

Omninet – East

NEC of Central Avenue & Pierson Street
Phoenix, Arizona

Planned Unit Development
Case # Z-27-15-4

CITY OF PHOENIX
DEC 14 2016
Planning & Development
Department

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2nd Submittal: September 15, 2015
3rd Submittal: October 14, 2015
Final City Council Approval: February 17, 2016

DEVELOPMENT TEAM

DEVELOPER:

OMNINET
9420 WILSHIRE BOULEVARD
BEVERLY HILLS, CA 90212
CONTACT: KEVIN TANNA

ARCHITECT:

ENCOMPASS STUDIO
241 WEST CHARLESTON BOULEVARD
LAS VEGAS, NV 89101
CONTACT: BARRETT POWLEY

ZONING ATTORNEY:

BURCH & CRACCHIOLO, P.A.
702 EAST OSBORN ROAD, SUITE 200
PHOENIX, AZ 85014
CONTACT: ED BULL AND BRIAN GREATHOUSE

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**PUD for OMNINET – EAST
NEC of CENTRAL AVE. & PIERSON ST.**

A. PURPOSE AND INTENT

Omninet Phoenix, LP (“Omninet”) is the Owner and proposed developer of approximately 1.26 net/2.08 gross acres located on the northeast corner of Central Avenue and Pierson Street (“Site”). The purpose and intent of this Planned Unit Development (“PUD”) is to enable the redevelopment of this “Uptown” infill Site with a high-quality, transit oriented, compact mixed use Transit Oriented Development (“TOD”) that includes approximately 181 multi-family dwelling units and approximately 4,758 sq. ft. of commercial and retail space. This infill mixed use development will provide a walkable, urban environment across the street from one of the most heavily used Light Rail Transit Station in the Valley (Central Avenue / Camelback Road Light Rail Transit Station) and within walking distance of three additional Light Rail transit stations. The development will be compatible with adjacent residential and commercial properties, provide live-work opportunities in the “Uptown” area, and promote Light Rail ridership.

This PUD includes Development Standards and Design Guidelines that respond to the surrounding environment better than conventional Zoning Districts (such as C-2 and TOD-1). The PUD Development Standards and Design Guidelines herein are specifically crafted and tailored to be consistent with the spirit and intent of the Walkable Urban Code (“WU Code”) and to promote the City of Phoenix’s (the “City”) vision and goal of creating Transit Oriented Development along the Light Rail and within the “Uptown” area. The primary purpose of the WU Code is to implement the vision and goals of the Transit Oriented District Policy Plans for Uptown, Midtown, Solano, Eastlake-Garfield, and Gateway, and encourage an appropriate mixture and density of activity around transit stations, to increase transit ridership in general and along the Central Phoenix/East Valley Light Rail Corridor in particular; and to promote multiple modes of transportation. A description of the policies of the Reinvent PHX Transit Oriented Development Strategic Policy Framework supported by this PUD is provided at **Appendix A**. A description of the vision and goals of the Uptown TOD Policy Plan that are supported by this PUD is provided at **Appendix B**. A description of this PUD’s support of the purposes and intent of the WU Code is provided at **Appendix C**.

B. LEGAL DESCRIPTION, GENERAL PLAN AND ZONING

The legal description of the Site is provided as **Exhibit 1**. A Vicinity Map of the Site and surrounding area is provided as **Exhibit 2**. The site is designated "Commercial" on the City’s General Plan Land Use Map. An enlargement of the relevant portion of the General Plan Land Use Map is provided at **Appendix D**. A summary of compliance with various General Plan Goals and Policies is provided at **Appendix E**. The Site is zoned C-2 and R-3. An enlargement of the relevant portion of the City’s Zoning Map is provided at **Appendix F**.

C. DEVELOPMENT PLAN AND SURROUNDING AREA

This infill Site is surrounded by a variety of vacant properties and buildings, existing developments, and the Light Rail. See **Exhibit 3**, Context Plan. An 11 story office building and bank drive thru facility are located north and northwest of the Site. A one story commercial/retail building is located south of the Site. Multi-family and single family homes are located east of the Site. A

vacant building and 16 story multi-family condo building zoned R-5 H-R are located west of the Site (across Central Ave.).

The intent of this PUD is to allow the development of a high-quality, urban mixed use development with ground level retail and studio, 1-bedroom and 2-bedroom residential units. Some of the residential units will be walk-up units on the ground floor. A Site Plan is provided at **Exhibit 4**. Building Elevations and Floor Plans are provided at **Exhibit 5**. Conceptual Building Renderings are provided at **Exhibit 6**. This mix of residential unit types and commercial/retail uses will accommodate the varying demands of multiple household sizes, mixed incomes, accessibility needs, and promote an urban environment with live-work opportunities along the Light Rail.

The mixed-use development will be functionally compatible with the development in the area and further the goals and policies of the WU Code, Uptown TOD Policy Plan, and Reinvent PHX. Omninet is redeveloping this underutilized “Uptown” infill Site with an urban, transit oriented, compact, mixed use development that includes commercial/retail and multi-family components. The mixed use development will utilize high quality architecture and respond to the aesthetics of the surrounding area. The building façade will transition in height and design to accommodate the varying commercial and residential zones adjacent to the Site. The development will provide a visual and physical connection to all surrounding areas, adding to and enhancing the existing context while serving as inspiration for further Transit Oriented Development. The Site is across the street from the Central Avenue / Camelback Light Rail Transit Station and has Central Avenue frontage along its western boundary. Focus on ground-level retail and walk-up units will foster a connection to the public as well as adjacent amenities. The residential units will have accessibility to Central Avenue, Light Rail, and the neighborhood parks and trail systems, which will encourage walking, bicycling, and public transit patronage. Walking paths and sidewalk areas along retail frontages will encourage community gathering for pedestrians that is not only safe and convenient, but also preferred. See **Exhibit 7**, Enlarged Site Plans, Central Avenue Cross-Section, and Street View Exhibit.

Consistent with the redevelopment goals of the City’s General Plan, the vacant and obsolete buildings on the Site will be demolished and replaced with an investment in redevelopment along the light rail corridor. This redevelopment will provide live-work opportunities that will foster a positive image for the area. The existing buildings are plagued by “building obsolescence,” as described in the General Plan. Omninet’s mixed use development is a viable and compatible use on this Site and will be a positive asset for the City’s goal of redevelopment along the light rail corridor.

Consistent with the General Plan, Reinvent PHX TOD framework, Uptown Policy Plan, and WU Code, Omninet’s mixed use, transit oriented, compact development on this Site provides a dense, pedestrian friendly, mixed use development that will foster a safe and convenient transit environment. The Site is located across the street from the Central Avenue / Camelback Light Rail Transit Station and within walking and biking distance of the Central Avenue / Indian School Road, Central Avenue / Campbell Road, and Camelback Road / 7th Avenue Light Rail Transit Stations. Many employment opportunities are found within a square mile and many are accessible by light rail, providing real live-work opportunities.

This mixed use development provides and promotes a variety of transit options and supports the General Plan’s goal of locating parking in a way that encourages pedestrian and transit use. An underground and at-grade parking structure is proposed that will provide shaded parking opportunities and no asphalt parking lots. Locating parking underground provides more opportunities for a dense,

urban, mixed use development with multi-modal forms of transportation, such as Light Rail, walking, biking, or a combination thereof.

D. LIST OF USES

This PUD anticipates uses such as multi-family dwellings, live-work, and a variety of retail, restaurant, office, and other commercial uses. The land uses allowed by this PUD shall be in accordance with the land uses allowed under T5:5, Section 1306 of the Phoenix Zoning Ordinance (WU Code).

E. DEVELOPMENT STANDARDS

** All references to Chapter 13 of the Phoenix Zoning Ordinance (“WU Code”) in this Section are references to Transect Zone 5:5.

1. Lot Requirements and Setbacks

Building Setbacks (Primary and Accessory Structures):

Central Avenue	12 feet maximum
Pierson Street, Mariposa Street, and 1 st Street Frontage	10 feet maximum
Interior Building Setbacks (adjacent to the existing bank drive thru)	0 feet

Surface Parking Setbacks:

Central Avenue	30 feet minimum or behind building
Pierson Street, Mariposa Street, and 1 st Street Frontage	20 feet minimum, 10 feet landscape setback from street right-of-way
Interior Parking Setbacks (adjacent to the existing bank drive thru)	5 feet minimum

Lot Requirements:

Maximum Dwelling Units	181 units
Lot Coverage	92% maximum

Central Avenue and Building Frontage	70% minimum
Pierson Street, Mariposa Street, and 1 st Street Frontage	50% minimum
Maximum Building Height	56 feet
Building Stepback	None
Landscape Setbacks	Same as Building Setbacks
Parking	Parking requirements shall be as shown on the Site Plan at Exhibit 4 . The final parking provided on the Site shall be determined based on the final residential unit mix and ground floor commercial uses.

**** A Development Standards Comparison Table comparing this PUD to the WU Code is provided at Exhibit 8.**

Permitted Frontage Types: Frontage Types shall be in accordance with Section 1303, Table 1303.2 of the Phoenix Zoning Ordinance (“WU Code”).

2. Site Development Standards

The Site Development Standards shall be in accordance with Section 1304 of the Phoenix Zoning Ordinance (“WU Code”).

3. Frontage Standards

Frontage Standards shall be in accordance with Section 1305 of the Phoenix Zoning Ordinance (“WU Code”). Lot lines abutting a right-of-way or Light Rail are designated a primary frontage line or secondary frontage line as follows:

- a. Central Avenue: Primary Frontage
- b. Pierson Street, Mariposa Street and 1st Avenue: Secondary Frontage

4. Parking Standards

The Parking Standards shall be in accordance with Section 1307 of the Phoenix Zoning Ordinance (“WU Code”), except the maximum parking spaces allowed is no more than 125 percent of the minimum parking required under Section 702 of the Phoenix Zoning Ordinance. Visitor and guest parking are provided within the parking structure.

5. **Signage Standards**

The Signage Standards shall be in accordance with Section 1308 of the Phoenix Zoning Ordinance (“WU Code”).

6. **Landscape Standards**

The Landscape Standards shall be in accordance with Section 1309 of the Phoenix Zoning Ordinance (“WU Code”).

7. **Open Space Standards**

The Open Space Standards shall be in accordance with Section 1310 of the Phoenix Zoning Ordinance (“WU Code”).

8. **Lighting**

Lighting along Central Avenue shall conform with the Central Avenue Beautification Plan (P-897157, approved October 11, 1989) and the associated Central Avenue Development Standards for Sidewalk Improvements between Culver Street and Camelback Road as modified and revised by Reinvent PHX, the Uptown TOD Policy Plan and the WU Code.

