



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report: Z-18-23-8  
(34TH + Thomas PUD)  
September 5, 2023**

**Camelback East Village Planning Committee Meeting Date** September 5, 2023

**Planning Commission Hearing Date** October 5, 2023

**Request From:** [C-2](#) (Intermediate Commercial) (4.60 acres), [R1-6](#) (Single-Family Residence District) (1.70 acres), and [P-1](#) (Passenger Automobile Parking, Limited) (0.60-acres)

**Request To:** [PUD](#) (Planned Unit Development) (6.90 acres)

**Proposal:** Multifamily residential with ground-floor commercial

**Location:** Southeast corner of 34th Street and Thomas Road

**Owner:** Pruitt’s Resale LLC/Sensing Holdings

**Applicant:** Geoff Jacobs, Aspirant Development

**Representative:** Nicholas Wood, Snell & Wilmer, LLP

**Staff Recommendation** Approval, subject to stipulations

General Plan Conformity			
<a href="#">General Plan Land Use Map Designation</a>		Commercial and Residential 3.5 to 5 dwelling units per acre	
<a href="#">Street Map Classification</a>	Thomas Road	Arterial	40-foot south half street
	34th Street	Local	30-foot east half street
	35th Street	Local	20 to 25-foot west half street
<b><i>CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation</i></b>			

**alternatives exist.**

The proposed development will provide multifamily residential development along Thomas Road, an arterial street with public transit options and within close proximity to employment and commercial areas.

**CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: Plan and design communities and neighborhoods to be pedestrian friendly and walkable.**

The proposed PUD narrative incorporates numerous streetscape and design standards to promote a pedestrian-friendly environment along adjacent street frontages that is compatible with the surrounding area.

**BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.**

The proposed development will provide trees and shade within the site and along adjacent street frontages which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

**Applicable Plan, Overlays, and Initiatives**

[Housing Phoenix Plan](#) – See Background Item No. 12.

[Tree and Shade Master Plan](#) – See Background Item No. 13.

[Complete Streets Guiding Principles](#) – See Background Item No. 14.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 15.

[Zero Waste PHX](#) – See Background Item No. 16.

**Surrounding Land Uses/Zoning**

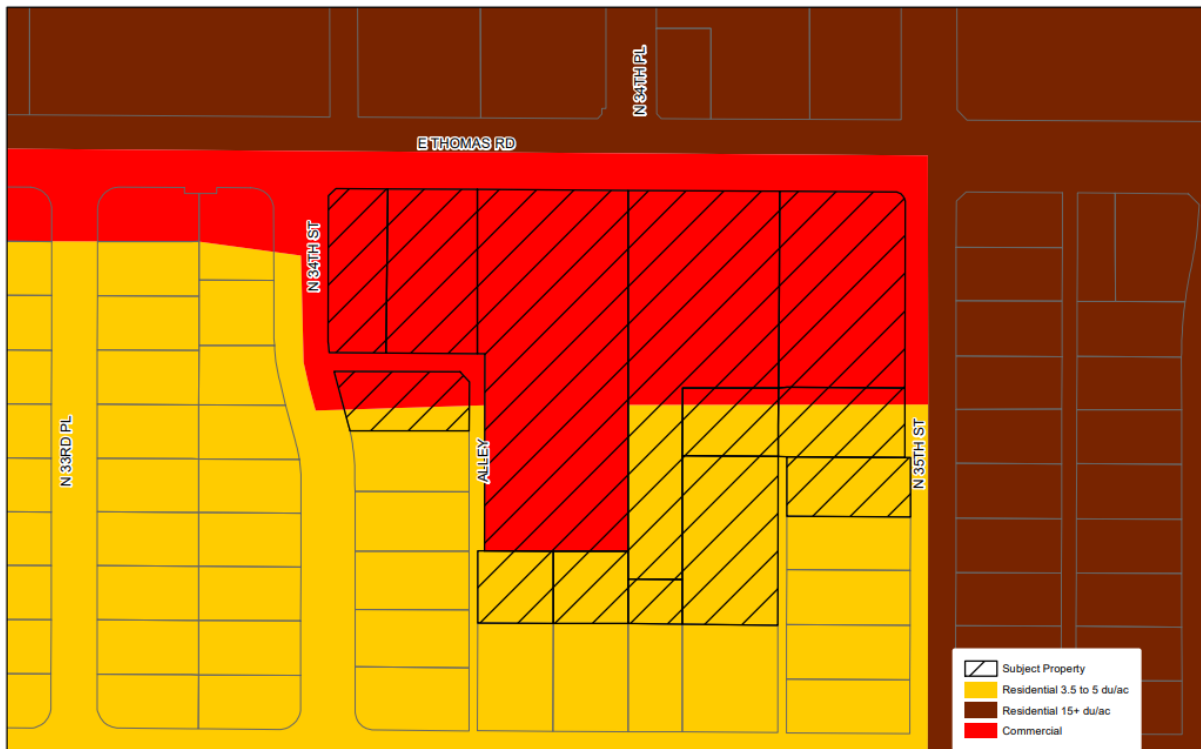
	<u>Land Use</u>	<u>Zoning</u>
<b>On Site</b>	Various commercial uses (furniture store, barber, office) parking lot and single-family residences	C-2, R1-6, and P-1
<b>North (across Thomas Road)</b>	Various commercial uses (restaurant, retail, smoke shop, liquor store)	C-2
<b>South</b>	Single-family residential	R1-6
<b>East (across 35th Street)</b>	Single-family residences, pet care facility	R1-6, C-2

<b>West (across 34th Street)</b>	Single-family residences, fitness center	R1-6, C-1
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**Background/Issues/Analysis**

**SUBJECT SITE**

1. This request is to rezone a 6.90-acre site located at the southeast of 34th Street and Thomas Road from 4.60 acres of C-2 (Intermediate Commercial), 1.70 acres of R1-6 (Single-Family Residence), and 0.60-acres of P-1 (Passenger Automobile Parking, Limited) to PUD (Planned Unit Development) to allow multifamily residential with a maximum of 310 units and up to 58 feet in height, and ground floor commercial.
2. The General Plan Land Use Map designation for the subject site is Commercial and Residential 3.5 to 5 dwelling units per acre. The Commercial land use category accommodates office, retail, restaurant and multifamily development at varying scales and intensity of uses. This request is consistent with the Commercial designation; however, it is inconsistent with the Residential 3.5 to 5 dwelling unit per acre designation as it proposes a higher density. A General Plan amendment is not required as the portion of the site that is inconsistent with the General Plan Land Use Map is less than 10 acres.



