SOUTH CENTRAL EXTENSION LIGHT RAIL URBAN DESIGN GUIDELINES TABLE OF CONTENTS

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I. Introduction and Overview

In 2017, Valley Metro engaged a team of urban designers, landscape architects, architects, and engineers to develop Urban Design Guidelines for the Valley Metro South Central Extension Light Rail Transit. The Valley Metro South Central Light Rail Transit Extension (South Central Extension) will include approximately five miles of new track that will provide a transit option for residences, businesses and visitors to gain access along Central Avenue from the south to Downtown Phoenix. The proposed extension begins in downtown Phoenix and continues south to Baseline Road. The South Central Extension will be connected and integrated with the existing light rail and bus system in Downtown Phoenix.

The purpose of this document is to provide direction for the character and design of the South Central Extension, including station and platform elements, and for elements such as landscaping, signage, wayfinding, and other design components that may extend into the areas surrounding each station. This document has been written in accordance with Valley Metro’s “Light Rail Transit Urban Design Guidelines” document (November 2016), City of Phoenix Design Standards, and Maricopa Association of Governments (MAG) Uniform Standard. The team has collaborated extensively with Valley Metro, City of Phoenix staff, and corridor stakeholders.

A. Project Vision

These proposed design guidelines for the South Central Extension aim to optimize ridership, beautify, enhance, and reinvigorate the Central Avenue corridor, while simultaneously respecting Central Avenue’s history and identity. Facilitated transit access in combination with improved pedestrian and bicycle infrastructure will make Central Avenue a vibrant and multi-modal corridor. The project will employ design techniques that facilitate accessibility for all, complying with the Americans with Disabilities Act (ADA) while also efficiently incorporating light rail, vehicular, bus, bicycle, and pedestrian travel along the same corridor.

The design guidelines in this document focus on the proposed light rail stations, the area within the public right-of-way, and within a 350-foot radius around each station. This 350-foot radius is referred to as the station ‘influence zone’. An area of this dimension was chosen as it represents an approximately one and a half minute walking distance around each station and alerts users to train access and safety. Utilizing continuous streetscape and landscape elements within the influence zone will establish continuity and assist in providing patrons and pedestrians within the public realm with visual indicators that they are nearing a station.

A robust public outreach effort and feedback from residents and stakeholders will play a large part in guiding the vision for the South Central Extension. Throughout the process, multiple public meetings and opportunities for comment have been provided for members of the public. All comments will be recorded and shared with the City of Phoenix and Valley Metro.

As described in subsequent sections of this document, the South Central Extension will involve a significant public art component. Public art will be incorporated throughout the corridor, providing equity along the light rail alignment and communicating the rich history and culture of each character zone.
I. Introduction and Overview, continued

B. Project Goals

The principal vision and goals of the Phoenix South Central Extension Urban Design Components are developed to provide direction, criteria and opportunities to:

- Design station areas that will provide enhanced pedestrian access in an intuitive and efficient manner to accommodate and increase ridership potential of the system.
- Provide recommendations for safe, inviting, shaded access for all light rail stations and place a major emphasis on these improvements within the 350-foot interface zone with the light rail stations.
- Ensure visual consistency and seamlessly integrate the South Central Extension into the existing Valley Metro system and the available public right-of-way.
- Enhance the pedestrian experience and functions that will provide an adequate pedestrian-vehicle-rider interface to and from the station areas.
- Engage citizens and stakeholders in a comprehensive public outreach strategy to ensure community involvement in the design process.
- Ensure equity throughout the South Central Extension corridor.
- Showcase the work of local artists by implementing the Valley Metro Public Art Program.
- Identify important landmarks and areas of access where enhancements to the public realm may occur as part of future improvement projects.
- Utilize design techniques to reduce the heat island effect and that represent sustainable methods such as low water use plant materials and the use of drip irrigation systems for water conservation.
- Encourage the use of energy efficient lighting systems and the use of LED lighting.
- Utilize materials that are of local origin and of recycled materials.
- Utilize elements and materials that consider the ease of maintenance and discourage vandalism.
- Provide public infrastructure to increase the quality of the environment supportive of healthy living, promoting access to health care needs, amenities for the disabled community, and by helping those patrons with chronic health conditions.
- Increase mobility for all users meeting ADA and ADAAG principles.
- Engage pedestrians and passengers with unique station art that assists in placemaking and adds interest to the station environment.
- Create a safe environment for patrons.
I. Introduction and Overview, continued

C. Context

The South Central Extension will be integrated with the existing light rail and bus system and will add an additional five miles of light rail track southward on Central Avenue to Baseline Road.

The South Central Extension will connect with the existing Valley Metro rail system in downtown Phoenix. Presently, the existing Valley Metro light rail system provides northbound and southbound service on Central and 1st Avenues until Washington and Jefferson Streets. At this location, the route travels eastbound, providing service to Tempe and beyond to Mesa. As shown below in Figure 1, the South Central Extension will provide new light rail service south on Central Avenue, providing an additional five miles of north-south connectivity. As part of the South Central Extension, three downtown hubs will be established surrounding the existing CityScape development. As the intersection of existing and new light rail and bus lines, these downtown hubs will be significant transfer points. The downtown hubs are shown in more detail in subsequent sections of this document.

Where the South Central Extension begins, Central Avenue is a one-way road with three northbound travel lanes. To the east one block, 1st Avenue complements Central Avenue as a one-way couplet southbound. Near the intersection of Central Avenue and Hadley Street, Central Avenue and 1st Avenue merge with four travel lanes and a central median. Beginning at Jackson Street, Central Avenue passes below grade and vehicles emerge near the intersection of Central Avenue and Buchanan Street.

At the northern end of the proposed South Central Extension, Central Avenue is characteristically quite different than the southern end of the proposed extension. Central Avenue near Washington Street is urban, with high-rise buildings and a dense development pattern. The high-rise buildings primarily contain offices, with the ground floor reserved for retail use. There are sidewalks and clearly marked pedestrian crossings.