F. DESIGN GUIDELINES

1. **Pedestrian Connections.** The Site shall provide pedestrian connectivity around the boundary of the Site along Central Avenue, Mariposa Street, Pierson Street, and 1st Street. A pedestrian patio and plaza area will be provided proximate to the southwest corner of the Site that is consistent with the Site Plan that is included as **Exhibit 4**. There shall also be pedestrian access to and from the parking area and rear areas of the retail shops.
2. **Common Areas and Amenities for Residents.** The mixed use buildings shall be developed with a community pool(s) and other gathering areas on the 2nd level.
3. **Architecture and Building Materials.** Building accents are expressed through varying materials and architectural detailing. Architectural details, varied massing, pop-outs, recesses, overhangs and a variety of colors and materials shall be provided that is in general conformance with Building Elevations provided at **Exhibit 5** and consistent with Chapter 13 of the Phoenix Zoning Ordinance (WU Code). Final design may include architectural details, materials, colors, accents and landscape elements that are compatible with the adjacent St. Francis Neighborhood and will help to distinguish this development from the similar development that is currently proposed at the northwest corner of Central Avenue and Pierson Street.
4. **Streetscape Landscaping.** The streetscape landscaping shall conform with the Central

Avenue Beautification Plan (P-897157, approved October 11, 1989) and the associated Central Avenue Development Standards for Sidewalk Improvements between Culver Street and Camelback Road as modified and revised by Reinvent PHX, the Uptown TOD Policy Plan and the WU Code, including street trees installed along Central Avenue in addition to the existing sidewalk and street light poles.

G. INFRASTRUCTURE

This PUD is for the redevelopment of an infill property that is located on an existing arterial street and is serviced with existing streets, utilities and infrastructure. Other than driveways, curb cuts and utility connections, no new or additional infrastructure is required.

H. SUSTAINABILITY

This mixed-use development seeks to conform to many LEED Certification standards in building and site design. The development also seeks to incorporate elements from the City of Phoenix's Sustainability Matrix of the Downtown Code. These include but are not limited to amenities such as bicycle parking, drinking fountains, benches with raised landscaping, and pedestrian friendly sidewalks. The mixed-use development also offers living amenities such as swimming pools and dedicated outdoor patios. The multi-family units will accommodate multiple household sizes and accessibility needs, and residents with various income levels. The Site will provide pedestrian amenities such as: lit bollards, waste receptacles (recycling and trash), and decorative pedestrian lighting not higher than 15 feet. Also, the proposed pool deck will provide active living amenities.

The Site shall include the following sustainability features:

- Pedestrian accessways will be lighted with bollards or other decorative pedestrian lighting no higher than 15 feet to ensure safety and security. A minimum of 1-foot candle illumination will be provided.
- Waste receptacles (recycling and trash)
- The community pool deck will provide active living amenities.
- A minimum of 75-percent of the sidewalk and pedestrian way will be shaded.
- Usable public space shall incorporate shading through the use of structures that provide shading, landscaping or a combination of the two unless otherwise prohibited by site visibility triangles or other technical constraints.
- Shade features will be provided along the right-of-way.
- No more than 50% of the landscaped area at maturity or 10% of the net lot area, whichever is less, shall be planted in turf or high water use plants.
- Bike racks and/or storage areas shall be located within 50-feet from building entry points.
- A bicycle rack shall be a minimum of 30-inches from a wall or other obstruction. The minimum length for a bicycle parking should be 72-inches.

Combinations of the following LEED categories are expected to be incorporated into the design of this infill mixed-use development:

Integrative Process Equivalent LEED Category

1. To achieve an integrative process team members, in addition to the builder and verification team, include capabilities in at least three of the following skill sets: architecture or residential building design; mechanical or energy engineering; building science or performance testing; green building or sustainable design; and civil engineering, landscape architecture, habitat restoration, or land-use planning.
2. To maximize opportunities for cost-effective adoption of integrative green design and construction strategies. A Design Charrette full-day workshop (or two half-day workshops) was conducted with the project team, as defined in Option 1, no later than the design development phase.

Location and Transportation Equivalent LEED Category

1. Bicycle Network and Storage near bus rapid transit stops and rail stations.
2. Compact Development is achieved to conserve land and promote livability, transportation efficiency, and walkability by creating compact communities.
3. Community Resources Number of community resources within a ½ mile (800 meters) walking distance: 16
4. Access to Transit. Number of weekday trips: 441 --- Number of weekend Trips: 142

Sustainable Site Equivalent LEED Category

1. Create air pollution and particulate matter prevention program during construction.
2. The project team will create and implement an Erosion and Sedimentation Control (ESC) plan that conforms to the requirements of the 2012 U.S. Environmental Protection Agency.
3. Reduce the heat island with areas of hardscape to be shaded by plant canopy within 10 years of planting.

Water Efficiency Equivalent LEED Category

1. Provided water metering of for each unit
2. Specify and Install Water Sense labeled plumbing fixtures where feasible in units and common areas.
3. All clothes washers are Energy Star qualified or performance equivalent
4. Reduce turf areas. Native or adapted plant areas comprise a minimum 75 percentage of landscape areas.

Energy and Atmosphere Equivalent LEED Category

1. Project to achieve minimum energy performance. ENERGY STAR Builder Option package will be followed and all requirements met. Project to provide ENERGY STAR Qualified Appliances: ENERGY STAR refrigerator, ENERGY STAR dishwasher and ENERGY STAR washer and dryer. Air handling ducts to be sealed to reduce heating and cooling loss and to improve indoor clean air quality.
2. Minimum Energy Performance is also met by electric sub-meters installed in each residential unit. A whole-building gas meter or sub-meter for each residential unit is installed as well.
3. To reduce the annual energy use, the project will use an equivalent LEED energy budget and a HERS Index with Home Size Adjuster.
4. To achieve an Efficient Hot Water Distribution System the circulating pump does not operate

- continuously, is on a timer, or is on a water temperature sensor and piping is insulated.
5. Advanced tracking of utilities for Electric and Water, a permanent energy-monitoring system that records at intervals of one hour or less is designed for each unit.
 6. The project will have envelope insulation installed to meet the Grade I specifications set by RESNET Home Energy Rating Standard.
 7. Windows will be energy efficient. Glazing and doors will meet IECC code requirements for SHGC and U-factor.
 8. An ENERGY STAR-qualified water heater will be installed.
 9. All Exterior lighting is Dark Sky qualified
 10. Project to purchase renewable energy credits that are equivalent to 2500kWJ annually.

Materials and Resources Equivalent LEED Category

1. All wood in the building is non-tropical, reused or reclaimed, or certified by the Forest Stewardship Council, or USGBC-approved equivalent.
2. The project durability management of interior materials will require Water-resistant flooring is to be installed in the kitchen, bathroom(s), laundry room, spa area(s). No carpet is installed in these areas.
 - To achieve material efficient framing, windows and door headers are to be placed in the rim joist, and Headers are to be sized for actual loads and ladder blocking or drywall clips are to be used.

Indoor Environmental Air Quality Equivalent Category

1. Ventilation for the project will conform so that Local exhaust systems meet the requirements of ASHRAE Standard 62.2-2010, Sections 5 and 7 or local equivalent, whichever is more stringent, were installed in all bathrooms (including half-baths) and the kitchen.
2. Local exhaust systems exhaust air directly to the outdoors.
3. All bathroom exhaust fans are ENERGY STAR-labeled or an HRV or ERV is used.
4. For exhaust hood systems capable of exhausting in excess of 400 cubic feet per minute (188 liters per second), makeup air is provided at a rate approximately equal to the exhaust air rate. Makeup air systems have a means of closure and can be automatically controlled to start and operate simultaneously with the exhaust system.
5. Reduce tobacco smoke by prohibiting smoking in all common areas and provide signage communicating the smoking policy.
6. To reduce garage pollutants The exhaust fan either runs continuously or is on carbon monoxide sensor that turns on when ambient CO levels reach 35 ppm

Based on the above sustainable elements, the Equivalent LEED rating would achieve a Certified Level if it were registered with the USGBC.

I. PHASING

The development will be developed and constructed as one phase.

J. CONCLUSION

This PUD provides the opportunity to redevelop an underutilized infill site that is located on

the east side of Central Avenue on the northeast corner of Central Avenue and Pierson Street. The Site Plan, Landscape Plan, architectural design, materials, features and colors, and the development's sustainability features will create a safe, secure, urban, architecturally attractive, well-landscaped and compatible development on this urban infill site. The Site and buildings have been designed in accordance with the proposed WU Code to promote walking, biking, and transit ridership in an urban environment across the street from the Camelback Light Rail Transit Station, one of the most heavily used Light Rail transit stations in the Valley. Consistent with the purpose of PUDs, the end result will be a superior built environment that is tailored to this Site, compatible with neighboring properties, and consistent with Reinvent PHX and the Uptown TOD Policy Plan and the WU Code.

Exhibit 1

LEGAL DESCRIPTION

LOTS 25, 27 and 28, SAINT FRANCIS PLACE, SECTION 20, TOWNSHIP 2 NORTH,
RANGE 3 EAST, ACCORDING TO THE MAP IN THE OFFICE OF THE COUNTY
RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 24 OF MAPS, PAGE 47.

Exhibit 2



NEC VICINITY MAP

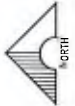
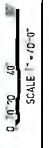
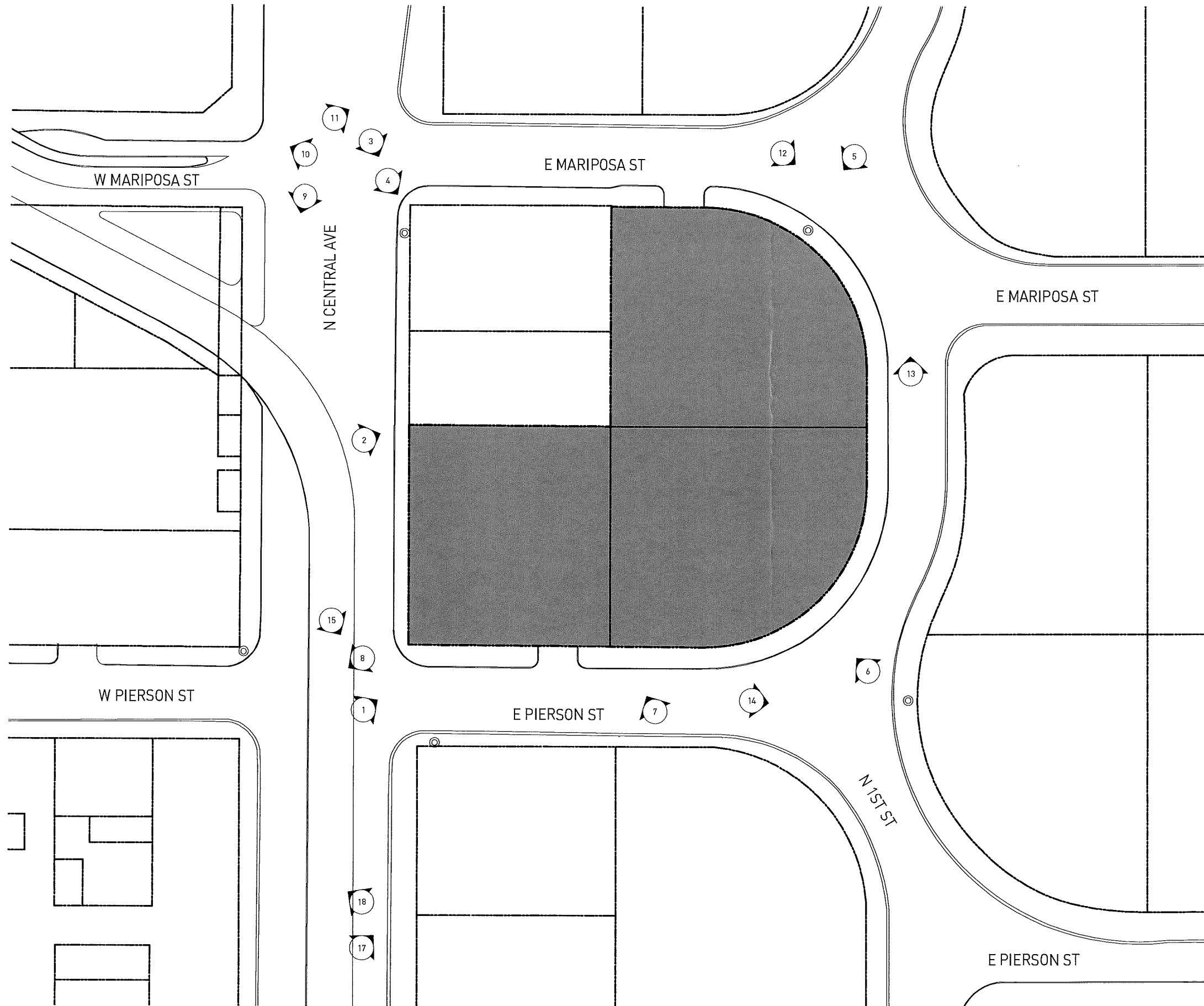