General Plan Land Use Map Source: City of Phoenix Planning and Development Department

The Land Use Map designation to the north and east is Residential 15+ dwelling units per acre. The designation to the south and southwest is Residential 3.5 to 5 dwelling units per acre. To the west, along Thomas Road, is designated as Commercial.

#### EXISTING CONDITIONS & SURROUNDING ZONING

3. The site fronts Thomas Road, an arterial street and contains a two-story furniture store and a one-story commercial building with retail, commercial services, and office uses.

To the north, across Thomas Road, are various commercial uses such as a restaurant, retail stores, a smoke shop, and liquor store zoned C-2 (Intermediate Commercial). To the east, across 35th Street are single-family residences zoned R1-6 (Single-Family Residence), and a pet care facility zoned C-2. To the south and to the west are single-family residences zoned R1-6, and to the west and across 34th Street is a fitness/wellness center zoned C-1 (Neighborhood Retail) and single-family residential zoned R1-6.

#### PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case-by-case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

5. **Land Use**

The PUD proposes a multifamily residential development that will include ground floor retail and restaurant space. The PUD allows for multifamily residential and limited commercial uses, along Thomas Road, as shown on the site plan attached as an exhibit.

6. **Development Standards**

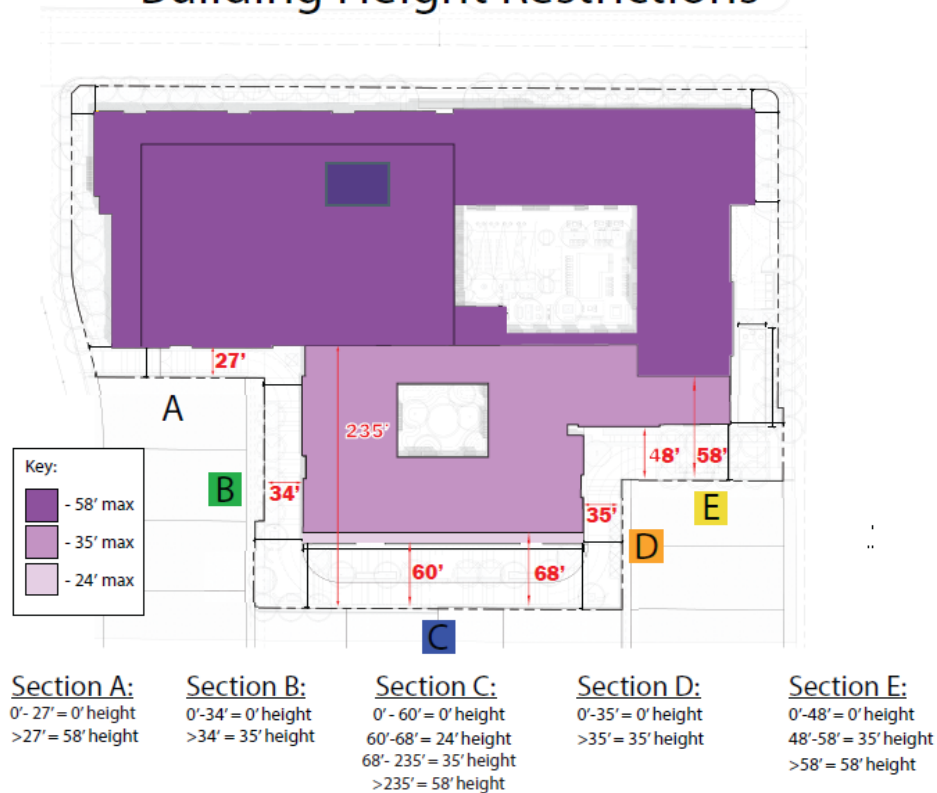
The PUD proposes a multifamily residential building with a maximum of 310 units. The maximum building height is 58 feet. The subject site is not located within a Village Core, buildings in the surrounding area are one to two-stories tall, and the highest intensity zoning district is R-5 (Multifamily Residence District), which permits a maximum height of 48 feet. The PUD narrative proposes a height step back, shown in the exhibit below, ranging from 24 feet, 35 feet, and 58 feet. In the R-5 Zoning District, development adjacent to a single-family residence district is limited to a 15-foot maximum height within 10 feet of single-family zoned district, which may be increased one foot for each additional foot of building setback, to the maximum permitted height. Section A in the PUD Narrative, shown in the exhibit below, proposes a maximum height of 58 feet within 27 feet of a single-family residence

district. In R-5, a 43-foot setback would be required for a maximum height of 48 feet; and a 30-foot setback would be required for a maximum height of 35 feet. To be compatible with the maximum allowable heights along the southern perimeter staff recommends that the maximum height be limited to 35 feet within 52 feet of the southernmost point along Section “A”. This is addressed in Stipulation No. 1.b and d.

Further, multifamily residential projects are required to provide a minimum five-foot wide landscape area planted with trees along interior property lines (Section 703.B.3.b(3) of the Zoning Ordinance). To provide a sufficient buffer and to be consistent with the citywide requirement for multifamily residential projects, staff recommends a minimum five-foot wide landscape setback be provided in Landscape Zone 3. This is addressed in Stipulation No. 1.c.

The PUD Narrative includes a 20-foot building setback along Thomas Road, 20 to 33 feet along 34th Street, 20 to 40 feet along 35th Street, and 27 to 60 feet along the southern property line. The provided setbacks for Thomas Road, 34th Street and 35th Street will include detached sidewalks and landscaping.

### Building Height Restrictions



*Building Height and Setback Plan, Source: Snell & Wilmer*

A minimum of seven percent of the gross site area will be open space, which is more than the minimum open space requirements for multifamily residential uses in the

Phoenix Zoning Ordinance.

The primary vehicular access is proposed on Thomas Road. Parking for residents and guests will be provided on site in an internalized above grade parking structure, which will be primarily screened by the residential building. Parking will include electric vehicle installed infrastructure for 20 parking spaces and 10 percent prepared for future connectivity. Enhanced bicycle amenities will be provided on site, such as secure bicycle parking for residents and guest parking.

The primary street frontage is along Thomas Road to the north. The PUD proposes pedestrian-friendly design standards such as shaded detached sidewalks along Thomas Road and landscaped setbacks with enhanced shading standards, which is consistent with the Street Classification Map cross section for Thomas Road.

