

Planned Unit
Development Land Use &
Standards Narrative

Alta Thomas

NWC 3rd Street & Thomas Road

Earl, Curley & Lagarde, P.C.

Case No. Z-9-15

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PLANNED UNIT DEVELOPMENT DISCLAIMER

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

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

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LIST OF EXHIBITS

- A. Legal Description
- B. Area Vicinity Map
- C. Aerial Map
- D. Zoning Map (Existing & Proposed)
- E. Land Use Plan
- F. Context Plan
- G. General Plan Land Use Map
- H. Conceptual Site Plan
- I. Residential Building Elevations
- J. Vehicular & Pedestrian Access Plan
- K. Color Landscape Plan
- L. 2nd Street & Thomas Road Perspective

Purpose & Intent

The purpose of the Alta Thomas Planned Unit Development (“PUD”) is to create specific standards to guide the development of the site comprised of most of a city block located at the northwest corner of 3rd Street and Thomas Road. The request seeks to allow for development that does not fit within the conventional boundaries of underlying zoning districts. The PUD was intentionally selected because it allows the developer to incorporate standards (setback, street front architecture, etc.) consistent with the proposed Walkable Urban Code which is a form based code designed to encourage urban design that supports walkability.

The subject property is situated approximately 900-feet east of the Thomas Road/Central Avenue Light Rail Station (“LRT”) and is adjacent to the Thomas Road bus route #29, the route with the highest ridership in Phoenix, and which is one of the only bus routes that provides pedestrian connectivity between the Loop 101 Freeway in Glendale to the Loop 101 Freeway in Scottsdale (approximately 25 miles across). In light of these public transportation systems, there is an exciting opportunity for a residential development of an urban nature which will support the surrounding retail, employment and eclectic uses that exist along the Central Avenue corridor.

Valley Metro Light Rail Station
Thomas Road & Central Avenue, Arizona



The residential development proposal by Wood Partners has been carefully examined in order to build an environmentally responsive and pedestrian-oriented urban residential project on this uniquely assembled property in proximity to existing high-rise offices, residential and commercial uses. Rezoning the site from the existing C-O (Commercial Office), P-1 (Parking), R-O (Residential Office), R1-6 (Single-Family), R-5 (Multi-family) zoning districts within the Interim Transit Oriented Zoning Overlay District (TOD-1) to a comprehensive Planned Unit Development (PUD) zoning designation will accommodate a cohesive, urban environment that will implement the City’s long-standing goals for the Central Avenue Corridor, the Midtown Transit Orientated Development Policy Plan and the new Walkable Urban form-based code.

This residential project offers convenient pedestrian access to a variety of public transportation systems and is in sync with the area’s unique character and land use pattern. Adding this rental community will support the Central Avenue employment center. Future residents and guests of Alta Thomas will also support this evolving high-capacity Metro Light Rail transit system. Lastly, residents and their guests will generate significant economic activity for the benefit of Downtown Phoenix.

Project Overview and Goals

OVERVIEW:

The purpose of this PUD is to create specific standards that will guide the development of a distinct, infill living environment with unprecedented quality in order to promote the iconic identification of this vibrant City center and support the social and economic fabric of central Phoenix. Alta Thomas supports a mix of cultural, employment and service-oriented uses within the North Central Employment corridor along Central Avenue and in the Downtown area. The site's critical setting within the vicinity of the Central Avenue transit corridor gives the proposed development plan the unique opportunity to attract residents who seek excellent local and regional access to nearby employment, services and pedestrian-orientated transportation.

GOALS:

The proposed development meets the City's adopted policies and goals by redeveloping dilapidated and/or under-utilized properties along and near a highly traveled street (i.e. Thomas Road and Central Avenue) with a dynamic, pedestrian-oriented residential use that is street-oriented with direct accessibility to the Valley Metro Light Rail system. Further, this request is in harmony with the intent of the draft Walkable Urban ("WU") Code as the project brings an urban residential development with pedestrian-friendly building(s) and site design standards to support the area's continued growth. The project establishes a transition of land uses amid the broad mix of uses that are adjacent to the site and in the general area which include apartment buildings, high-rise office towers, and single-family homes. This property assemblage will allow for the redevelopment of the site so as to contribute to a mix of housing types in the area. The residents and guests of the project are likely to contribute to an increase of Light Rail ridership and use alternative modes of transportation to get to their destinations.

This PUD has been prepared pursuant to Section 671 of the Zoning Ordinance of the City of Phoenix in order to establish the regulatory framework for this plan. This land use and development standards narrative is intended to be a stand-alone document comprised of zoning regulations, permitted uses, development standards and design guidelines for the project. Further, this PUD includes general background information to help illustrate the intent of the development. The proposed site plan, exhibits and illustrative photos are representations of the proposed character and quality of the development. Plans and documents with specific designs will be processed through the City of Phoenix site plan review process in accordance with Section 507. Provisions not specifically regulated by the Alta Thomas PUD are governed by the City's zoning ordinance. This PUD only modifies zoning ordinance regulations and does not modify other city codes or requirements.

Overall Design Concept

This infill development is an assemblage of (17) single parcels of land between 2nd and 3rd Streets and Catalina Drive and Thomas Road in order to accommodate the proposed (225) rental units. This PUD creates a unified pedestrian-oriented project in the heart of central Phoenix within contemporary 3 and 4-story residential buildings that include a few mezzanine levels so as to complement the massing of the existing high-rise office complexes to the west and the blend of commercial offices, parking areas and residential zoning districts to the north, east and south (including the historic neighborhood to the east).

The proposed buildings are located along the perimeter property lines which are adjacent to the right-of-way. The 4-story residential buildings wrap around the majority of the site with approximately 6,000 square-feet of leasing/fitness center that is situated at the southwest corner so as to orientate the focal point of the development towards the Light Rail and the on-going activity that is occurring along Central Avenue. The building's overall massing along Catalina Drive lessens with the proposed 3-story carriage units (with garages at grade level) so as to complement the scale of the existing 3-story Beadle View condominiums at the southwest corner of 3rd Street and Catalina Drive and the "out-parcel" located at the southeast corner of 2nd Street and Catalina Drive. Decorative pavers will be used for the driveways leading to the garages for the proposed 4-unit carriage homes that face Catalina Drive. The development utilizes a variety of pedestrian-friendly access points from the street to the buildings along the site's perimeter (except Catalina Drive). As shown by the site plan, the project includes the "stoop", enclosed "patio", "common entry" and a "storefront" frontage types in order to activate the streetscape for the development. With exception of the residential units that have enclosed patios facing Thomas Road which buffers them from the intensity occurring along the roadway, the remaining building area allows for both the storefront and common-entry frontage types.

The building architecture draws from the evolving aesthetic context and character of the area with refined textured concrete masonry and articulated stucco walls that have are accompanied by urban-style materials, textures and several coordinated colors to enhance the exterior elevations. The buildings' orientation and access points assure "eyes on the street" due to the strategic location of shaded pedestrian access ways that lead residents directly to their unit. Each building entry for the 4-story buildings connects to an elevator and stair cores. Resident windows have been thoughtfully placed along the building façade to preserve residents' privacy. Clearly, this PUD will enhance the character of the area by removing several neglected buildings that have remained either vacant or that have been in a steady decline for decades with a modern, walkable development that engages the pedestrian at the ground-level with an emphasized presence along Thomas Road. The proposed architecture creates height and massing at key points, creating a distinctive and recognizable residential project in the area.

Consistent with the conceptual master plan in the Midtown Transit Orientated Development Policy Plan, the majority of resident parking is provided interior to the site tucked behind the

buildings at grade level and is in addition to garage spaces for the carriage units and approximately (19) off-site parallel parking spaces proposed along 2nd Street. Pedestrian comfort and connectivity is assured through design features throughout the development including the prominent drive entry from 2nd Street which serves as the only full-access to this gated community. Walkways within the interior and along the perimeter of the project are shaded with either architectural awnings or landscaping techniques.

The project will include approximately (225) rental residences (1, 2 and 3 bedrooms) ranging in size from approximately 640 to 1,460 livable square-feet. Select areas of the proposed residential building will feature a mezzanine level for 4th story residents and an outside patio terrace. Also, dedicated for the residents' enjoyment are amenities that include a resort-style pool, a fitness/clubhouse center, bicycle parking and a dog run area.

Site Location, Acreage & Context

The entire 5.91 gross/4.23 net acre project boundary is situated between 2nd and 3rd Streets and Catalina Drive and Thomas Road with the exception of existing home (“out-parcel”) at the southeast corner of 2nd Street and Catalina Drive and the Beadle View Lofts at the southwest corner of 3rd Street and Catalina Drive. The site is located adjacent to one of the City’s most desirous employment and commercial corridors and enjoys excellent local and regional access due to its strategic location near Central Avenue. Further, the site’s setting near the light rail station and connecting bus routes provides an opportunity to create an urban infill project of superior quality and character that supports the social and economic fabric of the central Phoenix.

Topography & Natural Features

The topography of the infill property is relatively flat with no natural features. The majority of the general property is developed with a mixture of single-story homes, commercial office buildings and accessory parking areas. An existing 17-foot residential alley bifurcates the property into two parts and it is proposed that this alley be abandoned by the applicant to accommodate the proposed development.

General Plan Land Use Plan & Conformance

The current General Plan Land Use designation for the subject property is Commercial land use within the Primary Core of the Encanto Village which allows for retail, office and residential homes. More specifically, the subject site is within the designated Regional Center TOD Place Type as defined by the recently approved Transit Orientated Development Strategic Policy Framework. A number of General Plan TOD Policies are implemented by this development and they are as follows:

E. Place Types

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

As mentioned, the subject site is located +/- 900-feet east of the Thomas Road and Central Avenue light rail station. The Regional Center Place Type (i.e. city-adopted Transit Oriented Development Strategic Policy Framework) is the designation for this rail station area. This place type encourages office employment, supportive retail and high/mid-rise housing. The design and scale of the proposed residential buildings provides the necessary land use transition from the adjacent zoning pattern in the area. The residential architecture, landscaping techniques, pedestrian/vehicular access and the overall site layout have been incorporated into the design of the project in order to ensure compatibility with the adjacent properties and provide for multi-modal transportation options for pedestrians.

F. District Planning

Policy F.1: Support pedestrian oriented design standards, short block subdivision standards, bicycle parking standards and complete streets standards to improve walkability and bikeability.

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.

Housing in this area should incorporate a walking, bicycling and transit user convenient environment. This project is committed to shaded pedestrian-friendly walkways. Also, bicycle parking for approximately 50 bicycles are conveniently located in a secured area near the desired exit point to public transportation, jobs, and other amenities of the area.