Exhibit 3



ENCOMPASS STUDIO
architecture + interiors

241 W. Charleston Blvd, Suite 155 | Las Vegas, NV 89102
design@encompassstudio.com 702.733.7759



CENTRAL & EAST PIERSON TOD
CONTEXT PLAN

for
NORTH CENTRAL AND PIERSON
PHOENIX, ARIZONA

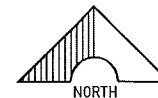
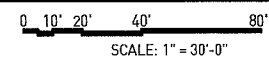
NO.	DATE / COMMENTS	BY

DATE: 12.19.14 DRAWN BY: B.R.
PROJECT NO. 11028 CHECKED BY: B.P.

SHEET NUMBER

SP-002

NEC CONTEXT PLAN





ENCOMPASS STUDIO
architecture + interiors

241 W. Charleston Blvd, Suite 155 | Las Vegas, NV 89102
design@estudovegas.com 702.733.7759



CENTRAL & EAST PIERSON TOD
CONTEXT PLAN

for
NORTH CENTRAL AND PIERSON
PHOENIX, ARIZONA

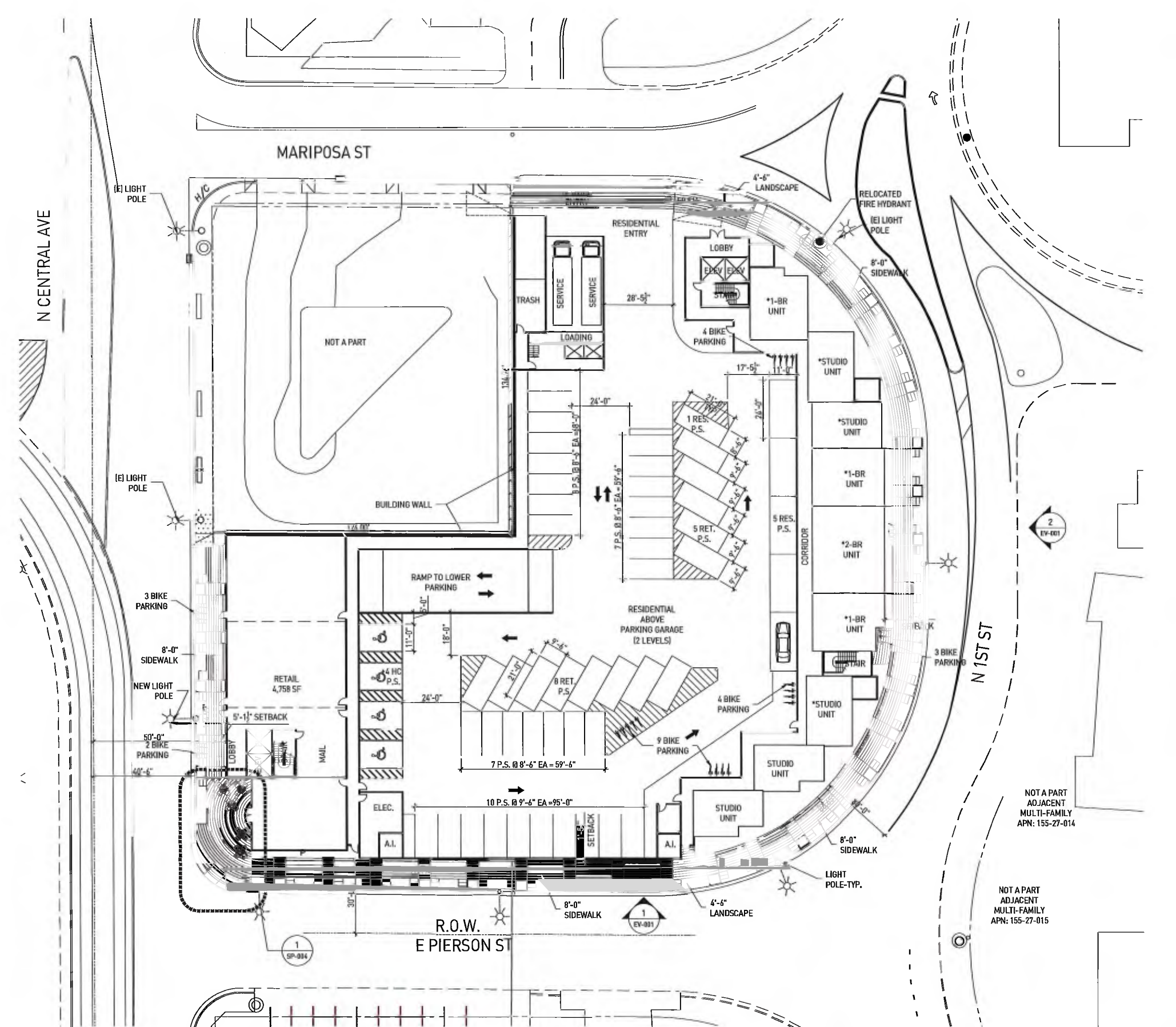
REVISIONS:		
NO.	DATE / COMMENTS	BY

DATE: 12.19.14 DRAWN BY: B.R.
PROJECT NO: 11028 CHECKED BY: B.P.

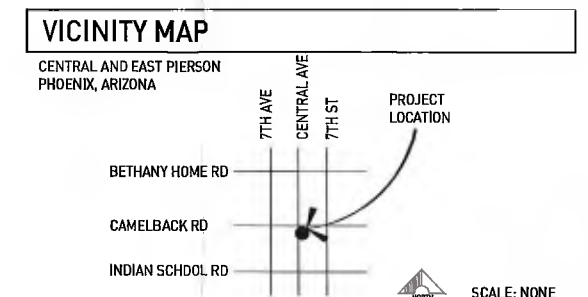
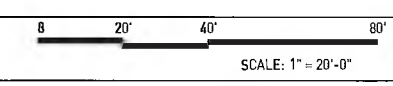
SHEET NUMBER

SP-002A

Exhibit 4



SITE PLAN (GROUND FLOOR)



PROJECT DATA

ZONING EXISTING: VARIDUS PARCEL C-2, R-3
 PROPOSED ZONING: PUD
 NET AREA: 1.26 ACRES OR 54,885.6 S.F.
 GROSS AREA: 2.08 ACRES OR 90,604.8 S.F.
 LOT COVERAGE PROPOSED: 91.73%
 BUILDING FOOT PRINT: 50,350 S.F.
 NET AREA: 54,885.6 S.F.
 50,350 S.F. / 54,885.6 S.F. = 91.73%
 BUILDING HEIGHT: PROPOSED: 54'-0" ALLOWED: 54'-0" MAX.
 BUILDING TYPE: PODIUM: TYPE: V 2ND FLOOR TO 5TH FLOOR: TYPE: II

PARKING REQUIRED:
 WALKABLE URBAN CODE:
 PARKING RATIO: 1 PER STUDIO UNIT, 1.5 PER 1-2 BEDROOM, RETAIL: 1/375 S.F.
 (25% PARKING REDUCTION ONLY APPLIES TO RESIDENTIAL)
 PARKING DIMENSIONS: RETAIL (9'-6" X 18'-0")
 RESIDENTIAL (8'-6" X 18'-0") HANDICAPPED (11'-0" X 18'-0")

RESIDENTIAL=	172 STALLS
RETAIL=	13 STALLS
TOTAL PARKING STALLS:	185 PARKING

1 BIKE / 25 RETAIL PARKING UP TO 25 MAX. 1/0.25 RESIDENTIAL UNIT UP TO 50 MAX
 TOTAL UNITS: 181 46 BIKE PARKING
 TOTAL RETAIL PARKING: 17 1 BIKE PARKING
TOTAL PARKING STALLS: 47 BIKE PARKING

PARKING PROVIDED:

PARKING LEVEL 1:	
RETAIL:	13 STALLS
RESIDENTIAL:	38 STALLS
HANDICAPPED:	4 STALLS
SUBTOTAL:	55 STALLS
PARKING LEVEL 2:	
RESIDENTIAL:	105 STALLS
HANDICAPPED:	2 STALLS
SUBTOTAL:	107 STALLS
PARKING LEVEL 3:	
RESIDENTIAL:	108 STALLS
HANDICAPPED:	2 STALLS
SUBTOTAL:	110 STALLS
TOTAL:	272 STALLS

BIKE PARKING LEVEL 1:	25
BIKE PARKING LEVEL 2:	25
BIKE PARKING LEVEL 3:	25
TOTAL:	75

DENSITY: 181 UNITS/2.08 ACRES 87 UNITS PER ACRE
 OPEN SPACES: BUILDING FOOT PRINT: 50,350 S.F.
 GROSS AREA: 90,604.8 S.F.
 54,885.6 S.F. - 50,350 S.F. = 4,535.6 S.F.
 4,535.6 S.F. / 90,604.8 S.F. = 5.01%

LANDSCAPE WITHIN PARKING AREA: N/A GARAGE PARKING
 LEGAL DESCRIPTION: LOTS 25, 27 AND 28, SAINT FRANCIS PLACE, ACCORDING TO THE MAP IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 24 OF MAPS, PAGE 47.

PROJECT DESCRIPTION: TRANSIT ORIENTED DEVELOPMENT THAT PROVIDES MIX OF USES INCLUDING RETAIL, RESTAURANTS, HOUSING AND OUTDOOR PLAZA.
 CONSULTANT & DEVELOPER CONTACT:
 ARCHITECT: ENCOMPASS STUDIO
 241 WEST CHARLESTON BOULEVARD
 LAS VEGAS, NV 89101
 CONTACT: BARRETT POWLEY, PRINCIPAL
 702-733-7759
 DEVELOPER: OMNINET
 9429 WILLSHIRE BOULEVARD
 BEVERLY HILLS, CA 90212
 CONTACT: SHAHAR KOREN PINTO

CODE EDITIONS USED:
 2012 IBC, 2012 IECC, 2012 UMC, 2012 UPC, 2009 ICC A117.1, 2011 NEC, & CITY OF PHOENIX AMENDMENTS AND 2012 IFC & AMENDMENTS.