Below is a summary of the key development standards set forth in the narrative.

<b>Development Standards</b>	
<b>Standard</b>	<b>Proposed</b>
<i>Maximum Density</i>	310 units
<i>Maximum Building Height</i>	24 feet within 68 feet of southern most point 35 feet within 242 feet of southern most point 58 feet overall
<i>Minimum Open Space</i>	7%
<i>Maximum Lot Coverage</i>	60%
<i>Minimum Building Setbacks</i>	
Thomas Road (North)	20 feet
34th Street (West)	20 to 33 feet
35th Street (East)	20 to 40 feet
South property line	27 to 60 feet
<i>Minimum Streetscape Standards</i>	
Thomas Road	Sidewalk width: 7 feet Landscape Area: 11 50 feet
34th Street (West)	Sidewalk width: 7 feet Landscape Area: 11 feet
35th Street (East)	Sidewalk width: 7 feet Landscape Area: 11 feet

<i>Minimum Parking Standards</i>	
<b>Residents</b>	
Studio	1.3. spaces per dwelling unit
1-Bed/2-Bed	1.5 spaces per dwelling unit
<b>Guests</b>	
Studio	0.3 spaces per dwelling unit
1-Bed/2-Bed	0.5 spaces per dwelling unit
Retail/Restaurant	1 space per 300 square feet
Off-Street Loading Space	2 required
Bicycle parking	0.25 spaces per dwelling unit, maximum 50 spaces

**7. Landscape Standards**

The PUD establishes standards to promote shading along each perimeter of the proposed site. All required landscaped areas are required to have minimum two-inch caliper trees with 50 percent live coverage. This offers consistent coverage and is an enhancement from the Zoning Ordinance standards in some areas and a reduction in other areas.

The following exhibit depicts the landscape concept for the site.



*Conceptual Site Plan, Source: Gensler*

8. Fences/Walls: The proposed development will include an eight-foot wall along the southern property line to provide screening and maintain the privacy of the adjacent single-family residences. Walls along Thomas Road will not exceed 40 inches and the maximum height along 34th Street and 35th Street will not exceed six feet.
9. Shade: A combination of architectural and vegetative elements will provide shading throughout the proposed development. Sidewalk and pathway coverage will be shaded to a minimum of 65 percent. Open space and amenity areas will be shaded up to 40 percent.
10. Lighting: Onsite and pedestrian illumination shall be provided for safety and convenience throughout the proposed development. Lighting provisions are consistent with the Zoning Ordinance and City Code standards. Pedestrian lighting along walkways will be consistent with the Walkable Urban Code standards in the Zoning Ordinance.
11. **Design Guidelines**  
The PUD proposes enhanced design guidelines to ensure the building is aesthetically pleasing and compatible with the surrounding area. The residential design concept includes exterior amenities that promote aesthetic and functional features such as lighting and wayfinding. Landscaping will include a variety of shade trees to emphasize the streetscape as well foster pedestrian access in the area. The building design features a mix of exterior materials, colors and textures with balconies, patios and seating areas. Earth tones and a variety of building materials are proposed, as well as an enhanced corner treatment along 35th Street and Thomas Road. The PUD also requires that 95 percent of the units include at least one balcony or patio spaces.



Site Rendering, Source: PUD Narrative



## AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

### 12. [Housing Phoenix Plan](#)

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030.

### 13. [Tree and Shade Master Plan](#)

The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. The PUD includes enhanced shading standards to reduce the urban heat island effect.

### 14. [Complete Streets Guiding Principles](#)

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The development will activate the street frontages, provide detached sidewalks and provide enhanced landscaping and shade along the sidewalks. This is addressed in the PUD Narrative.

### 15. [Comprehensive Bicycle Master Plan](#)

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its bikeway system and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. The proposal incorporates requirements for bicycle parking and electrical charging for 10 percent of the required spaces to support micromobility.

### 16. [Zero Waste PHX](#)

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling

containers for multifamily, commercial, and mixed-use developments meeting certain criteria. The PUD narrative states that recycling will be a part of the development.

#### COMMUNITY INPUT SUMMARY

17. At the time this staff report was written, one letter in support has been received.

#### INTERDEPARTMENTAL COMMENTS

18. The Street Transportation Department commented that a minimum of 10 feet of right-of-way shall be dedicated along Thomas Road, that the developer fund and construct a traffic signal at 34th Street and Thomas, that existing irrigation facilities along Thomas Road be relocated outside of City right-of-way, and that all street improvements be constructed to City and ADA standards. These are addressed in Stipulation Nos. 2 through 5.

#### OTHER

19. The Public Transit Department requested that the developer shall dedicate right-of-way and construct a bus stop pad on eastbound Thomas Road and that trees shall be placed to provide 50 percent shade coverage to the bus stop pad at full maturity. This is addressed within the PUD Narrative (page 19).

20. The Aviation Department requested that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. This is addressed in Stipulation No. 6.

21. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation Nos. 7 through 9.

22. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 10.

23. Development and use of the site is subject to all applicable codes and ordinances.

Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

### **Findings**

1. The site is appropriately located along an arterial street.
2. The proposal will develop an underutilized site and provide additional housing options within the Camelback East Village.
3. The proposed PUD sets forth design and development standards that will facilitate pedestrian-oriented design with the improvement and utilization of transit access on Thomas Road and promote a safer walking and bicycling environment.

### **Stipulations**

1. An updated Development Narrative for the 34th + Thomas PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped August 25, 2023, as modified by the following stipulations:
  - a. Front cover: Revise the date information on the cover page to the following:  
  
City Council Adopted: [Add Adoption Date]
  - b. Page 9, Development Standards, d. Building Height: Add a provision to limit the building height to 35 feet within 52 feet of the southernmost property line in Section "A".
  - c. Page 12, and all related exhibits, Development Standards, Minimum Landscape Standards, c. Landscape Zone 3 (South): Update to include a minimum 5-foot wide landscape setback immediately adjacent to the property line.
  - d. Update the exhibits and other sections to accommodate and reflect the maximum height provided in Stipulation 1.b above.
2. A minimum 10 feet of right-of-way shall be dedicated, totaling 50 feet for the southern half street of Thomas Road, adjacent to the development.
3. A traffic signal shall be installed at Thomas Road and 34th Place. The developer shall fund 100 percent of the cost and install the traffic signal at the intersection

as a four-legged intersection with the development's driveway. Signalized driveway access on Thomas Road shall be designed to a typical public street intersection for roadway design and ADA compliance, as approved by the Street Transportation Department.