This PUD will enhance ridership and service levels of the mass-transit systems by providing a greater number of residents with access to convenient pedestrian access and through the use of urban development standards and principles. The development proposal achieves an amenitized street level view and a comfortable walkable environment that is conducive to supporting transit ridership. The proposed buildings face perimeter streets and the units which are orientated towards Thomas Road and 2nd and 3rd Streets which have direct pedestrian connectivity between the building and the detached sidewalks along the perimeter streets. Pedestrian access to the interior of the buildings and the amenities areas are shaded by means of either landscaped walkways or from shade that is created naturally from architectural awnings and/or building projections. Designated pedestrian pathways within the project will provide a maximum comfort level of shading of pedestrians for public sidewalks adjacent to the proposed residential perimeters, except where not possible due to utility conflicts or vehicular accessways. Again, shade for the project may be achieved through a combination of natural vegetation, building placement, and/or architectural shading devices (i.e. canopies, awnings, overhangs, etc).

Policy F.2: Encourage transit supportive land uses, such as residential, office and retail to support transit ridership.

This infill project will activate the area with a high-end residential community that is consistent with the area's zoning pattern and intensity and the City's Midtown Transit Oriented Development Policy Plan and the Walkable Urban (WU) Code. Redeveloping the site will promote the long term success of the local community and viability of the area. Further, strategic residential growth in this designated employment center meets infill housing goals and policies of the General Plan which seek to support healthy central area communities, especially those situated near a significant pedestrian-oriented line of transportation.

This project will create additional customers and patrons for nearby and future retailers as well as provide a unique opportunity to live, work and enjoy entertainment in the immediate area. This development also has the potential to significantly increase the sales tax revenues for the city. Expanding housing opportunities within an existing employment core has the potential to also significantly improve the existing resident/employment balance of this Village Core.

Furthermore, the project's residents will become retail customers who will be able to not only work, but will live in this area on a 24-hour, seven-days-a-week basis. The request will accommodate a distinct and unified living environment for future housing in proximity to a variety of employment opportunities and other types of businesses to provide economic stability to the community and allow residents to live close to work and abundant recreational activities.

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

A significant goal of the recently adopted General Plan TOD policy is to provide housing for a myriad target groups along the light rail system. The subject site is located within the Primary Core of the Encanto Village, which is recognized as one of the City's major (North Central Avenue) employment centers and an important location for a concentration of employment and residential opportunities. This PUD will allow for the redevelopment of this infill site from its current fragmented condition to a cohesive, high-end residential community. This proposal also provides a new housing choice in proximity to the Downtown area and will benefit professionals who desire a contemporary urban lifestyle with access to a variety of amenities and entertainment options close to their workplace. Clearly, this project is consistent with the goals and policies of the General Plan for housing choices.

Zoning & Land Use Compatibility

Alta Thomas is a rental apartment community that interfaces with the existing high-rise office, parking structures, commercial offices and historic residential zoning districts. The project is designed by creating an urban theme in order to encourage interaction between the various uses and the overall project boundary.

The existing land uses and zoning adjacent to the site are as follows:

| Surrounding Land Uses and Zoning | | |
|----------------------------------|--|---|
| | Land Use | Zoning |
| On-site | Developed; Single-Family, Office and Parking | P-1 TOD-1 R1-6 TOD-1 C-2 TOD-1 C-O TOD-1 R-O TOD-1 R-5 TOD-1 |
| North | Catalina Drive; Multi-family, Office and Parking | C-2HR TOD-1 R-5 TOD-1 P-1 TOD-1 |
| South | Thomas Road; Office and Parking | C-1 TOD-1 P-2 TOD-1 |
| East | 3rd Street; Single-family, Multi-family, Office | R-O R1-6 HP C-1 R-5 HR |
| West | 2nd Street; Office and Parking | C-2HR TOD-1 |

List of Uses

This PUD seeks approval for the proposed rental, multi-family residential use. However, this PUD also allows for other ancillary uses which may include (but are not required) the following:

- Fitness Center/health club with or without day care, retail, and restaurant services
- Artist Studio/Gallery
- Live-work
- Bakery
- General Retail
- Farmer's market/in-door grocery store

Development Standards & Guidelines

The purpose and intent of the provisions defined within the Alta Thomas PUD is to promote a cohesive residential development through compatible design features. The subject site is designated as part of the City's future Walkable Urban (WU) code which will replace the TOD-1 district. The proposed WU zoning map for the site designates the western half of the property as the T5:7 and the east half as T5:5 Transect Zones. The transect zones or "districts" encourage a mix of uses including medium-high intensity residential developments. The below list of development standards and guidelines generally address the City's proposed T5:5 WU standards however, the standards and guidelines of this PUD shall prevail.

The Development Standards and Guidelines for the Alta Thomas PUD that are listed below are intended to allow this residential use in a cohesively planned urban setting given the prominent location. Unless specifically modified by the text below, all standards of the referenced Zoning Districts shall apply to this PUD. Where different standards (more or less restrictive) are specified below, these PUD standards shall prevail over the standards in the zoning ordinance.

| Development Standards and Guidelines | |
|--|---|
| Maximum Density | None |
| Main Building Setbacks | |
| Thomas Road | 10-feet maximum |
| 2 nd Street | 10-feet maximum |
| 3 rd Street | 10-feet maximum |
| Catalina Drive | 18-feet maximum |
| Interior Lot Line | 5-feet minimum |
| Where public utility easements conflict with required setbacks or built to dimensions, the measurement may be taken from the back of the easement. | |
| Building Height | 70-feet maximum |
| Lot Coverage | 80% maximum |
| Building Frontage | 75% minimum shall be provided except that a maximum of 18-feet building setback shall be provided along Catalina Drive. |
| Frontage Types Allowed | Porch, Stoop, Door Well, Patio, Common Entry, Storefront, Carriage Unit |
| Entry Requirements | |
| Thomas Road, 2 nd Street, 3 rd Street | There shall be either one stoop, patio and/or common entry access point on average of every 40-feet |

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| | |
| Minimum Glazing for Storefront Building Frontage Type Facing Right-of-Way | |
| Ground Floor | 25% |
| Second Floor | 25%, 10% east and west |
| | |
| Surface Parking Setbacks | |
| Thomas Road, 2 nd Street, 3 rd Street and Catalina Drive | 30-foot minimum or behind building, except where the (6) guest spaces are located at the main entry point on 2 nd Street where a perimeter wall with 40-inches maximum height shall screen views of parking and the spaces at the northeast corner of the site along 3 rd Street where a perimeter wall will be built to match the condition of the adjacent development to the north.” |
| | |
| Parking | |
| Multi-family Residential | Minimum 1 space per unit |
| Fitness Center – accessory to primary use for private residential or tenant use | None required |
| | |
| Loading and Service Bays | |
| Multi-family Residential | Minimum 1 space |
| | |
| Off-Street Parking and Access | |
| Vehicular access locations are subject to the proposed site plan unless modified by the City of Phoenix. | |
| | |
| A minimum of one walkway, stair, or elevator access point should be provided between each lot frontage and off-street parking areas at or above sidewalk grade. | |
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| Pedestrian access walkways should be a minimum of 5-feet in width. | |
| | |
| Specialty paving or bollards shall be provided where driveways cross sidewalks. | |
| | |
| Project entries shall be enhanced with specialty lighting or varied building materials. | |
| | |
| Bicycle Parking | |
| Multi-family Residential | 0.25 spaces per dwelling unit, maximum of 50 spaces |
| Bicycle parking for multi-family residential shall be provided as follows: For residents/guests: In a secured location which may include individual lockers or racks. At least one area will be accessible within 100-feet from the street. The location and dimension of bike racks is subject to the City’s approval during the technical site plan review process. | |
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| Pedestrian Access | |
| Buildings, primary entrances, crosswalks and pathways should be sited, oriented and designed to | |

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| minimize walking distances to public sidewalks. | |
| Sites with multiple buildings should provide a pedestrian network connecting each building together and to public sidewalks, common areas and adjacent sites when compatible. | |
| Minimum Common Open Space | 5% of gross lot area |
| Alternative materials such as brick pavers, permeable concrete pavers, granite and flagstone should be encouraged on walkways. | |
| Building and Shade | |
| Developments should include shading along its entire right-of-way frontage, excluding driveways, loading, and service berths. Shade calculations shall be based on the summer solstice at 12:00 p.m. Shade cast from a building may count towards shade calculations. | |
| Public Sidewalk shade | 75% minimum |
| Interior pedestrian route shade | 50% minimum |
| Fences (when located between the building and the right-of-way) | |
| | <p><u>Thomas Road and 3rd Street:</u> 48-inches maximum height solid fence provided that there shall be a minimum of 80% transparency provided above 40-inches as measured from finished floor or maximum one-foot above sidewalk grade.</p> <p><u>Catalina Drive:</u> 40-inches maximum height solid fence. Above 40-inches to 72-inches allowed only as a 80 percent open view fence, unless screening above grade utilities or trash enclosures.</p> |
| Streetscape Standards (except Catalina Drive) | |
| Thomas Road and 3 rd Street Sidewalk Width Landscape/streetscape width | 6 feet minimum 5 feet minimum on 3 rd Street (if no public utility conflict) and 0-feet minimum on Thomas Road (shade requirements to be met through a blend of attached awnings and landscape techniques) |
| 2 nd Street Sidewalk Width Landscape/streetscape width | 5 feet minimum 5 feet minimum (if no public utility conflict) |
| Landscaping | |
| Street trees and landscaping treatments shall be used for the entire site exclusive of building(s) and structural shade provided in accordance with the landscaping requirements in this section, unless | |

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| there is a conflict with an existing or proposed public utility easement. | |
| Planning and Development Department staff has the authority to accept modifications to landscaping requirements in the streetscape to accommodate public utility easement conditions, and to accept alternative design solutions consistent with a pedestrian environment. | |
| Existing palm trees may remain on street frontages. | |
| If street trees cannot be planted in the right-of-way, architecturally or artistically integrated public amenities should be provided. Amenities may include but not be limited to the following: structural shade elements (may be cantilevered), seating (benches/chairs), public art elements, community information/news event board/kiosk, area wayfinding signage, designer light fixtures, additional bike racks. Street furniture may be located on public sidewalks only when additional width is available in compliance with ADA accessibility requirements. | |
| Permeable paving, porous concrete or similar materials should be installed adjacent to treewells. The design should ensure adequate watering and root growth. | |
| Planting Guidelines | |
| Shade trees are limited to those specified in the Permitted Shade Tree Table. Additional Shade Trees may be approved if they are on the Arizona Department of Water Resources Phoenix AMA-3550 list. Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list. | |
| Minimum caliper | 2-inches |
| Spacing in right-of-way | 25-feet on center, except where in conflict with an existing palm tree |
| Clearance of hardscape around base of tree | 2-foot 6-inch radius minimum |
| Minimum 3-inch caliper at installation | 10% of all trees |
| Minimum living vegetation ground coverage if a landscape strip is present | 50% |
| When providing a double row of trees in the street setback or the right-of-way: | |
| Minimum 3-inch caliper | 10% of all trees minimum |
| Minimum 2-inch caliper | 90% |
| The rows should be placed parallel on either side of the sidewalk and when possible, staggered, to provide for maximum shade. | |
| Building Design | |
| 1. | All sides of a building should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability. |
| 2. | Visible side and rear building façades should have a level of trim and finish compatible with the front façade. |
| 3. | All sides of a structure should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability. |
| 4. | Monotonous building elevations should be avoided, building accents should be expressed through differing materials or architectural detailing rather than applied finishes such as paint, |