ENCOMPASS STUDIO
 architecture + interiors
 241 W. Charleston Blvd, Suite 155 | Las Vegas, NV 89102
 design@encompassstudio.com 702.733.7759

CENTRAL & EAST PIERSON TOD
 SITE PLAN (GROUND FLOOR)
 for
 NORTH CENTRAL AND PIERSON
 PHOENIX, ARIZONA

REVISIONS:

NO	DATE / COMMENTS	BY

DATE: 06.16.15 DRAWN BY: M.F.
 PROJECT NO: 11028 CHECKED BY: B.P.

SHEET NUMBER
SP-003

Exhibit 5



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

CENTRAL & PIERSON
Phoenix, Arizona

CENTRAL & PIERSON EAST
ELEVATIONS

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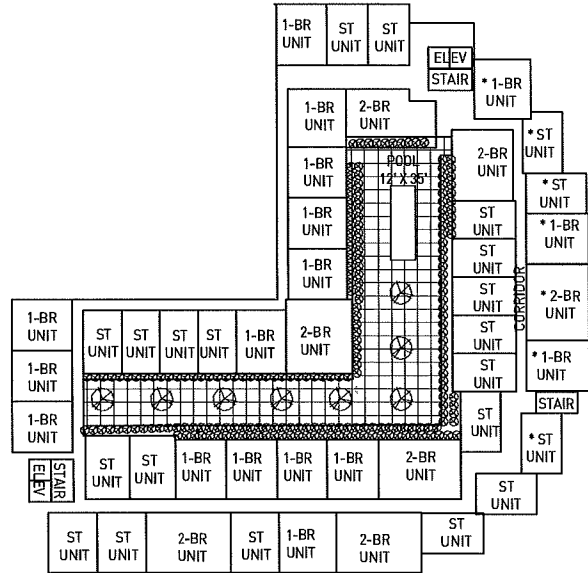


PROJECT DATA

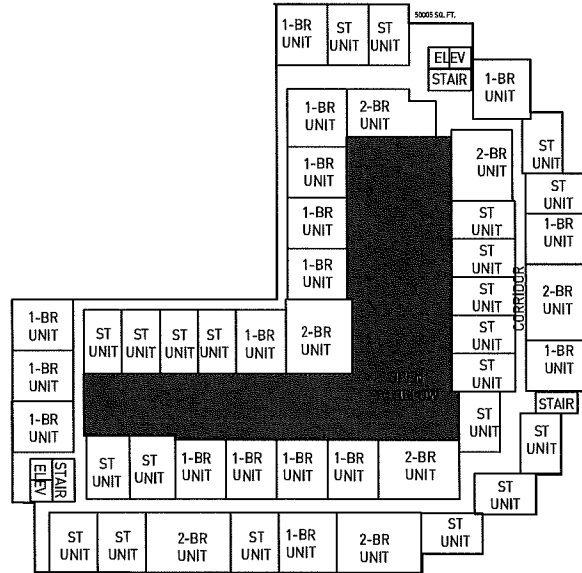
EAST BUILDING SUMMARY: ** MEANS 2 LEVELS																
SF/unit	DWELLING UNITS					TOTAL	%	SF/RET.	LEVEL	SF	PARKING			PARKING PROVIDED	LOT COVERAGE	
	GROUND	2ND FLR.	3RD FLR.	4TH FLR.	5TH FLR.						RATIO	25% RED.	25% RED.			
STUDIO	540	2	19	22	22	20	85	47%	4758	P1	30932	STUDIO = 3:1	85.0	63.8	P-1	55
1-BR	670		14	17	17	15	63	35%		P2	48486	1/2 BEDRMS. = 1:5	144.0	108.0	P-2	107
2-BR	1000		6	7	7	6	26	14%		P3	32256	RETAIL = 1/375 SF	12.7	12.7	P-3	110
STUDIO **	1080		3				3									
1-BR**	1340		3				3									
2-BR**	2000		1				1									
AVG/unit	1105		9	39	46	41	181									
Overall SF/FLR.	13212	39167	39167	39167	36168				113674	TOTAL W/ 25% REDUCTION	184.4				272	
										TOTAL SF	166,881					

PARCELS: 155-27-033, 034, and 031
 ACREAGE: NET: 1.26, GROSS: 2.08

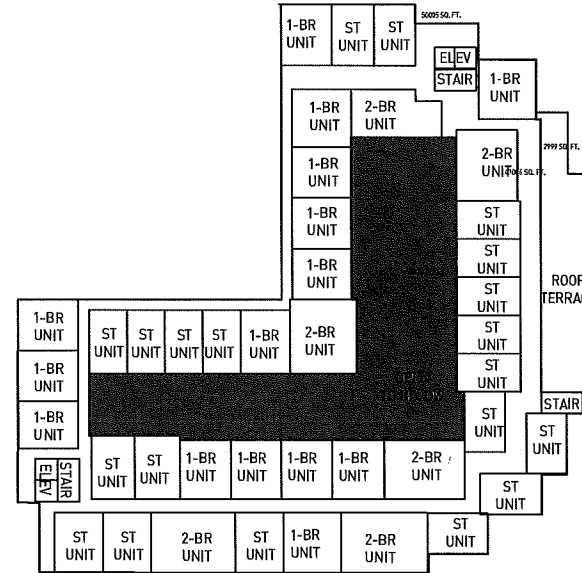
NOTE: 25% PARKING REDUCTION ONLY APPLIES TO RESIDENTIAL



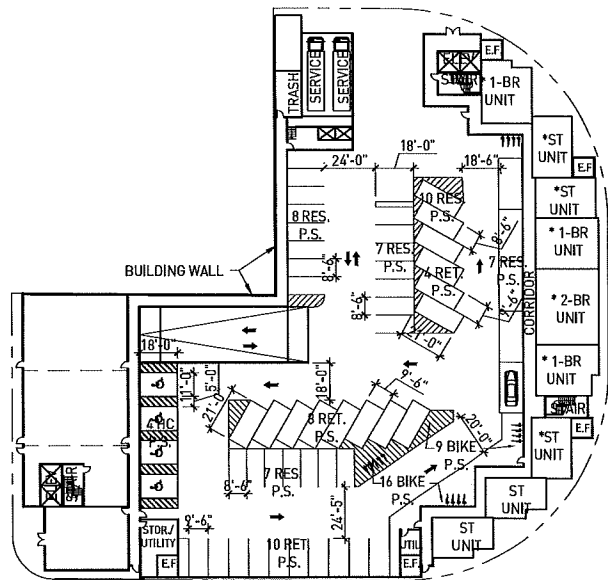
LEVEL 2



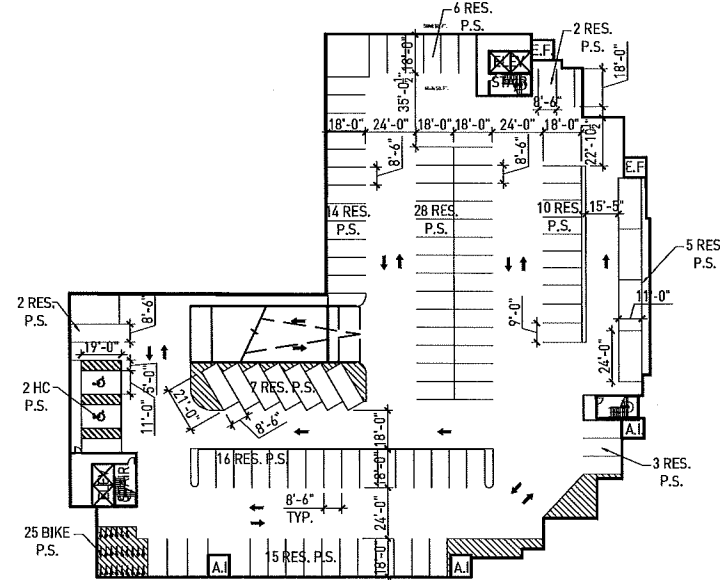
LEVEL 3/LEVEL 4



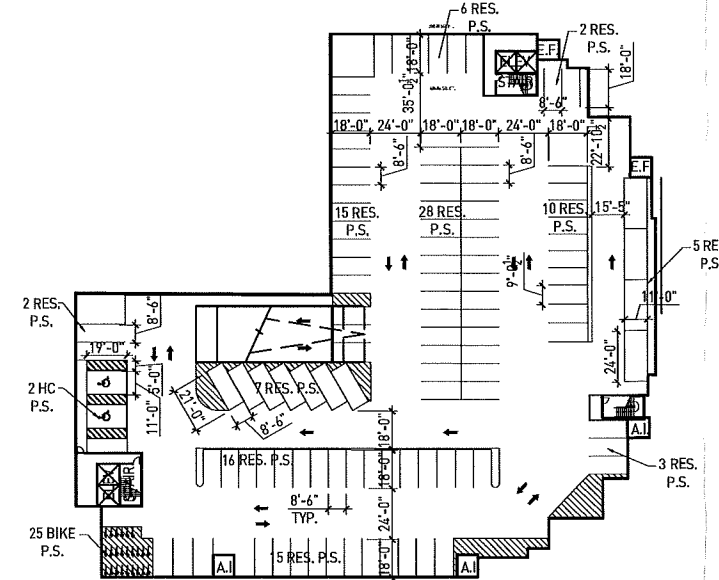
LEVEL 5



LEVEL 1/PK 1 (GROUND FLOOR)
55 PARKING STALLS AND 25 BIKE PARKING



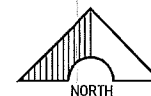
PK 2 (UNDERGROUND)
107 PARKING STALLS AND 25 BIKE PARKING



PK 3 (UNDERGROUND)
107 PARKING STALLS AND 25 BIKE PARKING

0 20' 40' 80'

SCALE: 1" = 40'-0"



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 design@estudiovegas.com 702.733.7759

CENTRAL & EAST PIERSON TOD
FLOOR PLANS

for
NORTH CENTRAL AND PIERSON
PHOENIX, ARIZONA

REVISIONS:		
NO.	DATE/COMMENTS	BY

DATE: 12.19.14 DRAWN BY: M.F.
 PROJECT NO. 11028 CHECKED BY: B.P.