4. Existing irrigation facilities along Thomas Road are to be relocated outside of City right-of-way. Contact SRP to identify existing land rights and establish the appropriate process to relocate the facility. Relocations that require additional dedications or land transfer require completion prior to obtaining plat and/or civil plan review approval.
5. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
6. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
7. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
8. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
9. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
10. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Staff Report: Z-18-23-8

September 5, 2023

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**Writer**

John Roanhorse

September 5, 2023

**Team Leader**

Racelle Escolar

**Exhibits**

Sketch Map

Aerial Map

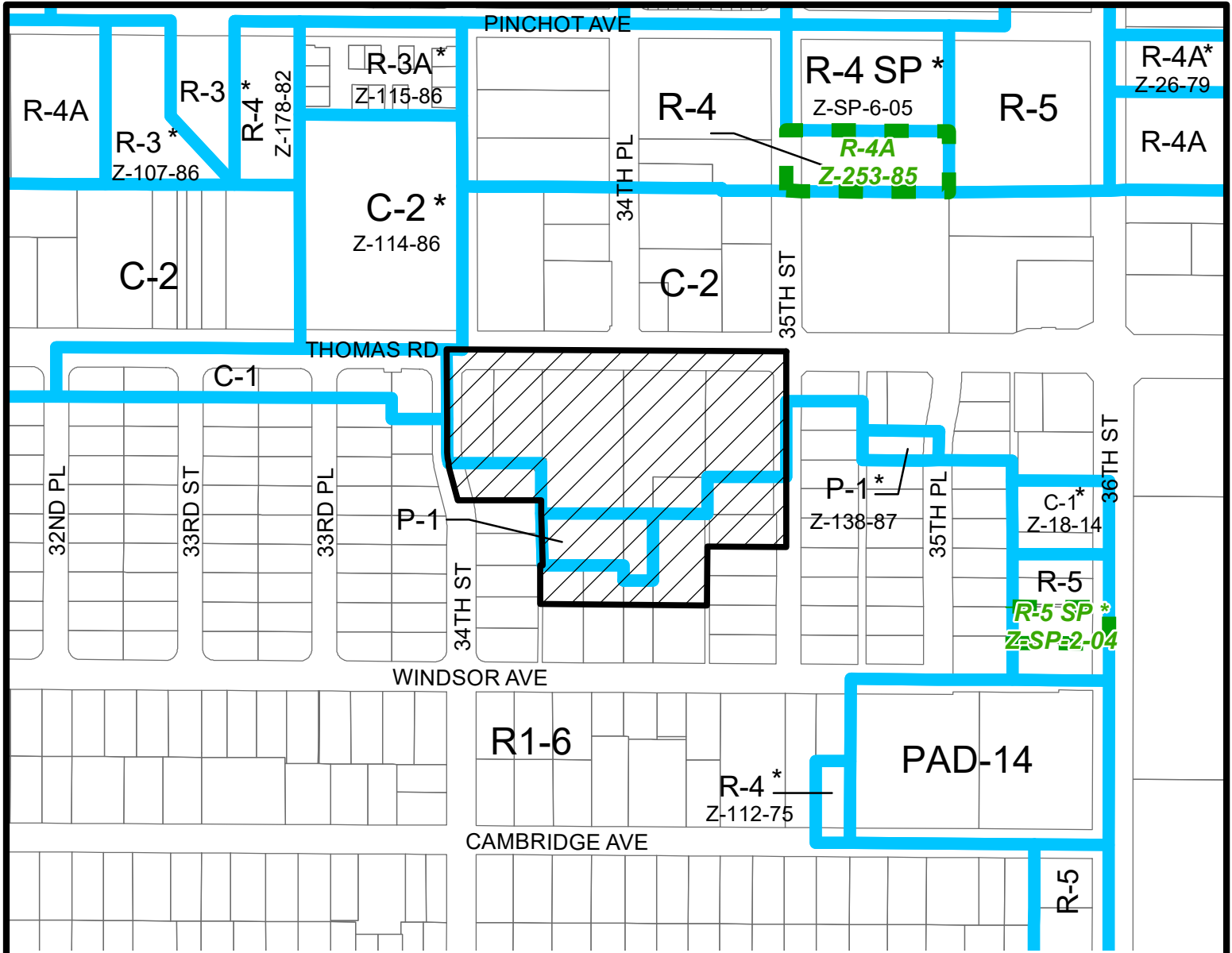
Conceptual Site Plan date stamped June 2, 2023

Conceptual Elevations date stamped June 2, 2023

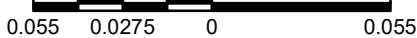
Conceptual Renderings date stamped June 2, 2023

Community Correspondence (4 pages)

