



Planning Commission
Online Meeting Agenda
Wednesday, February 17, 2021

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REGULAR MEETING

6:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. OPENING STATEMENT

4. APPROVAL OF MINUTES

January 20, 2021.

5. PUBLIC HEARING ITEMS

a. SPECIFIC AREA PLAN FOR OLD TOWN, CASHION, AND LAS LIGAS/RIO VISTA - APPLICATION PL-20-0056

Planning Commission will consider a request to approve application PL-20-0056, The Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista. The Plan is to reflect evolving economic development and planning conditions to attract new businesses and residential development to these areas. The intent of the Plan is to reflect the City's current level of expectation for revitalization in the next several years in the three areas.

Staff Contact: Jodie Novak, Development & Engineering Services Assistant Director

6. ACTION ITEMS

a. DEL RIO RANCH III PHASES 2 THROUGH 5 – PRELIMINARY PLAT AMENDMENT – APPLICATION PL-20-0154

Planning Commission will consider a request by Mr. Keith Nichter, Kimley-Horn, on behalf of property owner Don Switzenberg, DC Holdings Inc., for approval of an amended Preliminary Plat for Del Rio Ranch III Phases 2 through 5, a proposed 358-lot single family subdivision located on approximately 128.89 gross acres at the southeast corner of Buckeye Road and the Agua Fria River. With approval of the amended Preliminary Plat, Del Rio Ranch III will include a total of 521 single-family lots, inclusive of the 153 lots currently in development by Beazer Homes (and not impacted by the proposed amended plat) within Phase 1 of the project. Commission will take appropriate action.

Staff Contact: Ken Galica, Division Lead Planner

7. PLANNING DIVISION REPORT

8. CALENDAR

Next meeting is March 17, 2021.

9. ADJOURNMENT

Members will attend by telephone conference call. Los miembros asistirán vía teleconferencia. Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the meeting. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oído, o con necesidad de impresión grande o intérprete, deben comunicarse con la Secretaría de la Ciudad al 623-333-1200 o TDD 623-333-0010 cuando menos dos días hábiles antes de la junta del Concejo.

Wednesday, January 20, 2020
6:00 P.M.

Note from the Clerk: The January 20, 2020 Planning Commission meetings was hosted online using the online Zoom Cloud Meeting platform. Chair Iwanski attended in person and all other participants by phone or video.

1. CALL TO ORDER

Chair Iwanski called the Regular Meeting to order at 6:00 p.m.

2. ROLL CALL

The following members and representatives were present:

COMMISSIONERS PRESENT IN PERSON/PHONE/VIDEO

David Iwanski, Chair
Christopher Thompson, Vice Chair
Alisha Meginnis, Commissioner
Lisa Osborne, Commissioner
Denise Stanfield, Commissioner
Linda Warren, Commissioner
Larry White, Commissioner
Blanca Uvari, Alternate Commissioner

CITY STAFF PRESENT

Nicholle Harris, City Attorney
Jodie Novak, Assistant Director
Brian Craig, Planning Manager
Denise Zazueta, Administrative Assistant

Chair Iwanski introduced new Commissioners Uvari and Commissioner Meginnis, who provided a brief overview of their backgrounds. Chair Iwanski welcomed Christopher Thompson to the role of Vice Chair.

3. OPENING STATEMENT

Chair Iwanski read the Opening Statement.

4. APPROVAL OF MINUTES

a. December 16, 2020, 2020

Commissioner Osborne moved to approve the December 18, 2020 minutes as presented; Commissioner Warren seconded the motion.

Upon vote, the motion was carried 7 to 0.

David Iwanski, Chair	Aye
Commissioner Thompson, Vice Chair	Aye
Commissioner Meginnis	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Warren	Aye
Commissioner White	Aye

5. DISCUSSION ITEMS

a. SPECIFIC AREA PLAN FOR OLD TOWN, CASHION AND LAS LIGAS/RIO VISTA (APPLICATION PLAINTIFF-20-0056)

Jodie Novak, Assistant Director, stated that the Plan acts as a guidebook to foster redevelopment and encourage new development. The Plan will reflect the City's vision for its owned properties and will address the question of what land uses would benefit the neighborhoods. Other important focuses are to ensure that the Old Town Historic Area and Cashion area continue to thrive economically. These areas contain the majority of the commercially zoned properties. Identity for the three (3) areas is created with the development of gateway intersections. These are key intersections of vehicle and pedestrian activity along the arterial street system. In addition, there are focus areas, which currently consist of vacant land, but are being reviewed to determine best uses and opportunities. The Plan discusses placemaking, which involves a sense of identity. This may include additional improvements to parks as well as guidelines for high quality development. The plan includes an implementation strategy, an economic development tool, which addresses key goals. A gateway intersection welcomes visitors to residents to key areas of the City. The intersection may include decorative signage, low walls, wayfinding, enhanced landscaping or artwork. The Plan provides preliminary concepts.

The City would like to encourage development on its own properties. The City will address potential land uses. There are restrictions on some properties, which were purchased many years ago with federal funding through neighborhood stabilization programs. A map of key focus areas was reviewed. Examples of gateway intersections were reviewed, including Dysart Road and Western Avenue, intersections on Buckeye Road, and Lower Buckeye Road and El Mirage Road. There are eight key focus locations in the Old Town area. Potential ideas for the three (3) City-owned properties in this area are shown on the slide. A slide representing the OTAB zoning overlay area was presented. The bounded area includes residential properties with the potential to be converted to limited commercial use properties, such as a boutique, coffee shop, office or bed and breakfast. This offers additional options for economic tourism and revenue for the Old Town Area. The proposal is to expand the boundary line for this area.

Cashion is a well-developed neighborhood. The City-owned property located at 111th Avenue and 4th Street was discussed, as was the potential for purchasing the property directly to the south. Neighborhood input suggested a community park. Potential development concepts were reviewed.