Moving southward on Central Avenue, the character of the street changes dramatically. Beginning around the intersection of Central Avenue and Madison Avenue, most development becomes single story in height with large floorplates that cater to a more industrial or service-oriented function. Many of the businesses are auto-oriented or manufacturing businesses with large expanses of blank walls facing onto the street. Development becomes sparse in some places along the five mile extent, with multiple vacant lots or abandoned storefronts. While there are sidewalks on both sides of the street, there are fewer pedestrian amenities than the northern portion of Central Avenue. There are minimal intermediate pedestrian crossings and signalized crossing opportunities are only present at major intersections. Limited street parking is provided on Central Avenue itself, but most businesses have surface parking or parking is available on side streets. As it exists today, a dedicated bike lane is present on Central Avenue moving in a southward direction until West Lynne Lane, at which point bicycle traffic merges with the right vehicular travel lane in a shared or “sharrow” system. Traveling northward, Central Avenue only has a dedicated bike lane beginning at the intersection of Central and Southern Avenues. Otherwise, bicycle traffic and the right vehicular lane are a shared use.

The Central Avenue corridor was an area identified by the U.S. Department of Transportation to be included in a Ladders of Opportunity Transportation Empowerment Pilot Program (LadderSTEP). LadderSTEP aims to help cities foster economic development opportunities related to transportation projects. Central Avenue was identified to be part of this program due to the potential for a light rail extension to this area to assist with improving connectivity and fostering economic revitalization within this corridor.

FIGURE 1: CONTEXT PLAN

Existing Valley Metro Rail Service
Valley Metro South Central Extension

Downtown Hub-North
Downtown Hub-East
Downtown Hub-South
Lincoln/Central Ave
Buckeye Rd
Lincoln/1st Ave
Lincoln/Central Ave
Buckeye/Central Ave
Jefferson/3rd Ave
Hwy17
Central Ave
Broadway Rd
Pioneer/Central Ave
Buckeye Rd
Broadway/Central Ave
Roeser/Central Ave
Southern/Central Ave
Baseline Rd
Hwy 17
Buckeye/Central Ave
Lincoln/1st Ave
Lincoln/Central Ave
Jefferson/3rd Ave
Central Ave
Hwy17
Central Ave
Downtown Hub-North
Downtown Hub-East
Downtown Hub-South
Existing Valley Metro Rail Service
Valley Metro South Central Extension
II. Design Principles

A. Introduction

The guidelines contained in this document are intended to help implement the desired vision for the South Central Extension. All recommendations have carefully considered the existing character of Central Avenue and the community pride and history that is already established along this important corridor. These guidelines aim to enrich Central Avenue’s existing identity through careful planning of the architectural, engineering, and landscape features supporting the public realm. Design decisions will utilize materials to reinforce a strong urban design solution that promotes an overall system consistent with the unique character zones found along Central Avenue.

This project’s urban design strategy is centered upon the balance of both “fixed elements” and “variable elements”. Fixed elements are consistent across the project and include standardized items that remain the same system-wide for safety and operational reasons. Fixed elements also contribute to establishing a visual and design consistency across the Central Avenue Extension that signifies system continuity. Variable elements are the more customizable aspects of the project and may be utilized to distinguish each station. Variable elements could assist in reflecting a unique aspect of the surrounding area, helping to integrate the station into the neighborhood in which it is located. Fixed and variable elements are further discussed in the ‘Design Elements’ section of this document.
B. Character Zones

As previously mentioned, the existing conditions of the Central Avenue corridor were carefully considered when developing the urban design strategy for the South Central Extension. Along the five mile stretch of Central Avenue, four major character zones were identified that provide a backdrop of existing character based on common land uses, history, architectural styles, and composition.

Each character zone varies in length and was delineated based on the qualities listed above along with visual observations made by the project team.

The four character zones identified for the South Central Light Rail Transit Extension, North to South, are the following:

- City Center
- Warehouse
- Central City South
- South Phoenix

These character zones are described in further detail below.
FIGURE 3: CHARACTER ZONES (DETAILED VIEW)
i. City Center Character Zone

Location: City Center is the northernmost character zone. The northern terminus of the South Central Extension begins here with downtown hub stations; Downtown Hub – North, Downtown Hub – East, and Downtown Hub – South. These stations will serve as transfer stations, allowing passengers to transfer lines or mode of travel. The City Center character zone begins near Washington Street and ends near Madison Street.

Characteristics: The City Center character zone is influenced by the major sporting venues located within this zone, including the Talking Stick Resort Arena and Chase Field to the east. The Government Center is located to the west, along with major high-rise office buildings, downtown university campuses, as well as a variety of multifamily housing developments. This area is architecturally characterized by a variety of modern and postmodern style high-rise buildings that reach up to 40 stories in height. Historic buildings and facades also accent the City Center character zone, such as the Orpheum Theater, Maricopa County Courthouse (Historic City Hall) and the Art Deco styled Luhrs Tower, Luhrs Building and the Hilton Garden Inn (Hotel Monroe), built in the 1920’s.

At the pedestrian street level, there are a variety of coffee shops, restaurants and entertainment spaces that assist in establishing a pedestrian-dominant space in this character zone. Streetscaping treatments in this character zone include widened sidewalks with special surface treatments, brick paving, granite, and trees placed in tree grates and at-grade planters. This area also features additional pedestrian amenities such as pedestrian lighting, information kiosks, and public seating.

The Arizona State University (ASU) downtown campus together with buildings owned by University of Arizona (UA), and the Northern Arizona University (NAU) are quickly becoming a strong presence in Downtown. Downtown Phoenix provides plentiful entertainment and dining destinations for students as well as residential living options.

The Downtown Hub – North, Downtown Hub – East, and Downtown Hub – South and the Jefferson/3rd Ave Stations are located within the City Center character zone.
Downtown Hub Stations

Station Location: The City Center character zone contains multiple stations. There are various existing Valley Metro stations in this area. As part of the South Central Extension project, the Downtown Hub stations will be formalized as major transit centers where the South Central Extension connects to the existing light rail line. These stations are located in Downtown Phoenix and are characteristically urban, with multi-story buildings on all sides. Surrounding uses primarily include retail and office use.

Function: The Downtown Hub stations will function as major transfer points. Once completed, passengers using the South Central Extension will arrive to these stations and have the ability to reach most other local and regional destinations.