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| | graphics, or forms of plastic or metal panels. |
| 5. | Multiple buildings on the same site should borrow and incorporate (not duplicate) architectural styles, materials, forms, features, colors and compatible elements from the same site. These should include: continuation of distinctive rooflines, covered walkway alignments, consistent detailing of finish, accent features on all visible sides of structures, compatible shapes, material, wall and landscaping treatment. |
| 6. | The orientation of buildings, windows and balcony features should not significantly reduce or infringe on the existing privacy of adjacent Single-Family or Multifamily residential districts. |
| Sustainability Standards and Guidelines | |
| Provide water efficient landscaping (drought tolerant plants). | |
| Utilize a drip irrigation system to minimize water waste. | |
| Utilize low water usage plumbing fixtures. | |
| Provide recycling program for residents. | |
| Reduce “heat island” with light colored roofs or other techniques to improve the solar rating per the SRI (Solar Reflectance Index). | |
| Encourage the design of buildings’ HVAC systems to eliminate the usage of CFC’s and CFC based refrigerants. | |
| Encourage the use of water based adhesives on all VCT and vinyl flooring to minimize VOC off gassing. | |
| Alternative paving materials such as permeable pavers, porous concrete or similar materials should be used for on-site hardscaping to reduce urban heat island effect, and to allow natural drainage and filtration. | |
| Signage Standards | |
| Per Walkable Urban Code as adopted and amended by the City of Phoenix. | |
| Phasing Plan | No Phasing Plan proposed at this time |

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| Frontage Types |
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- I. Frontage types are Porch, Stoop, Door Well, Patio, Common Entry, Carriage Unit and Storefront, with the following exceptions.
 - a) Building façades may include multiple frontage types along their length.
 - b) Planning and Development Department staff may consider a frontage design alternative when the design meets the intent of pedestrian and transit-oriented frontages and façades. Appeals beyond staff level may be filed by applicants to the Design Review Committee.

II. Building Façades

- a) Building façades shall be designed to provide a sense of human scale at the ground level by providing a clear architectural distinction between the ground floor and all additional stories.
 - (1) All structures, except where residential uses are on the ground floor, should utilize clear windows. A clear window is a window that will allow a minimum of 75 percent of the visible light (as specified by the manufacturer) to be visible on either side of the window.
 - (2) Ground floor blank walls visible from the public sidewalk should not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design.
 - (3) Façade treatments should be provided when the minimum glazing cannot be achieved, or when the blank wall façade exceeds a continuous 20 linear feet. Treatments can be achieved through a combination of artwork, interactive displays, architectural features, landscape and trellises, with a minimum size of 30 square feet per 20 linear feet of blank wall. Shadow boxes are permitted for art houses and cinemas.
 - (4) Mirrored and reflective glass is prohibited.
 - (5) Religious assembly building façades are exempt from the minimum glazing requirement.

III. Building Entrances

- a) All pedestrian entrances should be defined by the use of distinctive materials and architectural elements.
- b) The building entry should be as directly accessible as possible from frontages.
- c) Building frontages on arterials should be oriented to the arterial frontage. The preferred arrangement is to front façades directly adjacent to the sidewalk.

IV. Projections in the Right of Way as follows:

- a) Where public utility easements, water/sewer lines or irregular lot lines cause conflicts with specific Frontage Types and Frontage Setback Types, Planning and Development staff may modify numeric setback and landscape requirements up to

25 percent and allow build to dimensions to be taken from the back of the public utility easement.

- b) A minimum 16-foot height clearance needed from public water/sewer lines, unless shade is retractable or an encroachment permit is secured as administered by the City of Phoenix.

V. Projections into frontage setbacks:

- a) Shading devices, attached or detached to façades may project into frontage setbacks as follows:
 - 1) Shading devices may project into any required setback up to the lot line, but not beyond the lot line unless an encroachment permit is obtained as administered by the City of Phoenix.

| Frontage Types Design Criteria | |
|---------------------------------------|---|
| PORCH | |
| Entry Grade | Maximum of 5 feet above grade. |
| Requirements | |
| a. | Placement: Porch is required at the primary building entry. |
| b. | A primary building entrance per unit is required when fronting a street. |
| c. | Minimum depth: 6-feet. |
| d. | Minimum width: 50 percent of the façade. |
| e. | <i>Porches</i> and related structures may project into <i>frontage</i> setbacks to the lot line. |
| STOOP AND DOOR WELL | |
| Entry Grade | 60-inch maximum elevation above or below sidewalk grade Maximum elevation may be increased if frontage designs incorporate patios and as access to second story. |
| Requirements | |
| a. | A stoop with a primary building entrance per unit is required when fronting a street |
| b. | Minimum dimension: 6-feet |
| c. | Minimum area: 36 square feet |
| d. | <i>Stoops</i> and related structures may project into <i>frontage</i> setbacks 100% of their depth. |
| PATIO | |
| Entry Grade | 36-inch maximum from sidewalk grade |

| Requirements | |
|------------------------|---|
| a. | Patio is required at the main building entrance and a primary entrance shall be provided along each frontage. |
| b. | Patios may encroach no more than 6-feet into frontage setbacks |
| c. | Minimum depth of 8-feet. |
| d. | Minimum area: 64 square feet. |
| e. | Patio should be enclosed on each side. Fencing requirements as per the standards of this PUD. |
| f. | The area between the property line and main façade of the building which is not improved with permanent hardscape shall be planted with live vegetation ground coverage and shrubs excluding hardscape for pedestrian amenities |
| COMMON ENTRY | |
| Entry Grade | Up to 60-inch maximum from sidewalk grade |
| Requirements | |
| a. | A single collective entry to a multi-tenant lobby is required at the primary building entrance. |
| b. | If the frontage includes a stoop entrance: Stoop minimum dimension: 6-feet Minimum area: 36 square feet |
| c. | <i>Stoops</i> and related structures may project into <i>frontage</i> setbacks 100% of their depth. |
| d. | Canopies and awnings are permitted to project into frontage setbacks up to 100% of their depth. |
| CARRIAGE UNIT | |
| Pedestrian Entry Grade | Up to 60-inch maximum from sidewalk grade |
| Requirements | |
| a. | Residential building may be located a maximum of 18-feet from the property line along Catalina Drive. |
| b. | Primary vehicular entry should be directly accessed from Catalina Drive. |
| STOREFRONT | |
| Entry Grade | At sidewalk grade |
| Requirements | |
| a. | Each ground floor storefront should provide a primary entrance that directly connects to the street. |
| b. | Display windows may project into <i>frontage</i> setbacks no more than 5-feet. |
| c. | Ground Floor Glazing: Minimum of 75 percent of the storefront area along a |

| | |
|-------------------|--|
| | primary ground floor frontage. Minimum of 50 percent on secondary ground floor frontage |
| Guidelines | |
| d. | Building entries may be recessed from the façade up to 8-feet in depth. |
| e. | Awnings may project into frontage setbacks up to 100% of their depth. |
| f. | Awnings may encroach into the public right-of-way, covering the sidewalk, with an appropriate permit. A minimum 16-foot height clearance needed from public water/sewer lines. |

| Permitted Shade Tree Table | | | |
|-----------------------------------|---|------------------------------|------------------------------|
| Botanical Name | Common Name | Approx. Height (Feet) | Approx. Spread (Feet) |
| Acacia salicina | Willow acacia | 30 | 20 |
| Acacia stenophylla | Shoestring acacia | 30 | 20 |
| Dalbergia sissoo | Indian rosewood | 40 | 25 |
| Eucalyptus erythrocorys | Red-cap gum | 25 | 15 |
| Eucalyptus microtheca | Coolibah | 35 | 25 |
| Eucalyptus papuana | Ghost gum | 40 | 25 |
| Fraxinus velutina fan west | Fan west ash | 50 | 30 |
| Fraxinus velutina bonita | Bonita ash | 30 | 25 |
| Olea Europaea | Swan hill, Wilsonii, Majestic beauty - fruitless olives | 30 | 25 |
| Pistacia chinensis | Chinese pistache | 40 | 25 |
| Quercus virginiana | Live oak | 40 | 30 |
| Ulmus parvifolia | Evergreen elm | 40-60 | 30 |
| Acacia aneura | Mulga | 20 | 15 |

Site Circulation

The proposed site circulation as depicted Vehicular & Pedestrian Access Plan subject to approval by the Planning & Development Department.

Landscaping Design

The purpose of this Landscaping Design section is to provide a baseline requirement for landscape improvements and establish a common theme for the development as a whole. These landscape guidelines are intended to provide the framework for the development of the overall landscape character for the development. The guidelines include all areas of the site including perimeter treatments, open spaces and parking areas. The objective of these guidelines is to unify the project.

- *Specific Perimeter Treatments*

The perimeter shall be developed to have a consistent look and will be compatible with the character of the newer developments along Thomas Road and 2nd Street. The main full movement access point on 2nd Street will provide an attractive entrance for residents and guests. The landscaping of the entry drive is intended to provide consistency along the remaining street frontages to enhance the pedestrian experience in proximity along the Light Rail pedestrian walkway corridors of Thomas Road and Catalina Drive. Decorative paving is planned to enhance the entry drive aisle and add to the pedestrian experience.

The perimeter of the site shall also incorporate the use of flowering regional shrubs and groundcovers that will provide a sense of identity and will be compatible with the environmental conditions of the area. Shade trees and architecturally themed perimeter screen walls shall be incorporated along all site edges.

- *Plant Materials*

The plant materials used for the landscape environment will be focused on creating pedestrian-friendly spaces. The plant palette will blend existing Fan Palm trees with transitional desert materials in addition to more ornamental species which will make a strong visual impact.

- *Site Entrances*

The entries into the site shall be clearly identified as project entry points and all main project entrances will be ADA accessible. The site entrances shall include increased and cohesive plant materials massing. Examples of landscape treatment in these areas may include ornamental trees, with shrub accent and groundcover plantings that add to site walls and directional signage.

The plant palette will incorporate a variety of plant material species. Trees and shrubs have been carefully selected and designed to complement the architecture, blend with the surrounding environment and to provide shade for pedestrians and buildings.

