



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

Staff Report: Z-9-15-4
(Alta Thomas PUD)
April 27, 2015

Encanto Village Planning Committee Meeting Date May 4, 2015

Planning Commission Hearing Date May 12, 2015

Request From: R-5 TOD-1 (2.85 acres), C-O TOD-1 (1.88 acres), R1-6 TOD-1 (approved R-O TOD-1) (.75 acre), P-1 TOD-1 (.37 acre)

Request To: PUD (5.85 acres)

Proposed Use Planned Unit Development to allow multifamily residential

Location Northwest corner of 3rd Street and Thomas Road

Owner Todd Taylor, Wood Partners

Applicant/Representative Michael Curley, Earl, Curley and Lagarde

Staff Recommendation Approval, subject to stipulations

General Plan Conformity		
General Plan Land Use Designation		Primary Core - Commercial
Street Map Classification	2 nd Street – minor collector	45-foot east half
	Alley	17-foot
	3 rd Street – collector	50-foot west half
	Catalina Drive – minor collector	30-foot south half
	Thomas Road - arterial	42-foot north half
<p><i>LAND USE ELEMENT GOAL 3: Infill: Developing or redeveloping vacant and underdeveloped land in the older parts of the city so that it may be compatible with existing development and the long term character and the goals for the area.</i></p> <p>Alta Thomas will develop a group of parcels, some of which contain older, dilapidated single family homes, and some of which are vacant. This proposal for multifamily residential is consistent with the long term character and goals for the area.</p>		
<p><i>TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK – REGIONAL CENTER: Office employment, industry cluster, high and midrise living, supportive retail. Mid-high rise office and hotel, apartment, town house, row house. High intensity, 5-10 stories.</i></p>		

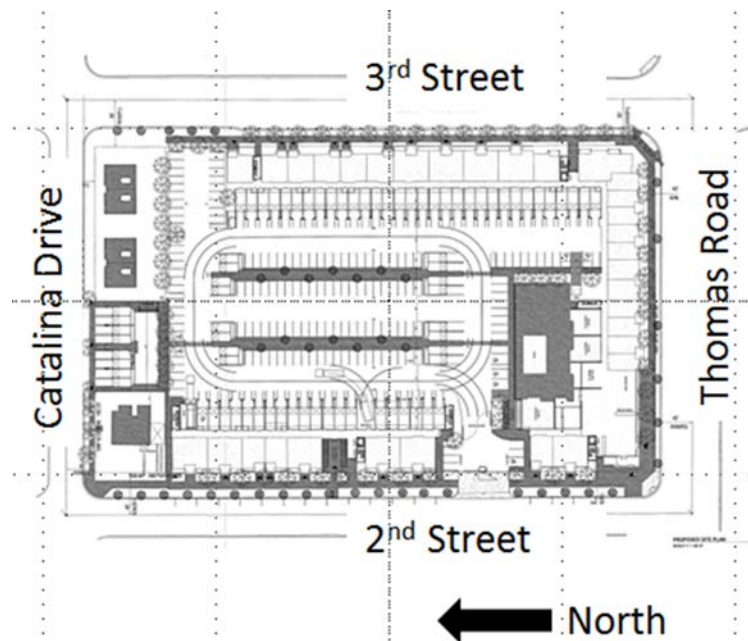
The proposal is less intense than envisioned by the Regional Center Place Type for the Central Avenue and Thomas Road station area as it is proposed to be 70 feet high which falls below the place type height intensity of 5 to 10 stories. The proposed residential project will develop in a manner that promotes a walkable environment with buildings and entrances near the street frontages and parking located internal to the site.

Area Plans

Midtown Transit Oriented Development District Policy Plan (draft). See Background #4, below.
3rd Street Promenade Study. See Background #5, below.

BACKGROUND

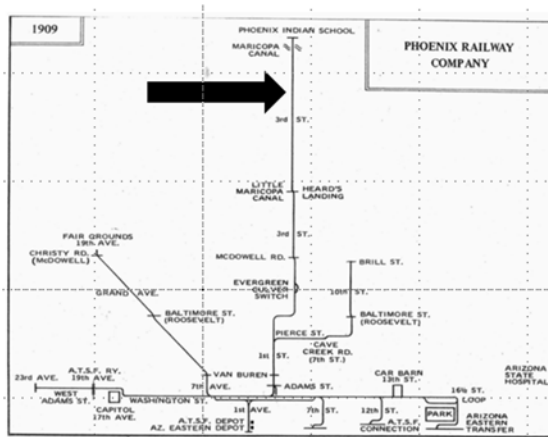
1. The approximately 5.85 acre site is located at the northwest corner of 3rd Street and Thomas Road. The site is located east of the Thomas Road light rail station and has frontage on Thomas Road, 2nd Street, Catalina Drive and 3rd Street. The PUD proposes to develop 70-foot high multifamily residential buildings along the street frontages