Design Opportunities: The Downtown Hub stations are important because of their visual prominence within the Valley Metro System. These stations will serve as a major transfer point and must be fully integrated with the other transit lines that originate from this part of Downtown Phoenix. Clear and distinctive signage and design elements will be important in establishing transfers and circulation to destinations at these stations and the greater South Central Extension.
CITY CENTER

FIGURE 6: DOWNTOWN HUB - NORTH PLAN

FIGURE 7: DOWNTOWN HUB - EAST PLAN
FIGURE 8: DOWNTOWN HUB - SOUTH PLAN

ALL DOWNTOWN HUB STATIONS PLANT LIST (WITHIN STATION AREA OF INFLUENCE)

- Desert Diva
  - Chilopsis Linearis 'Lipur'
- Regal Mist Deer Grass
  - Muhlenbergia Capillaris
- Mexican Bluebell
  - Ruella Brittoniana
- Hacienda Creeper
  - Parthenocissus X 'Hacienda Creeper'
- Valentine Bush
  - Eremophila Maculata
- Snail Vine
  - Passiflora Caerulea
CITY CENTER

FIGURE 9: JEFFERSON/3RD AVE STATION PLAN

PLANT LIST (WITHIN STATION AREA OF INFLUENCE)

- Mulga (Acacia Aneura)
- New Gold Lantana (Lantana x New Gold)
- Deer Grass (Muhlenbergia Rigens)
- Mexican Bluebell (Ruellia Brittoniana)
- Crimson Yucca (Hesperaloe Parviflora)
- Blue Elf Aloe (Aloe 'Blue Elf')
- Chinese Pistache (Pistacia Chinensis)
- Regal Mist Deer Grass (Muhlenbergia Capillaris)
- Valentine Bush (Eremophila Maculata)
- Blue Bells (Eremophila Hygrophana)

All images from Arizona State University unless otherwise stated.
### Warehouse Character Zone

Location: The Warehouse character zone is bounded to the north by the City Center character zone. This character zone begins at Madison Street and ends near Hadley Street. This area transitions between the higher development density of the City Center character zone to the north and the lower development density to the south. Within the Warehouse character zone is Phoenix’s existing and well-known Warehouse District. The Warehouse District is best defined by the historic red brick warehouse buildings plentiful in this stretch of Central Avenue. It is in this character zone that Central and 1st Avenues temporarily pass below Jackson Street and the Union Pacific Railroad right-of-way.

Characteristics: The Warehouse District is a historically significant part of Phoenix. Warehouses were used to store produce, as meat packing plants, brick factories, laundries and an array of other uses beginning in the 1920’s and peaking in the late 1940’s. There are currently over 30 remaining historic buildings in the Warehouse character zone. Presently, this area is experiencing major property redevelopment by various creative and technically driven industries. Educational institutions, art galleries, office space, restaurants and entertainment/performance venues are emerging in the Warehouse District. Arizona State University’s Downtown Phoenix campus is located in the Warehouse character zone as well as multiple tech companies.

The Lincoln/Central Ave and Lincoln/1st Ave Stations are located within the Warehouse character zone.
Lincoln/Central Ave and Lincoln/1st Ave Stations

Station Location: The Lincoln/Central Ave and Lincoln/1st Ave Stations will have a "split" platform configuration with a northbound station located at Lincoln Street and Central Avenue and a southbound station located at Lincoln Street and 1st Avenue.

Function: These stations will accommodate trips generated by the residential neighborhoods to the west and from businesses in the Warehouse District.

Design Opportunities: The Lincoln/Central Ave and Lincoln/1st Ave Stations present a unique opportunity to serve as the South Central Extension's gateway into the Warehouse District and as a transitional element between the City Center character zone and the Warehouse character zone. Streetscaping, signage, lighting, and other strategies could be used to realize these stations as important gateways to destinations in this district.

The portion of Grant Street that crosses between Central and 1st Avenues before the streets converge provides an opportunity to augment the existing pedestrian infrastructure and establish a safe connection between the northbound platform and the southbound platform.

Within these stations' 350-foot influence zone, there are various underdeveloped or vacant parcels. The proposed Lincoln/Central Ave and Lincoln/1st Ave Stations and their proximity to these underdeveloped sites may be a catalyst for the redevelopment of these properties.
All images from Arizona State University unless otherwise stated.
iii. Central City South Character Zone

Location: The Central City South character zone is bounded to the north by the Warehouse District and includes Interstate 17 and the Salt River. This character zone begins at Grant Street and extends to just north of the Salt River.

Characteristics: This area is best characterized by the older retail developments along Central Avenue. Most of these retail developments have only a small setback from Central Avenue, with store fronts generally facing directly onto the sidewalk. These retail businesses have minimal architectural character with horizontal awnings set over the existing five to eight-foot walkways. Vacant lots and storefronts are also common along this stretch of Central Avenue. Saint Anthony’s Church is located within the Central City South character zone and serves as a historical landmark and an important neighborhood destination.

To the east and west of Central Avenue within this character zone are multiple residential neighborhoods. This area also contains industrial development and the Phoenix Union School District properties located east of Central Avenue. Views of the downtown skyline can be seen to the North with the interstate 17 overpass serving as a visual terminus to the south.

The existing streetscape includes a series of evenly spaced mature Mexican Fan Palms. Other landscaping includes some elm trees and shrub plantings that are planted between the palms. These palms and trees are placed within narrow linear planters located behind the sidewalk.

The proposed Buckeye/Central Ave Station is located within the Central City South character zone.
Buckeye/Central Ave Station

Station Location: As the South Central Extension continues south from Lincoln Stations, the track becomes an exclusive Central Avenue alignment. The proposed Buckeye/Central Ave Station begins just south of Buckeye Road and continues to just north of Yuma Street.

Function: The Buckeye/Central Ave Station is anticipated to become a highly active location, providing service to a multitude of destinations and origins. It will serve the residential development found north and west of the station area and become an important transfer location providing bus access east to the Sky Harbor Airport. This station will also be the transit stop serving the large industrial sites west of Central Avenue and for patrons to utilize the services provided at the Valle del Sol Community Health Center to the west. Students, parents, and teachers accessing the Lowell Elementary School will have the opportunity to use the South Central Extension and this station as their alternative mode of transportation.

Design Opportunities: The area surrounding the Buckeye/Central Ave Station includes a combination of smaller retail sites, vacant lots, and small to medium-scale industrial sites fronting Central Avenue and Buckeye Road. The influence zone around the Buckeye/Central Ave Station includes multiple underdeveloped or vacant lots that may be opportunities for redevelopment.