SHEET NUMBER

FP-001

FLOOR PLANS

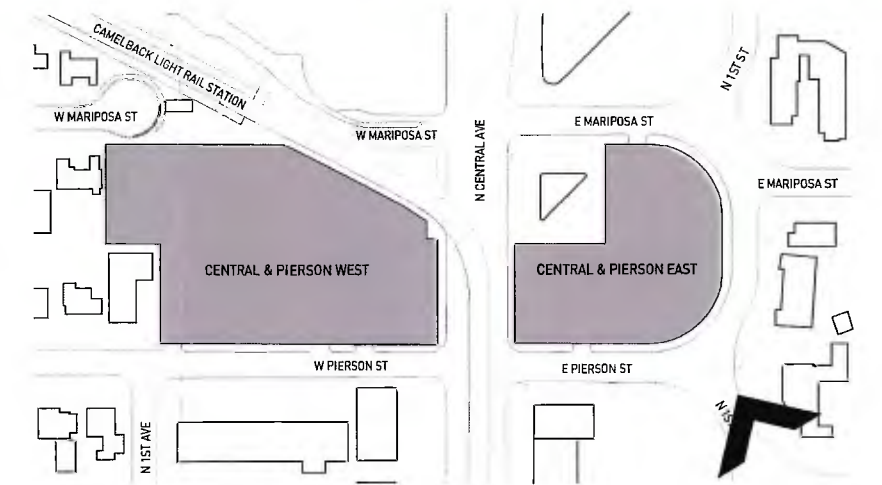
Exhibit 6



STREET VIEW FROM E PIERSON STREET & N 1ST STREET
FACING NORTH

CENTRAL & PIERSON
Phoenix, Arizona

CENTRAL & PIERSON EAST
STREET VIEW

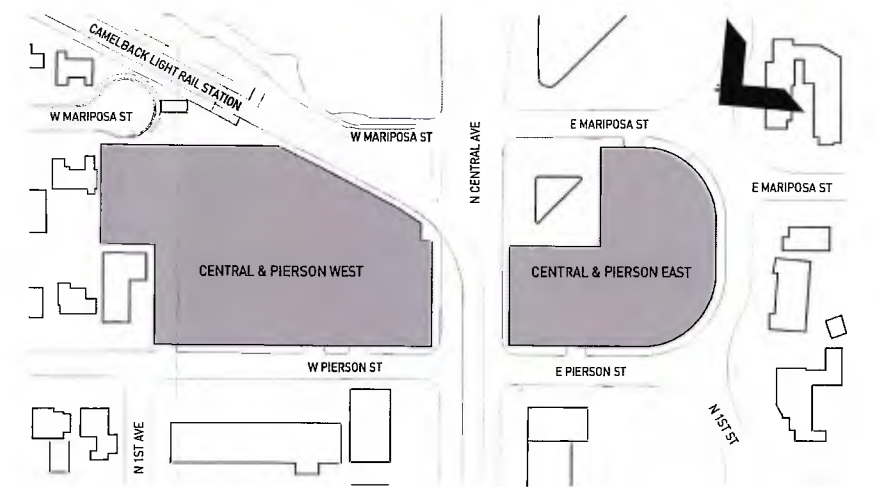


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STREET VIEW FROM E MARIPOSA STREET & N 1ST STREET
FACING SOUTHWEST



CENTRAL & PIERSON
Phoenix, Arizona

CENTRAL & PIERSON EAST
STREET VIEW

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Exhibit 7

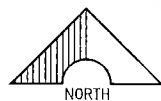
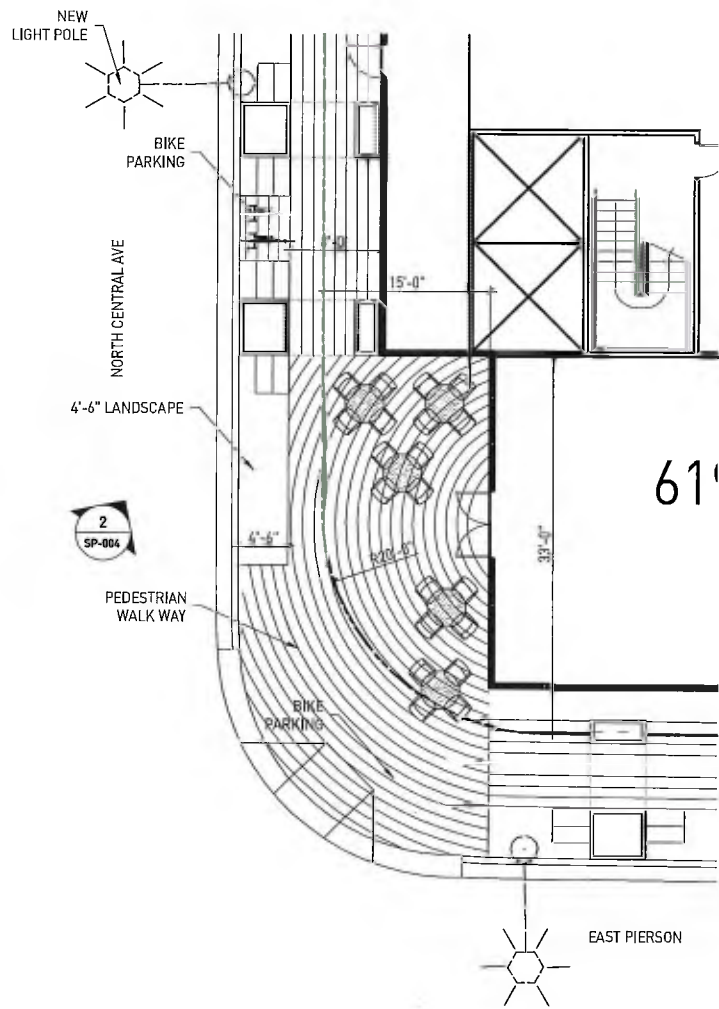


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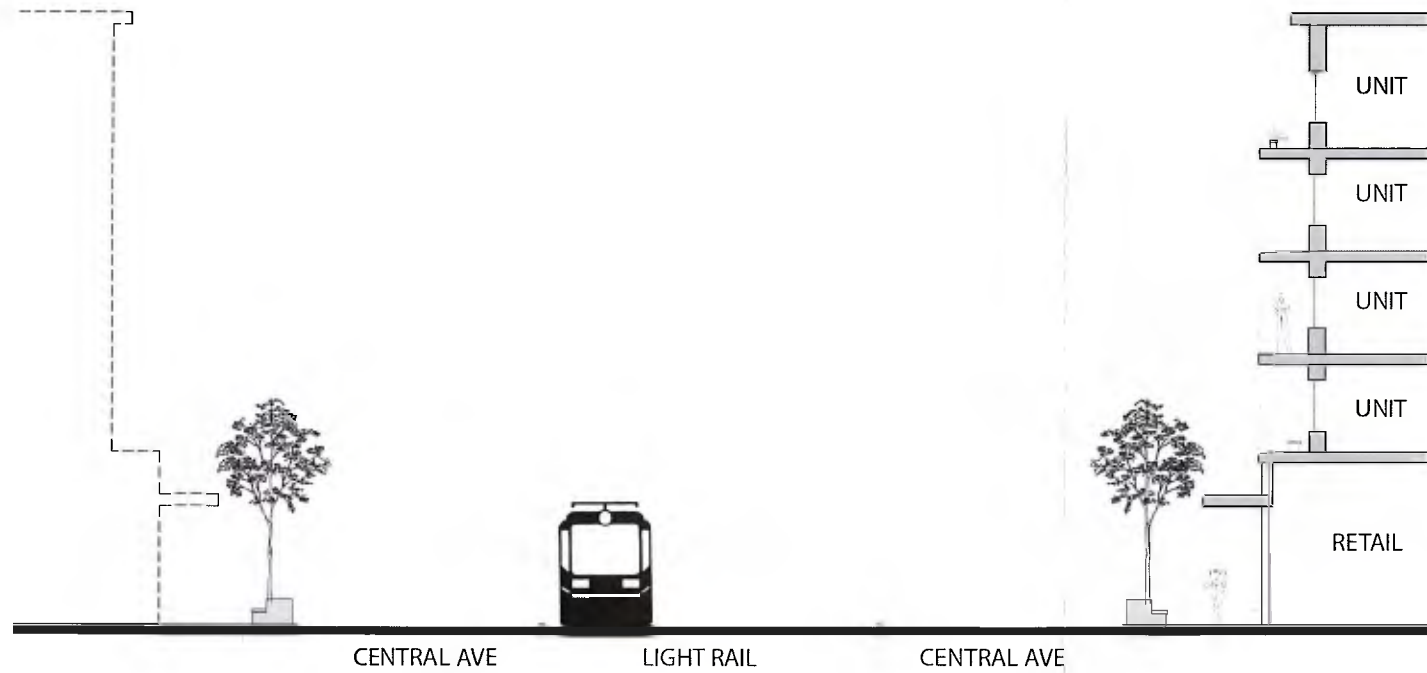
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design@encompassstudio.com 702.733.7799

CENTRAL & EAST PIERSON TOD
ENLARGED SITE PLAN, SECTION, & STREET VIEW

for
NORTH CENTRAL AND PIERSON
PHOENIX, ARIZONA



SCALE 1/8" = 1'-0"



3-SECTION

NOT TO SCALE



2-STREET VIEW

NOT TO SCALE

1-ENLARGED SITE PLAN

REVISIONS		
NO.	DATE / COMMENTS	BY

DATE: 12.19.14 DRAWN BY: M.F.
PROJECT NO.: 11028 CHECKED BY: B.P.

SHEET NUMBER

SP-004

Exhibit 8

DEVELOPMENT STANDARDS COMPARISON TABLE

Standard	Omninet - East	WU Code (T5:5)
Main Building Setbacks		
Central Avenue (Primary)	12 feet maximum	12 feet maximum
Mariposa Street, Pierson Street and 1 st Avenue (Secondary)	10 feet maximum	10 feet maximum
Parking Setbacks		
Central Avenue (Primary)	30 feet minimum, or behind building	30 feet minimum, or behind building
Mariposa Street, Pierson Street and 1 st Avenue (Secondary)	20 feet minimum, 10 feet landscape setback from street right-of-way	20 feet minimum, 10 feet landscape setback from street right-of-way
Accessory Building Setbacks	Accessory buildings are subject to the setback standards of main buildings.	Accessory buildings are subject to the setback standards of main buildings.
Lot Requirements		
Lot Coverage	92% maximum	80% maximum
Primary Building Frontage	70% minimum	70% minimum
Secondary Building Frontage	50% minimum	50% minimum

Standard	Omninet - East	WU Code (T5:5)
Maximum Building Height	56 feet	56 feet
Common areas	Minimum 5% of gross area	Minimum 5% of gross area
Parking	<p>Studio: 1 space per Unit (25% reduction allowed)</p> <p>1 and 2 Bedroom: 1.5 spaces per Unit (25% reduction allowed)</p> <p>Retail: 1 spaces per 300 sf</p> <p>Maximum Parking Spaces: No more than 125 percent of the minimum required under Section 702 of the City's Zoning Ordinance.</p>	<p>Studio: 1 space per Unit (25% reduction allowed)</p> <p>1 and 2 Bedroom: 1.5 spaces per Unit (25% reduction allowed)</p> <p>Retail: 1 spaces per 300 sf</p> <p>Maximum Parking Spaces: No more than 125 percent of the City requirement.</p>

Standard**Omninet - East****WU Code (T5:5)**

Standard	Omninet - East	WU Code (T5:5)
Streetscape standards		
Arterial Streets		
Minimum sidewalk width	8 feet	8 feet
Minimum landscape width	5 feet (if no public utility conflict)	5 feet (if no public utility conflict)
Minor Collector and Local Streets		
Minimum sidewalk width	6 feet	6 feet
Minimum landscape width	5 feet (if no public utility conflict)	5 feet (if no public utility conflict)
Landscape standards	Perimeter common: trees spaced a maximum of 20 to 30 feet on center (based on species) or in equivalent groupings, and 5 shrubs per tree.	Perimeter common: trees spaced a maximum of 20 to 30 feet on center (based on species) or in equivalent groupings, and 5 shrubs per tree.