This residential development will encourage social interaction within the community by providing multiple gathering places for residents and visitors. The leasing/clubhouse and fitness community area functions as a community gathering and entertainment area complete

with televisions, a gourmet kitchen, fitness/gym and gaming areas. This space opens up to the resort-style pool, barbeques and additional gathering/seating areas.

Other Development Standards

Sustainability:

Each home will incorporate environmentally sensitive “elements” to increase energy efficiency including but not limited to high efficiency mechanical equipment and water heaters, dual glaze windows, reduced flow toilets and energy star rated appliances. Additionally, on-site separate and proactive recycling measures will be implemented throughout the property operations. The proposed design provides for a wide range of on-site amenities allowing residents to enjoy a complete lifestyle at their home.

Infrastructure:

Grading and Drainage:

Will be submitted as part of the Planning and Development Department Site Plan submittal.

Water and Waste Water:

Water and wastewater infrastructure requirements will be determined at the time of the site plan review, when the final land-use and urban design of the property in question have been clearly identified and proposed water demands and wastewater generation and infrastructure locations have been clearly established. The project site may be served by the existing City of Phoenix water and wastewater systems pending capacity review and approval. Infrastructure improvements may be required to provide service. The improvements will be designed and constructed in accordance with City Code requirements and Water Service Department Design Standards, and Policies.

LEGAL DESCRIPTION

BEING A PORTION OF BLOCK 1, LA BELLE PLACE, AS RECORDED IN BOOK 4 OF MAPS, PAGE 42, OFFICIAL RECORDS OF MARICOPA COUNTY RECORDER, BEING LOCATED WITHIN THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 16, BLOCK 1, LA BELLE PLACE, THENCE NORTH 00°00'06" WEST, ALONG THE WEST LINE OF SAID BLOCK 1, FOR A DISTANCE OF 510.68 FEET;

THENCE NORTH 89°59'54" EAST, FOR A DISTANCE OF 86.48 FEET;

THENCE NORTH 00°00'00" EAST, FOR A DISTANCE OF 79.71 FEET;

THENCE SOUTH 89°40'33" EAST, FOR A DISTANCE OF 90.55 FEET;

THENCE SOUTH 00°00'00" WEST, FOR A DISTANCE OF 79.99 FEET;

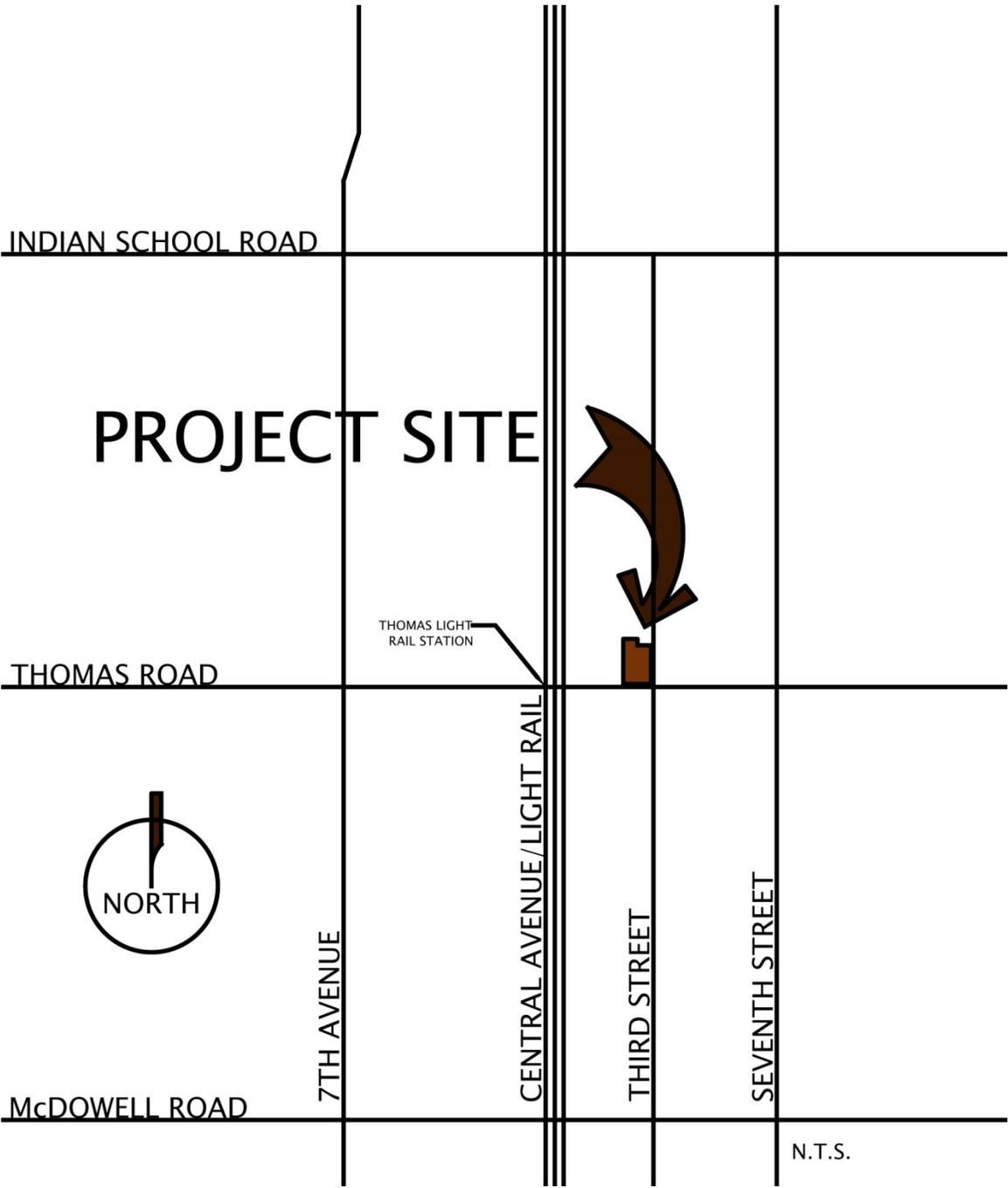
THENCE SOUTH 89°47'58" EAST, FOR A DISTANCE OF 170.03 FEET, TO A POINT ON THE EAST LINE OF SAID BLOCK 1;

THENCE SOUTH 00°00'00" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 495.32 FEET;

THENCE SOUTH 45°10'05" WEST, FOR A DISTANCE OF 22.56 FEET, TO A POINT ON THE SOUTH LINE OF SAID BLOCK 1;

THENCE NORTH 89°39'50" WEST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 331.05 FEET, TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 4.234 ACRES (184,465 S.F.) MORE OR LESS.



PROJECT SITE

INDIAN SCHOOL ROAD

THOMAS ROAD

McDOWELL ROAD

7TH AVENUE

CENTRAL AVENUE/LIGHT RAIL

THIRD STREET

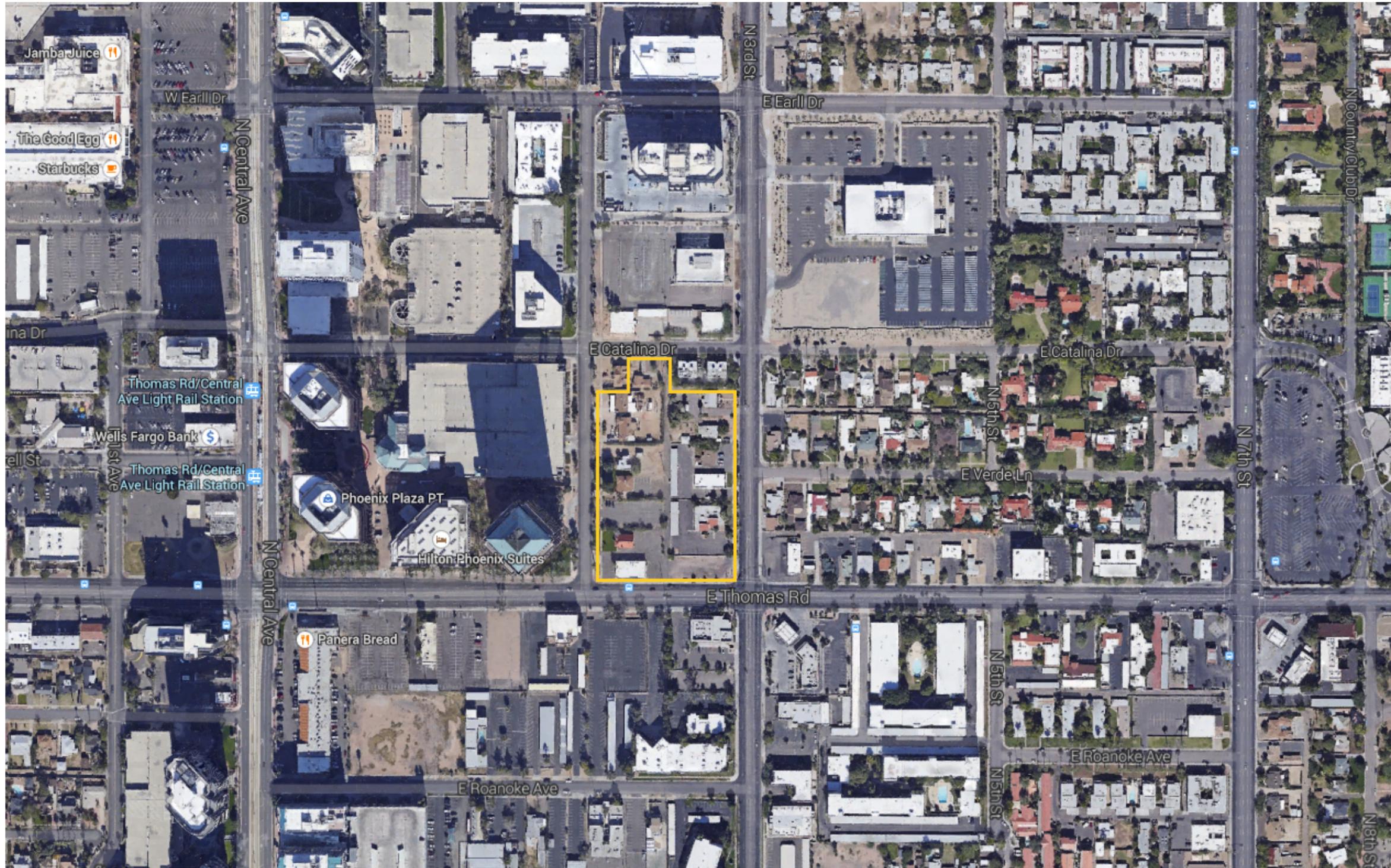
SEVENTH STREET

N.T.S.

