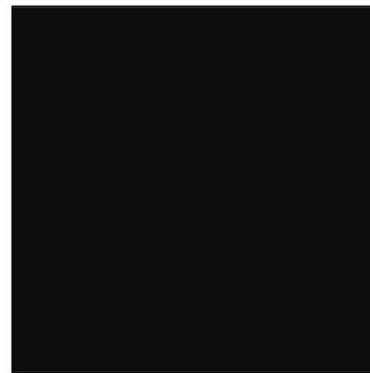
6 PAINT  
SHERWIN WILLIAMS  
SW7661 REFLECTION



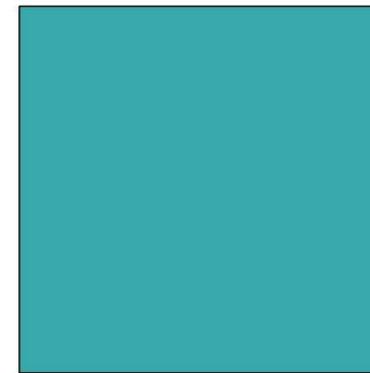
7 CONCRETE



8 SUPERLITE CMU BLOCK  
ASPEN



9 STOREFRONT  
KAWNEER  
BLACK



10 PAINT  
SHERWIN WILLIAMS  
SW6767 AQUARIUM

U-HAUL MOVING & STORAGE OF THOMAS ROAD  
2727 N. CENTRAL AVENUE  
PHOENIX, ARIZONA 85004  
DATE: 04-01-2020 (PRELIMINARY)

© 2018 RKAA  
ARCHITECTS, INC. ALL  
RIGHTS RESERVED.  
THIS DRAWING IS AN  
INSTRUMENT OF  
SERVICE. IT IS THE  
PROPERTY OF RKAA  
ARCHITECTS, INC. AND  
MAY NOT BE  
DUPLICATED, USED OR  
DISCLOSED WITHOUT  
WRITTEN PERMISSION  
OF THE ARCHITECT.

MB-1



**RKAA**  
ARCHITECTS, INC

RKAA# 20065.50

**EXHIBIT H**  
**RENDERINGS**



VIEW 1



VIEW 2

U-HAUL CORPORATE FLAGSHIP STORE

3RD ST AND THOMAS  
MIDTOWN, PHOENIX  
DATE: 09-24-2020

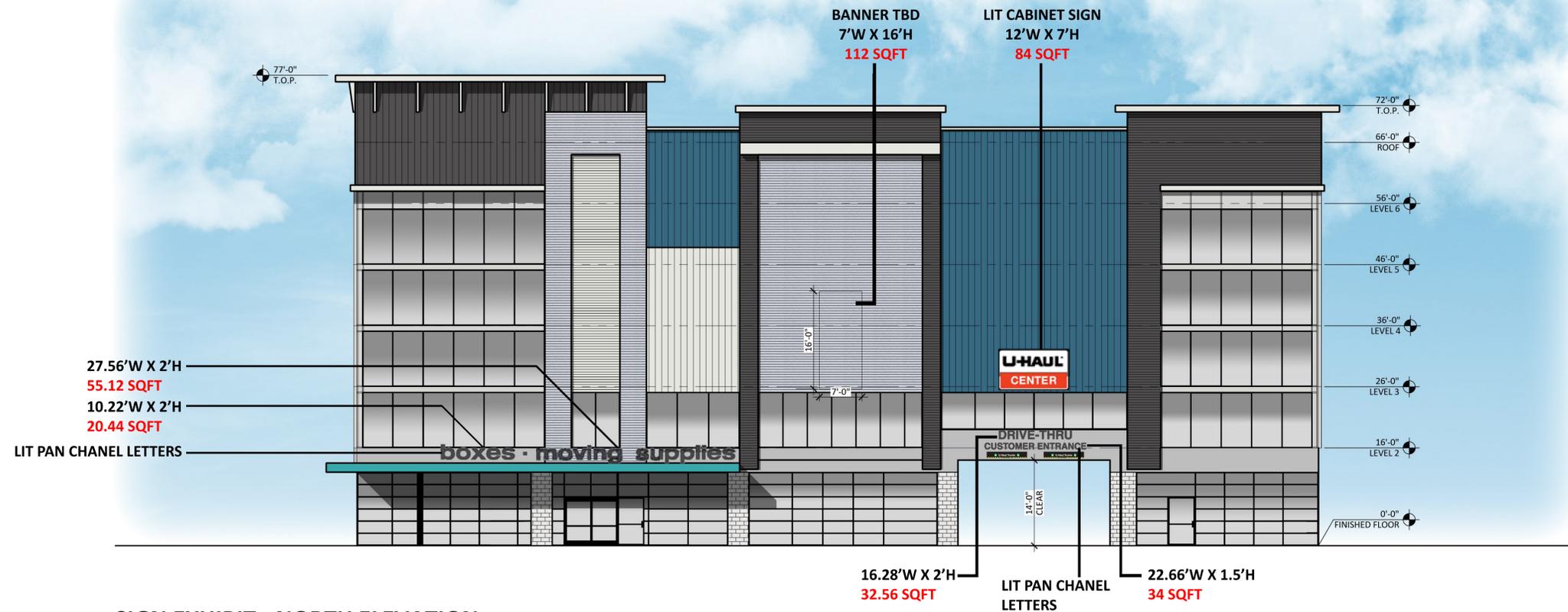
© 2019 R K A A  
ARCHITECTS, INC. ALL  
RIGHTS RESERVED.  
THIS DRAWING IS AN  
INSTRUMENT OF  
SERVICE. IT IS THE  
PROPERTY OF R K A A  
ARCHITECTS, INC. AND  
MAY NOT BE  
DUPLICATED, USED OR  
DISCLOSED WITHOUT  
WRITTEN PERMISSION  
OF THE ARCHITECT.