[34TH+ThomasI PUD](#) development narrative date stamped June 25, 2023



Miles



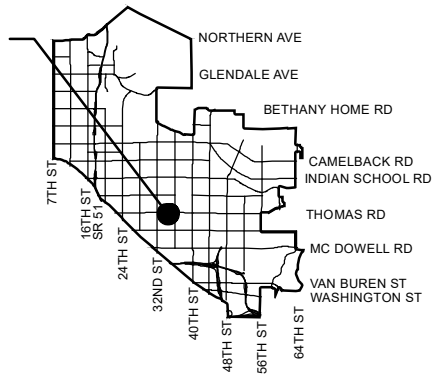
**CAMELBACK EAST VILLAGE**

CITY COUNCIL DISTRICT: 8



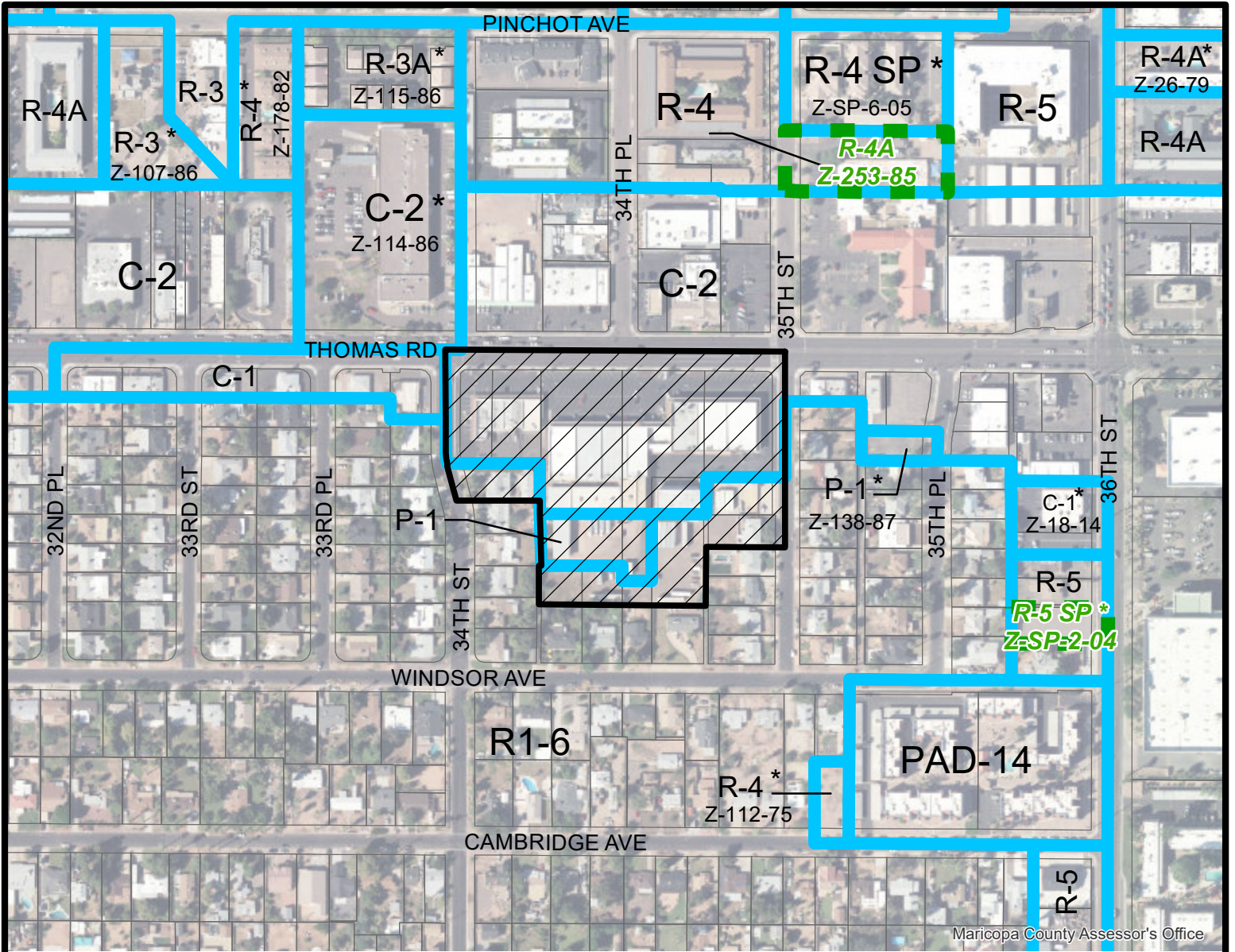
City of Phoenix  
PLANNING AND DEVELOPMENT DEPARTMENT

Z-18-23

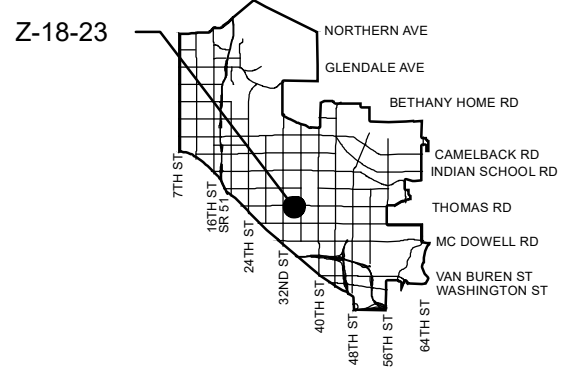
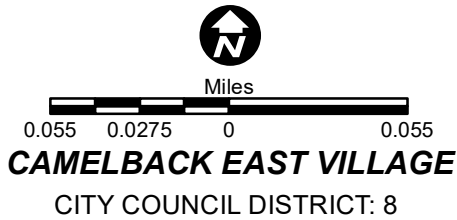


<b>APPLICANT'S NAME:</b> Aspirant Development, Geoff Jacobs		<b>REQUESTED CHANGE:</b>	
<b>APPLICATION NO.</b> Z-18-23	<b>DATE:</b> 5/17/2023 <small>REVISION DATES:</small>	<b>FROM:</b> C-2 ( 4.60 a.c.) R1-6 ( 1.70 a.c.) P-1 ( 0.60 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> <b>6.90 Acres</b>	<small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small> <b>QS 14-35</b>	<small>ZONING MAP</small> <b>G-10</b>	<b>TO:</b> PUD (6.90 a.c.)
<b>MULTIPLES PERMITTED</b> C-2, R1-6, P-1 PUD	<b>CONVENTIONAL OPTION</b> 66, 9, N/A 310		<b>* UNITS P.R.D. OPTION</b> 80, 11, N/A N/A

\* Maximum Units Allowed with P.R.D. Bonus



Maricopa County Assessor's Office



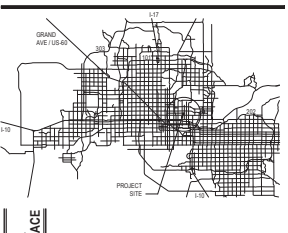
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<b>APPLICATION NO.</b> Z-18-23	<b>DATE:</b> 5/17/2023 <small>REVISION DATES:</small>	<b>FROM:</b> C-2 ( 4.60 a.c.) R1-6 ( 1.70 a.c.) P-1 ( 0.60 a.c.)	
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<b>MULTIPLES PERMITTED</b> C-2, R1-6, P-1 PUD	<b>CONVENTIONAL OPTION</b> 66, 9, N/A 310		<b>* UNITS P.R.D. OPTION</b> 80, 11, N/A N/A