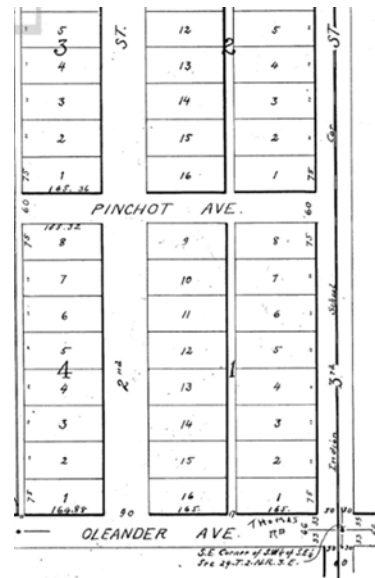
Proposed site plan for Alta Thomas at the northwest corner of 3rd Street and Thomas Road.

with surface parking on the interior of the parcel. Carriage units will be developed on Catalina Drive between the Beadle View Row Lofts (southwest corner of 3rd Street and Catalina Drive) and the Winnie Ruth Judd house (southeast corner of 2nd Street and Catalina Drive). The residents' parking area will be accessed from 2nd Street and will be screened from view by the buildings. Six spaces for visitor parking are proposed adjacent to 2nd Street. Refuse collection will occur internal to the site. Approval of this PUD will allow the site to develop with a transit oriented development of 225 residential units.

2. This assemblage of lots comprises the majority of the southern half of the La Belle Place subdivision which was recorded in 1910, while Arizona was still a Territory. The #4 Indian School Street Car line ran south from Indian School Road on 3rd Street, terminating at the 2nd Avenue station. Catalina Drive was called Pinchot Avenue and Thomas Road was known as Oleander Avenue.



Indian School Street Car Line route.



1910 La Belle Place Subdivision, northwest corner of 3rd Street and Oleander Avenue (Thomas Road).

3. The Winnie Ruth Judd house exists at the southeast corner of 2nd Street and Catalina Drive. In 1931, it was in this house that Winnie Ruth Judd was purported to have killed two women as the result of an argument over the affections of a prominent, married local businessman. Judd then traveled to Los Angeles by train where she was apprehended after the bodies of the women were found in her luggage trunks. The media referred to her as “the trunk murderess”, it was one of the most sensational criminal cases of the 1930s, and it catapulted Phoenix into the national spotlight. Upon Judd’s arrest and return to Phoenix, the owner of the home where the murders occurred sold 10-cent tickets for tours. Several books and articles have been written recounting the events surrounding the murders and in recent years, a local historian has lead tours to the locations where Judd worked, where she lived, and the home where the murders took



House where the 1931 murders occurred.

place. The house was originally proposed to be a part of this PUD application and then demolished to allow development of the multifamily residential development. Although the site has not been evaluated for eligibility for historic preservation status, the applicant decided to remove the parcel from the application so this home with a notorious past could have a chance at being preserved.

4. The site is located within the Midtown Transit Oriented Development District. The conceptual regulating map for the area around the Thomas Road light rail station identifies desired transect zoning districts within the Walkable Urban (WU) Code. The WU Code is currently in draft form and upon adoption, work will be done with property owners to rezone properties based on the recommendations of the conceptual regulating map. The subject site is shown on the



Subject site on the conceptual regulating map within the draft Midtown Transit Oriented Development District Policy Plan.

- conceptual map with transect designations of T5:7 and T5:5, which anticipate mixed use development with building heights ranging from five to seven stories. In order to achieve the desired residential density with the current zoning code on the property the applicant would have had to have asked for a High Rise (HR) overlay. The HR overlay allows a density of approximately 96 units an acre. The Transit Oriented Development Strategic Policy Framework for the Thomas Road light rail station area supports the request. The applicant has opted to utilize the Planned Unit Development rezoning mechanism to write a zoning document which essentially mirrors the provisions of the draft Walkable Urban Code which is planned for implementation in this area in late 2015.
5. The proposal is generally consistent with the objectives of the 3rd Street Promenade Study and its components in the Midtown Transit Oriented Development District Policy Plan. Third Street is an important pedestrian corridor with potential to serve as a local “Main Street”. The desired character is for a walkable, shaded environment that averages three stories in height with storefronts featuring mostly local businesses. The 3rd Street Promenade Study recommends:
 - a. Incorporation of directional ramps at corners where feasible and where conflicts do not exist. These types of ramps allow foot traffic to easily continue on course without changing direction. Ramps should comply with current MAG and city of Phoenix standards, and incorporate detectable warning pavers at the base of the ramp.

The conceptual site plan for this PUD shows directional ramps at the 3rd Street and Thomas Road intersection. The 2nd Street and Thomas Road intersection does not have a crossing for Thomas Road and directional ramps are not necessary at this location.

- b. Climate protection for pedestrians through the introduction of shade and shelter, provided primarily through the incorporation of trees.

The conceptual landscape plan shows a double row of shade trees on 3rd Street in addition to retaining the existing palm trees.

- c. Sidewalks setback from the curb to allow a buffer from traffic for pedestrians.

The area between the curb and the sidewalk is approximately nine feet.