PERSPECTIVE-1

RKAA# 20065.50

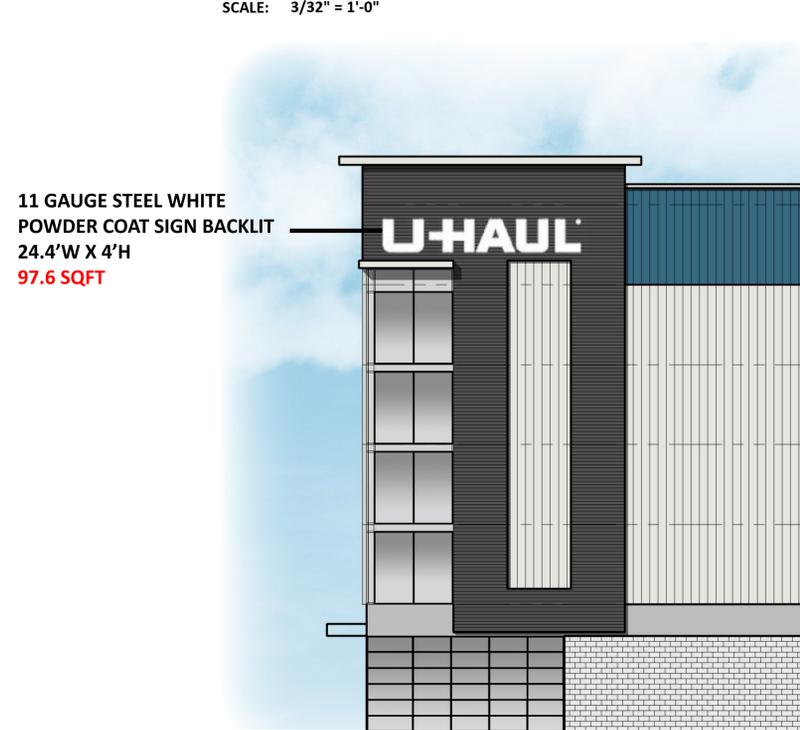


**EXHIBIT I**  
**SIGN EXHIBIT**



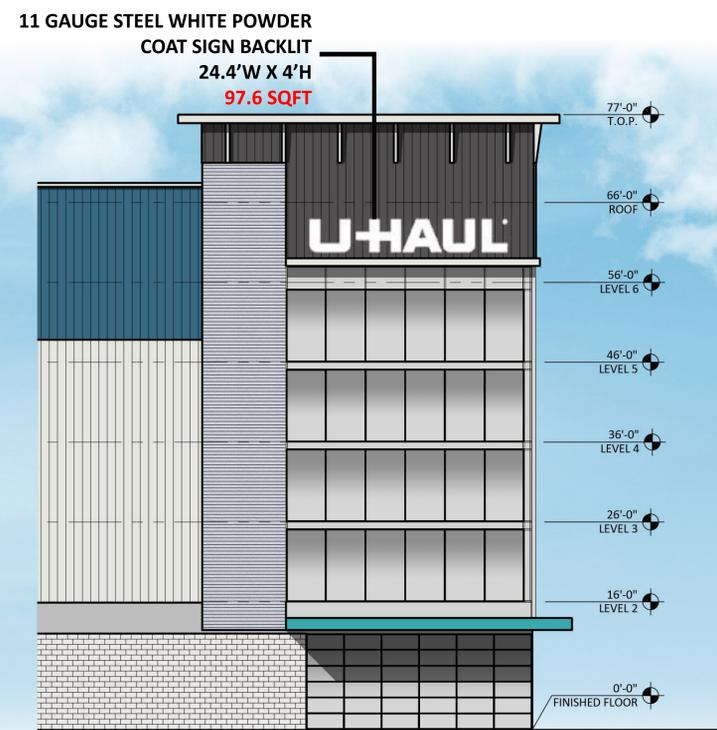
**SIGN EXHIBIT - NORTH ELEVATION**

SCALE: 3/32" = 1'-0"