THOMAS LIGHT RAIL STATION

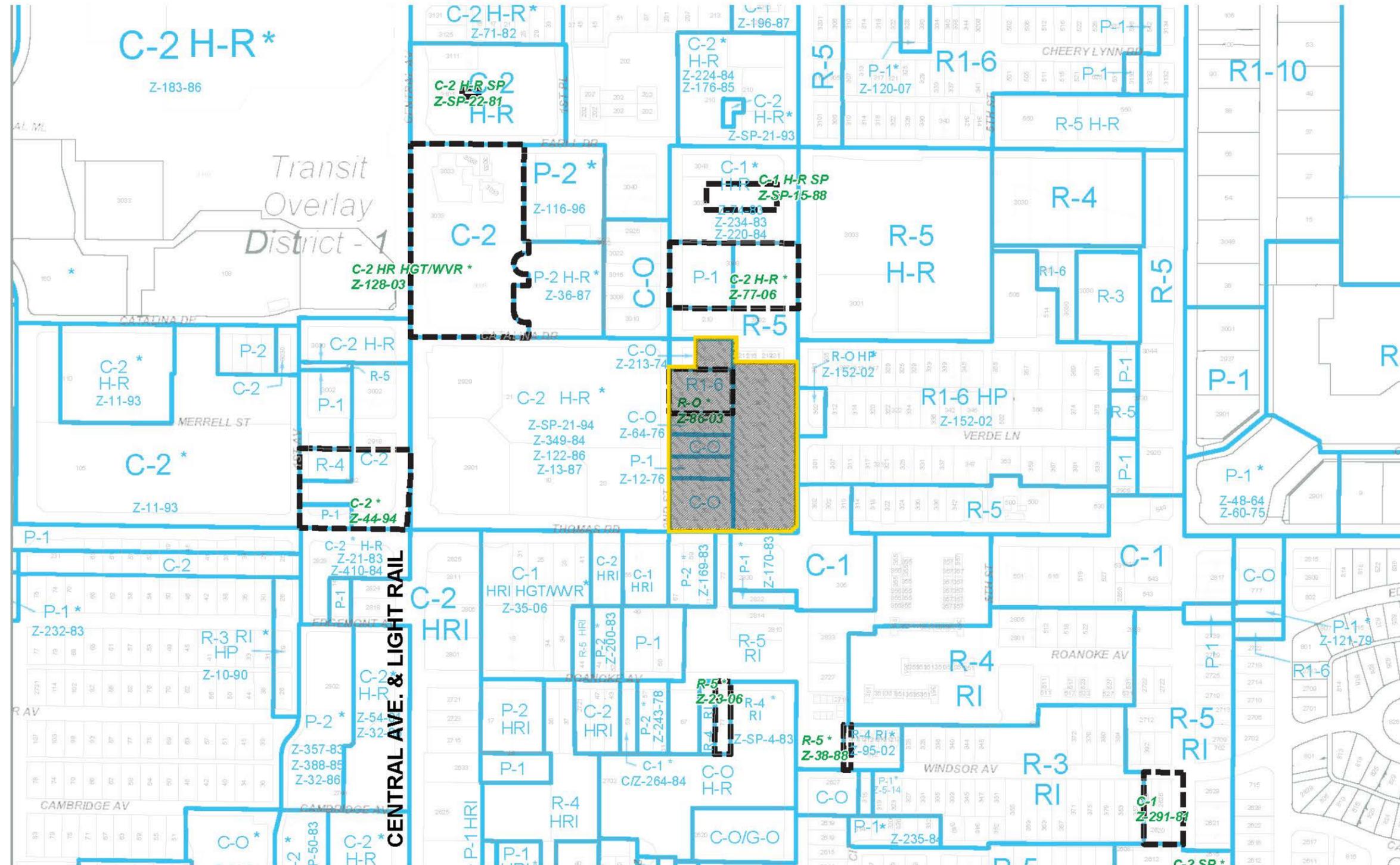


VICINITY MAP



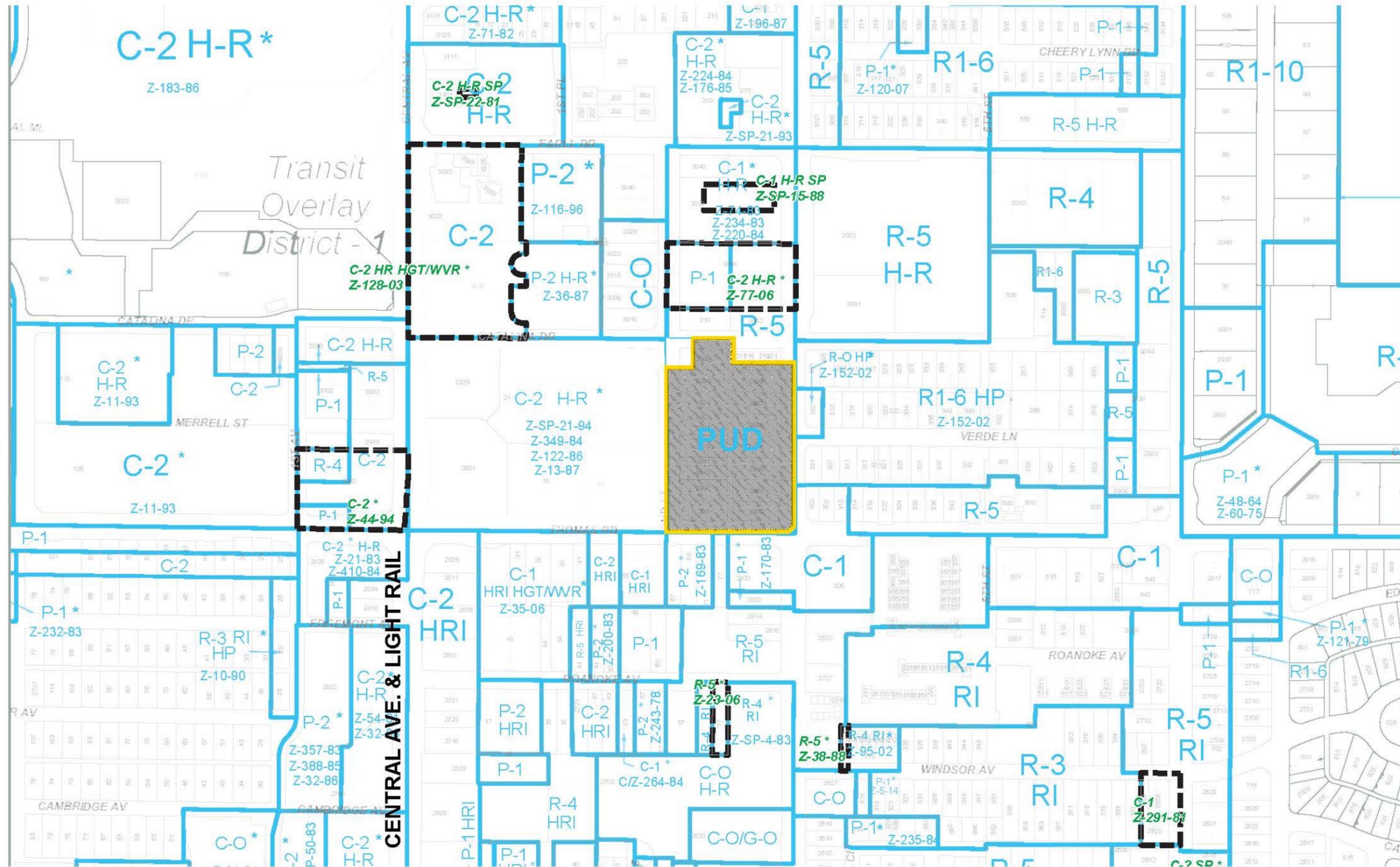
AERIAL OF SUBJECT PROPERTY
(GOLD OUTLINE REPRESENTS THE SUBJECT PROPERTY)

AERIAL MAP



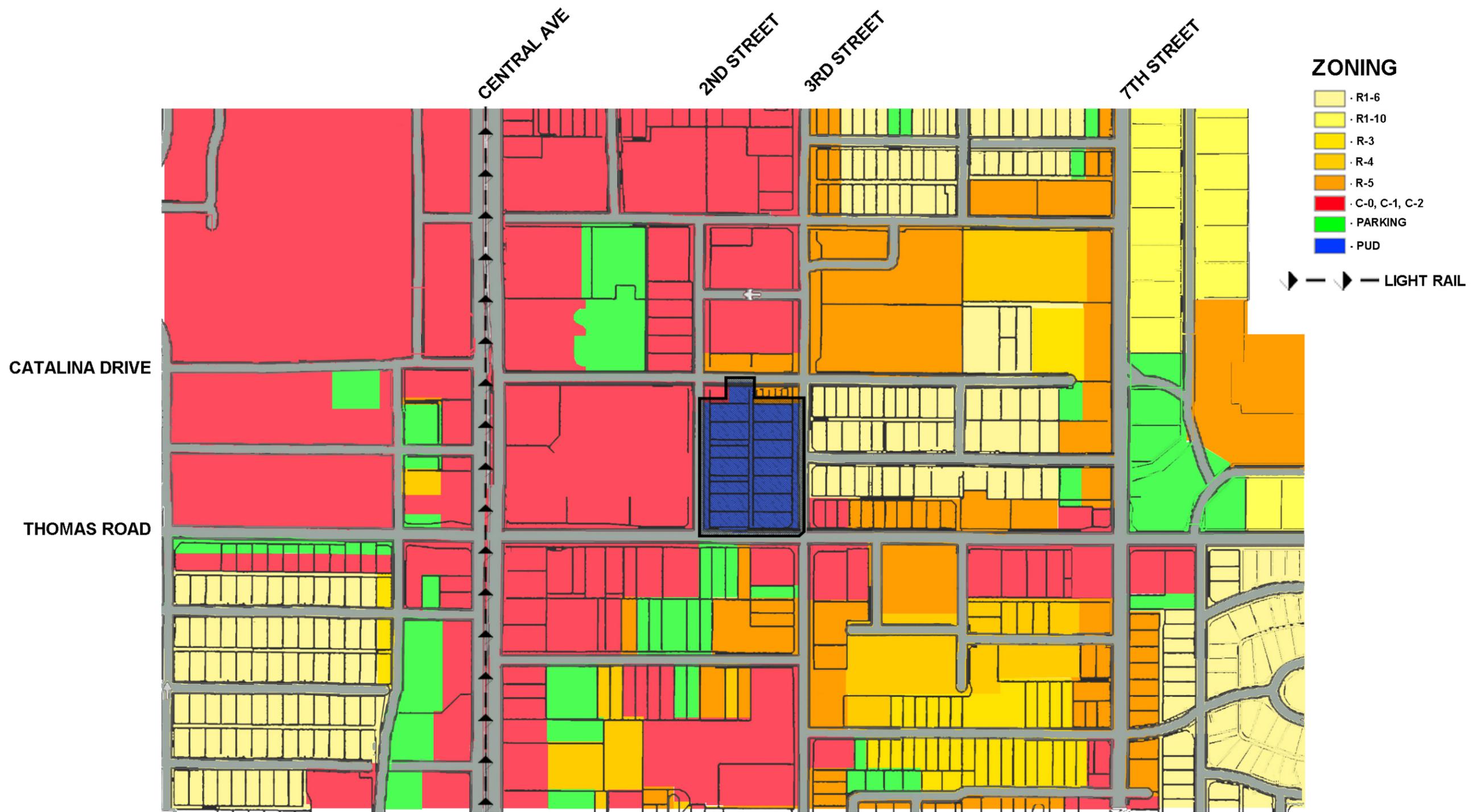
ZONING MAP: EXISTING
(SHADED AREA REPRESENTS THE SUBJECT PROPERTY)