- 6. The conceptual landscape plan shows double rows of shade trees on the 2nd and 3rd Street frontages. A staggered double row is shown for a portion of Thomas Road, where the shade is planned to be provided by a combination of trees and building projections. Trees will be planted along walkways between parking aisles internal to the site, as well as adjacent to the shared property line with the Beadle View Row Lofts at the northeastern portion of the site.



Conceptual landscape plan.

- 7. The applicant intends to retain the palm trees that line 2nd and 3rd Streets, incorporating them into the streetscape landscape design. Many of the neighborhoods developed in the early 1900s in the central part of Phoenix lined the landscape strip between the street and the sidewalk with palm trees. The palms' stately appearance has come to be associated with the pioneering history of the area and are often a character defining feature.



Stately palm trees on 2nd and 3rd Streets will remain.

8. The Catalina Drive frontage for the development is relatively narrow. The Beadle View Row Lofts exist to the east and the Winnie Ruth Judd house exists to the west. Residents of the adjacent lofts objected to a previous proposal where this area would have an ingress/egress point for the residences. In order to address these neighbors' concerns, the site was redesigned to provide the access point on 2nd Street. The frontage on Catalina Drive was then designed to accommodate carriage units with garages that face the street.

PLANNED UNIT DEVELOPMENT

9. The PUD zoning category allows an applicant to propose uses, development standards and design guidelines for the site. The PUD category allows an applicant to develop standards that respond to the surrounding environment better than conventional zoning districts allow. PUD parcels are zoned with standards specifically crafted and tailored for those sites. The PUD zoning category specifically defines such things as height, uses, setbacks and boundaries. Major deviation from the approved PUD standard is considered to be a major amendment and, as such, will follow the rezoning and public hearing approval process for a rezoning request.

DEVELOPMENT STANDARDS & GUIDELINES

10. Below is a summary of the proposed standards for the subject site, as described in the PUD hearing draft narrative date stamped March 25, 2015.

Land Use Standards – The proposal is for an approximately 5.85 acre assemblage to develop with a four story multifamily residential. Uses allowed encompass those typically associated with a multifamily and mixed use development, including fitness center/health club, retail and restaurant services.

Development Standards – The Alta Thomas development standards and guidelines are consistent with the vision for walkability in the light rail station area.

- Building setbacks are reduced and allowable lot coverage is increased to allow placement of structures closer to property lines.
- Building height is a maximum of 70 feet which is consistent with the adopted General Plan place type of Regional Center.
- Building frontage types reflect an urban residential form.
- Most surface parking is interior to the site.
- Pedestrian access to three of the four street frontages is required.



Perspective view of 2nd Street and Thomas Road.

Landscape Standards – Trees on site will be a mix of 2- and 3-inch caliper and selected from the tree species matrix. Landscaping will be provided on all street frontages.

Shade Standards – A minimum of 75% of public sidewalks will be shaded by a combination of shade trees (at full maturity), buildings and/or structures.

Fences – The height of fences on street frontages between the buildings and the right-of-way is addressed to define each residential unit's private space as well as allow visibility from the pedestrian realm at the sidewalk. Higher fences are permitted to screen service areas such as trash enclosures and utility boxes, as well as along interior lot line perimeters and at the entrance to the development.



Example of fencing which combines a solid wall with a portion that allows viewing to the space.

Sustainability Guidelines – Drought tolerant landscaping, a drip irrigation system, low water use fixtures, and recycling will be provided. Alternative paving materials, techniques to improve the solar rating and other sustainability measures are encouraged.

Bicycle Parking – Minimum standards for the amount and location of parking are established.

Signs – Signage standards refer to the draft Walkable Urban Code.

Vehicular & Pedestrian Access – the conceptual site plan is designed to facilitate direct pedestrian entry to ground floor units from street frontages as well as common entries to the development to allow access to internal corridors. The surface parking area is designed with a shaded walkway between the parking aisles, supporting pedestrian comfort. The 2nd Street and Thomas Road corner design accommodates the common internal spaces for the development.

GENERAL COMMENTS

11. Off-site street improvements (sidewalks, curb ramps and driveways) will need to meet current ADA guidelines.

12. **Aviation** - The Aviation Department has provided comments regarding this request. The property is in the Public Airport Disclosure area. This area may be subject to overflights of aircraft operating at the Airport. People are often irritated by repeated overflights regardless of the actual sound level at the overflight site. Therefore, a Notice to Prospective Purchasers, which follows policy regarding properties in the City of Phoenix underlying the flight patterns of Phoenix Sky Harbor International Airport, is required.
13. The Water Services Department has provided comments regarding this request. The applicant is advised that capacity is a dynamic condition that can change over time due to a variety of factors. It is the city's intent to provide water and sewer service. However, the requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the city's water and sewer infrastructure.

Water – There is an 8-inch main in 2nd Street and Catalina Drive; a 6-inch and 12-inch in 3rd Street; a 12-inch in Thomas Road. There is a 24-inch transmission main in Thomas Road, not for use. The city map shows service connections for existing properties.