The Las Ligas/Rio Vista District includes significant parcels of individually owned vacant land, zoned residential. It is hoped that with the growth south of the area (Alamar and Verde Trails), property owners may have interest in developing single-family homes. The neighborhood is anchored by Las Ligas Park, which is the only City-owned land in the area. There is consideration for the addition of signage and amenities to the park.

Placemaking strategies include wayfinding signage, neighborhood signage, marketing/events, art, community engagement, public infrastructure, land use and zoning and public safety. Development form focuses on design, partly in terms of site design with new development, redevelopment, landscaping, building architecture, public art and beautification, open space and light fixtures.

Significant reinvestment has already taken place in Old Town. Other projects under construction or expected to be under construction in the future include Marbella Park single-family subdivision, Expansion of Southwest Lending Closet, Avondale Townhomes on Dysart, Crystal Cove Apartments, Kazi's Gas Station convenience store and drive-through restaurant, Infill custom homes, Hillcrest Villas.

Other investments include sidewalk improvements, driveway improvements, streetlights, asphalt paving, and water mains. These capital improvement projects (CIP) are being developed in phases within Historic Avondale areas. Completed CIP investments include the Resource Center, Festival Fields Park, wayfinding signs, and parking lot improvements at 6th Street/Western Avenue. Other upcoming improvements include cool pavement research to reduce heat island effect, pothole repair, and Fiscal Year 2024 Old Town entry feature/lighting.

A City Council work session was held in December, 2020. The presentation will go next to the Neighborhood & Family Services Commission on February 10th before coming back to the Planning Commission on February 17, 2021, for an action vote. City Council review and adoption is scheduled for March 22, 2021. Community outreach events were reviewed.

Chair Iwanski asked for input from the Commissioners as to how they would like to proceed, as the presentation and materials total approximately 140 pages. While encouraging Commissioners to pose any questions they wished to during the meeting, he also encouraged them to forward more complex questions to staff via email.

Commissioner Warren commended staff for their work on the plan, which has the potential to revitalize the areas by driving more businesses and residents to the locations.

There were no further questions.

Chair Iwanski asked Commissioners to forward any additional questions to Mr. Craig no later than close of business on Monday. This will provide staff with two (2) weeks to respond to these questions in preparation for the Commission's February meeting.

6. PUBLIC HEARING ITEMS

a. ZONING ORDINANCE TEXT AMENDMENTS - SECTION 4 (EMPLOYMENT DISTRICTS) - ZONING APPLICATION PL-20-0338

Mr. Craig stated that this item relates to the Zoning Ordinance text amendments presented at the last meeting and represents a minor update to the employment section of the zoning ordinance. Updates to the ordinance are contained in Sections 1 and 13 related to passage of 2020 Ballot Proposition 207 for recreational use of marijuana. Inadvertently, Section 4 of the zoning ordinance was not addressed. It contains the A-1 General Industrial District, the only zoning district in the City where medical or recreational marijuana is an allowed use. The definitions and land use terms must be updated to match the language used last month. The term "Medical marijuana establishment" will be replaced with "Marijuana establishments," to align with the language presented last month. In addition, the term "Medical marijuana cultivation location" will be replaced with the term "Marijuana establishment." Staff recommends approval of the application.

Chair Iwanski opened the public hearing. There were no questions or comments. As such, Chair Iwanski invited a motion.

Commissioner Osborne moved to approve Application PL-20-0338; Vice Chair Thompson seconded the motion.

Upon vote, the motion was carried 7 to 0.

David Iwanski, Chair	Aye
Commissioner Thompson, Vice Chair	Aye
Commissioner Meginnis	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Warren	Aye
Commissioner White	Aye

7. PLANNING DIVISION REPORT

Mr. Craig stated that the Specific Plan will be included on next month's agenda. The Department has received several Major General Plan amendments and Rezoning applications, which will be coming to the Commission early in the year.

Chair Iwanski thanked Commissioner Warren for her contributions as Vice Chair, especially during times when he was unavailable. He congratulated Vice Chair Thompson for his Vice Chairmanship. He again welcomed Commissioners Meginnis and Uvari.

8. CALENDAR

The next meeting is February 17, 2021.

9. ADJOURNMENT

There being no further business before the Commission, Commissioner Osborne moved to adjourn the regular meeting; Vice Chair Thompson seconded the motion.

Upon vote, the motion was carried 7 to 0.

David Iwanski, Chair	Aye
Commissioner Thompson, Vice Chair	Aye
Commissioner Meginnis	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Warren	Aye
Commissioner White	Aye

Meeting adjourned at 6:40 p.m.



AGENDA ITEM REPORT

SUBJECT: Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista -
Application PL-20-0056

MEETING DATE: 2/17/2021

TO: Planning Commission

FROM: Jodie Novak, Development & Engineering Services Assistant Director

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will consider a request to approve application PL-20-0056, The Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista. The Plan is to reflect evolving economic development and planning conditions to attract new businesses and residential development to these areas. The intent of the Plan is to reflect the City's current level of expectation for revitalization in the next several years in the three areas.