Because this station is in a highly active location and will serve a diverse ridership base, design opportunities for this station may include incorporating cultural influences from the surrounding land uses and interactive elements and cater to younger children that may use this station as a way to school.
FIGURE 16: BUCKEYE/CENTRAL AVE STATION AREA PLAN

FIGURE 11: BUCKEYE/CENTRAL AVE STATION STREETSCAPE ELEVATION
Figure 18: Buckeye/Central Ave Station Typical Section

Plant List (Within Station Area of Influence)

- Chinese Pistache: Pistacia Chinensis
- Evergreen Elm: Ulmus Parvifolia 'Alee'
- Desert Diva: Chilopsis Linearis 'Lopur'
- Date Palm: Phoenix Dactylifera
- Blue Bells: Eremophila Hygrophana
- Pink Fairy Duster: Calliandra Eriophyla
- Coral Fountain: Russelia Equinoxformus
- Blue Elf Aloe: Aloe 'Blue Elf'
- Hacienda Creeper: Parthenocissus x Hacienda Creeper
- Snail Vine: Passiflora Caerulea
- Snail Vine: Passiflora Caerulea
- Coral Fountain: Russelia Equinoxformus
- Hacienda Creeper: Parthenocissus x Hacienda Creeper
- Snail Vine: Passiflora Caerulea
- Coral Fountain: Russelia Equinoxformus
- Hacienda Creeper: Parthenocissus x Hacienda Creeper
- Snail Vine: Passiflora Caerulea

All images from Arizona State University unless otherwise stated.
iv. South Phoenix Character Zone

Location: The South Phoenix character zone is the largest of the character zones identified along Central Avenue. The South Phoenix character zone is bounded to the north by the Central City South character zone near the Salt River and terminates to the south at Baseline Road.

Characteristics: The South Phoenix character zone is characterized by small to medium-sized retail auto-oriented developments that line Central Avenue. Residential neighborhoods are located to the east and west of the corridor. Several parks, schools and institutions can be found adjacent to, or close to this portion of the South Central Extension. The residential neighborhoods in this area are expected to generate significant ridership.

The Pioneer/Central Ave, Broadway/Central Ave, Roeser/Central Ave, Southern/Central Ave, and Baseline/Central Ave Stations are located within the South Phoenix character zone.
The Pioneer/Central Avenue Station

Station Location: The Pioneer/Central Ave Station is located on the southern banks of the Salt River just north of Pioneer Street.

Function: General land uses surrounding the proposed Pioneer/Central Ave Station include small industrial properties to the southeast, large industrial sites to the west and access to the Salt River Corridor.

Design Opportunities: Once considered the life blood of the valley providing water for agriculture and electricity for technology, the Salt River is now catalyzing economic revitalization and providing a successful example of riparian natural habitat restoration. This station presents a unique opportunity to assist in connecting residents of Phoenix with one of their city’s natural amenities easily accessible on transit.

The Salt River and the habitat surrounding it provide many opportunities for design inspiration. Landscaping treatments and materials at this station may be influenced by the natural desert and the riparian habitat located surrounding the station.
SOUTH PHOENIX

PLANT LIST (WITHIN STATION AREA OF INFLUENCE)
NOT ALL PLANTS SHOWN. REFER TO PLANT LIST.

Chinese Pistache  
Pistacia Chinensis

Thornless Mesquite  
Prosopis X Phoenix

Blue Palo Verde  
Parkinsonia Floridum

Crescent Bush  
Larrea Tridentata

Yellow Bird of Paradise  
Caesalpinia Gileadii

Pink Fairy Duster  
Calliandra Eriophylla

Brittlebush  
Encelia Farinosa

Crimson Yucca  
Hesperaloe Parviflora

New Gold Lantana  
Lantana X New Gold

Desert Marigold  
Baileya Multiradiata

Coral Fountain  
Russelia Equisetiformus

Snail Vine  
Passiflora Caerulea

Blue Palo Verde  
Parkinsonia Floridum

Figures 22: Pioneer/Central Ave Station Typical Section

Not all plants shown. Refer to plant list.
Broadway/Central Ave Station

Station Location: The Broadway/Central Ave Station is located south of the intersection of Broadway Road and Central Avenue. The proposed platform ends near the intersection of Central Avenue and Marguerite Avenue. The existing Ed Pastor Transit Center at the northwest corner of Central Avenue and Broadway Road provides bus connections to various local lines. Valley Metro is proposing that a park-and-ride facility be added in this location to supplement the South Central Extension.

Function: This station will predominately serve residents living in this area. Broadway Road is a major east-west thoroughfare and it is anticipated that the Broadway/Central Ave Station location will generate significant east-west pedestrian trips along the roadway.

Design Opportunities: The Broadway/Central Ave Station is near the corner of a significant intersection. Design considerations of the station should include pedestrian amenities that increase safety and facilitate accessibility. This station will be highly visible, so prominent design elements are proposed to identify the transit functions and add community value.
SOUTH PHOENIX

FIGURE 23: BROADWAY/CENTRAL AVE STATION AREA PLAN

FIGURE 24: BROADWAY/CENTRAL AVE STATION STREETSCAPE ELEVATION
SOUTH PHOENIX

FIGURE 25: BROADWAY/CENTRAL AVE STATION TYPICAL SECTION

PLANT LIST
(WITHIN STATION AREA OF INFLUENCE)

- Date Palm
  Phoenix Dactylifera
- Chinese Pistache
  Pistacia chinensis
- Desert Diva
  Chilopsis linearis 'Lopur'
- Texas Mountain Laurel
  Sophora secundiflora
- New Gold Lantana
  Lantana x New Gold
- Mexican Bluebell
  Ruellia brittoniana
- Regal Mist Deer Grass
  Muhlenbergia capillaris

All images from Arizona State University unless otherwise stated.
Roeser/Central Ave Station

Station Location: The Roeser/Central Ave Station is located on Central Avenue south of Roeser Road. On the eastern side of Central Avenue is the South Mountain High School. The other areas surrounding the Roeser/Central Ave Station include small retail properties with single-family housing located behind the retail developments. This station will be a center-loading platform station that is accessed from station ramps to the north from Roeser Road and from the south at West Chambers Street.

Function: This station will serve the students and staff of South Mountain High School and provide a convenient location for patrons to access retail establishments on Central Avenue. This station will also serve the residential properties to the east and west of Central Avenue.