\* Maximum Units Allowed with P.R.D. Bonus

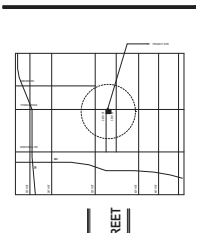
**SHEET NOTES**

01	PROPERTY LINE	21	REFUSE COLLECTION AREA	39	ROLL-OFF REFUSE CONTAINER AND COMPACTOR 30 CUBIC YARD
02	MINIMUM BUILDING SET BACK LINE	22	SIDEWALK	40	8" WALL
03	DRIVE ENTRY	23	FRILANE ENTRY	41	33 X 33 VISIBILITY TRIANGLE
04	DRIVE EXIT	24	PROJECTION OF CANOPY INTO 20' SETBACK	42	19 X 20 VISIBILITY TRIANGLE
05	PARKING ENTRY & EXIT	25	OVERHEAD CANOPY	43	RESIDENT PATIO AND GARDEN
06	VEHICULAR DROP-OFF	26	OVERHEAD DOOR	44	RESIDENT PROMINENCE
07	LOADING AREA	27	TRASH AREA SCREENING WALL	45	DOORWAY
08	TRANSFORMER PAD	28	SECURE PEDESTRIAN ENTRY	46	MEDITATIVE QUIET COURTYARD
09	SECURE GATE AT PEDESTRIAN ENTRY	29	FRILANE EXIT	47	WEST SOUTH INTERIOR MINIMUM BUILDING SETBACK
10	ACCESSIBLE PATH TO PUBLIC WAY	30	NEW FIRE HYDRANT	48	SOUTH INTERIOR MINIMUM BUILDING SETBACK
11	FRILANE	31	REUSE TRUCK PER C.O.P REQUIREMENTS	49	EAST INTERIOR MINIMUM BUILDING SETBACK
12	REFURRY SERVICE LINE 14'-0" CLEARANCE ABOVE	32	MOVABLE CURB PER IMG DETAIL 203.2 TYPE B	50	EAST INTERIOR MINIMUM BUILDING SETBACK
13	DRIVEWAY PER PHOENIX STANDARD DETAIL P-103	33	SECURE BIKES STORAGE WITH BIKES REPAIR STATION	51	GATE
14	ROLLING BINS RECYCLING COMPACTOR 3 CUBIC YARD BIN	34	DRIVEWAY PER PHOENIX STANDARD DETAIL P-105.2	52	SIGNALIZED INTERSECTION
15	LOBBY & AMENITY SPACE	35	EXISTING FIRE HYDRANT TO REMAIN	53	SIDEWALK EASEMENT
16	INDOOR LOUNGE AND FITNESS CENTER	36	EXISTING FIRE HYDRANT TO BE RELOCATED ACCORDING TO COP STANDARD DETAIL P-106	54	BIKESWAY TRAIL LENGTH FOR DRIVERS ENTERING THE SITE
17	ACTIVE CENTER COURTYARD	37	EXISTING FIRE HYDRANT TO BE RELOCATED ACCORDING TO COP STANDARD DETAIL P-106	55	SPACED FROM 34TH STREET
18	RESTAURANT	38	BUS STOP PAD TO BE CONSTRUCTED ACCORDING TO COP STANDARD DETAIL P-106	56	SPACED FROM 34TH STREET
19	FIRE RISER ROOM, BACKFLOW PREVENTER AND ELECTRICAL EQUIPMENT				
20	PRECAST CONCRETE STRUCTURE PARKING GARAGE				

**VICINITY MAP**



**VICINITY MAP**



**LEGAL DESCRIPTION**

ASPIRANT DEVELOPMENT  
 GEORGE JACOB & PARTNER  
 16151 SCOTTSDALE RD, SUITE #101  
 SCOTTSDALE, AZ 85254  
 GJACO@GEOJACOB.COM  
 (480) 546-7600

STEPAN KOCHETKOV  
 201 E CAMELBACK RD, SUITE 175  
 PHOENIX, AZ 85016  
 STEPAN.KOCHETKOV@GENSLER.COM  
 (602) 523-4861

3425 E. THOMAS ROAD  
 PHOENIX, ARIZONA 85018

PARCEL NUMBERS:  
 120-03-001, 120-03-102B, 120-03-102A,  
 120-03-002, 120-03-044, 120-03-004,  
 120-03-008, 120-03-090, 120-03-047,  
 120-03-020 120-03-074, 120-03-026, 120-03-040

PROJECT DESCRIPTION:  
 300 UNITS MULTI-FAMILY RESIDENTIAL PROJECT WITH THOMAS ROAD STRUCTURES WILL RANGE FROM THREE TO FIVE STORIES. HAVE A STRUCTURED PARKING GARAGE AND INCORPORATE TWO LARGE OUTDOOR SPACES

JURISDICTION:  
 CITY OF PHOENIX

ZONING:  
 CURRENT: C-2  
 PROPOSED: PD0

SITE ACREAGE:  
 GROSS: 207,877 S.F. (8.84 ACRES)  
 NET: 133,178 S.F. (5.81 ACRES)

LOT COVERAGE:  
 60%

BUILDING FOOTPRINT:  
 158,000 S.F.

MIN BUILDING SETBACKS:  
 NORTH (THOMAS RD): 20'  
 WEST (34TH ST): 25'  
 EAST (35TH ST): 25'  
 SOUTH (THOMAS RD): 20'

BUILDING HEIGHT:  
 6F 5 STORES

BUILDING AREA:  
 LEVEL 01: 96,000 S.F.  
 LEVEL 02: 96,000 S.F.  
 LEVEL 03: 100,000 S.F.  
 LEVEL 04: 96,000 S.F.  
 LEVEL 05: 96,000 S.F.  
 TOTAL: 580,000 S.F.

NETAL:  
 INDOOR AMENITY: 1,000 S.F.  
 OUTDOOR AMENITY: 7.2% GROSS AREA  
 NET: 2,000 S.F.

FAR (RETAIL): 0.024

DWELLING QUANTITY:  
 STUDIO: 59 UNITS  
 1 BED: 160 UNITS  
 2 BED: 59 UNITS  
 TOTAL: 378 UNITS DENSITY: 44.3 PER ACRE

VEHICLE PARKING QUANTITY:  
 COMMERCIAL: 11,100 S.F. (JULIANE RESTAURANT)  
 TOTAL: 20 SPACES REQUIRED  
 COMMERCIAL TOTAL REQUIRED: 20

RESIDENTIAL:  
 STUDIO @ 13 UNITS: 59  
 1 & 1.5 BED @ 15 UNITS: 191  
 STUDIO @ 0.5 UNITS: 59  
 1 & 1.5 BED @ 0.5 UNITS: 158  
 RESIDENTIAL TOTAL REQUIRED: 508

TOTAL PARKING PROVIDED: 618  
 TOTAL ADA PARKING PROVIDED: 2% OF 618 = 13  
 TOTAL ADA PARKING PROVIDED: 13  
 BICYCLE PARKING PROVIDED: 50  
 OFF STREET LOADING SPACES REQUIRED: 20 UNITS = 20 SPACES  
 OFF STREET LOADING SPACES PROVIDED: 2