EXISTING ZONING



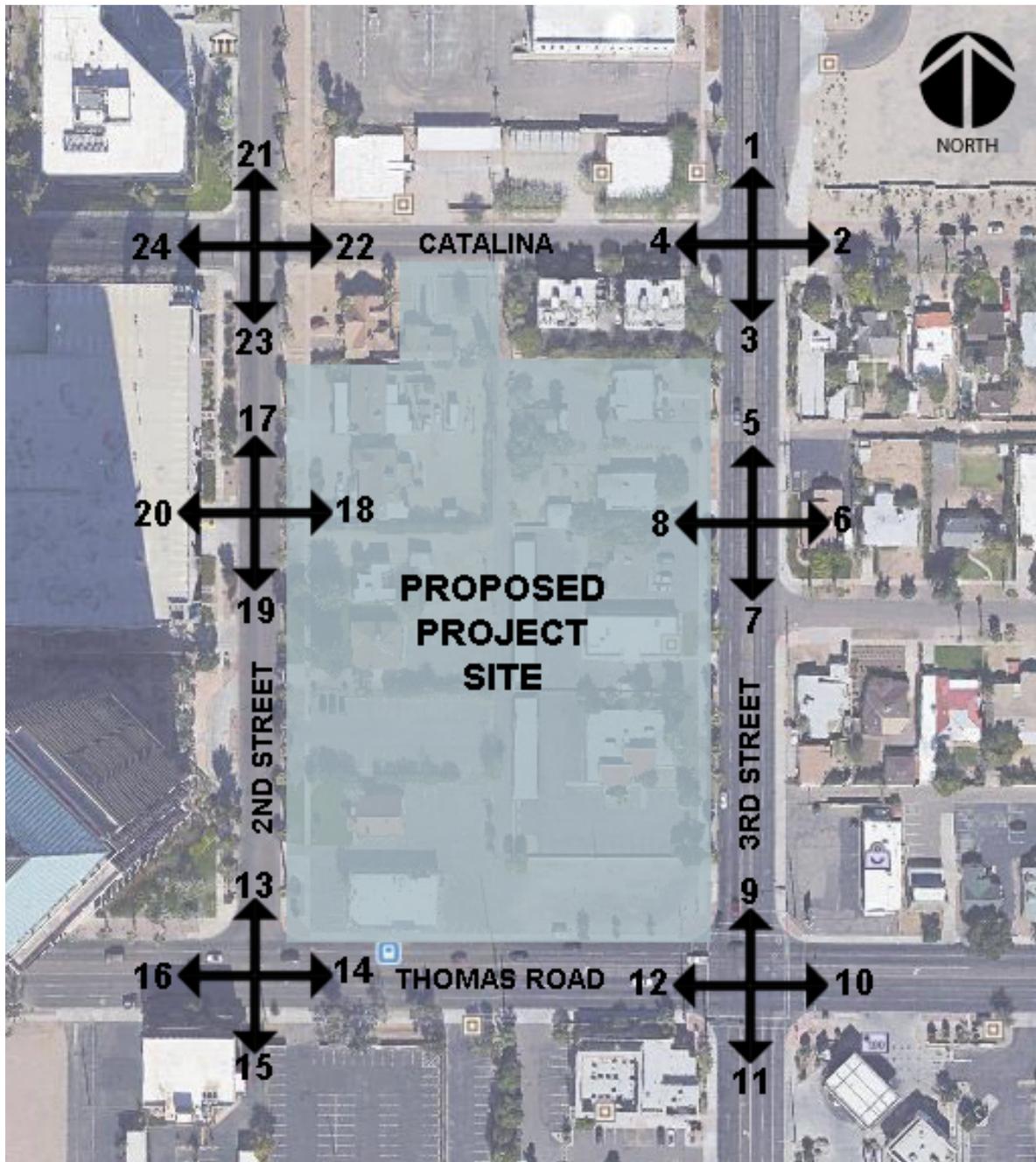
ZONING MAP: PROPOSED
 (SHADED AREA REPRESENTS THE SUBJECT PROPERTY)

PROPOSED ZONING



PROPOSED MULTI-FAMILY (PUD) USE
 (SHADED AREA REPRESENTS THE SUBJECT PROPERTY)

ZONING MAP WITH PROPOSED PUD



Context Map

March 19, 2015



IMAGE 1



IMAGE 2

Context Photos

March 19, 2015



IMAGE 3



IMAGE 4

Context Photos



March 19, 2015



IMAGE 5



IMAGE 6

Context Photos



March 19, 2015



IMAGE 7



IMAGE 8

Context Photos



March 19, 2015



IMAGE 9



IMAGE 10

Context Photos

March 19, 2015



IMAGE 11



IMAGE 12

Context Photos

March 19, 2015



IMAGE 13



IMAGE 14

Context Photos



March 19, 2015



IMAGE 15



IMAGE 16

Context Photos

CCBG Architects, Inc
602-258-2211

ALTA THOMAS -3rd Street & Thomas Road
2902 N. 3rd St.



March 19, 2015



IMAGE 17



IMAGE 18

Context Photos



March 19, 2015



IMAGE 19



IMAGE 20

Context Photos

CCBG Architects, Inc
602-258-2211

ALTA THOMAS -3rd Street & Thomas Road
2902 N. 3rd St.



March 19, 2015



IMAGE 21



IMAGE 22

Context Photos



March 19, 2015



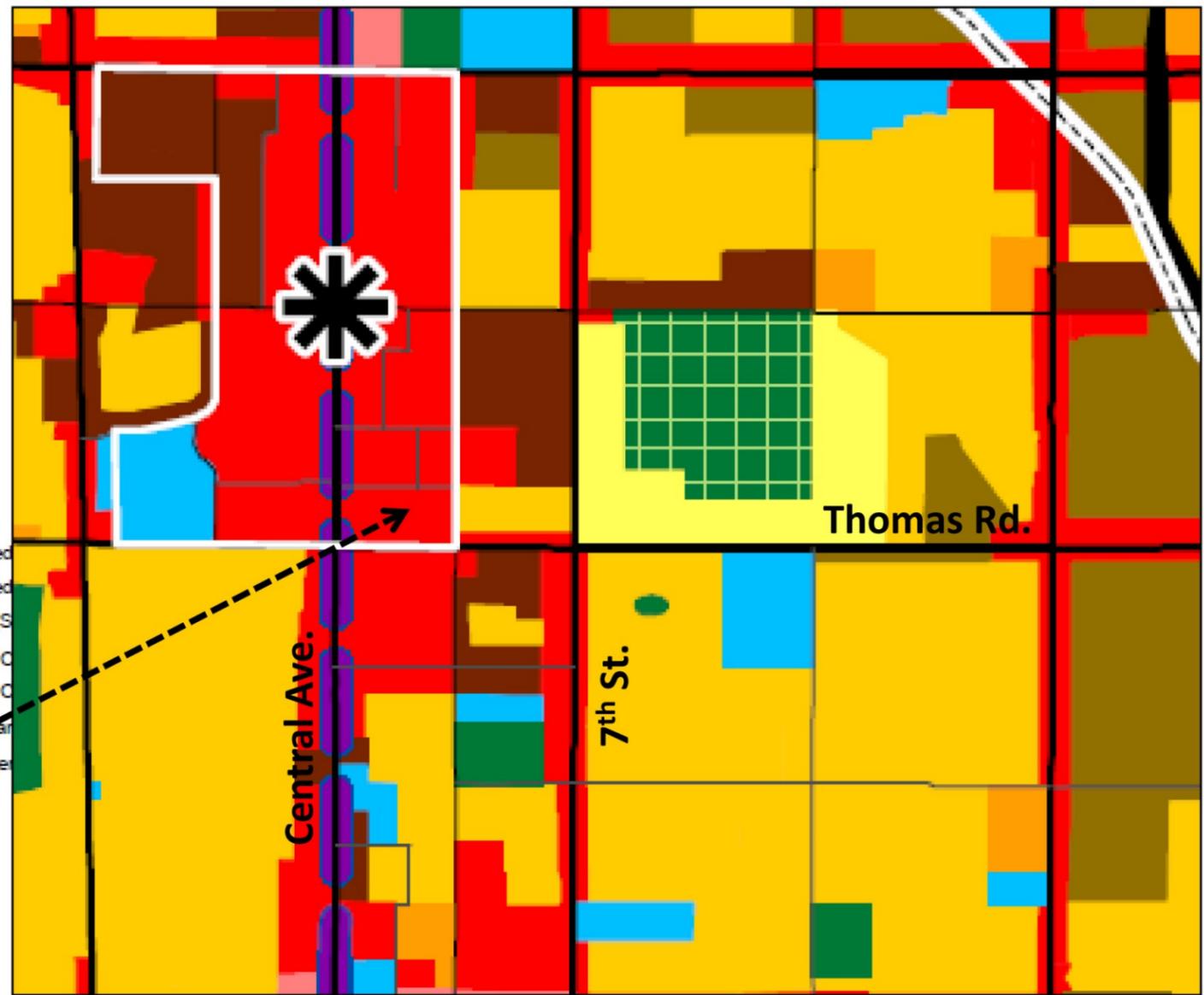
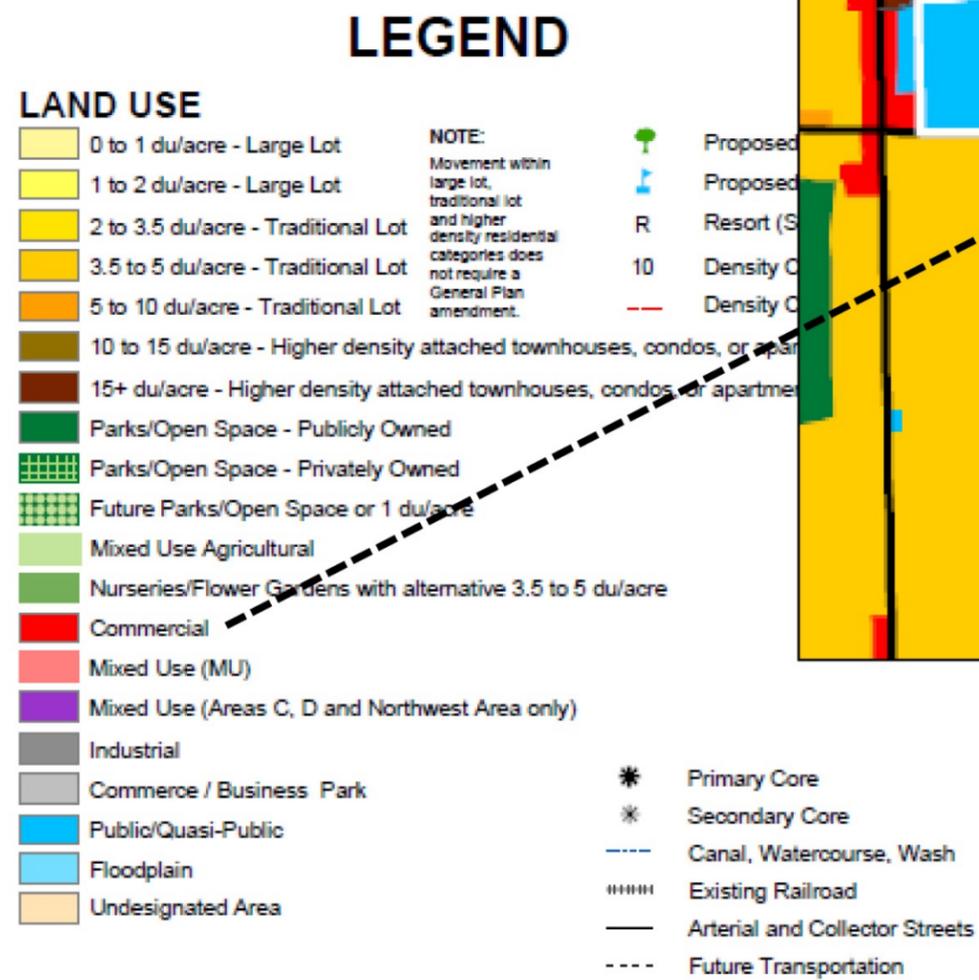
IMAGE 23