Sewer – There is an 8-inch sewer main in the alley (alley being proposed for abandonment) and in Thomas Road; a 12-inch sewer main in 3rd Street. These mains are approximately four feet deep. Unless it is moved, the sewer main in the alley will be retained as a sewer easement and no permanent structures will be allowed to be constructed within the easement.

14. The Planned Unit Development only modifies zoning ordinance regulations and does not modify other city codes or requirements. The Alta Thomas PUD submittal follows city of Phoenix processes.
15. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The request is consistent with the General Plan land use designation of Commercial which accommodates multifamily residential.
2. This proposal will allow development consistent with the Regional Center place type in the Transit Oriented Development Strategic Policy Framework of the General Plan.

3. This proposal is generally consistent with and will further the goals of the draft Midtown Transit Oriented Development District Policy Plan and the 3rd Street Promenade Study.

Stipulations

1. An updated Development Narrative for the Alta Thomas PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with Development Narrative date stamped March 25, 2015, as modified by the following stipulations.

- a. Page 8 Amend the Catalina Drive main building setback to 18-foot maximum.
- b. Page 8 Amend the Building Frontage section to read: "75% minimum shall be provided except that a maximum of 18-foot building setback shall be provided along Catalina Drive."
- c. Page 8 Add "Carriage Unit" to Frontage Types Allowed.
- d. Page 9 Amend Surface Parking Setbacks section to read: "...guest spaces are located at the main entry point on 2nd Street where a perimeter wall with 40-inches maximum height shall screen views of parking and the spaces at the..."
- e. Page 10 Amend Fences to read:

Fences (when located between the building and the right-of-way)

Thomas Road, 2nd and 3rd Street

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.

Catalina Drive

40-inches maximum height solid fence. Above 40-inches to 72-inches allowed only as an 80% open view fence, unless screening above grade utilities or trash enclosures.

- f. Page 11 Amend Planting Guidelines to change the percentage of minimum 2-inch caliper trees when providing a double row of trees in the street setback or right-of-way to 90%.
 - g. Page 12 Add "Carriage Unit" to the allowed Frontage Types.
 - h. Page 15 Add "Carriage Unit" standards between Common Entry and Storefront as follows:
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 accessed directly from Catalina Drive.
2. The development shall be in general conformance to the site plan contained in the March 25, 2015 document, with specific regard to:
- a. Sidewalks on all street frontages are to be detached from the curb.
 - b. Directional ramps which comply with current MAG and City of Phoenix standards, and incorporate detectable warning pavers at the base of the ramps, are to be installed at the 3rd Street and Thomas Road intersection.
 - c. The number of parking spaces adjacent to the 2nd Street frontage shall be no greater than six.
 - d. The driveway design for ingress/egress on 2nd Street shall be a wing-type driveway, per detail P1255-2.
 - e. The area between the back of curb and the sidewalk on 3rd Street shall be a minimum of eight feet.
 - f. The area between the back of curb and the sidewalk on 2nd Street shall be a minimum of eight feet.
3. The developer shall construct all streets adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
4. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport to future owners or tenants of the property.