Design Opportunities: A major function of this station location will be to serve South Mountain High School. Design considerations must pay special attention to providing clear and concise pedestrian access for high school students. To facilitate this access, pedestrian infrastructure such as crosswalks and special paving may be considered.
SOUTH PHOENIX

FIGURE 26: ROESER/CENTRAL AVE STATION AREA PLAN

FIGURE 27: ROESER/CENTRAL AVE STATION STREETSCAPE ELEVATION
SOUTH PHOENIX

FIGURE 28: ROESER/CENTRAL AVE STATION TYPICAL SECTION

PLANT LIST (WITHIN STATION AREA OF INFLUENCE)

Chinese Pistache
Pistacia chinensis

Date Palm
Phoenix dactylifera

Desert Diva
Chilopsis linearis ‘Lopur’

Mulga
Acacia aneura

New Gold Lantana
Lantana x New Gold

Blue Bells
*Eremophila hygrophana*

Ragged Mist Deer Grass
*Muhlenbergia capitata*

Crimson Yucca
Hesperaloe parviflora

Cat’s Claw Vine
*Macaurophyllum urniger-Carti*

Yellow Orchid Vine
*Morreria aurea ‘Kellogg O’Donnell’*

All images from Arizona State University unless otherwise stated
Southern/Central Ave Station

Station Location: The Southern/Central Ave Station is located south of Southern Avenue. The area surrounding this station is characteristically similar to other parts of Central Avenue, with retail development along the roadway and residential development behind. The intersection of Central Avenue and Southern Avenue is significant, with a large concentration of retail businesses at this prominent corner. This station will have views to the south of the South Mountain Park, a large recreation area.

Function: This station will serve the adjacent residential and commercial properties and provide an east-west connection via Southern Avenue. Popular destinations near this station may include the Ocotillo Library and Saint Catherine of Siena Catholic Church.

Design Opportunities: The Southern/Central Ave Station art and station architecture can draw inspiration from the views of South Mountain Park. The culturally significant uses surrounding this station (such as the library and church) may also serve as influences or inspiration for station design.
FIGURE 29: SOUTHERN/CENTRAL AVE STATION AREA PLAN

FIGURE 30: SOUTHERN/CENTRAL AVE STATION TYPICAL ELEVATION
FIGURE 31: SOUTHERN/CENTRAL AVE STATION TYPICAL SECTION

- **Date Palm**
  - Phoenix Dactylifera

- **Desert Diva**
  - Chilopsis Linearis 'Lopur'

- **Mulga**
  - Acacia Aneura

- **Yellow Bird of Paradise**
  - Caesalpinia Gihesii

- **Blue Palo Verde**
  - Parkinsonia Floridum

- **Crimson Yucca**
  - Hesperaloe Parviflora

- **Cat’s Claw Vine**
  - Macfadyena Unguis-Cati

- **Yellow Orchid Vine**
  - Merremia Aurea 'Kellog O'Donnell'

- **Blue Palo Verde**
  - Parkinsonia Floridum

All images from Arizona State University unless otherwise stated.

NEW R.O.W

- **Walk**
  - Bike Lane
  - Travel Lane
  - Track
  - Platform
  - Bike Lane
  - Travel Lane
  - New R.O.W

- **PLANTING**
  - Curb & Gutter
  - Planting

EXISTING R.O.W

- **Walk**
  - Bike Lane
  - Travel Lane
  - Track
  - Platform

- **NEW R.O.W**
  - Walk
  - Bike Lane
  - Travel Lane
  - Track
  - Platform

PLANT LIST (WITHIN STATION AREA OF INFLUENCE)

- **Mexican Bluebell**
  - Ruellia Brittoniana

- **Desert Diva**
  - Chilopsis Linearis 'Lopur'

- **Mulga**
  - Acacia Aneura

- **Yellow Bird of Paradise**
  - Caesalpinia Gihesii

- **Regal Mist Deer Grass**
  - Muhlenbergia Capillaris

- **Gopher Plant**
  - Euphorbia Rigida

- **Yellow Orchid Vine**
  - Merremia Aurea 'Kellog O'Donnell'

- **Cat’s Claw Vine**
  - Macfadyena Unguis-Cati

- **Blue Palo Verde**
  - Parkinsonia Floridum

All images from Arizona State University unless otherwise stated.
Baseline/Central Ave Station

Station Location: Baseline/Central Ave Station is the final southern terminus of the South Central Extension. This segment of Central Avenue becomes more visually open and is dominated by the backdrop of the South Mountain Park.

Function: This station will be served by a park and ride on the west side of Central Avenue, north of Baseline Road. Significant destinations near the Baseline/Central Ave Station include the Cigna Medical Group Center to the north, and large retail shopping centers east and west of Central Avenue. The other destinations that may utilize this transit stop include South Point Junior High School, Champion South Mountain School, NFL Youth Education College Prep Academy, and the South Mountain Family YMCA.

Design Opportunities: Because this station is the southern terminus of the South Central Extension, with a park and ride and bus transfer opportunities, this station may serve as a gateway into the corridor. Clear signage and the use of landmark treatment will announce the presence of the South Central Extension.
FIGURE 32: BASELINE/CENTRAL AVE STATION AREA PLAN

FIGURE 33: BASELINE/CENTRAL AVE STATION TYPICAL ELEVATION
FIGURE 34: BASELINE/CENTRAL AVE STATION TYPICAL SECTION

PLANT LIST

- Desert Diva (Chilopsis Lincoln 'Lopur')
- Mulga (Acacia Ansara)
- Evergreen Elm (Ulmus Parvifolia 'Aleh')
- Blue Bells (Eremophila Hygrophylla)
- Valentine Bush (Eremophila Maculate)
- New Gold Lantana (Lantana X New Gold)
- Yellow Orchid Vine (Merremia Aurea 'Keflog O'Donnell')

Mexican Bluebell (Ruellia Brittoniana)
Crimson Yucca (Hesperaloe Parviflora)
Purple Trailing Lantana (Lantana Montevidentis)
Cat's Claw Vine (Macfadyena Unguis-Cati)

Chinese Pistache (Pistacia Chinensis)
Blue Bells (Eremophila Hygrophylla)
Valentine Bush (Eremophila Maculate)
New Gold Lantana (Lantana X New Gold)
Yellow Orchid Vine (Merremia Aurea 'Keflog O'Donnell')
C. Design Elements

When formulating the design strategy for the South Central Extension, fixed and variable elements for each station, station influence zone, and right-of-ways were considered. Fixed and variable elements are discussed in more depth in the following section.

i. Fixed Elements

Fixed elements are those generally described as equipment and accessories maintained by Valley Metro required for operations. This equipment cannot be revised or altered as their performance is critical to safety, necessary for operations, and often mandated by the Federal Transit Administration. Standardization of canopy structures, columns, cabinets, and patron protective screens should utilize typical materials, assembly procedures, and hardware. This will allow for ease of maintenance, efficient replacement, and the ability to store common materials.