**SIGN EXHIBIT - WEST ELEVATION**

SCALE: 3/32" = 1'-0"



**SIGN EXHIBIT - EAST ELEVATION**

SCALE: 3/32" = 1'-0"

**U-HAUL MOVING & STORAGE OF THOMAS ROAD**  
 2727 N. CENTRAL AVENUE  
 PHOENIX, AZ 85004  
 DATE: 09-24-2020 (PRELIMINARY)

© 2019 R K A A ARCHITECTS, INC. ALL RIGHTS RESERVED. THIS DRAWING IS AN INSTRUMENT OF SERVICE. IT IS THE PROPERTY OF R K A A ARCHITECTS, INC. AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT.

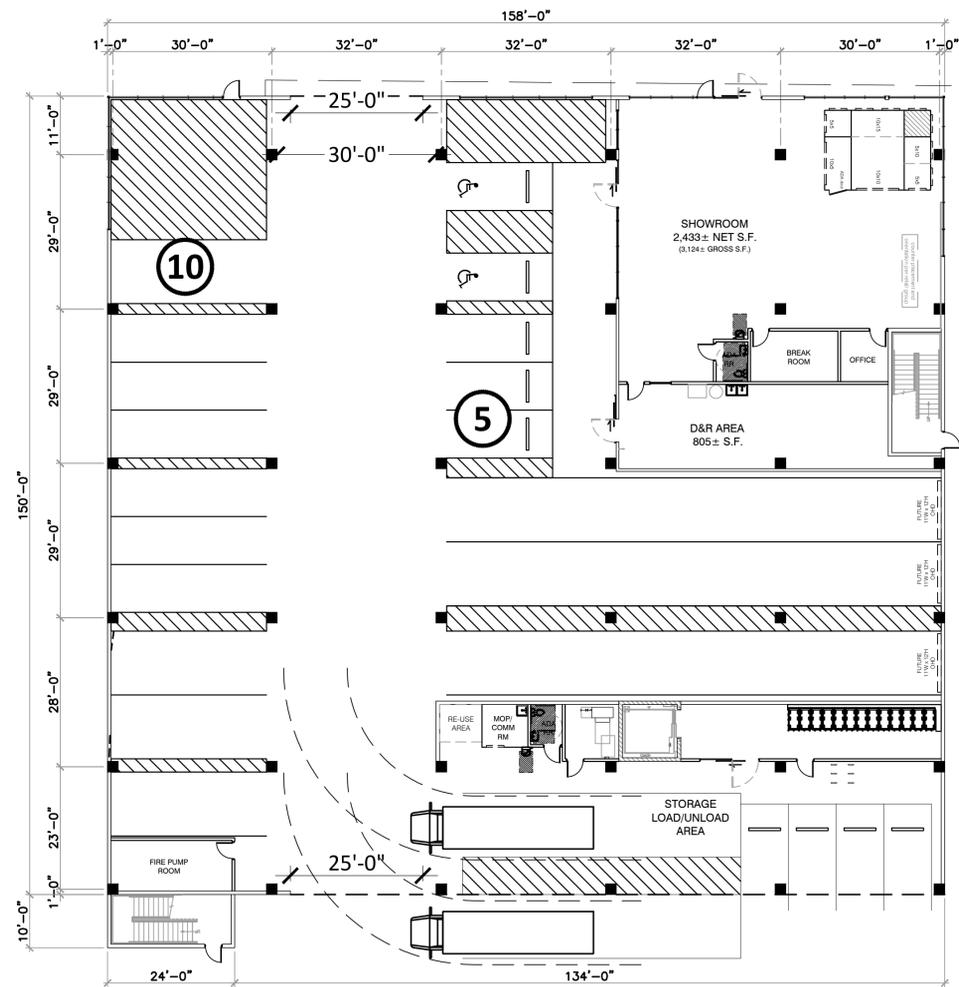
**SE-1**  
SIGN EXHIBIT

RKAA# 20065.50



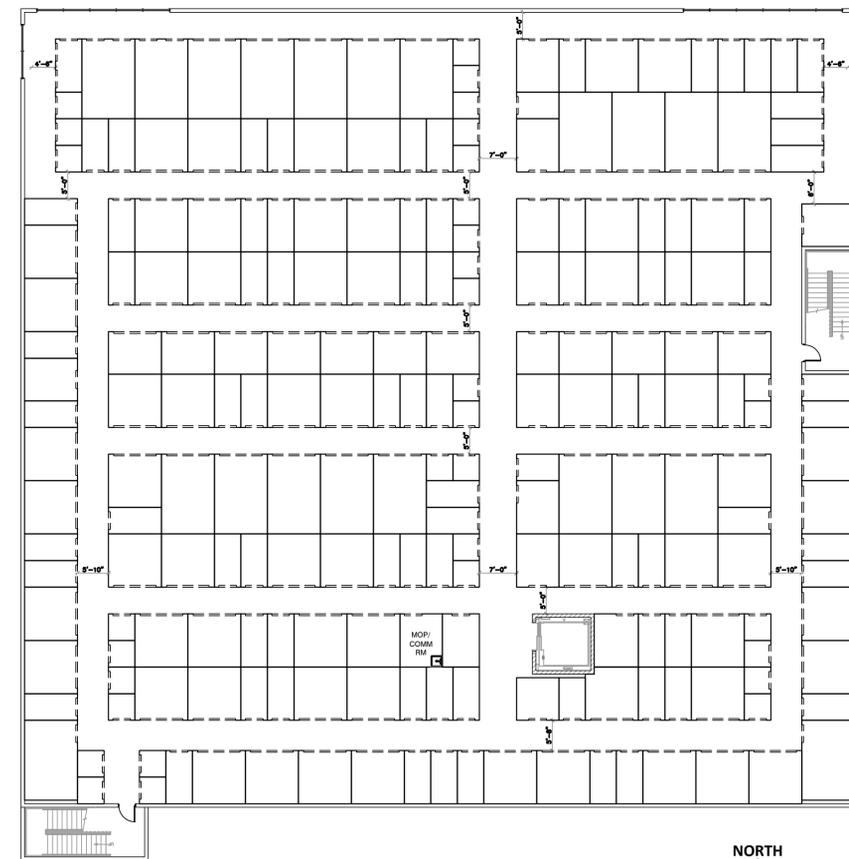
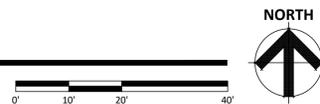
**EXHIBIT J**

**U-HAUL FLAGSHIP STORE PLAN**



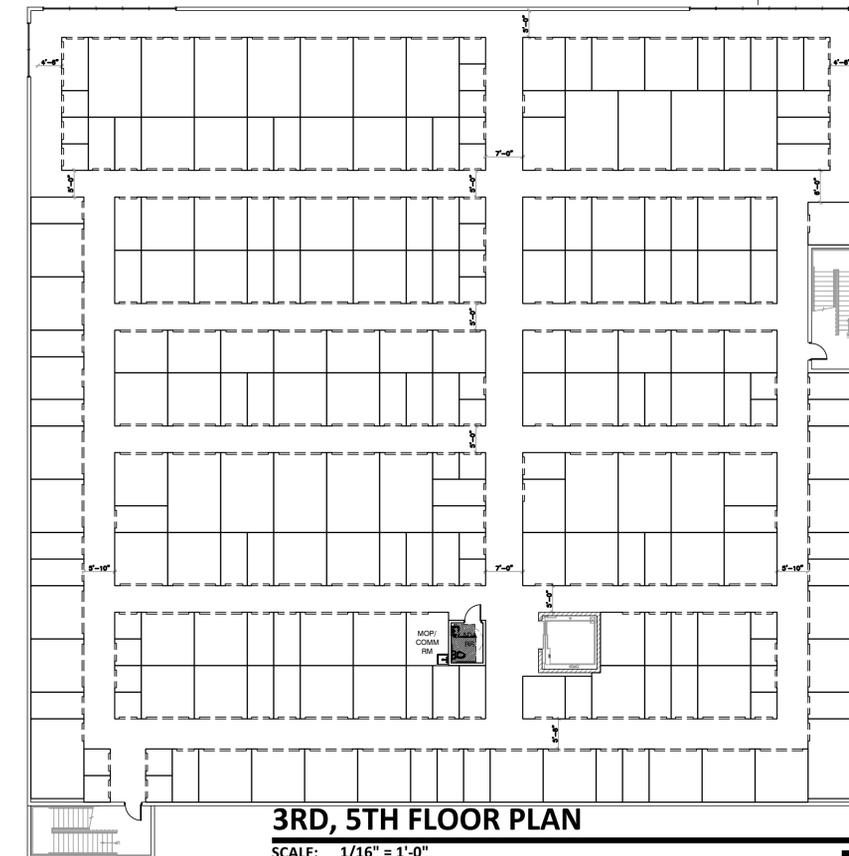
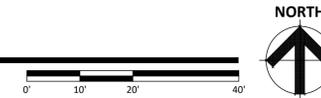
**1ST FLOOR PLAN**

SCALE: 1/16" = 1'-0"



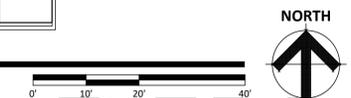
**2ND, 4TH, 6TH FLOOR PLAN**

SCALE: 1/16" = 1'-0"