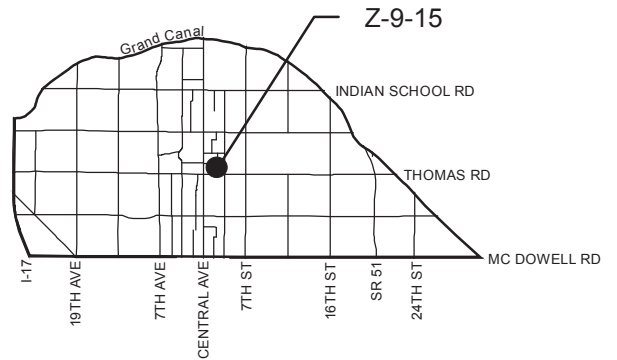
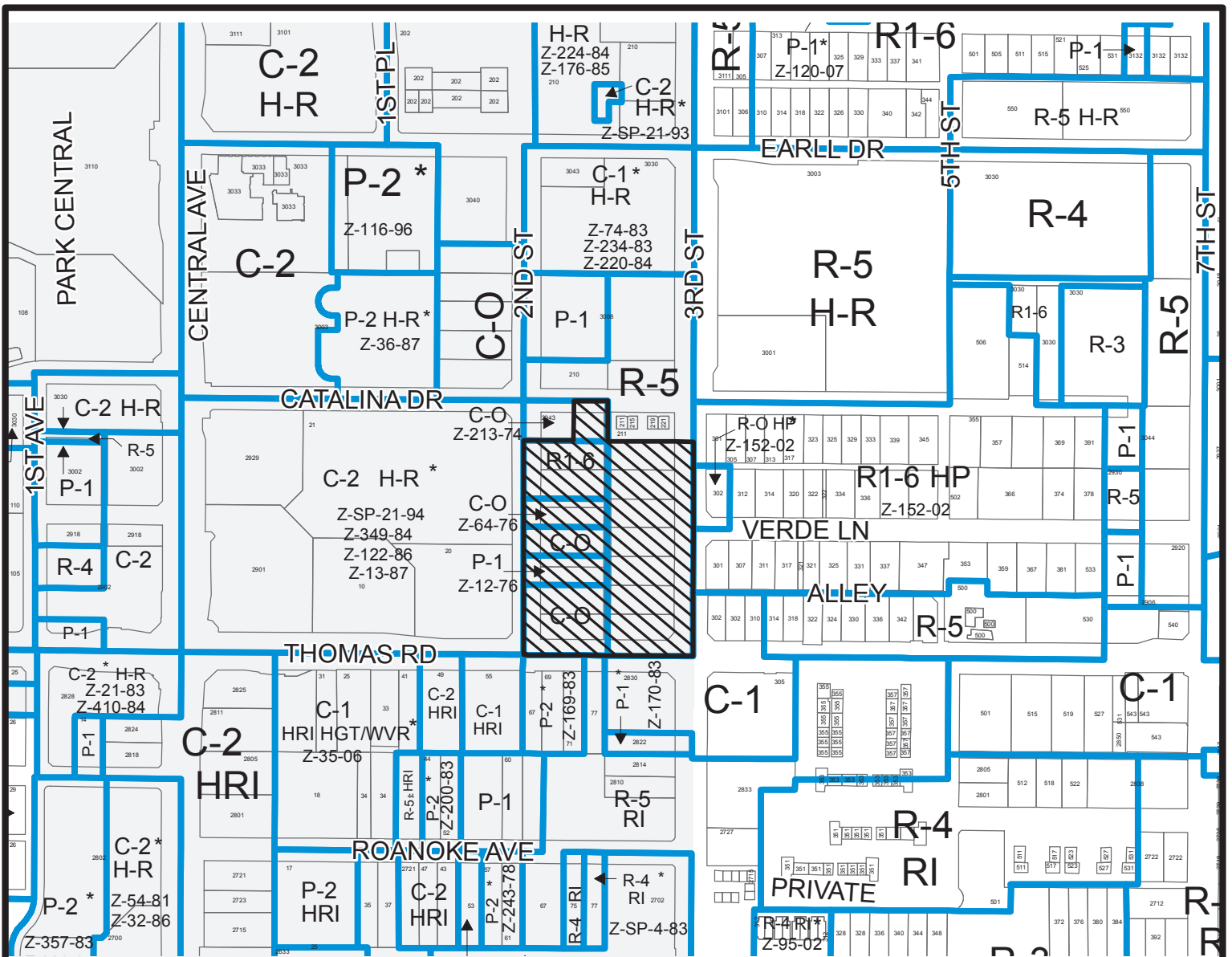
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Alta Thomas PUD
April 27, 2015
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Writer

K. Coles
4/17/15

Attachments

Sketch Map
Aerial
Site Plan
Elevations (2 pages)
Alta Thomas PUD Development Narrative date stamped March 25, 2015



CITY OF PHOENIX PLANNING DEPARTMENT

ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4

APPLICANT'S NAME: **Michael Curley**

REQUESTED CHANGE:

FROM: R-5 TOD-1, (2.85 a.c.)
 C-O TOD-1, (1.88 a.c.)
 R1-6 TOD-1 (Approved R-O TOD-1), (.75 a.c.)
 P-1 TOD-1, (.37 a.c.)

TO: PUD, (5.85 a.c.)

APPLICATION NO. **Z-9-15**

DATE: **3/23/15**
 REVISION DATES:

GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.

5.85 Acres

AERIAL PHOTO & QUARTER SEC. NO.