However, the nature of many of these common elements would also allow for them to be customized with color, wrap applications, or interchangeable art panels if desired. This customization will typically require financial participation for these added improvements by a municipality or stakeholder. This is discussed further in Variable Elements. This philosophy will aid in communicating common themes and brand identity of the Valley Metro system as user-friendly, intuitive, and of a consistent message across the system.

Fixed Element Items Include:

- Canopy Superstructure
- Station Identification Signage
- Readerboards
- Ticket Vending Machine
- Ticket Validation Machine
- Utility Cabinets and Transformers
- ETEL (Emergency Telephones)
- Platform and Canopy Light Fixtures
- Public Address Speakers
- Railings/Barriers
- Benches
- Trash/Recycling Receptacles
- Bicycle Racks
- News Dispensers
- Patron Protective Screens
- Tactile Warning or Truncated or Dome Pavement Surfacing
ii. Variable Elements

Retaining corridor continuity with fixed elements is critical to communicate consistent Valley Metro patron functions. This also signifies to other corridor users that additional modes of travel are present. However, it is equally important in some locations to provide an individual theme or overlay responding to the environment the station and alignment occupies. Variable Elements can provide for individual station identity, theming or branding. This promotes pride in the system and ownership of the investment contributing to ridership and care of the investment. This can and should be executed through the Valley Metro Public Art Program with input by the City of Phoenix and stakeholders.

Variable Element Items at Stations and Platforms (within the 350-foot influence zone) Include:

- Shade Structure Elements and Configuration
- Landscape Materials
- Specific ART
- Railing/Barrier Specific Design
- Utility Enclosures
- TPSS Buildings
- Accent Lights
- Protective Patron Panels
- Planters
- Color
- OCS Color
- Light Fixture Color

Variable Element Items Outside of the 350-foot Platform Influence Zone Include:

This zone primarily includes Right of Way improvements and sidewalk access to the station.

- Gateway Element
- Pavement/Sidewalk
- Planters
- Benches
- Art
- Landscape Materials
- Railings/Barriers/Screen Walls
- Median Treatment
- Utility Enclosures
- TPSS
- Driver Relief Station
D. Public Realm

The Public Realm is defined by the right-of-way—the area between adjacent private properties frontage including the street. Improvements within the street will occur and include measures for enhanced multi-modal circulation and technology integrating buses, vehicles, bicycles, and pedestrians, providing safe access to and from the transit platform. Medians within the street are encouraged and complement transit platform access and lane protection. As space provides, these median areas will provide refuge zones for pedestrians within the street crosswalks, protect the linear ramps that provide access to the platforms, and create clear vehicular lane geometry. The sidewalk plays an important role adjacent to building setback, parking area access, and pedestrian public spaces for business and resident use.

Existing driveways throughout the Central Avenue corridor are also considered part of the public realm. Driveways within the public realm will be maintained in current condition with additional infrastructure to ensure safety will be incorporated as needed. Parking access and service and loading functions will be accommodated.

Guideline: Right-of-Way sidewalk and landscape design shall conform to all Federal, State, and Local regulations, City of Phoenix standards, and ADA. Clear intuitive routes must be maintained and include safe unimpeded routes of travel for pedestrians, “clear areas” for ingress/egress, zones for sidewalk, cafes where appropriate, loading and delivery of goods, accessible ramps, access to crosswalks, tactile warning, parking, amenity zone for signage, light fixtures, utility cabinets, tree-grates, and planting beds.
Design Elements

Platforms/Pavement

Where possible, medians provide separation between track alignment, and vehicular travel lanes. They also provide planting opportunities and create pedestrian refuge areas at specific crossings. Medians will serve an important role in station influence zones where intersections are proposed to be widened to accommodate turning lanes. Plantings on these medians will be low-growing species that will not reach heights that impede vehicular visibility.

At non-signalized pedestrian crossings such as mid-block crossings, medians will serve as refuge areas for pedestrians. All medians will be designed to meet ADA and ADAAG standards and to provide sufficient space to accommodate pedestrians and bicycles.

Guideline: Median cover material will include hard cover concrete, decorative pavers, rock mulch, or landscape and irrigation. Treatment will depend on the width of the median and the ability to safely maintain and improve medians.

ii. Crosswalks

Crosswalks will be provided at street intersections and will meet standards prescribed by ADA and ADAAG. Pedestrian ramps and detectable warning surfaces with texture and color contrast will be utilized at all crosswalks.

Signalized crosswalks will be provided at all street crossings to access ramps for station platforms. In cases where unsignalized crosswalks are provided across major streets or the railway, a median with a Z crossing and refuge islands will be created. In certain cases of higher risk, crossing gates and signage will be utilized to control automobiles, pedestrians, and bicycles.

Crosswalks, roadways and bicycle lanes will be striped and designed utilizing the City of Phoenix Striping and Signing Standards (Design Procedure Manual), AASHTO, MAG and other relevant design standards and guidelines.

Guideline: Crosswalk designations will adhere to City of Phoenix street standards and American Association of State Highway and Transportation Officials (AASHTO) governing criteria. Where appropriate at high-use locations, post-mounted flashing beacons will be incorporated. All crosswalks will include ADA-compliant accessible ramps at street corners.
iii. Sidewalks

Sidewalks will provide clear, barrier-free pedestrian access to adjacent land uses, destinations, and vehicle boarding areas. Sidewalks will be designed to be safe and efficient with accessible paths that meet all ADA and ADAAG standards.

New concrete sidewalks will be provided where existing sidewalks are relocated as the result of the development of the LRT system.