BACKGROUND:

In July 2014, the City of Avondale adopted the Historic Avondale Design and Development Guidelines for the basis of implementing design quality with new construction, renovations, and preservation in the Historic Avondale area (also referred to as Old Town). The goal of these design guidelines was to provide flexible design standards that support the revitalization of Historic Avondale while maintaining the area's small-town charm, fostering a pedestrian-oriented vibrant community, and enhancing the architecture, amenities, and street design. Since the guidelines were adopted, this area has improved with new businesses, façade renovations, street enhancements, and amenities specifically along Western Avenue, Central Avenue, and Dysart Road. A plan that provides a framework for not only Old Town but also the Cashion and Las Ligas/Rio Vista neighborhoods is beneficial to the long-term growth of these areas. These three areas encompass approximately 1,860 acres. The Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista establishes a framework of land uses, Western Avenue improvements, gateway intersections and key focus areas, placemaking, and economic development implementation strategies. (Exhibit A)

The Plan provides a vision to focus on areas within the Avondale community; Old Town, Cashion, and Las Ligas/Rio Vista. Old Town serves as a primary business district with opportunities for increased commercial businesses and a more pedestrian-oriented environment. The Las Ligas/Rio Vista area offers opportunities for new residential development and this increased density supports the nearby Old Town area. The Cashion area has opportunity for commercial and light industrial businesses as well as residential infill or open space on vacant parcels. Overall, the Plan provides a vision for residential neighborhoods and business areas to have access to services, places to dine, shop, and attend local events, and implements placemaking opportunities through neighborhood identification, art, and a sense of community.

DISCUSSION:

As a part of the Specific Area Plan process, a market analysis was completed to better define the economic market for the Old Town area. The completed market analysis focuses on development opportunities specific to this area and outlines market-driven considerations to help create a more attractive economic environment. The Old Town area benefits from relatively close proximity to Interstate 10 as well as higher traffic roadways such as Buckeye and Dysart roads. To plan for future growth in this area, a mixed-use central business district core with a restaurant and entertainment district may be a viable opportunity in the long term. Western Avenue and Dysart Road have destination restaurants already that support the need for destination establishments to create momentum for a district. Existing open space and nearby parks are also an asset for public gathering spaces.

The market analysis recommends the following: high density residential in the area to help induce additional retailers and restaurateurs; public “pop-up” events, concerts, movies at the park, farmers markets, and the like; preservation and enhancement of residential neighborhoods through infill and renovation; and public acquisition of private parcels over time for consolidation and redevelopment. There are opportunities for interim uses such as “pop-up” events to create additional foot traffic to nearby commercial establishments, provide additional sidewalk and vacant lot edge planting to improve the overall look of neighborhoods, signage and identification for neighborhood identity, and neighborhood beautification and a community awareness program for neighborhood safety. One weakness that the market analysis identifies is the overall lack of residential densities near Old Town. There is a need for a higher population in the Old Town area as successful downtowns studied have greater residential populations. This is a temporary disadvantage as the area has opportunity to experience growth.

City investments to these three areas have occurred from 2000 to 2020, with plans for improvements through 2027. These investments include CIP projects for the Sam Garcia library, police and fire facilities, Festival Fields Park, Resource Center, CDBG for streets and sidewalks, improvements on Central Avenue from Western Avenue to Van Buren Street, sidewalk repairs on Western Avenue from Dysart Road to Central Avenue, streets in Historic Avondale/Cashion/Las Ligas, Care 1st Resource Center, Avondale Community Center, 9th Street Aesthetics, and street, sewer, and water infrastructure projects. These investments from 2000 to 2020 total \$69,565,883. In addition, \$13,705,300 has been invested in public art, wayfinding signage, Western Avenue decorative/holiday lighting, housing development, Dysart and Central improvements, Western Avenue parklets, infill program incentives, business micro-lending, business façade improvements, home repair program, and Sam Garcia children’s playground. Also, investments of \$11,326,645 from 2006 to present include CDBG and the HOME investment Partnership Program/AZ Department of Housing. Investments have been made in Make A Difference Day from 2000 to present for home repairs, volunteer service hours, and value of donated services totaling \$98,352. Current and upcoming CIP projects from FY20-21 to FY26-27 are budgeted for street and infrastructure improvements totaling \$30,963,329. Projects include the Historic Avondale Infrastructure Improvements Program, Western Avenue roadway improvements from 4th Street to Central Avenue, 9th Street improvements, Dysart Road right-of-way improvements from Van Buren Street to MC85/Buckeye Road, parking lot improvement at 6th Street and Western Avenue, slurry seal and asphalt patching in Historic Avondale, and wayfinding signs.

The Old Town area now has new colorful signage. A public parking sign was installed at the southeast corner of Western Avenue and 6th Street, making it easier for visitors to find public parking. This parking lot was recently improved with new pavement, parking spaces, and a light pole. Also, three wayfinding signs will be installed in Old Town promoting local attractions at southbound 3rd Avenue south of Western Avenue, southbound Central Avenue south of Western Avenue, and northbound Central Avenue north of the railroad tracks. These signs further market attractions in the area.

The Specific Area Plan process included a team of City staff, completion of the market analysis, an Ad Hoc Committee meeting with property and business owners and interested parties, and two Community Meetings. The Community Meetings were held on Wednesday, March 11, 2020 and Saturday, March 14, 2020. The Wednesday meeting had 75-80 attendees and the Saturday meeting had 15 attendees. Attendees at both meetings completed questionnaires specific to each of the three areas. (Exhibit B)

City staff from various departments were in contact with area property and business owners, and residents conducting in-person meetings, walking the business district to meet business owners, phone calls, and attending the two community meetings. A summary of attendee's comments is attached to this staff report. For Las Ligas/Rio Vista, comments included wanting to see more residential development, keep the area clean, and provide public art. For Cashion, comments included maintaining clean neighborhoods, having an identity, add public art, and add new commercial businesses. Lastly, for Old Town, comments included having a Mercado, encourage more pedestrian traffic, add more murals, have an identity, add more shops, add more commercial uses to support the area, and improve Western Avenue. Additional feedback included addressing homelessness, needing more streetlights, signage to identify each area, more police presence, add businesses, and develop vacant lots.

The historic area of Avondale has been referred to as "Historic Avondale" – a designation adopted for the area several years ago - and informally, as "Old Town". Through numerous discussions with community members, property and business owners, including an online NextDoor survey which yielded 49 respondents, an in-person survey of 17 businesses in the area, and an email survey to attendees of the Community Meetings receiving 13 responses, it was apparent that "Old Town" was the preferred name for the area and still used frequently. As a result, the Specific Plan refers to the historic area as "Old Town".