**3RD, 5TH FLOOR PLAN**

SCALE: 1/16" = 1'-0"



**U-HAUL FLAGSHIP STORE PLANS**

3RD ST AND THOMAS  
MIDTOWN, PHOENIX  
DATE: 09-24-2020 (PRELIMINARY)

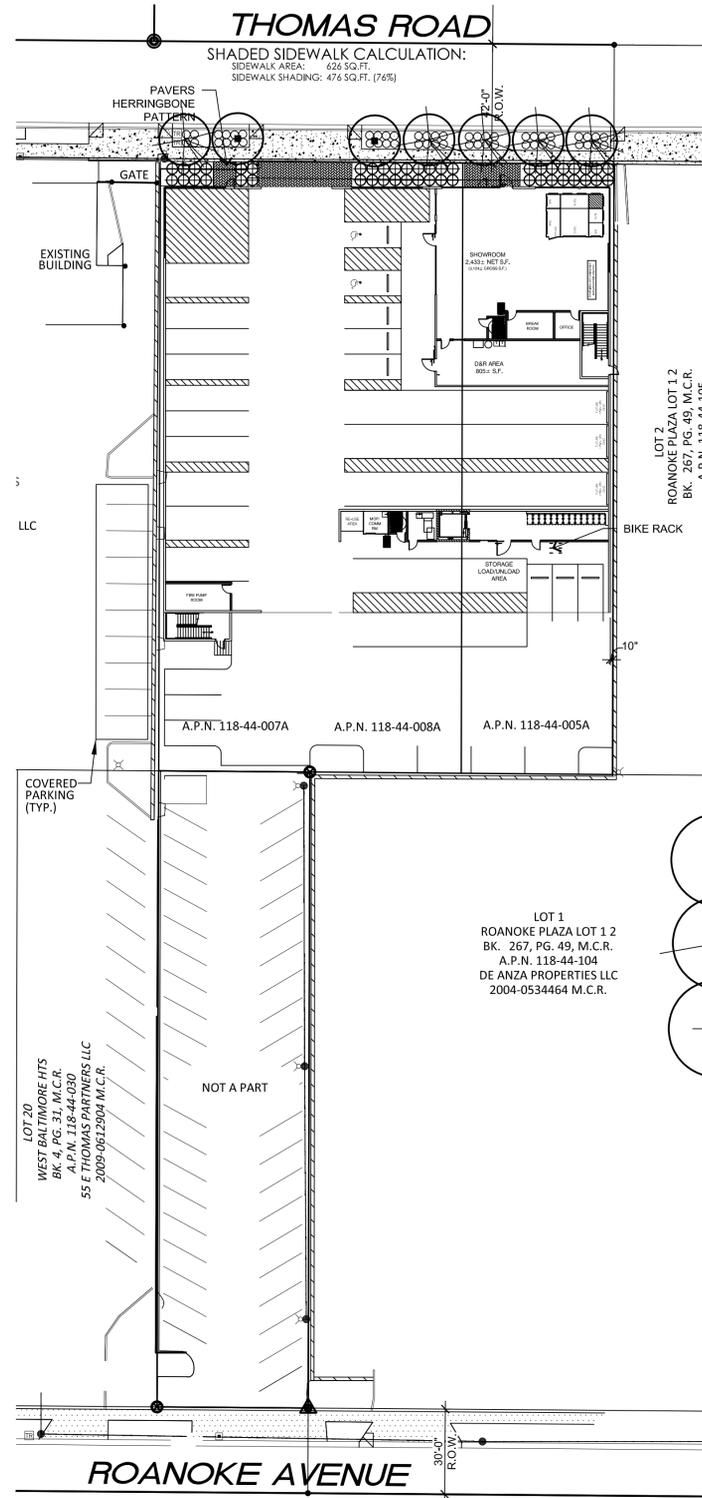
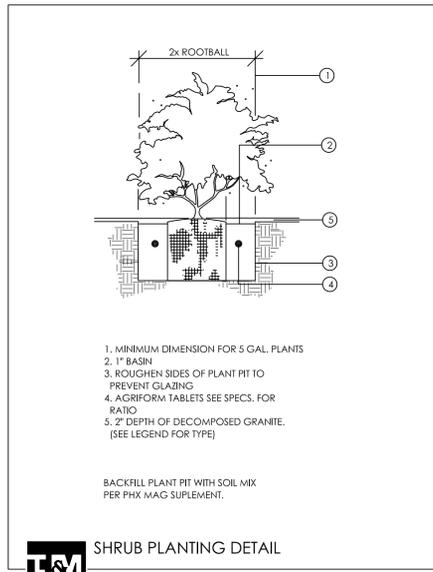
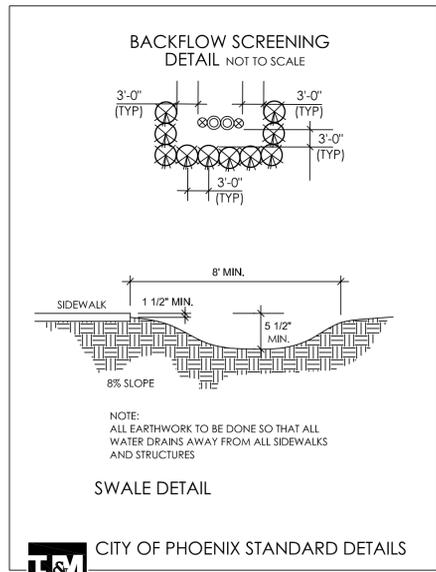
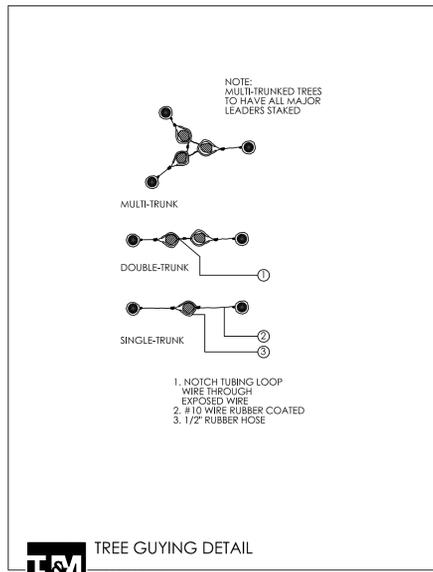
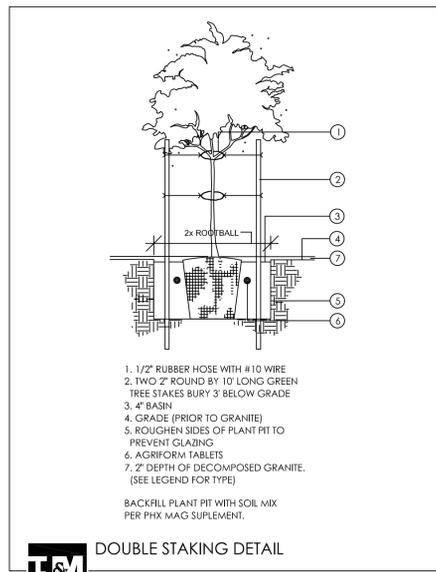
© 2019 RKAA ARCHITECTS, INC. ALL RIGHTS RESERVED. THIS DRAWING IS AN INSTRUMENT OF SERVICE. IT IS THE PROPERTY OF RKAA ARCHITECTS, INC. AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT.