Guideline: Enhanced sidewalks will be provided within each station’s influence zone measured 350-feet from the center of the platform. This area has been identified to receive enhanced sidewalk treatment to maximize public and patron circulation, for queueing and for facilitated access and egress to the light rail platform. Patron and pedestrian accommodations in these areas include benches, shaded areas, and trash/recycling receptacles. Where right-of-way permits, enhanced sidewalks include a planting strip that is a minimum of 4-feet wide from the back of curb to the sidewalk. Landscape improvements include a detached 5-foot minimum sidewalk or dimensions the right-of-way will accommodate. In areas where detached sidewalks resulted in impacts to surrounding properties, attached sidewalks were used instead. Non-slip concrete finishes and scoring patterns such as salt finish concrete and grid scoring will be proposed to provide unique treatments for specific areas.

iv. Bicycle Infrastructure

To the maximum extent possible, bicycle lanes will be provided as a continuous dedicated lane on Central Avenue. The bicycle lanes will be designed to a minimum dimension of 5.5-feet wide. Where right-of-way is limited, 12-foot sharrows are provided. Bicycle markings will be placed within the lane. Where bicycle lanes approach major flared intersections, bicycles will share the right turn lane with vehicles and a sharrow designation marker will be placed on the pavement per City of Phoenix design standards. Bicycles for public use will be made available by the City of Phoenix Grid Rideshare Program at key locations in the corridor.
v. Signage and Wayfinding

Signage within the South Central Extension will be designed to clearly and easily communicate information for all users. Signage must be sufficient so that even first-time system users will be able to effortlessly access the system.

Signage provided within the South Central Extension will be regulatory, directional, or informative. Regulatory signage includes all signs required per Arizona Department of Transportation (ADOT), City of Phoenix and federal standards. Regulatory signs communicate legal and safety regulations to vehicles and pedestrians.

The purpose of informative signage is to identify the station, nearby landmarks, and to indicate to drivers and pedestrians that they are approaching light rail facilities. Informative signage may include station identification, directional and travel signage, or wayfinding signage. Transit tracker displays will be located at each platform loading area and will provide real-time information for patrons.

If desired, the City of Phoenix may also provide enhanced informative signage that may include lighted signage kiosks with maps that illustrate bus connections, bike paths, and nearby institutional, cultural and recreational facilities. These features will inform patrons of surrounding destinations and additional nearby transit connections.

Guideline: Regulatory signage complies with City of Phoenix, Valley Metro and Manual on Uniform Traffic Control Devices (MUTCD) standards. Informative and directional signage shall follow Valley Metro guidelines and potentially be enhanced with integrated art.
DESIGN ELEMENTS

**Gateway Elements**

As the name suggests, gateway elements provide an important identification function and indicate to patrons and visitors that they are entering a new place. Gateway elements in combination with other memorable features in or around a station shape the patron perspective and communicate identity.

**Art – Public Realm**

There are many opportunities to incorporate art within the public realm. Art pieces may reflect unique or cultural elements of the neighborhood in which they are located. Artists will work with community members and stakeholders to develop art that is appropriate.

**Pavement/Sidewalks/Crosswalks**

Pavement, sidewalks, and crosswalks will be selected for the South Central Extension based on their functionality and ability to integrate with existing materials. Particularly crosswalks must be made highly visible to all users. All pavement, sidewalks, and crosswalks used within the project will comply with City of Phoenix, ADA and ADAAG standards.

**Tree Grates and Planters**

Enhanced landscaping such as planters and tree grates beautify the street and provide the opportunity to incorporate additional greenery into the streetscape. These elements may be used along the edge of the street and may help to visually differentiate one space from another.

---

**a. System Identity and Branding**

The South Central Extension will utilize fixed design elements throughout to ensure visual consistency and indicate continuity with the entire Valley Metro system. Other elements may be customized by station to establish a unique identity and may be coordinated through Valley Metro's Public Art Program.

**b. Creating Landmarks**

Landmarks within the South Central Extension may take the form of public art, unique landscaping, or differentiated wayfinding signage. Establishing landmarks help in creating memorable elements that assist patrons with navigation and being able to recognize where they are within the Valley Metro system.

Station design and the use of public art offer an excellent opportunity to develop each station as a special place. The station becomes a local landmark with unique visual elements and special colors that establish the cultural identity of each specific location.

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**vi. Public Art**

**a. Overview of Valley Metro Public Art Program**

The incorporation of public art will be a prominent feature of the South Central Extension. Artists have been selected and contracted to create public art elements on the extension. The selected artists will work closely with Valley Metro and the project team to determine the operational constraints and standards for integrating art into the station platforms, entrance ramps, and TPSS/signal buildings. All artwork is subject to approval by Valley Metro and the City of Phoenix to ensure that accessibility and safety requirements are met. Valley Metro will host a public open house to discuss public art alternative concepts.

Guideline: Artists selected to create public art elements on the extension will collaborate with Valley Metro and the project team to determine the best ways to integrate public art.
Appendix A - Landscape and Irrigation
A. Corridor Planting Approach
Fundamental elements of the South Central Extension’s planting approach includes a planting scheme that considers existing conditions, reinforces station design elements, provides shade for patrons, uses low-water plant materials, and maintains safety for patrons.

B. Plant Palette by Character Zone
A plant palette was developed to provide a plant list that will respond to the existing character zones and relate to specific station areas. Specific plant materials are identified for each station location as shown in the comprehensive plant list.

Please refer to the comprehensive plant list on the following pages.

i. Tree Selection per Character Zone
Trees serve an important role in the South Central Extension planting approach. Trees will be placed to provide the optimum amount of shade possible for walkways and other passenger waiting areas. Trees were selected per station influence zone:

City Center:
Downtown Hub Stations
Chilopsis Linearis ‘Lopur’, Desert Diva
Pistacia Chinensis, Chinese Pistache

Jefferson/3rd Ave Station:
Acacia Aneura, Mulga
Pistacia Chinensis, Chinese Pistache

Warehouse District:
Lincoln/Central Ave and Lincoln/1st Street Station
Chilopsis Linearis ‘Lopur’, Desert Diva
Pistacia Chinensis, Chinese Pistache
Ulmus Parvifolia ‘Allee’, Evergreen Elm

Central City South:
Buckeye/Central Ave Station
Chilopsis Linearis ‘Lopur’, Desert Diva
Pistacia Chinensis, Chinese Pistache
Phoenix Dactylifera, Date Palm
Ulmus Parvifolia ‘Allee’, Evergreen Elm

South Phoenix:
Pioneer/Central Ave Station
Chilopsis Linearis ‘Lopur’, Desert Diva
Caesalpinia Gilliesii, Yellow Bird of Paradise
Parkinsonia Floridum, Blue Palo Verde
Pistacia Chinensis, Chinese Pistache
Prosopis x ‘Phoenix’, Thornless Mesquite