EXHIBIT 9



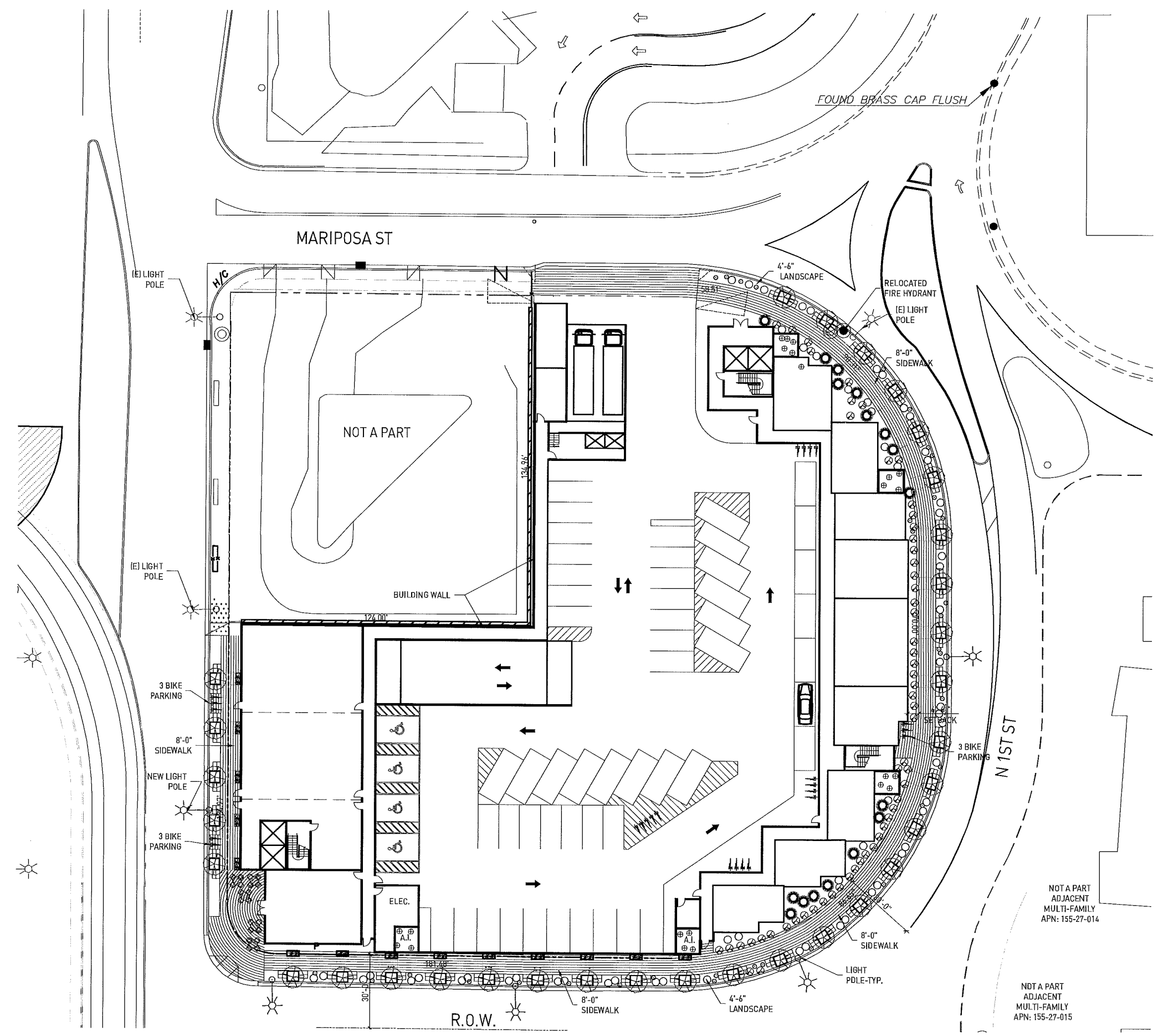
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CENTRAL & EAST PIERSON TOD
LANDSCAPE PLAN

for
NORTH CENTRAL AND PIERSON
PHOENIX, ARIZONA

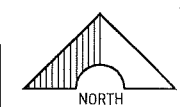
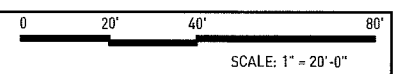
SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	QUANTITY
	ACACIA FARNESIANA DESERT SWEET ACACIA	24" BOX	40
	LEUCOPHYLLUM LAEVIGATUM CHIHUAHUAN SAGE	5 GAL.	20
	LEUCOPHYLLUM FRUTESCENS TEXAS SAGE	5 GAL.	75
	DALEA GREGGII TRAILING INDIGO BUSH	5 GAL.	150
	MACFADYENA UNGUIS-CATI CAT'S CLAW VINE	1 GAL.	25
	AGAVE VILMORINIANA OCTOPUS AGAVE	1 GAL.	80
	ASCLEPIAS SUBULATA DESERT MILKWEEK	1 GAL.	130
	LANDSCAPE BOULDERS, GRANITE BOULDERS, TO MATCH DECOMPOSED GRANITE. BOULDER SIZES PER FOLLOWING PERCENTAGES: 25% 2'X2'X3' BOULDER 25% 3'X3'X4' BOULDER 50% 4'X4'X5' BOULDER		



NOT A PART
ADJACENT
MULTI-FAMILY
APN: 155-27-014

NOT A PART
ADJACENT
MULTI-FAMILY
APN: 155-27-015

LANDSCAPE PLAN



NO.	DATE / COMMENTS	BY

DATE: 12.19.14
PROJECT NO. 11028
DRAWN BY: M.F.
CHECKED BY: B.P.

SHEET NUMBER

LP-001

EXHIBIT 10

PAINT



P1 SW7069



P2 SW6158

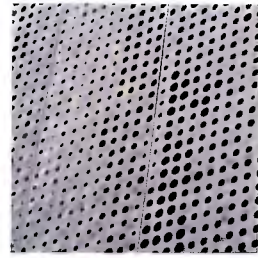


P3 SW7005



P4 SW0077

MATERIALS



M1 PERF.
METAL



M2 RESIN
PANEL



M3 METAL
PANEL



M4 TINTED
GLASS

P2-P3 EIFS



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CENTRAL & EAST PIERSON TOD
EAST AND SOUTH ELEVATIONS

for
NORTH CENTRAL AND PIERSON
PHOENIX, ARIZONA

NO.	DATE / COL M.E.T.S.	BY

DATE: 01.09.15 DRAWN BY: B.R.
PROJECT ID: 11028 CHECKED BY: B.P.

SHEET NUMBER

EV-002

Appendix A

REINVENT PHX

TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK

Place Types: Policies are designed to shape walkable mixed use environments and focus redevelopment near high capacity transit stations.

Omninet's proposed redevelopment of this Site is consistent with the policies of the Strategic Policy Framework. The proposed mixed-use development provides a walkable, safe, pedestrian friendly environment with live-work opportunities near the Central Avenue/Camelback Road Light Rail Transit Station.

Policy E.1: Increase heights and intensities on applicable properties within a ¼ mile radius of light rail stations within the parameters of the station's Place Type.

Being located across the street from the Central Avenue / Camelback Road Light Rail Transit Station, Omninet's mixed-use development is well within the ¼ mile radius. Omninet's building is 4 stories on top of a podium on the west portion of the Site and steps down to 4 stories without podium along the east side of the Site.

Policy E.3: Only permit the maximum height within the Place Type for properties that have the highest degree of neighborhood compatibility and station accessibility. Heights should generally step down with distance from the station and with proximity to single family properties.

Omninet's mixed-use development provides pedestrian access to the Central Avenue / Camelback Road Light Rail Transit Station, providing and supporting increased Light Rail ridership. The height of the proposed building steps down from 5 levels to 4 levels along the east side of the Site where single family and multi-family properties are located across the street from the Site (1st Street).

Policy E.5: Increase heights and intensities in accordance with adopted District Plans. If there is a conflict between the District Plan and the Place Type, the District Plan prevails.

The Site is within the Uptown TOD Policy Plan area and designated a Historic Neighborhood Center Place Type by the Reinvent PHX framework. The proposed building is 5 levels from the ground floor along the west side of the Site and steps down to 4 levels along the east side of the Site, which is consistent with the height and intensity allowed under the Historic Neighborhood Center Place Type.

Policy F.2: Encourage transit-supportive land uses, such as dense residential, office, and retail destinations in order to boost ridership and fare recovery.

Omninet's mixed-use development provides dense residential and ground floor retail uses in a safe, pedestrian environment that is supportive of walking, biking, and transit ridership. Bike racks will be provided on the Site near residential entry points and retail patio areas that are within close distance to the Central Avenue / Camelback Road Light Rail Transit Station.

Policy F.4: Integrate new development into the existing context through measures such as stepping down building heights, modulating building massing, enhancing landscaping, preserving setback consistency and carefully locating windows, service entrances, refuse containers, lighting and ventilation.

Omninet's mixed-use development has been carefully planned to integrate with the surrounding area and uses. The building height steps down on the east side of the Site, and the building modulates with varying heights, articulation, and facades. Landscaping is carefully planned to provide pedestrian shade and visually interest along the store fronts. The service entrance and refuse location is proposed to be located behind the retail shops along Central Avenue away from the public areas.

Policy F.5: Support mixed income neighborhoods to help ensure TOD benefits are attainable for all residents.

Studio, 1-bedroom, and 2-bedroom residential units are available within the proposed mixed-use development. Some of the units are located on the ground floor to meet certain accessibility needs. The mix of residential unit types, live-work characteristics of the design, and location proximate to the Central Avenue / Camelback Road Transit Station ensures that the City's Transit Oriented Development goals and Omninet's mixed-use development will provide benefits to all residents and support mixed income neighborhoods.

Policy F.8: Support the development and enhancement of public open spaces.

The proposed retail shops will provide patio and gathering spaces along the Central Avenue frontages for residents and patrons to gather and enjoy a their community in a shaded, pleasing environment with convenient access to the Central Avenue / Camelback Road Light Rail Station.

Appendix B

UPTOWN TOD POLICY PLAN

Central Avenue and Camelback Road Priority Investment Area – 2040 Vision:

“Central Avenue is lined with mixed use, live-work and creatively reused buildings that contain cafés, small retail stores, and restaurants on the ground floor, with offices and apartments above.”

The Site is located proximate to Central Avenue and Camelback Road and across the street from the Central Avenue / Camelback Road Light Rail Transit Station. Omninet’s mixed-use development will provide retail space, which will include uses such as shopping and dining establishments in an urban infill environment that is safe and compatible with the Uptown TOD Policy Plan.

“A pedestrian friendly balance of commercial and residential development.”

Omninet’s mixed-use development includes commercial space and residential units on the ground floor and residential units on floors 2-5 of the building. The residential units have accessibility to open spaces, a shared pool and courtyard area within the center of the building, the Light Rail, bicycle racks, and to the proposed shops at the ground floor of the building. The mix of commercial and residential development provides an environment for live-work opportunities.

“Buildings that have been constructed over the past two decades have been generally 3 to 5 stories and are compatible with adjacent neighborhoods, provide noise and activity buffers from major streets and have activated the area’s previously vacant lots.”

Omninet’s proposed infill development supports the Uptown TOD Policy Plan’s 2040 Vision by providing a mixed use development with a live-work environment and commercial opportunities for cafes, small retail stores, and restaurants on the ground floor and apartments above. Omninet’s building is 4 stories on top of a podium with some ground floor commercial space on the west portion of the Site and steps down to 4 stories of residential units along the east side of the Site, which captures the vision of the Uptown TOD Policy Plan. The proposed building height and layout will buffer surrounding neighborhoods from the noise and activity of Central Avenue. The proposed development will also activate and redevelop previously vacant lots and buildings.