**FP-1**  
FLOOR PLANS

RKAA# 20065.50



**EXHIBIT K**  
**CONCEPTUAL LANDSCAPE PLAN**



- LANDSCAPE LEGEND**
- ACACIA STENOPHYLLA SHOESTRING ACACIA  
4" CALIP. 14T, 6.5W
  - PROSOPIS CHILENSIS CHILEAN MESQUITE (THORNLESS)  
3" CALIP. 8T, 5W
  - ACACIA SALICINA WILLOW ACACIA  
2" CALIP., 7.5T, 4.5W
  - HESPERALOE PARVIFLORA RED YUCCA  
5 GALLON
  - RUPELLIA PENINSULARIS BAJA RUELLIA  
5 GALLON
  - LANTANA MONTEVIDENSIS 'GOLD MOUND'  
5 GALLON
  - LANTANA MONTEVIDENSIS TRAILING PURPLE  
5 GALLON
- 1/2" SCREENED SADDLEBACK BROWN DECOMPOSED GRANITE  
2" DEPTH IN ALL LANDSCAPE AREAS

**CITY OF PHOENIX GENERAL LANDSCAPE NOTES:**

THE CITY OF PHOENIX GENERAL NOTES ARE THE ONLY NOTES APPROVED ON THIS PLAN. ADDITIONAL GENERAL NOTES GENERATED BY THE SEALANT AND PLACED ON THE PLANS ARE NOT APPROVED AS PART OF THIS PLAN AND ARE NOTED AS SUCH ON THE PLANS.

THE DESIGN ON THESE PLANS IS ONLY APPROVED BY THE CITY IN SCOPE AND NOT IN DETAIL. CONSTRUCTION QUANTITIES ON THESE PLANS ARE NOT VERIFIED BY THE CITY. APPROVAL OF THESE PLANS ARE FOR PERMIT PURPOSES ONLY AND SHALL NOT PREVENT THE CITY FROM REQUIRING CORRECTION OF ERRORS IN THE PLANS WHERE SUCH ERRORS ARE SUBSEQUENTLY FOUND TO BE IN VIOLATION OF ANY LAW, ORDINANCE, HEALTH, SAFETY, OR OTHER DESIGN ISSUES.