Broadway/Central Ave Station
Chilopsis Linearis ‘Lopur’, Desert Diva
Phoenix Dactylifera, Date Palm
Pistacia Chinensis, Chinese Pistache
Sophora Secundiflora, Texas Mountain Laurel

Roesser/Central Ave Station
Acacia Aneura, Mulga
Caesalpinia Gilliesii, Yellow Bird of Paradise
Chilopsis Linearis ‘Lopur’, Desert Diva
Phoenix Dactylifera, Date Palm
Pistacia Chinensis, Chinese Pistache

Southern/Central Ave Station
Acacia Aneura, Mulga
Caesalpinia Gilliesii, Yellow Bird of Paradise
Chilopsis Linearis ‘Lopur’, Desert Diva
Phoenix Dactylifera, Date Palm
Ulmus Parvifolia ‘Allee’, Evergreen Elm

Baseline/Central Ave Station
Acacia Aneura, Mulga
Chilopsis Linearis ‘Lopur’, Desert Diva
Pistacia Chinensis, Chinese Pistache
Ulmus Parvifolia ‘Allee’, Evergreen Elm
### MASTER PLANT LIST

<table>
<thead>
<tr>
<th>CHARACTER ZONE</th>
<th>STATION AREA</th>
<th>PLANT TYPE</th>
<th>TREES</th>
<th>SHRUBS - LARGE</th>
<th>SHRUBS - MEDIUM TO SMALL</th>
<th>GRASSES</th>
<th>GROUND COVERS</th>
<th>ACCENTS</th>
<th>VINES</th>
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<tr>
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<td>BUCKEYE/ CENTRAL AVE</td>
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<td>LINCOLN/ CENTRAL AVE AND LINCOLN1ST AVE</td>
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<td>DOWNTOWN HUB - EAST</td>
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<td></td>
<td>JEFFERSON/3RD AVENUE</td>
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</table>

**PLANT TYPE**
- Trees
- Shrubs - Large
- Shrubs - Medium to Small
- Grasses
- Ground Covers
- Accents
- Vines
ii. Station Platform Landscaping

The station platform landscaping will provide some variation for specific planting treatments as they relate to the character zones and station locations. However, this variation will be limited due to the restrictive nature of the plant material growth sizes and types that can be used on the platforms. As the platform stations will have limited planter space, the plant species are selected based upon their ability to thrive in both confined spaces and in the harsh desert environments. All plant materials will adhere to the local and jurisdiction design regulations including the Arizona Department of Water Resources "Low Water Use Drought Tolerant Plant List". Plant materials will be considered to be durable due to the high volume of pedestrian traffic immediately adjacent to the planter beds. The following is a list of plants being considered for use on the station platforms and approaches:

Tree species are selected for their compact form, hardiness and visual appeal. With the planter space approximately 4’ x 4’ and the overhead catenary poles and lines adjacent to the station platform, the selected trees species must meet these constraints. The three trees species listed in the plant legend above have proven themselves on past light rail projects and/ or meet the selection criteria. Mulga, Yellow Bird of Paradise, Desert Diva, and Texas Mountain Laurel trees will be used for the station platforms for this project.

Structural soil is to be used at tree planting locations at station platforms. Structural fill is designed to provide ample rooting area for street trees, decreasing tree mortality and sidewalk failure. The structural soil is comprised of crushed rock, pre-mixed soil loam, tackifier and recommended amendments. This information will be clearly defined in the specifications and details during later design phases.

The majority of the station platform planting will occur at the station approaches. Shrubs, accents and groundcovers will be selected that do not encroach into the walkway at their mature size and provide visual interest to light rail patrons. As landscape maintenance is a reoccurring cost, plant selection will also be determined based upon this consideration.

Trellises integrally constructed with the platform shade structure and along the sides of the access ramps will provide opportunities for planting vines. As these planters are typically “tight”, the vines are selected for their hardiness, ability to thrive, proven on other previous LRT projects and providing a visually attractive screen.

### STATION PLATFORM PLANT LIST

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
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</thead>
<tbody>
<tr>
<td>TREES</td>
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<tr>
<td>Acacia anuera</td>
<td>Mulga Tree</td>
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<tr>
<td>Caesalpinia gilliesii</td>
<td>Yellow Bird of Paradise</td>
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<tr>
<td>Chilopsis linearis 'Lopur'</td>
<td>Desert Diva</td>
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<tr>
<td>Sophora secundiflora</td>
<td>Texas Mountain Laurel</td>
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<tr>
<td>SHRUBS / GROUNDCOVER</td>
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</tr>
<tr>
<td>Chrysactinia mexicana</td>
<td>Damianita</td>
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<tr>
<td>Eremophila maculata</td>
<td>Valentine Bush</td>
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<td>Muhlenbergia capillaris</td>
<td>Regal Mist Deer Grass</td>
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<td>Ruellia brittoniana</td>
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<td>Ruella equisetiformis</td>
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<td>ACCENTS</td>
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<td>Aloe ‘Blue Elf’</td>
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<td>Asclepias sublata</td>
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<td>Euphorbia antisiphilitica</td>
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<td>Euphorbia rigida</td>
<td>Gopher Plant</td>
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<td>Hesperaloe parviflora 'Perpa’ Brakelights</td>
<td>Crimson Yucca</td>
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<tr>
<td>Pachycereus marginatus</td>
<td>Mexican Fence Post Cactus</td>
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<tr>
<td>VINES</td>
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<tr>
<td>Hardenbergia comptoniana</td>
<td>Lilac Vine</td>
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<td>Macfadyena unguis-cat</td>
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<td>Merremia aurea 'Kellon'</td>
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<td>O'Donnell</td>
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<tr>
<td>Parthenocissus x ‘Hacienda Creeper’</td>
<td>Hacienda Creeper</td>
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<tr>
<td>Passiflora Caerulea</td>
<td>Snail Vine</td>
</tr>
</tbody>
</table>

C. Irrigation

The irrigation systems for the station platforms and all Valley Metro maintained landscape areas will be controlled by a digital CalSense control system with flow sensors that are installed within 350-feet of station platform communication cabinets. These Valley Metro maintained landscape areas will also have their own assigned meters, backflow prevention devices and valves. These items will be the responsibility of Valley Metro to maintain. Other locations will be controlled independently by the City of Phoenix.