QS 16-27

ZONING MAP

G-8

MULTIPLES PERMITTED

R-5, C-O, R1-6 (R-O), P-1
PUD

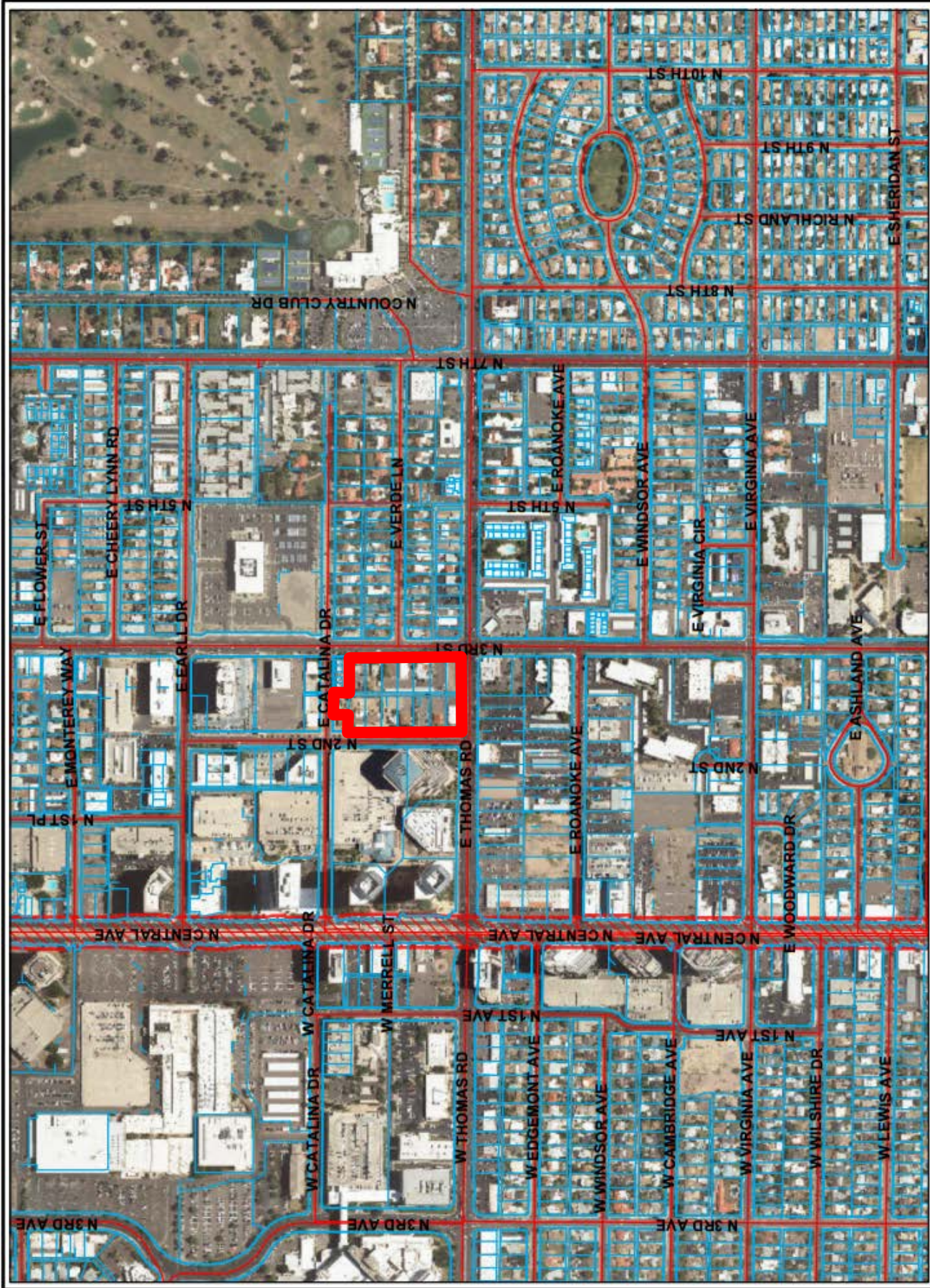
CONVENTIONAL OPTION

124, N/A, 4 (N/A), N/A
38

*** UNITS P.R.D. OPTION**

149, N/A, 5 (N/A), N/A
N/A

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



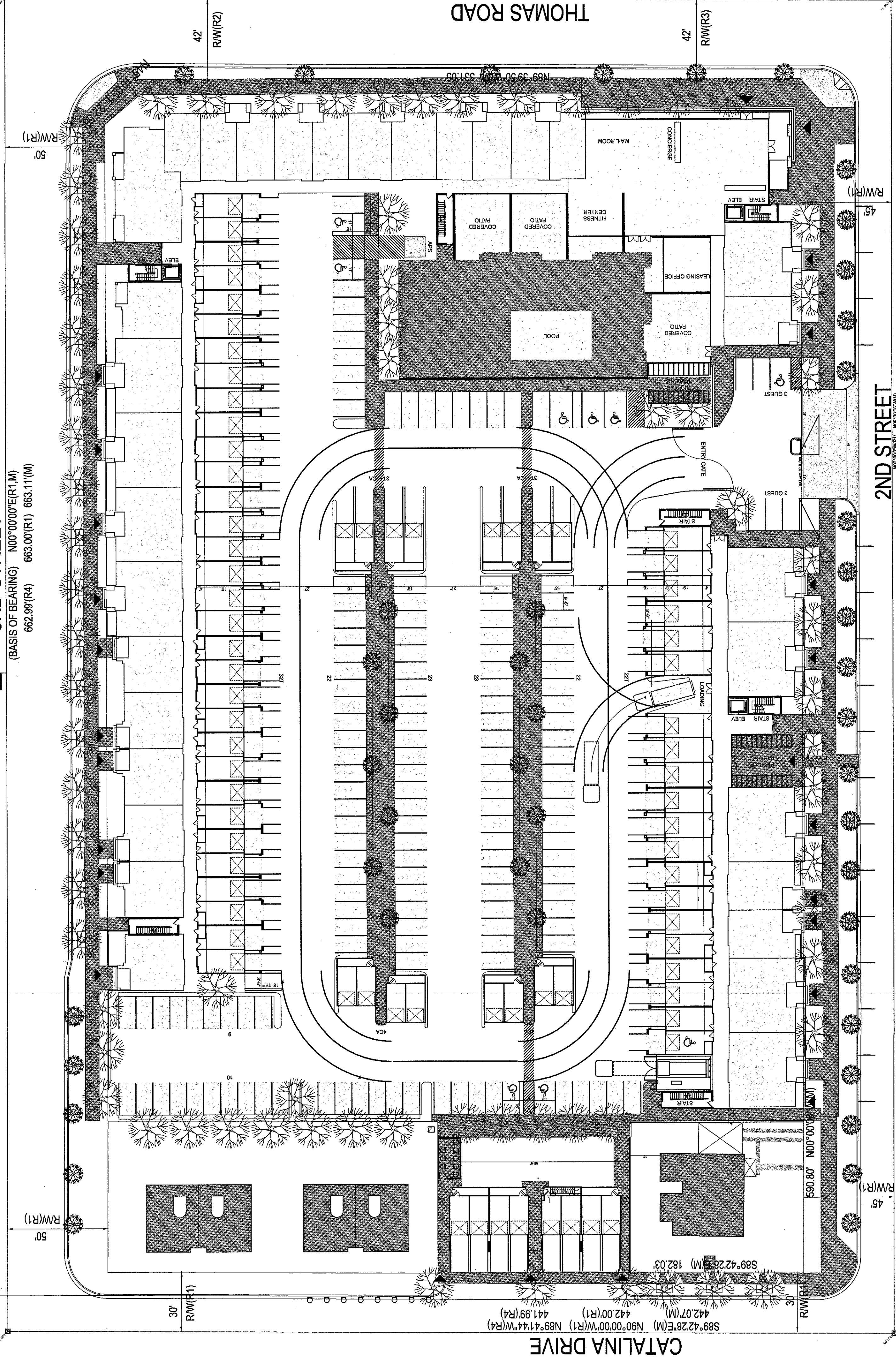
The information provided on this map is based on record drawings submitted by others. Users of this information are cautioned that independent verification of actual conditions may be necessary.