CONSTRUCTION WITHIN THE RIGHT-OF-WAY SHALL CONFORM TO THE LATEST APPLICABLE MARICOPA ASSOCIATION OF GOVERNMENTS (MAG) UNIFORM STANDARD SPECIFICATIONS AND DETAILS AND THE LATEST CITY OF PHOENIX SUPPLEMENT TO THE MAG UNIFORM STANDARD SPECIFICATIONS AND DETAILS.

FINAL BUILDING PERMIT CANNOT BE OBTAINED UNTIL BONDING AND APPROVED ASSURANCES ARE PROVIDED FOR THE LANDSCAPING WITHIN THE RIGHT-OF-WAY.

NO PLANT SUBSTITUTIONS, TYPE, SIZE, OR QUANTITY, OR DEVIATIONS FROM THE APPROVED LANDSCAPE OR IRRIGATION PLANS ARE ALLOWED WITHOUT PRIOR APPROVAL FROM THE CITY OF PHOENIX LANDSCAPE SECTION AT 602-262-7811.

ALL PLANT MATERIAL AND SPECIFICATIONS SHALL CONFORM TO THE ARIZONA NURSERYMAN ASSOCIATION STANDARDS.

ALL RIGHT-OF-WAY AND CITY-REQUIRED (PERIMETER, RETENTION, AND PARKING) PLANT MATERIAL SHALL BE IN COMPLIANCE WITH THE DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST.

CONTACT THE PARKS AND RECREATION DEPARTMENT FORESTRY SUPERVISOR AT 602-262-6862 TO VERIFY OWNERSHIP OF ANY PLANT MATERIAL IN THE PUBLIC R.O.W. PRIOR TO ANY PLANT RE-LOCATIONS OR REMOVALS. OBTAIN WRITTEN PERMISSION FROM THE PARKS AND RECREATION DEPARTMENT PRIOR TO THE RE-LOCATION OR REMOVAL OF ANY CITY PLANT MATERIAL OR EQUIPMENT.

CONTACT THE STREET TRANSPORTATION DEPARTMENT HORTICULTURIST AT 602-262-6284 PRIOR TO THE RE-LOCATION OR REMOVAL OF EXISTING PLANT MATERIAL IN THE A.D.O.T. R.O.W. THAT IS ON THE CITY'S SIDE OF THE SOUND WALL. OBTAIN WRITTEN PERMISSION FROM THE STREET TRANSPORTATION DEPARTMENT PRIOR TO THE RE-LOCATION OR REMOVAL OF ANY PLANT MATERIAL OR EQUIPMENT.

ALL EXISTING TREES AND SHRUBS IN RIGHT-OF-WAY DESIGNATED TO REMAIN BUT ARE DAMAGED OR DESTROYED WILL BE REPLACED IN LIKE SIZE AND KIND BY THE CONTRACTOR.

THE PROPOSED IRRIGATION SYSTEM SHALL INCLUDE ANY MODIFICATIONS REQUIRED TO TIE INTO THE EXISTING CITY OF PHOENIX IRRIGATION SYSTEM IN RIGHT-OF-WAY TO THE PROPOSED SYSTEM. ALL THOUGH IRRIGATION SYSTEMS IN THE RIGHT-OF-WAY SHALL BE MAINTAINED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CAPPING AND/OR ABANDONING EXISTING IRRIGATION TO PLANT MATERIALS AND PROVIDING NEW IRRIGATION TO THE EXISTING PLANT MATERIAL IN THE RIGHT-OF-WAY PER THE APPROVED PLAN.

WALLS ARE NOT APPROVED AS PART OF THE LANDSCAPE PLAN BUT ARE SHOWN FOR REFERENCE ONLY.

TREES ADJACENT TO PEDESTRIAN WALKWAYS SHOULD HAVE A MINIMUM CANOPY CLEARANCE OF SIX FEET EIGHT INCHES (6' 8") PER SECTION 507 TAB A.I.I.A.3.1.10 OF THE CITY OF PHOENIX ZONING ORDINANCE.

PVC PIPE LATERALS ARE REQUIRED A MAXIMUM OF FIVE FEET (5') OF POLY TUBING OFF OF THE PVC PIPE LATERAL IS ALLOWED. NO POLY TUBING LATERALS ARE ALLOWED.

PLANT QUANTITIES AND CALIPER SIZES PER THE ZONING REQUIREMENTS FOR THIS SITE PROVIDED IN THE LEGEND ON THE APPROVED PLANS ARE REQUIRED TO BE INSTALLED IN THE FIELD. ANY DEVIATIONS FROM THE PLAN WILL REQUIRE A REVISION TO THE APPROVED PLAN.