REUSE:  
 14 CY PER UNIT: 207525 + 77.5 CY  
 31 CONSTRUCTION: 7731 11-24 CY

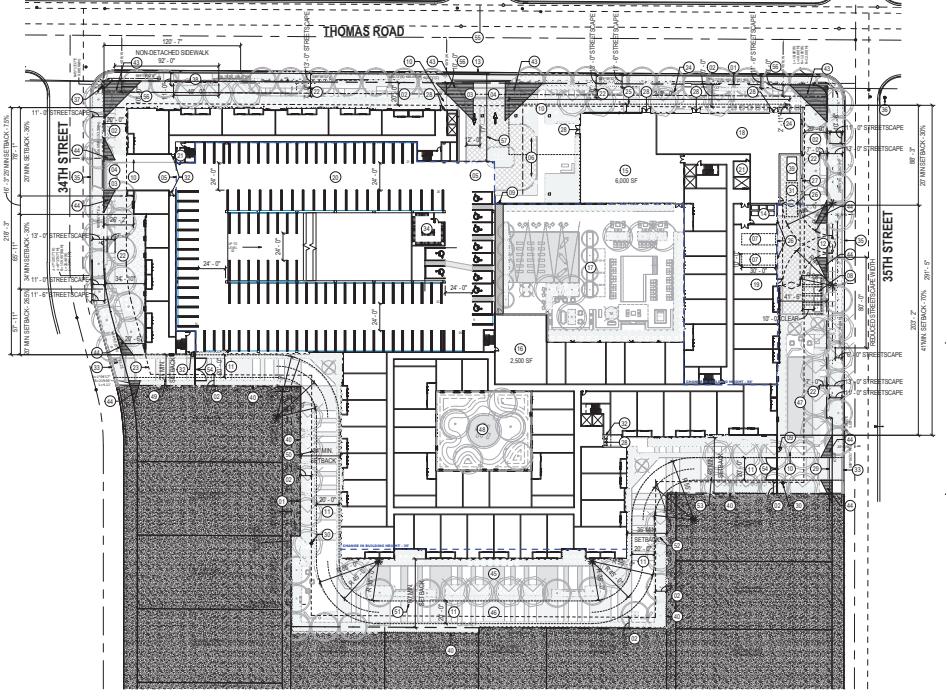
STAMP:  
 DATE: 06/04/2023  
 DRAWN: 220708  
 CHECKED: 220820  
 PROJECT: 024-35

**PROJECT INFORMATION**

**ASPIRANT DEVELOPMENT**  
 3425 East Thomas Road,  
 Phoenix AZ 85018

**Gensler**  
 201 E Camelback Road  
 Suite 175  
 Phoenix AZ 85016  
 Email: Stepan.Kochetkov@gensler.com

DATE: 06/04/2023  
 DESCRIPTION: PUD SUBMITTAL



**01 SITE PLAN**

SCALE: 1" = 40'-0"

**SHEET INDEX**

SHEET #	SHEET NAME
PA01	CONTEXT PLAN
PA02	SITE PHOTOS - EXISTING CONDITIONS
PA03	SITE PHOTOS - EXISTING CONDITIONS
PA04	BUILDING ELEVATIONS
PA05	INTERSCAPE SECTIONS
PA06	OPEN SPACE PLAN
PA07	LEVEL 01 PARKING PLAN
PA08	PEDESTRIAN SPACE STUDY
PA09	CONCRETE FLOORING FINISHES
PA10	MATERIAL PALETTE

**CITY OF PHOENIX NOTES**

1. DEVELOPMENT AND USE OF THIS SITE WILL COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES.

2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.

3. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED THE GENERAL LEVEL OF NOISE, VIBRATION OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THE SITE.

4. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHTS-OF-WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY IN ACCORDANCE WITH APPLICABLE PLAN.

CONSENT TO THE REPRODUCTION OF THIS SITE PLAN PROVIDED THAT IF MODIFICATIONS ARE MADE, THE PROFESSIONALS WHO MADE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE MODIFIED PORTIONS OF THE PLAN.

SIGNATURE OF COPYRIGHT OWNER  
 PRINTED NAME OF COPYRIGHT OWNER  
 DATE

**ASPIRANT DEVELOPMENT**

3425 East Thomas Road,  
 Phoenix AZ 85018

**Gensler**

201 E Camelback Road  
 Suite 175  
 Phoenix AZ 85016  
 Email: Stepan.Kochetkov@gensler.com

**CITY OF PHOENIX**  
 JUN 02 2023  
 Planning & Development  
 Department

**NOT FOR CONSTRUCTION**

Project Name:  
 Thomas & 34th Street

Project Number:  
 57.8328.000

Description:  
 SITE PLAN

Scale:  
 As Indicated

**PA.03A**

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1 NORTH ELEVATION  
SCALE: 1" = 30'-0"



2 SOUTH ELEVATION  
SCALE: 1" = 30'-0"



3 EAST ELEVATION  
SCALE: 1" = 30'-0"



4 WEST ELEVATION  
SCALE: 1" = 30'-0"

**PROJECT INFORMATION**

- 01 COMPOSITE WALL PANEL MP-1
- 02 MASONRY WALL
- 03 METAL COMPOSITE PANEL MP-1
- 04 METAL COMPOSITE PANEL MP-2
- 05 METAL COMPOSITE PANEL MP-3
- 06 SYNTHETIC CEMENTITIOUS WALL FINISH-ST-1
- 07 SYNTHETIC CEMENTITIOUS WALL FINISH-ST-2
- 08 SYNTHETIC CEMENTITIOUS WALL FINISH-ST-3
- 09 METAL GUARDRAIL ASSEMBLY MP-4
- 10 HIGH PERFORMANCE CLEAR GLAZING GL-01
- 11 SHADING CANOPY
- 12 BUS STOP

**ASPIRANT DEVELOPMENT**  
3425 East Thomas Road,  
Phoenix AZ 85018

**Gensler**

2576 E Camelback Road  
Suite 170  
Phoenix, AZ 85016  
United States  
Tel: 602.333.4800  
Fax: 602.333.4849

Date	Description
03/03/2023	PID SUBMITTAL

\_\_\_\_\_  
Seal / Signature

**NOT FOR CONSTRUCTION**

Project Name  
Thomas & 34th Street

Project Number  
57.8328.000

Description  
BUILDING ELEVATIONS

Scale  
1" = 30'-0"