Planning and Development



F. VERDE LN.

3RD STREET
(BASIS OF BEARING) N00°00'00"E(R1,M)
662.99'(R4) 663.00'(R1) 663.11'(M)



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

CITY OF PHOENIX GENERAL NOTES

1. DEVELOPMENT AND USE OF THE 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 TRIANGLE SHALL BE MAINTAINED PERMANENTLY.
4. APPLICABLE 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.
5. NO NOISE, ODOR, OR VIBRATION WILL BE LIMITED AT ANY LEVEL EXCEEDING THE GENERAL REQUIREMENTS OF THE CITY OF PHOENIX ORDINANCES.
6. THE EXISTING STRUCTURES MUST COMPLY WITH THE CHANGE OF OCCUPANCY PROVISIONS IN THE PHOENIX CONSTRUCTION CODE PRIOR TO USE.
7. ALL EXISTING STRUCTURES MUST BE SCREENED TO THE HEIGHT OF THE EXISTING STRUCTURE.
8. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE EXISTING STRUCTURE.
9. ALL EXISTING STRUCTURES SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSPORTERS, BACKFLOW PREVENTORS, AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
10. BARBED, RAZOR, OR CONWERTIA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.

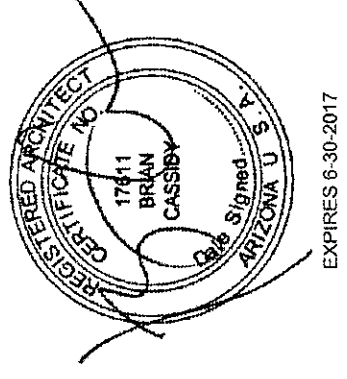
CITY OF PHOENIX
MAR 25 2015
**Planning & Development
Department**

CITY OF PHOENIX APPROVAL BLOCK

DATE	REV	FOR	ISSUE
01.19.15	-	C.O.PHX PRE-APP SITE	
02.17.15	-	C.O.PHX PID APP	
03.19.15	-	C.O.PHX PID RVSN 1	

Drawn	MB
Checked	BC
Job Number	1437
Drawing	1437
SITE PLAN PID APPLICATION	

Sheet
C.O.PHX
A1.0



PROJECT TEAM
OWNER WOOD PARTNERS
8777 E. WILSON AVENUE, SUITE 201
SCOTTSDALE, AZ 85258
(7) 488-607-6822
ARCHITECT CCBC ARCHITECTS, INC.
BRIAN P. CASSIDY DESIGN PROFESSIONAL
192 E BISHOPWAY PHOENIX, AZ 85014
PHOENIX, AZ 85004
(7) 602-258-2211
(7) 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 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) PD
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
118-35-056
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)
192,384 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 289,600 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 PID PROPOSAL 291 STANDARD SPACES
8 ACCESSIBLE SPACE