NOTE: MINIMUM CALIPER SIZE IS A ZONING REQUIREMENT. IF THE MINIMUM CALIPER CANNOT BE MET AT BOX SIZE THAT IS SPECIFIED, THEN THE BOX SIZE MUST BE INCREASED TO MEET CALIPER REQUIREMENTS.

PLAN APPROVAL IS VALID FOR 180 DAYS. PRIOR TO PLAN APPROVAL EXPIRATION ALL ASSOCIATED PERMITS SHALL BE PURCHASED OR THE PLANS SHALL BE RESUBMITTED FOR EXTENSION OF PLAN APPROVAL. THE EXPIRATION, EXTENSION, AND REINSTATEMENT OF LANDSCAPE PLANS AND PERMITS SHALL FOLLOW THE SAME GUIDELINES AS THOSE INDICATED IN THE PHOENIX BUILDING CONSTRUCTION CODE ADMINISTRATIVE PROVISIONS SECTION 105.3 FOR BUILDING PERMITS.

**MISC. LANDSCAPE NOTES** THESE NOTES ARE NOT REVIEWED OR APPROVED BY THE CITY OF PHOENIX.

- THE ENTIRE SITE WILL BE MAINTAINED IN ACCORDANCE WITH PHOENIX STANDARDS.
- TREES ADJACENT TO PEDESTRIAN WALKWAYS SHOULD HAVE A MIN. CANOPY OF 6'-8".
- USE PVC LATERALS WITH A MAXIMUM A 5' OF POLY TUBING OFF OF PVC. NO POLY LATERALS WILL BE ACCEPTED.
- PLANT QUANTITIES AND CALIPER SIZES PROVIDED ON THE APPROVED PLAN AND IN THE LEGEND ARE REQUIRED TO BE INSTALLED IN THE FIELD.
- ALL NEW AND DISTURBED LANDSCAPE AREAS WILL RECEIVE A 2" TOP-DRESS OF MATCHING DECOMPOSED GRANITE (MIN. 1/2" MINUS).
- PLANT MATERIAL WITHIN THE CITY OF PHOENIX SIGHT DISTANCE TRIANGLES IF EXISTING WILL BE MAINTAINED AT A MAXIMUM 24" IN HEIGHT. TREES WILL BE MAINTAINED WITH A 7' MINIMUM CLEAR CANOPY.
- NO PLANT SUBSTITUTIONS, TYPE, SIZE OR QUANTITY DEVIATIONS FROM THE APPROVED LANDSCAPE OR IRRIGATION PLANS WITHOUT PRIOR APPROVAL FROM THE CITY OF PHOENIX LANDSCAPE SECTION AT (602) 262-7811
- NO SLOPES ARE GREATER THAN 4:1
- THERE IS NO OVERHEAD POWER LINES ON SITE
- NO SALVAGED PLANT MATERIAL

LANDSCAPE ARCHITECT	CITY OF PHOENIX	DATE
ESTIMATED RIGHT-OF-WAY COST \$ _____	ESTIMATED S.F. OF LANDSCAPE IN RIGHT-OF-WAY _____	
MAINTENANCE BY: ( ) CITY (x) OWNER	TOTAL ACRES (OR PORTIONS) LANDSCAPED AREAS _____	
SQUARE FOOTAGE OF TURF _____	DATE OF PRELIMINARY SITE PLAN APPROVAL _____	

T.J. McQUEEN & ASSOCIATES, INC.  
LANDSCAPE ARCHITECTURE  
URBAN DESIGN  
SITE PLANNING

10450 N. 74th Street, Suite 120  
Scottsdale, Arizona 85258  
P: (602)265-0320

EMAIL: timmqueen@tjma.net



**LANDSCAPE PLAN**  
SCALE: 1" = 30'-0"

0' 15' 30' 60'



**U-HAUL CORPORATE FLAGSHIP STORE**  
3RD ST AND THOMAS ROAD  
MIDTOWN, PHOENIX  
DATE: 06-19-2020 (PRELIMINARY)

**OWNER INFO:**

DEVELOPER:  
U-HAUL INTERNATIONAL  
2727 N. CENTRAL AVE  
PHOENIX, AZ 85004  
CONTACT: MOSES EASON  
PHONE: (602) 263-6555  
E-MAIL: moses\_eason@uhaul.com

© 2014 R K A A  
ARCHITECTS, INC. ALL  
RIGHTS RESERVED.  
THIS DRAWING IS AN  
INSTRUMENT OF  
SERVICE. IT IS THE  
PROPERTY OF R K A A  
ARCHITECTS, INC. AND  
MAY NOT BE  
DUPLICATED, USED OR  
DISCLOSED WITHOUT  
WRITTEN PERMISSION  
OF THE ARCHITECT.

La.01

#20065.50