The Plan was presented to City Council as a discussion item on December 7, 2020, and at Planning Commission as a discussion item on January 20, 2021. The Plan was presented to the Neighborhood and Family Services Commission Meeting on February 10, 2021. City Council approval and adoption of the Plan is scheduled on March 22, 2021.

Attachments for this staff report include the Specific Area Plan Draft and two appendices, a market analysis and Western Avenue Corridor Parking Demand Study, as well as a summary of comments from the Community Meetings.

The complete Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista draft has been placed on the department webpage for public viewing.

BUDGET IMPACT:

The Economic Development Implementation Strategies will require significant investment of public funds. Some strategies are already included in the adopted budget, while others will require identification of new revenue sources or an additional commitment of general funds.

RECOMMENDATION:

Staff recommend Planning Commission **APPROVE** Application PL-20-0056 The Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista.

PROPOSED MOTION:

I move that Planning Commission **APPROVE** Application PL-20-0056 The Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista.

**Specific Area Plan
for
Old Town, Cashion, and Las
Ligas/Rio Vista**

Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista/Rio Vista - Table of Contents

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RESOLUTION NO. XXXX-XXX

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1.0 Introduction

History

Originally known as Coldwater Stage Station in the 1890s, commerce was at the heart of Avondale. Avondale had its beginnings as one of the very earliest stagecoach stations and post offices in the region, supplying travelers with provisions on their way from Tucson to northern Arizona and California. The town's most famous historical figure, Billy Moore, established a saloon, general store, and stage stop near the Agua Fria crossing.



While the town site moved twice, it settled in 1911 with a new post office and new name, Avondale. Billy Moore, a renegade who supposedly rode with the infamous Civil War's Quantrill Gang, was fond of embellishing facts with fiction. He was also shrewd enough to invest money in land speculation. In the early 1900s, one could buy an acre of land in the West Valley for a quarter, and Moore became the largest landowner by buying 280 acres for 70 silver dollars. Moore demonstrated his gambling spirit by opening a general store and saloon. His Coldwater Station was a watering hole for stagecoach drivers who crossed the arid desert for the promised land of California. This story and others led to Western Avenue growing to become the “heart” of Avondale.

Typical of small western towns, Western Avenue developed its eclectic, southwestern style based on elements that reflected its past; ranching, the railroad, and cotton farming industries, elements that can still be seen today in the area's simple, yet elegant, territorial and ranch style architecture.

Overview

The City of Avondale is located 15 miles west of downtown Phoenix with access to three major freeways (Interstate 10, State Highway Loop 101, State Highway Loop 202, and the future SR-30). With several hundred acres of accessible and developable greenfield land, a rich history, and landmark destinations, the City of Avondale continues to thrive. The Specific Plan is made up of three very distinct areas referred to as Old Town, Las Ligas/Rio Vista, and Cashion, as shown below in Figure 1-1.