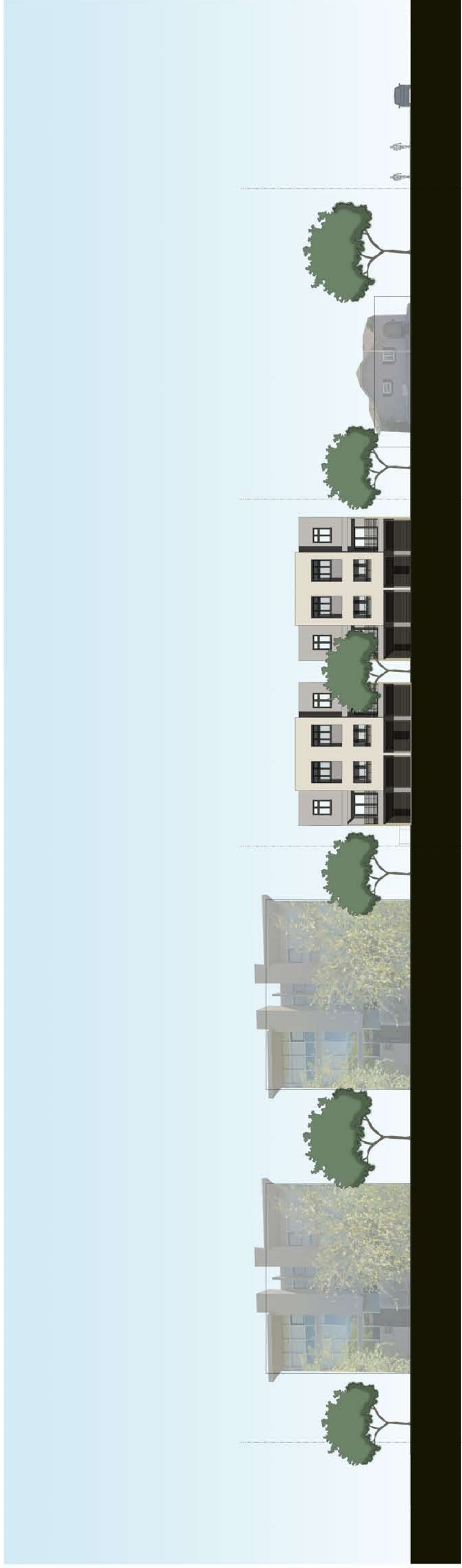
TOTAL ONSITE SPACES 299 SPACES
OFFSITE SPACES 15 PARALLEL AT NORTH AND EAST CURBSIDE

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

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



CATALINA ELEVATION



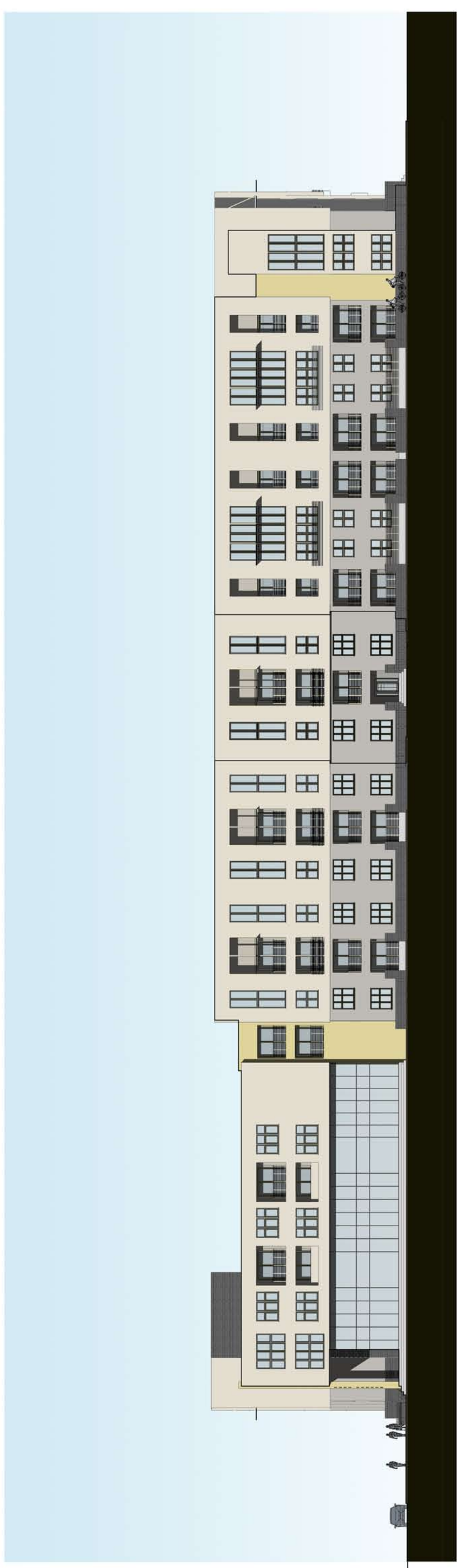
3RD AVE ELEVATION

CITY OF PHOENIX

MAR 25 2015

**Planning & Development
 Department**

CONCEPT COLOR PALETTE
 N.T.S. 3-18-2015



THOMAS ROAD ELEVATION



2ND AVE ELEVATION

CITY OF PHOENIX

MAR 25 2015
Planning & Development
 Department

CONCEPT COLOR PALETTE
 N.T.S. 3-18-2015