**PA.02D**

**STAMP**

DATE	222178	FILE#
DATE	220320	CDM
DATE	220329	CD

**CITY OF PHOENIX**  
JUN 02 2023  
Planning & Development  
Department

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03/03/2023 10:05:24 AM Autodesk Docs (PST) 03/03/2023 10:05:24 AM Thomas & 34th Street.dwg - 07/03/2023.rvt



MAIN ENTRY ON THOMAS ROAD



VIEW ON THOMAS ROAD AND 35TH STREET INTERSECTION



VIEW ON 34TH STREET LOOKING NORTHEAST



VIEW LOOKING NORTH

SHEET NOTES

**ASPIRANT DEVELOPMENT**  
3425 East Thomas Road,  
Phoenix AZ 85018

**Gensler**

2576 E Camelback Road  
Suite 175  
Phoenix, AZ 85016  
United States

Tel: 602.333.4800  
Fax: 602.333.4849

Date	Description
03/03/2023	PLD SUBMITTAL

Seal / Signature

**NOT FOR CONSTRUCTION**

STAMP	DATE	BY	FILED
	06/02/2023	SCM	014-35

**CITY OF PHOENIX**  
JUN 02 2023  
Planning & Development  
Department

Project Name  
Thomas & 34th Street

Project Number  
57.8328.000

Description  
CONCEPTUAL BUILDING  
RENDERINGS

Scale

**PA.04**

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JUL 11 2023

Planning & Development  
Department

**Statement for the Empire proposed project located at Thomas Rd. and 34<sup>th</sup> St.**

Hello Everyone,

My name is Jill Blewett, a long time resident in the Rudyville Neighborhood and I am here to read a statement from our Neighborhood Association President, Chelsea who could not be here today.

On behalf of the Rudyville Neighborhood, we want to express our support for the proposed multifamily project to be located at Thomas Rd. and 34<sup>th</sup> St. Case #Z-18-23-8

**Over the past 7 months, representatives of the Empire team have worked with our neighborhood association and individual residents to ensure this proposed development is welcomed as a development that will both enhance and support our neighborhood. Both sides have worked tirelessly to address any concerns and to develop solutions that are agreeable to all stakeholders.**

**We commend our combined efforts as this is an example of smart development and active community involvement. The Empire group has shown their desire to be part of our community and their commitment to listening to our concerns is appreciated.**

**The proposed project will redevelop an underutilized parcel with luxury residential and high-quality amenities, thus ensuring the stability of our neighborhood. Further, Empire Group's commitment to ensuring privacy and security for adjacent neighbors is of the utmost importance. We also look forward to the enhanced shaded landscape and pedestrian experience that will be created along Thomas, 34<sup>th</sup> and 35<sup>th</sup> streets. These and the other elements of this project will be a welcome addition and maintain our current goals as a neighborhood and larger community to create a safer and healthier environment to increase the quality of life in our neighborhood.**

**It should also be noted that some have suggested the ground floor units have access to the street on both Thomas Rd. and 34<sup>th</sup> St. While we understand this offers value in some areas of the city, this is not a feature our neighbors would prefer. While it may be suitable in the downtown or mid-town area, this is not something we feel would benefit the adjacent single-family homes and could in fact compromise the safety in the area. We have a lot of small children in our neighborhood and many of our single family homes have single stall driveways. Having ground floor access on 34<sup>th</sup> st, Thomas and/or 35<sup>th</sup> st will promote street parking where it is essential for the current residents in our neighborhood to park and it will also promote more traffic where the safety of our children playing outside will be compromised. We strongly ask that if this is suggested, the preference of the Rudyville neighborhood take precedent. We feel the project as proposed is ideal and neighbors most affected by this option prefer the plans remain as proposed today.**

**Attached to this statement are signatures of residents on 34<sup>th</sup> st and 35<sup>th</sup> st in opposition of ground floor access. Since these residents are the most impacted, their request and position should be supported by any persons involved in this project.**



## John Roanhorse

---

**From:** Johnny Giovanni <johnnygio112@gmail.com>  
**Sent:** Tuesday, August 29, 2023 1:48 PM  
**To:** John Roanhorse  
**Subject:** Letter of Support, Rezone Case No Z-18-23-8

### Letter of Support

34th + Thomas  
Rezoning Case No: Z-18-23-8

Giovanni Canez  
2813 N. 34th Street  
Phoenix, Az, 85008  
Email: [johnnygio112@gmail.com](mailto:johnnygio112@gmail.com)  
Phone: 602-384-4555  
August 29, 2023

I don't wish to speak but I do want to offer my letter of support.

I am writing this letter to express my support for the proposed rezoning and development of 34th + Thomas.

As a longtime member of this community, I firmly believe that this rezoning effort and development will bring significant benefits that will not only enhance the neighborhood but also enrich the lives of it's residents.

First and foremost, the rezoning will provide an opportunity for positive growth and development within the community. By attracting other investors to see the potential of 34th + Thomas, we can stimulate economic activity, create new jobs, and encourage the establishment of businesses that cater to the needs and aspirations of the residents.

Furthermore, the rezoning will serve as a catalyst for improving the overall quality of life for the people living here.

With carefully planned development projects, we can look forward to better infrastructure, improved public spaces, and increased accessibility to essential amenities. This, in turn, will foster a greater sense of community pride and cohesion among residents.

One of the most compelling reasons to support this rezoning and development effort is the potential increase in property values. As the neighborhood flourishes and attracts new investments, the value of homes in the area is likely to appreciate. This not only benefits homeowners but also provides a solid foundation for building generational wealth and ensuring the long-term sustainability of the community.

In conclusion, I believe that the rezoning and development of 34th + Thomas is a pivotal step towards creating a thriving, vibrant, and welcoming community that we can all be proud to call home. I kindly request that you carefully consider and approve this rezoning proposal and development for the betterment of our neighborhood.

Lastly, the developers willingness to engage with the community and address concerns has been evident throughout the planning process so much that I now feel like a developer myself. They haven't gave me a hard hat; nor an orange vest, but they have shown genuine interests in our concerns every step of the way.

I have lived here for 29 years and my grandparents have called this neighborhood home since 1979. It's nice to be apart of this change and I eagerly wait to see the positive changes that this development can bring.

Thank you for your attention to this matter. I am confident that your decision will have a lasting positive impact on the lives of the residents and the future of 34th + Thomas.

Sincerely,

Giovanni Canez