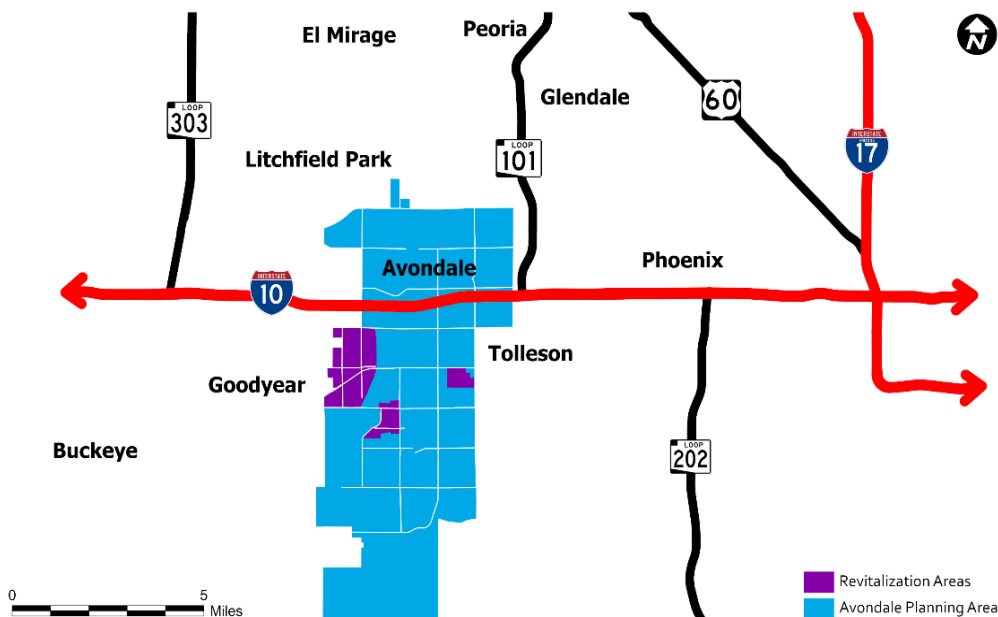


Figure 1-1
Regional
Area

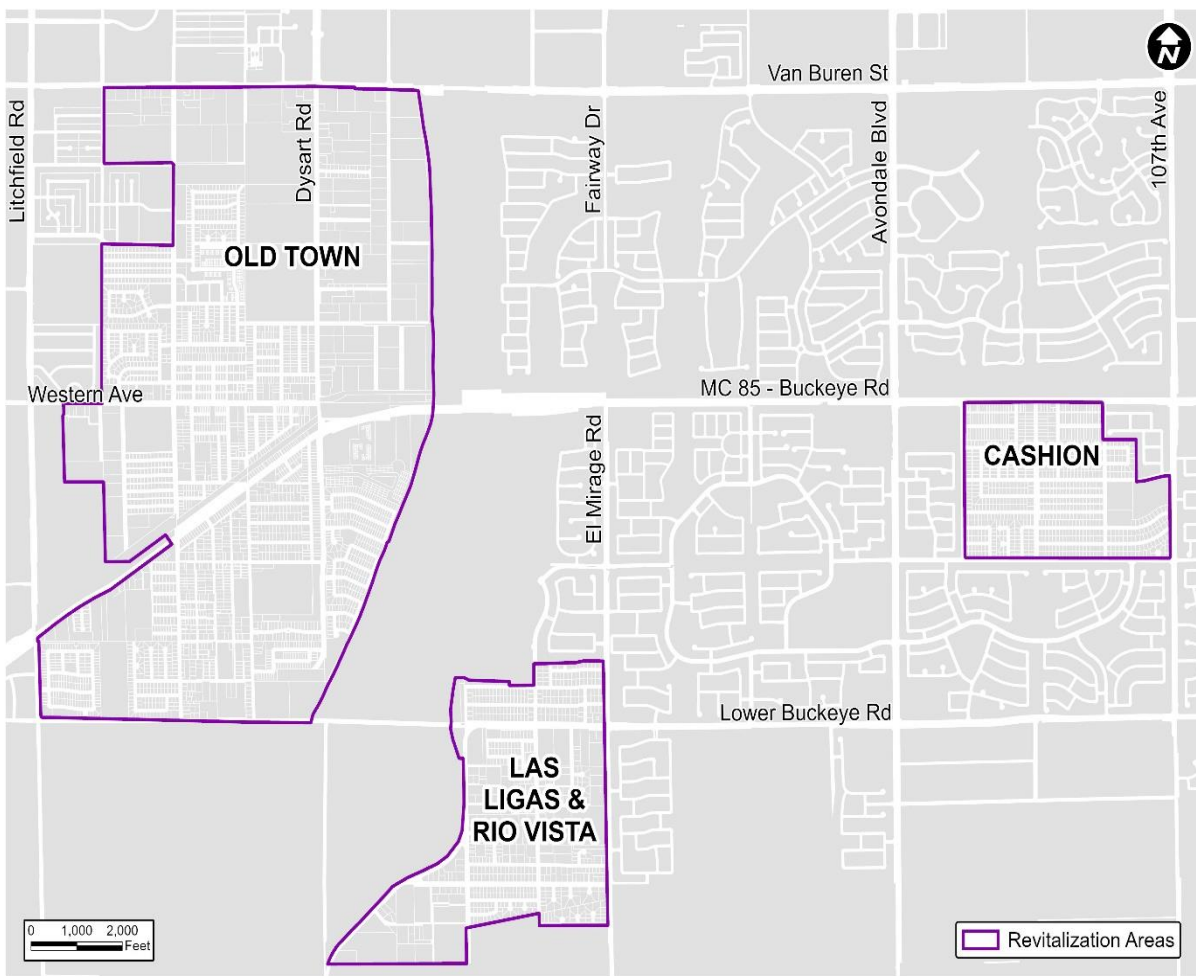
In 2019, the City of Avondale set forth an initiative to bring new development and revitalization in the next five years to the oldest areas of Avondale: Historic Avondale (also known as Old Town to many), Cashion, and Las Ligas/Rio Vista. The Specific Plan serves as an initiative to further growth opportunities for the next several years and beyond. Through an economic development evaluation, the City highlighted and evaluated opportunity sites ready for development as well as areas for enhancements to streets, amenities, land uses, and identification. The City worked with business and resident representatives of the three areas, development experts, and the citizens at large to shape this Specific Plan.

The three areas identified in this plan include a mix of residential housing types including single-family residential, townhomes, apartments, and mobile homes as well as commercial retailers, restaurants, offices, places of worship, public facilities and parks, and service providers such as automotive repair and light industrial businesses. The areas also include vacant land with opportunities to develop with commercial, residential, and light industrial respective to the area. All three areas contain the City's greatest concentration of older commercial buildings, and residential homes. The economic success of the area is in many ways dependent on maintaining the existing character and quality that sets the areas apart from other shopping destinations. For this reason, the preservation and restoration of older buildings in these three neighborhoods is of great importance.

The Plan is a specific area that implements the General Plan by providing development and design guidance for new development within the planning area. The Plan focuses on three neighborhood/districts that make up the total planning area of approximately 1,861 acres and is intended to encourage land use integration that supports the development of Avondale's older areas with new development, new businesses, public engagement, and an economically thriving and vibrant destination.

The Plan comprises three area districts; Old Town, Cashion, and Las Ligas/Rio Vista, which have visibility along major arterial streets and easily accessible within the City and the region, as shown below in Figure 1-2.

Figure 1-2 Revitalization Plan Areas



Avondale Revitalization Areas

Guiding Principles

Through a coordinated public and private effort, the Plan relies on four guiding principles to develop the Plan. These principles are:

- Encourage well-placed, well-designed commercial and residential developments
- Create a walkable, livable environment with plentiful open space
- Encourage a mix of residential, office, retail, restaurant, and service uses along with entertainment activities
- Foster high-quality development reflective of present-day market conditions while preserving the areas' culture and the opportunity for the area to flourish in the future

Through these principles, the Plan focuses on uses that will stimulate growth and establish thriving older areas. The Old Town area comprised of Buckeye Road/MC85, Western Avenue, Central Avenue, Dysart Road, and several residential districts is intended to have day-to-night activity, an 18-hour environment, by creating the appropriate balance of retail shops, unique restaurants, employment opportunities, open space, and residential uses.

This Specific Plan (The Plan) focuses on economic development steps, land use and zoning, marketing and branding, and revitalization. In short, the Plan is intended to promote new development and revitalization of the three areas in Avondale – Old Town, Cashion, and Las Ligas/Rio Vista.