IMAGE 24

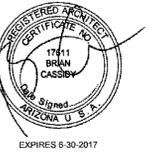
Context Photos





GENERAL PLAN MAP: EXISTING AND PROPOSED LAND USE

GENERAL PLAN MAP



PROJECT TEAM

OWNER **WOOD PARTNERS**

8777 E. VA DE VENTURA, SUITE 201
SCOTTSDALE, AZ 85258
(T) 480-607-0622

ARCHITECT **CCBG ARCHITECTS, INC.**

BRIAN P. CASSIDY DESIGN PROFESSIONAL
IN RESPONSIBLE CHARGE PER IBC 106.3.4
102 E. BUCHANAN ST
PHOENIX, AZ 85004
(T) 602-258-2211
(F) 602-255-0909

PROJECT DATA

PROJECT ADDRESS
2902 NORTH THIRD STREET
PHOENIX, ARIZONA 85012

APPLICABLE CODES AND STANDARDS

- 2012 PHOENIX BUILDING CODE W/AMENDMENTS
- 2012 UNIFORM PLUMBING CODE W/ PHX AMENDMENTS
- 2012 PHOENIX MECHANICAL CODE W/ PHX AMENDMENTS
- 2011 NATIONAL ELECTRICAL CODE/NFPA-70 W/ PHX AMENDMENTS
- 2012 PHOENIX FIRE CODE W/ PHX AMENDMENTS
- 2012 INTERNATIONAL ENERGY CONSERVATION CODE

SCOPE OF WORK

NEW 4 STORY APARTMENT BUILDING CONSISTING OF COVERED SURFACE PARKING, LEASING OFFICE, FITNESS CENTER, ROOFTOP AMENITIES DECK AND 225 RESIDENTIAL UNITS.

ZONING (CURRENT)

PUD PROPOSED TO MEET THE INTENT OF DRAFT WALKABLE URBAN CODE TRANSECT TS-5

ASSESSORS PARCEL NUMBERS (CURRENT)

- 118-35-049
- 118-35-050
- 118-35-051
- 118-35-052
- 118-35-053
- 118-35-054
- 118-35-055
- 118-35-057
- 118-35-058
- 118-35-059
- 118-35-060
- 118-35-061
- 118-35-062
- 118-35-063
- 118-35-064
- 118-35-065
- 118-35-066A

LOT AREA (WHEN COMBINED INTO ONE PARCEL)

192,584 S.F. OR 4.42 ACRES NET AFTER ALLEY ABANDONMENT

LOT COVERAGE (WHEN COMBINED)

PROPOSED: 78,100 S.F. / 184,259 S.F. = 42%
ALLOWED: PER PROPOSED WALKABLE URBAN CODE TRANSECT TS-5

LOT SETBACKS

PROPOSED: 0' AT ALL STREET FRONTAGES
ALLOWED: PER PROPOSED WALKABLE URBAN CODE TRANSECT TS-5

BUILDING AREA PROPOSED

| | |
|----------------------------|---------------------|
| LEASING OFFICE/FITNESS | 6,500 S.F. |
| RESIDENTIAL SPACE | 265,600 S.F. |
| SUPPORT/CIRCULATION | 26,300 S.F. |
| TOTAL BUILDING AREA | 298,400 S.F. |
| BUILDING FOOTPRINT | 78,100 S.F. |
| AMENITY DECK | 1,200 S.F. |

PARKING

PARKING REQUIRED (PER ZONING ORDINANCE 1206)
1 PER UNIT: 225 UNITS X 1 = 225 SPACES
1 PER 1,000 S.F. LEASING: 6,500 S.F. / 1,000 S.F. = 7 SPACES

TOTAL PARKING REQUIRED 232 SPACES

PARKING PROVIDED PER PUD PROPOSAL

ONSITE SPACES 291 STANDARD SPACES
8 ACCESSIBLE SPACE

TOTAL ONSITE SPACES 299 SPACES

OFFSITE SPACES 15 PARALLEL AT NORTH AND EAST CURBSIDE

BUILDING HEIGHT

70'-0" MAXIMUM TO TOP OF PARAPET PER PROPOSED WALKABLE URBAN CODE TRANSECT TS-5

DENSITY

225 UNITS / 4.23 ACRES NET = 53 UNITS PER ACRE NET
225 UNITS / 6.21 ACRES GROSS = 36 UNITS PER ACRE GROSS

LOT SALES

NO

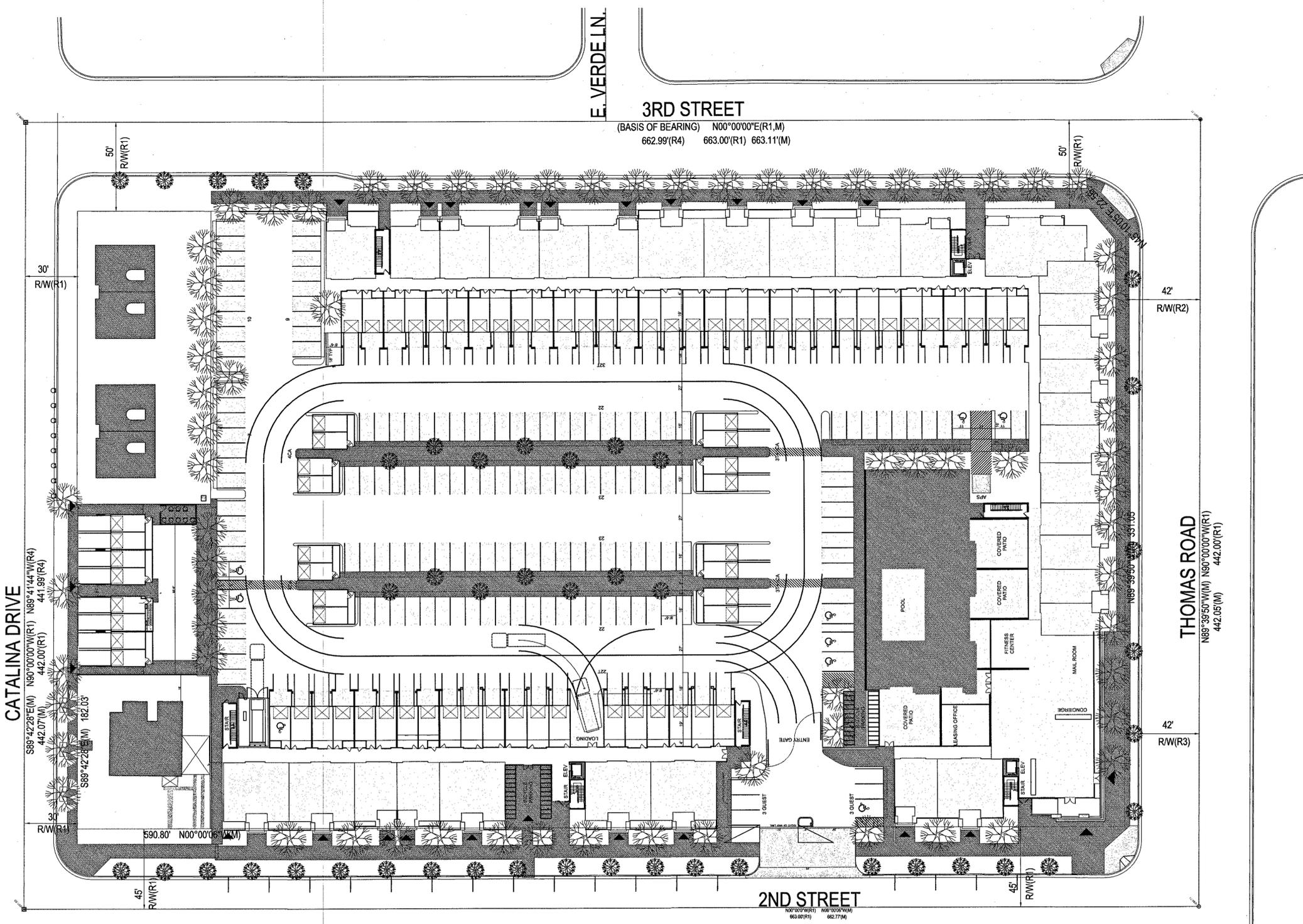
CITY OF PHOENIX APPROVAL BLOCK

ISSUE

| DATE | REV | FOR |
|----------|-----|----------------------|
| 01.19.15 | - | C.O.Phx PRE-APP SITE |
| 02.17.15 | - | C.O.Phx PUD APP |
| 03.19.15 | - | C.O.Phx PUD RVSN 1 |

| | |
|---------------------------|------|
| Drawn | MB |
| Checked | BC |
| Job Number | 1437 |
| Drawing | |
| SITE PLAN PUD APPLICATION | |

Sheet
C.O.Phx
A1.0



PROPOSED SITE PLAN
SCALE 1" = 30'-0"