“The street is multi-modal, with the light rail and a shared bike lane that reaches the Bridle Path. There are wide, shaded sidewalks on both sides of the street, and bicycle lanes have helped slow down traffic. People feel safe walking, biking and enjoying the businesses and parks at any time of day. Further, increased pedestrian safety has improved light rail ridership, with more neighbors walking to the stations.”

Omninet’s mixed-use development provides convenient pedestrian access to the Central Avenue / Camelback Road Light Rail Transit Station that will support increased Light Rail ridership. Further, the proposed mixed-use development includes retail frontages along Central Avenue with shaded areas where people will feel safe walking, biking and enjoying the retail and restaurant opportunities any time of day.

Appendix C

WALKABLE URBAN CODE

Purpose and Intent (a): An increase of population and employment through infill development within transit-oriented districts.

Omninet is redeveloping this underutilized “Uptown” infill Site with an urban, transit oriented, compact, mixed use development that includes commercial/retail and multi-family components. The proposed mixed-use development provides a walkable, safe, pedestrian friendly environment with live-work opportunities near the Central Avenue/Camelback Road Light Rail Transit Station.

Purpose and Intent (b): A walkable, bikeable, and transit supportive development environment.

Omninet’s mixed use, transit oriented, compact development on this Site provides a dense, pedestrian friendly, mixed use development that will foster a safe and convenient transit environment.

Purpose and Intent (c): The integration of auto-oriented and industrial uses with a complementary mix of land uses.

The vacant and obsolete commercial buildings on the Site will be demolished and replaced with an investment in redevelopment along the Light Rail corridor. This redevelopment will provide live-work opportunities and support Light Rail ridership with a complementary mix of land uses.

Purpose (d): A high level of connectivity of pedestrian and vehicular routes, which entails small block sizes.

The dense, pedestrian friendly, mixed use development will provide a safe and convenient transit environment. Focus on ground-level retail and walk-up units will foster a connection to the public as well as nearby amenities. The high level of connectivity to Central Avenue and surrounding buildings will encourage walking, bicycling, and public transit patronage. The development will provide a visual and physical connection to all surrounding areas, adding to and enhancing the existing context while serving as inspiration for further development. The mixed use concept will be functionally compatible with Central Avenue, the Central Avenue / Camelback Road Light Rail Station, the secondary frontage on Pierson Street, Mariposa Street, and 1st Street, and foster a connection with the small block sizes near the Site.

Purpose (e): Comfortable, safe, and economically productive districts surrounding light rail stations, providing for walking and bicycling between and within the transect districts.

The mixed use development will be “Transit Oriented,” abutting Central Avenue and Camelback Road, two of the primary transit arteries for Uptown Phoenix. The Site is across the street from the Central Avenue/Camelback Road Light Rail Transit Station and within walking distance of three additional Light Rail stops. Employment opportunities and numerous options for healthcare, schools, churches, dining, recreation, and retail are found within a square mile and many more are readily accessible by Light Rail.

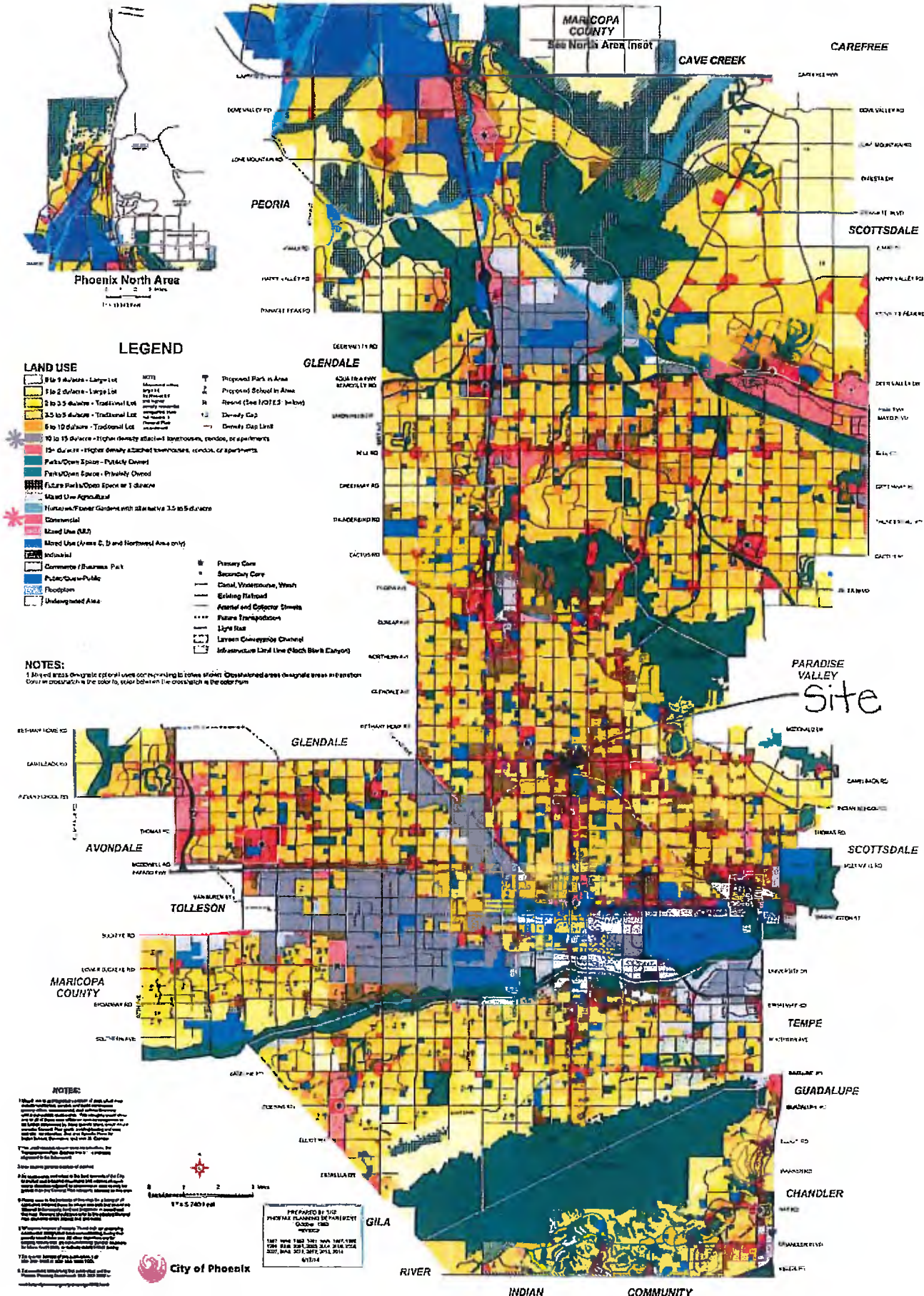
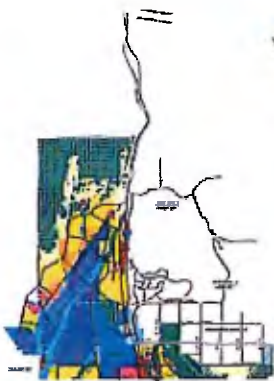
Purpose (f): The protection of property values.

Omninet's proposed mixed-use development includes shaded storefront areas with opportunities for Light Rail riders to enjoy the community in a shaded, pleasing environment near the Central Avenue / Camelback Road Light Rail Station and near retail shops and dining within Omninet's proposed mixed-use development. The design concepts of the proposed mixed-use development will be an asset to the area.

Appendix D

CITY OF PHOENIX GENERAL PLAN

A Vision for the Future



LEGEND

LAND USE		NOTE
	1 to 2 Acre - Large Lot	
	2 to 5 Acre - Large Lot	
	3 to 5 Acre - Traditional Lot	
	3.5 to 5 Acre - Traditional Lot	
	5 to 10 Acre - Traditional Lot	
	10 to 15 Acre - High density attached townhomes, condos, or apartments	
	15+ Acre - High density attached townhomes, condos, or apartments	
	Public/Open Space - Publicly Owned	
	Public/Open Space - Privately Owned	
	Future Park/Open Space or 1/2 Acre	
	Maricopa Use Agricultural	
	Horticultural/Open Space with site area 3.5 to 5 Acre	
	Commercial	
	Mixed Use (MU)	
	Mixed Use (Areas C, D and Northwest Area only)	
	Individual	
	Commercial / Business Park	
	Public/Quasi-Public	
	Floodplain	
	Unshaded Area	

	Proposed Park in Area
	Proposed School in Area
	Revised (See NOTES below)
	Density Cap
	Density Cap Limit
	Primary Care
	Secondary Care
	Clinal, Veterinarian, Wash
	Existing Railroad
	Arterial and Collector Streets
	Future Transportation
	Light Rail
	Light Rail Alignment Channel
	Infrastructure Limit Line (Black Block Canyon)

NOTES:

1 Mixed Use is an optional use conforming to lot size. Designated areas designate areas where a transition occurs in approach to the color, color between the crosshatch is the color from

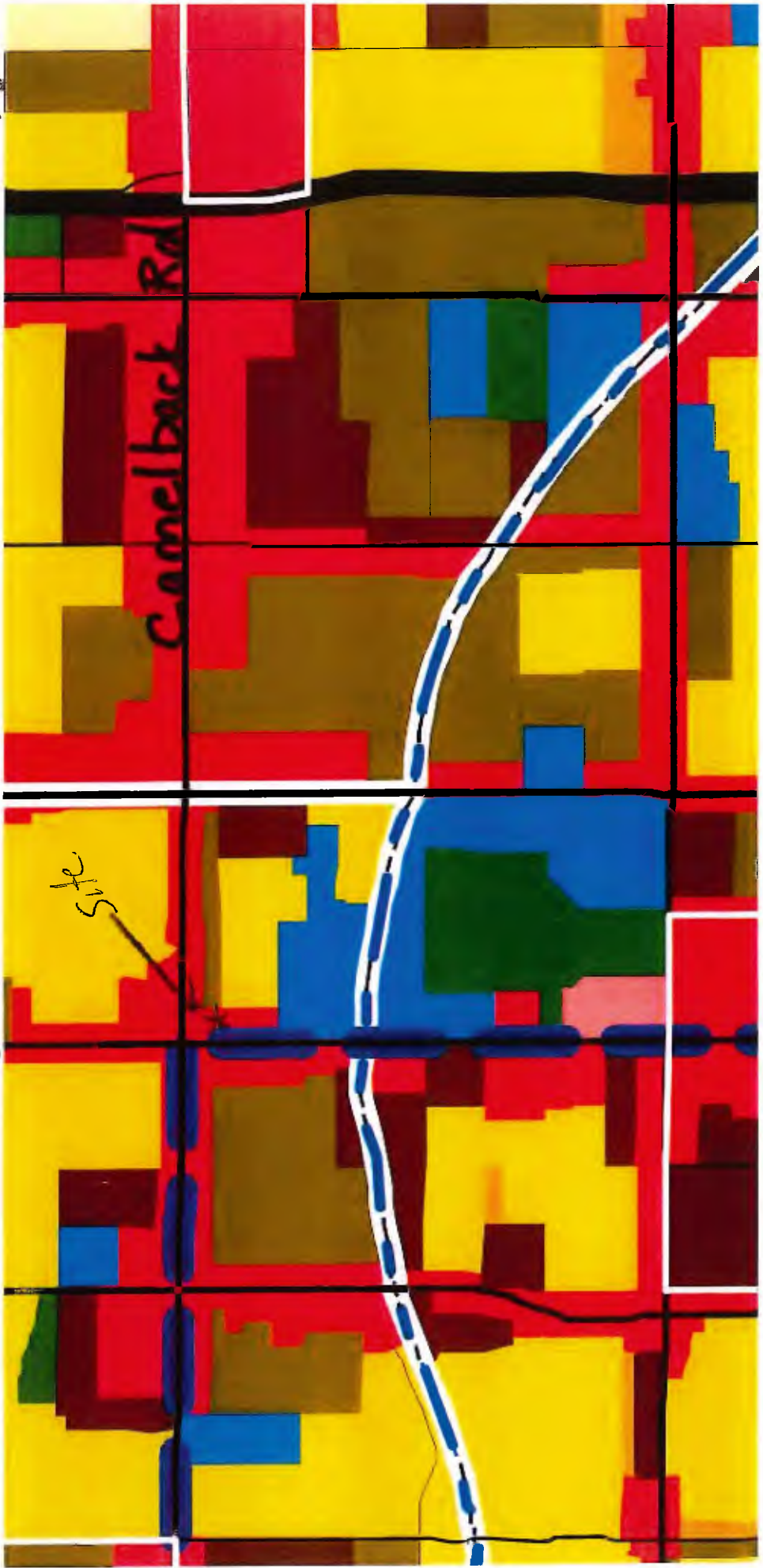
NOTES:

1. This map is a preliminary representation of the City of Phoenix General Plan. It is not a legal document and should not be used for legal purposes. 2. This map is a preliminary representation of the City of Phoenix General Plan. It is not a legal document and should not be used for legal purposes. 3. This map is a preliminary representation of the City of Phoenix General Plan. It is not a legal document and should not be used for legal purposes.

PREPARED BY THE
PHOENIX PLANNING DEPARTMENT
CITY OF PHOENIX

1997-1998
1999-2000
2001-2002
2003-2004
2005-2006
2007-2008
2009-2010
2011-2012
2013-2014
2015-2016





Camelback Rd

7th St

Site

CENTRAL

7th Ave

APPENDIX E

GOALS AND POLICIES OF THE GENERAL PLAN

Land Use Element Goal 3, Policy 5: Encourage the development or redevelopment of vacant and underutilized parcels within the urbanized area that is consistent with the character of the area or with the area's transitional objectives.

Omninet is redeveloping this underutilized "Uptown" infill Site with an urban, transit oriented, compact, mixed use development that includes commercial/retail and multi-family components. The mixed use development will utilize high quality architecture and responds to the aesthetics of the surrounding area. The building façade will transition in height and is designed to accommodate the varying commercial and residential zones adjacent to the Site. The development will provide a visual and physical connection to all surrounding areas, adding to and enhancing the existing context while serving as inspiration for further development. The mixed use concept will be functionally compatible with development in the area.

Land Use Element Goal 5, Policy 2: Locate major traffic-generating land uses on major streets in areas planned for such uses . . . and avoid use of local streets.

The mixed use development will be "Transit Oriented," proximate to Central Avenue and Camelback Road, two of the primary transit arteries for Uptown Phoenix. The Site is across the street from the Central Avenue/Camelback Road Light Rail Transit Station and within walking distance of three additional Light Rail stops. Employment opportunities and numerous options for healthcare, schools, churches, dining, recreation, and retail are found within a square mile and many more are readily accessible by Light Rail. The dense, pedestrian friendly, mixed use development will provide a safe and convenient transit environment. Focus on ground-level retail and walk-up units will foster a connection to the public as well as adjacent amenities. The high level of connectivity to Central Avenue and surrounding buildings will encourage walking, bicycling, and public transit patronage. Walking paths and gathering plazas within the development will encourage community gathering as a node for the pedestrian and is not only safe and convenient, but also preferred.

Land Use Element Goal 11: General Plan Land Use Map and Zoning Conformity – The General Plan Land Use Map shall show the generalized land use plan for the City and the proposed street system with the exception of local streets. Zoning granted subsequent to the adoption of the General Plan or any amendments shall be in conformity with the land use category shown and defined on the General Plan.

This mixed use development has commercial/retail and multi-family residential components, which is consistent with the Commercial land use category shown on the General Plan Land Use Map.

Conservation, Rehabilitation, & Redevelopment Element Goal 4: Adaptive reuse of obsolete development. Encourage reuse of vacant structures and substantial rehabilitation of obsolete buildings.

The vacant and obsolete buildings on the Site will be demolished and replaced with an investment in redevelopment along the Light Rail corridor. This redevelopment will provide live-work opportunities that will foster a positive image for the area. This positive image will further Goal 4's mission of providing a stable neighborhood environment that encourages and supports private reinvestment.

The existing buildings are plagued by "building obsolescence," as described in the General Plan. Omninet's mixed use development is a viable and compatible use on this Site and will be a positive asset for the City's goal of redevelopment along the Light Rail corridor.

Conservation, Rehabilitation & Redevelopment Element Goal 4, Policy 5: Encourage adaptive reuse of obsolete or vacant non-residential structures.

This redevelopment of the Site will replace the existing obsolete buildings on the Site with an attractive transit oriented, compact, mixed use development with commercial/retail and multi-family components. The development will provide studio, 1-bedroom (1 and 2 level), and 2-bedroom units. The building consists of multi-story units above the retail and parking garage, and walk-up units featured on the ground floor. This mix of unit types will accommodate the varying demands of multiple household sizes, mixed incomes and accessibility needs.

Conservation, Rehabilitation & Redevelopment Element Goal 5, Policy 2: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plan.

Omninet's proposed redevelopment of this underutilized, vacant, and obsolete Site and buildings is compatible with the General Plan, the WU Code, Reinvent PHX TOD Strategic Policy Framework, and the Uptown District Plan. The building height will be capped at 5 stories proximate to Central Avenue and will integrate into the surrounding properties through measures such as stepping down building height proximate to 1st Street, modulating building massing, enhancing landscaping, and providing a pedestrian-friendly Central Avenue street scape that includes tree canopy coverage where appropriate.

Circulation Elements Goal 1: Policy 1 - Greatly expand and integrate public transit, pedestrian, bicycle and other alternative modes of transportation into the city's street system to reduce traffic congestion, improve air quality, conserve energy and provide better transportation for those who choose not to or are unable to drive. Policy 2 - Plan and design the city's transportation system to help implement the Land Use element's goals while assuring that new transportation facilities are available concurrently with changes in land use. Policy 3 - Support the Environmental Planning element goal of meeting air quality standards through efficient use of the transportation system. Policy 4 - Support the Land Use element goals of balancing housing and employment in urban villages and encouraging a mixture of land uses in neighborhoods to reduce the length and number of vehicle trips.

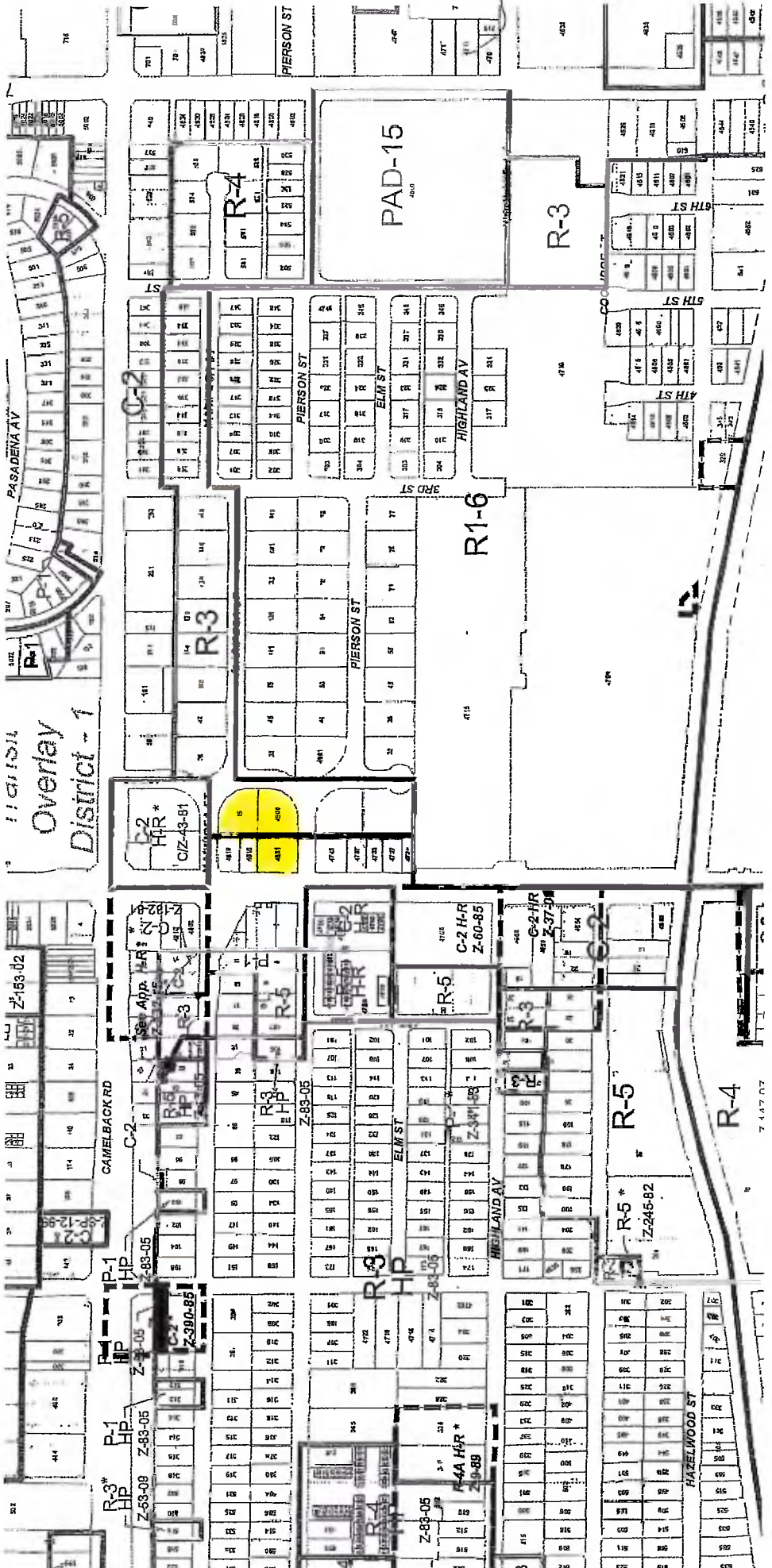
Omninet's mixed use, transit oriented, compact development on this Site provides a dense, pedestrian friendly, mixed use development that will foster a safe and convenient transit environment. The Site is across the street from the Central Avenue/Camelback Light Rail Transit Station and within walking

distance of three additional Light Rail stops. Many employment opportunities are found within a square mile and many are accessible by Light Rail. The mixed use development also provides bicycle parking areas that meet the enhanced requirements of the WU Code.

Circulation Element Goal 2F: Policy 1 – Locate parking in a way that encourages pedestrian and transit use.

The mixed use development provides and promotes a variety of transit options. An at-grade and underground parking structure is proposed that will provide shaded parking opportunities. Structured parking provides more opportunities for a dense, urban, mixed use development with multi-modal forms of transportation, such as Light Rail, walking, biking, or a combination thereof.

APPENDIX F



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