Purpose

The purpose of the Specific Plan is to set the framework and vision for the areas. The Plan will serve both the residents and the business community with a well thought out path for future growth with implementation strategies. By creating a unique, iconic, and pedestrian-friendly destination within Avondale's specific areas the City in partnership with its residents can set the expectations for the future. This will be accomplished through sound planning practices and land use decisions.



The planning area has seen over \$80 million in public investment since 2000 through Western Avenue streetscape improvements, neighborhood street improvements, Madison Heights, City facilities including the Sam Garcia Library, Resource Center (under construction), Police Department, and open space/parklets, bike paths on Central Avenue, lighting on Dysart Road, neighborhood district identification, new signage, wayfinding signs, and the opening of new businesses. Both short- and long-term public and private investment will be necessary to realize the vision of the Plan.



The Plan contains several underdeveloped properties both privately and City owned. These properties create an important opportunity to contribute to the City's economic development and provide local employment, dining and shopping experiences, and services that will further strengthen the City's historic areas.

The areas contain many of Avondale's oldest buildings, including commercial and residential. The commercial areas should be carefully preserved, and buildings adapted to modern uses with new development carefully integrated into the area.



The residential areas should also be preserved while allowing for infill residential development on vacant parcels and allow for applicable business-oriented zoning on specific residential streets in Historic Avondale.

Because of the unique physical conditions of the area, including the Union Pacific Railroad tracks and State Route MC85 (Buckeye Road/Main Street), and the important role the Specific Plan will play in the future, this type of Plan has been selected as the most effective strategy to guide future development.

Vision

Through a coordinated public and stakeholder engagement effort, a vision for the Plan was established. The Specific Plan focuses on important areas within the Avondale community.

The Old Town area serves as a primary business district that is pedestrian-oriented with shops, restaurants, small plazas, and parklets that provide Avondale's growing population with an exciting and vibrant sense of place. Specified existing residential areas have opportunities for conversion to commercial uses such as cafes, boutiques, artist studios, and the like.

The Las Ligas/Rio Vista District offers opportunities for new residential development in this area. Increased residential density in this area further supports the nearby Historic Avondale District and Buckeye Road business areas.

The Cashion District has opportunity for commercial and light industrial business along Buckeye Road (MC85/Main Street) as well as residential or open space infill on vacant parcels within the residential neighborhood.

Overall, the Plan provides a vision for residential neighborhoods and business areas to have access to services, places to dine, shop, and attend local events.

Existing Development within the Specific Plan Area

WESTERN AVENUE

The central business district is Western Avenue, developed with restaurants, retailers, offices, automotive services, and other personal service businesses. Western Avenue serves as a thoroughfare to and from Central Avenue to Dysart Road with access to Buckeye Road.

BUCKEYE ROAD (MC85/MAIN STREET)

A major transportation corridor for locals, travelers, and industries, Buckeye Road is a State Route (MC85) that bisects the Old Town area. Many commercial and industrial businesses, churches, and residences are developed along this corridor.

The area south of the Union Pacific Railroad tracks along MC-85 is home to a group of silos which is a major landmark and very a significant attribute to the area and long - time residents of the Cashion neighborhood which should be preserved.

DYSART ROAD

This arterial street serves as business district and access to residences, commercial businesses, an industrial business park, and a school. Dysart Road ends at Lower Buckeye Road to the south, thus, providing a northbound accessway to northern Avondale.

CENTRAL AVENUE

The Central Avenue corridor borders the western edge of Historic Avondale providing access to existing residential neighborhoods, commercial businesses, places of worship, and public and private schools.

1.1 General Plan

A concurrent Text and Map Amendment to the Avondale General Plan 2030 is necessary so that the General Plan 2030 reflects the uses and vision for the historic areas as identified in this Plan.

1.2 Administration

Plan Organization

The Specific Plan lays out detailed provisions for land use, circulation, open space, and design form, along with an implementation plan. The Plan is organized as follows:

Chapter 1 of this document includes background information, summarizes the major conclusions determined during the team's initial research about the site context and existing conditions.

Chapter 2 presents the design framework by establishing the land use expectations and Districts. This framework is designed to foster revitalization in the three historic areas.

Chapter 3 provides the economic development implementation strategies.

A Policy Plan

The Specific Plan is a policy plan. The provisions are guidelines which will serve as a guide for evaluating proposed developments. The quantitative provisions of the Plan establish targets and provide a basis for project review, but they are not mandatory standards. The primary goal of the Plan is to ensure that the overall desired character and intensity of development is achieved in the Specific Plan as projects are built over time. Applicants may submit projects that meet the overall intent of the Plan but do not comply with all the development guidelines. Any project application should include an explanation of how the project meets the overall objectives and guidelines of the Specific Plan, and a justification for any departures from the Plan.