PROJECT DESCRIPTION

A NEW URBAN SCALE RESIDENTIAL DEVELOPMENT IN THE EXISTING TRANSIT OVERLAY DISTRICT 1 WITHIN EASY WALKING DISTANCE OF THE THOMAS AND CENTRAL LIGHT RAIL STOP. THE 225 UNIT, 4 STORY PLUS MEZZANINE RENTAL APARTMENT HOMES INCLUDE STUDIO, 1 BEDROOM 2 BEDROOM UNITS AND 3 BEDROOM UNITS PLUS CARRIAGE HOUSE 2 BEDROOM UNITS. THE STRUCTURES ARE DESIGNED TO FRONT THE STREET TO PROVIDE A HUMAN SCALED URBAN STREET AND SIDEWALK ENVIRONMENT, INCLUDING DIRECT SIDEWALK ENTRY TO UNITS ON THE 2ND STREET AND 3RD STREET FRONTAGES. CONSISTENT STREET PLANTING AND WIDE, SHADED PEDESTRIAN FRIENDLY SIDEWALKS WILL REPLACE THE EXISTING CONDITION AT THE PERIMETER OF THE SITE. SHADED SURFACE PARKING AND SITE AMENITIES WILL BE PROVIDED INTERNAL TO THE BLOCK. VEHICLE ACCESS INCLUDING RESIDENT AND GUEST PRIVATE VEHICLES, LOADING AND TRASH WILL ACCESS THE INTERNAL PARKING PLAZA VIA A CENTRAL ACCESS POINT ON 2ND STREET. PARALLEL PARKING ALONG 2ND STREET FRONTAGE IS ALSO PLANNED, BUT NOT CONSIDERED A PART OF REQUIRED PARKING FOR THE PROJECT. THE PRIMARY PEDESTRIAN ENTRY TO THE COMPLEX IS PLANNED AT THOMAS AND 2ND STREET.

CITY OF PHOENIX GENERAL NOTES

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
3. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10'-0" FROM THE PROPERTY LINE AND 20'-0" ALONG THE PROPERTY LINE ON EACH SIDE OF THE OFFICIAL DRIVEWAY ENTRANCES WILL BE MAINTAINED AT A MAX HEIGHT OF 3'-0".
4. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THE SITE.
5. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHTS OF WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE R.O.W., IN ACCORDANCE WITH APPROVED PLANS.
6. THE EXISTING STRUCTURES MUST COMPLY WITH THE CHANGE OF OCCUPANCY PROVISIONS IN THE PHOENIX CONSTRUCTION CODE PRIOR TO USE.
7. AFTER FINAL APPROVAL, THE PROJECT WILL BE INSPECTED FOR ZONING COMPLIANCE DURING CONSTRUCTION AND PRIOR TO OCCUPANCY. THE APPLICANT IS TO NOTIFY DSD PRIOR TO OCCUPANCY TO ARRANGE FOR INSPECTIONS. CALL 602-262-6981 AND REQUEST A DESIGN REVIEW INSPECTION.
8. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
9. ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTORS, AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
10. BARBED, RAZOR, OR CONERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.



CATALINA ELEVATION



3RD AVE ELEVATION

CONCEPT COLOR PALETTE

N.T.S.

3-18-2015

A NEW RESIDENTIAL DEVELOPMENT

ALTA THOMAS
APARTMENTS

2902 N. 3RD STREET
PHOENIX, ARIZONA 85012

ISSUE

DATE REV FOR

Drawn

Checked

Job Number

Drawing

Sheet



THOMAS ROAD ELEVATION



2ND AVE ELEVATION

A NEW RESIDENTIAL DEVELOPMENT
ALTA THOMAS
APARTMENTS
2902 N. 3RD STREET
PHOENIX, ARIZONA 85012

ISSUE

| DATE | REV | FOR |
|------|-----|-----|
| | | |

Drawn _____

Checked _____

Job Number _____

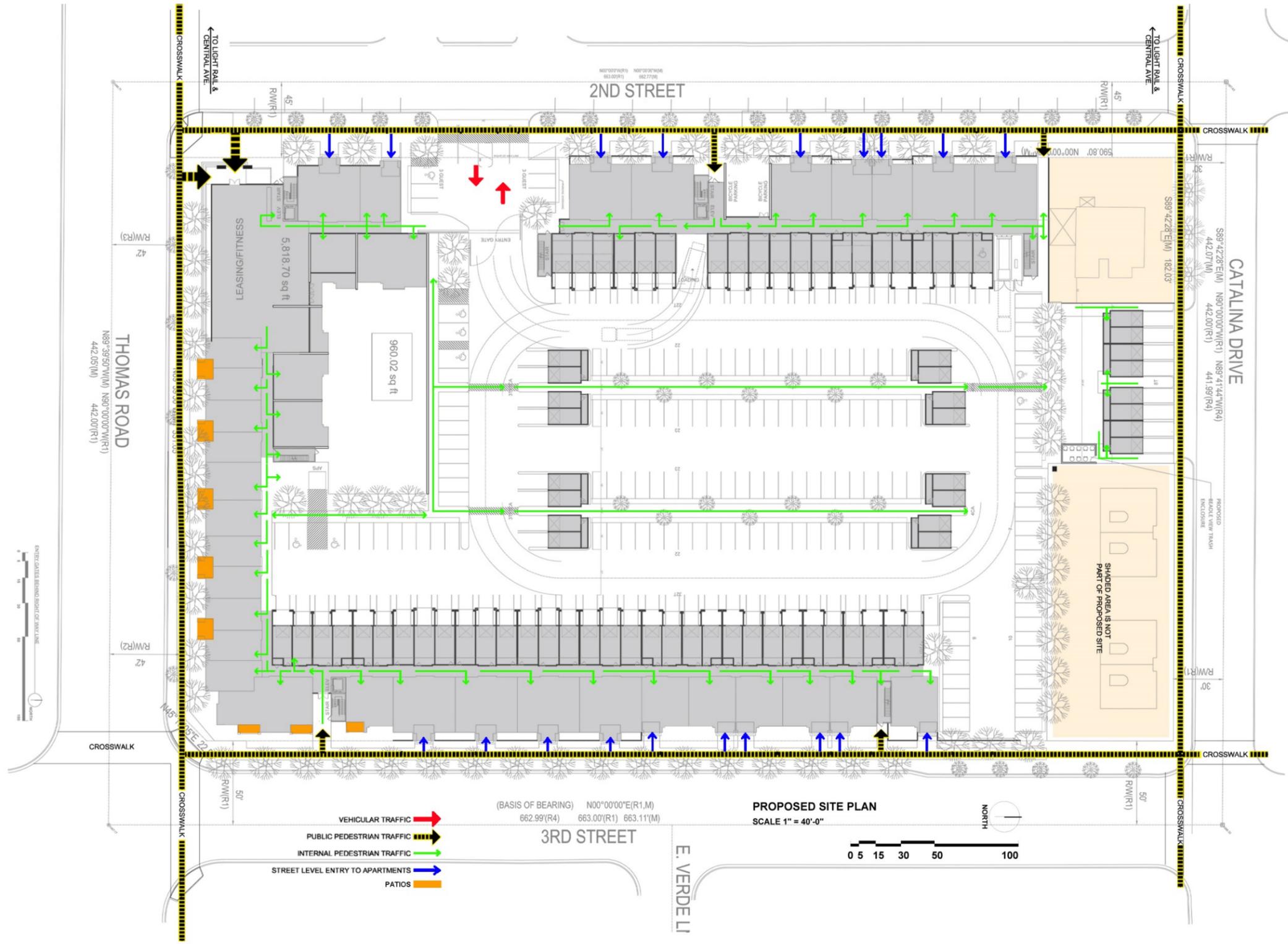
Drawing _____

Sheet _____

CONCEPT COLOR PALETTE

N.T.S.

3-18-2015



VEHICULAR & PEDESTRIAN ACCESS PLAN

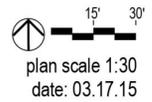
Plant Materials Legend

| Existing Trees | |
|--|---------|
| Existing Palm | |
| California Fan Palm | |
| Trees | |
| | Size |
| Acacia aneura | 24" Box |
| Mulga Acacia | |
| Parkinsonia hyb. | 24" Box |
| 'Desert Museum' Palo Verde | |
| Pistacia lentiscus | 24" Box |
| Mastic Tree | |
| Quercus virginiana | 24" Box |
| 'Cathedral' Oak | |
| Ulmus parvifolia | 24" Box |
| 'Allee' Elm | |
| Washingtonia filifera | 24" Box |
| California Fan Palm | |
| Extra Large Shrubs | |
| | Size |
| Bougainvillea 'Barbara Karst' | 5 gal. |
| Bougainvillea | |
| Dodonea viscosa | 5 gal. |
| Hopsseed Bush | 5 gal. |
| Large Shrubs | |
| | Size |
| Ligustrum japonicum | 5 gal. |
| Japanese Privet | |
| Medium Shrubs | |
| | Size |
| Eremophila hygrophana 'summer time blue' | 5 gal. |
| Blue Emu Bush | 5 gal. |
| Rosmarinus officinalis 'Tuscan Blue' | |
| 'Tuscan Blue' Rosemary | 5 gal. |
| Small Shrubs | |
| | Size |
| Buxus microphylla japonica | 5 gal. |
| Green Beauty Boxwood | |
| Groundcovers | |
| | Size |
| Eremophila glabra 'Mingenew Gold' | 1 gal |
| Outback Sunrise Eremophila | |
| Rosmarinus officinalis 'Prostratus' | 5 gal. |
| Trailing Rosemary | |
| Teucrium chamaedrys prostratum | 5 gal. |
| Prostrate Gemranter | |
| Cacti/ Accents | |
| | Size |
| Aloe hyb. 'Blue Elf' | 5 gal. |
| Blue Elf Aloe | |
| Bouteloua gracilis | 1 gal |
| Blond Ambition | |
| Echinocereus grusonii | 5 gal. |
| Golden Barrel | |
| Hesperaloe parviflora | 3 gal. |
| 'Brakelights' Red Yucca | |
| Yucca pallida | 5 gal |
| Pale Leaf Yucca | |
| Vines | |
| | Size |
| Bougainvillea 'Barbara Karst' | 5 gal |
| Bougainvillea | |
| Ficus pumila | 5 gal |
| Creeping Fig | |
| Hardebergia violacea | 5 gal |
| Purple Lilac Vine | |
| Trachleospermum Jasminoides | 15 gal |
| Dwarf Star Jasmine | |
| Rosa banksiae | 5 Gal. |
| Lady Bank's Rose | |



ALTA THOMAS

Landscape Concept Plan



andersonbaron
 plan · design · achieve
 50 n. mcclintock drive, ste 1
 chandler, arizona 85226
 ph. 480.699.7956 f.480.699.7986



ALTA THOMAS