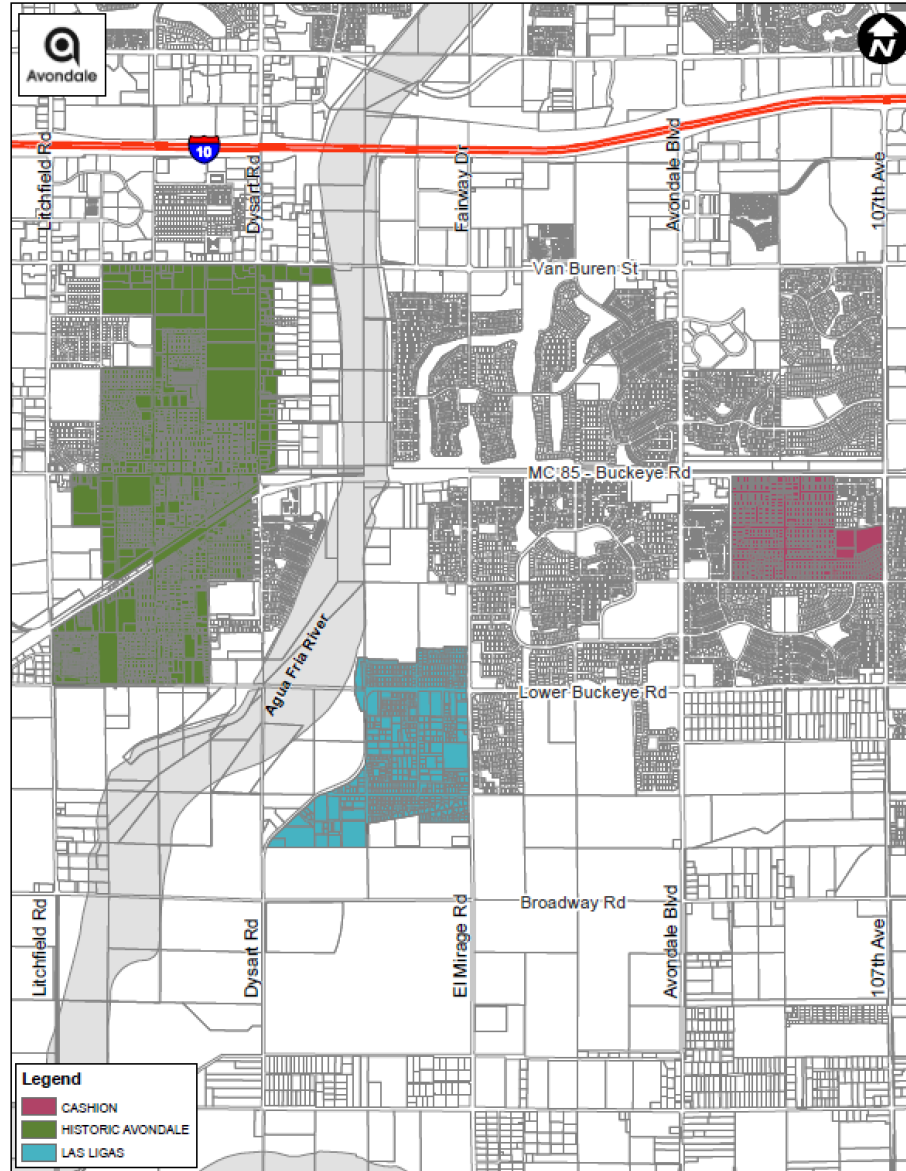
Development Review Process

- **Annexation.** Any properties that are not currently within the City limits must apply for annexation and be accepted according to the City's standard procedures.
- **Zoning.** All properties require proper zoning prior to development. Properties outlined in this Plan for zoning change, such as Old Town Avondale Business District zoning (OTAB) or other, require rezoning prior to development. The City will initiate the rezoning process for properties eligible for Cashion Business District (CBD) zoning.
- **Design Review.** A pre-application as well as Site Plan and Design Review must be submitted and approved prior to any development. The site plans, landscape plans, building elevations, and other components of the proposed development will need to be consistent with the Specific Plan and comply with all Zoning Ordinance requirements.
- **Flexibility in Development.** The City understands that typical development requirements such as stormwater retention, parking, setbacks, utility undergrounding, fire suppression, impact fees, and the like can often make development difficult when applied to smaller infill parcels that characterize

the revitalization areas. These requirements may drive the cost of a project higher than the market can support or simply require more land than is available. While sites must still function in a safe and orderly manner, the City has taken steps to lessen the burden of redevelopment within the Specific Plan areas and provide several incentive options to spur growth and attract new development as listed below.

- To provide further development opportunities and ***flexible development*** standards for the area, the Historic Avondale Infill Overlay Zoning District (HAIO) was adopted by the City Council in November 2013. When viewed as a companion to this document, the HAIO District (Zoning Ordinance Section 504) provides a powerful tool for business development by allowing for flexible development standards, including but not limited to, reduced setbacks and decreased parking requirements. Rezoning to the HAIO District may be requested for any property within the boundaries of Historic Avondale.
- The City reduces building permit and plan review fees by fifty (50) percent for all construction permits, commercial and residential, within specific areas of Historic Avondale as delineated by [Avondale City Code Chapter 19 Article IV](#), and as shown in Figure 1-3 below.
- The City offers accelerated plan review services for all projects adjacent to Western Avenue. Additionally, any project within the entire Historic Avondale area boundary is eligible for accelerated plan review if it incorporates green building standards.
- The City does not charge a “tap fee” for making a water connection for a fire sprinkler system. The City does not charge a “standby fee” for a water connection for a fire sprinkler system.
- The International Fire Code and the International Building Code include a multitude of “trade-offs” to reduce the cost of building construction when a fire sprinkler system is installed. In most cases these “trade-offs” save significantly more money than the installation of sprinklers costs. In addition, development within a “locally designated historic district” is eligible for relief from the International Energy Conservation Code. Through adoption of this document, development in Historic Avondale will become eligible for this relief.
- Engineering and traffic design standards may be waived or relaxed at the discretion of the City Engineer, on a case-by-case basis, so long as the proposed standard modification does not constitute an unsafe condition.

Figure 1-3 Infill Areas



2.0 Specific Plan Districts

The overall goal of the Specific Plan is to create an active, pedestrian-friendly environment, opportunities for growth, and a sense of identity within the three oldest neighborhoods in Avondale. Incorporating a mix of uses and varying scales of density and intensity among the three areas will assist in the revitalization and investment to the area. This will be implemented using the ‘Districts’ concept to define the three areas; Old Town, Cashion, and Las Ligas/Rio Vista.

Districts

The Districts are special places in Avondale with opportunities for growth and revitalization as well as maintaining the areas’ history. Below is a summary of each District.

Old Town

The core of Old Town, specifically Western Avenue and the neighborhoods directly adjacent, were subdivided and developed starting in the 1930s.

The architectural styles and street characteristics vary depending on the era in which a particular sub-area/neighborhood was developed. Figure 1-4 below identifies these neighborhoods.

The character of each neighborhood is influenced by zoning and street classification of adjacent roadways. Dysart Road has a commercial character, developed with auto-oriented businesses positioned to take advantage of the higher traffic counts on this arterial street. Conversely, Western Avenue is a narrower street with traffic calming instruments, brick pavers, and parklets that enhance the pedestrian experience.



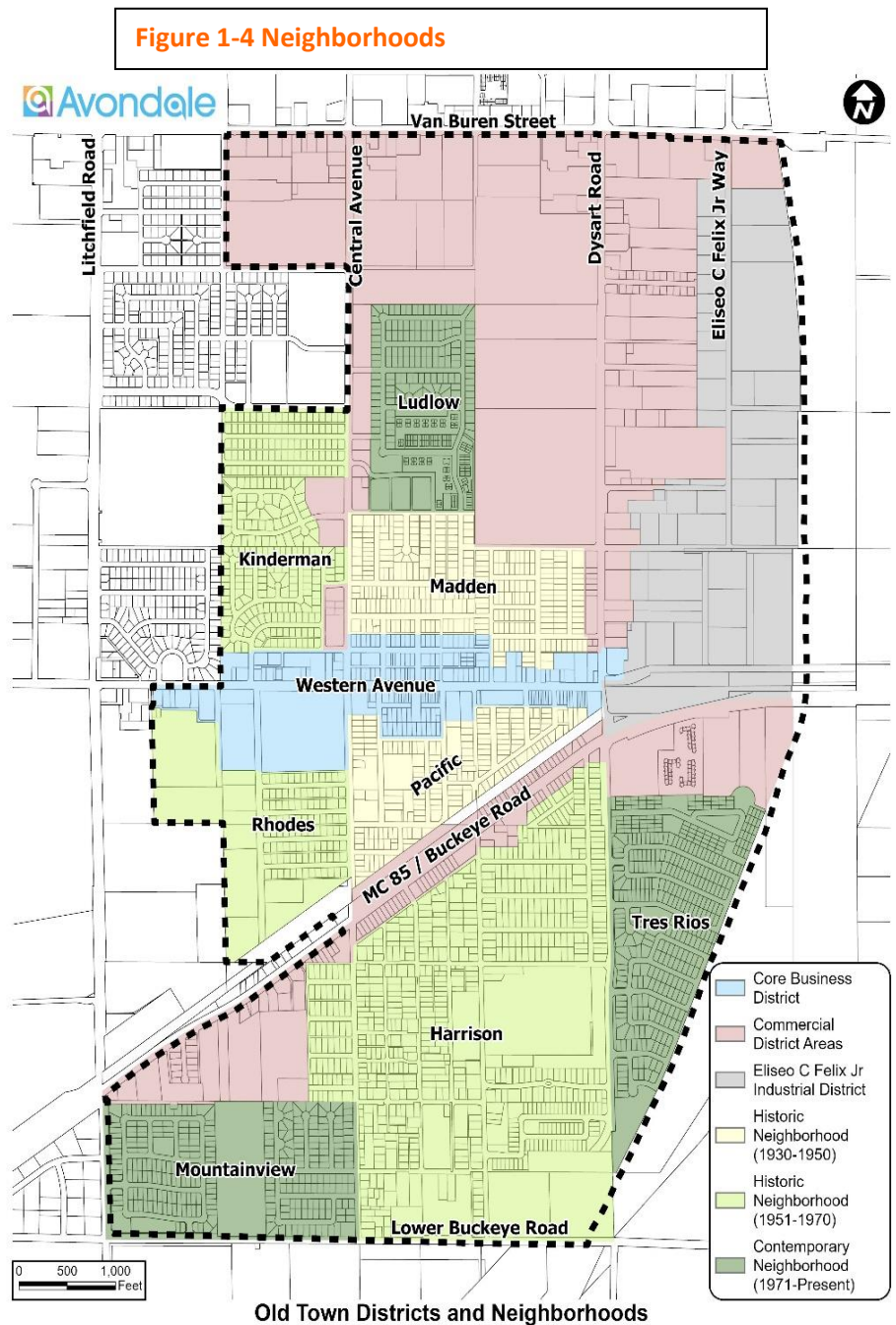
The ***“Old Town” District*** is characterized by different neighborhoods, varying architectural styles, land use and zoning, and overall character. The neighborhoods are well-established and have opportunity to maintain existing character and neighborhood feel as well as develop vacant properties and revitalize existing development.

Adaptive reuse is encouraged to enhance the area as well as Live/work units, art galleries, retail shops, restaurants, and other services along business corridors.



The Plan's focus for this area is on Western Avenue between Central Avenue and Dysart Road, Buckeye Road (MC85/Main Street) between Litchfield Road and the Agua Fria River, and undeveloped or adaptive reuse opportunities north of Western Avenue and south of Buckeye Road. The historical neighborhoods of Madden, Pacific, Kinderman, Rhodes, Harrison, Ludlow, Tres Rios, and Mountainview have a variety of architectural housing styles which should be preserved.

As families grow, home additions and modifications may be needed in which new construction should be integrated with the neighborhood's character as much as possible.



Cashion

The Cashion District is generally bounded on the north by Buckeye Road, on the south by Durango Street, on the west by 113th Avenue, and on the east by 107th Avenue. The history of Cashion includes an ostrich ranch called the Pan American Ostrich Farm which began raising ostriches for their feathers. The area developed with single-family residential homes and commercial along Buckeye Road. The Cashion neighborhood is a hometown to many generations of families in Avondale. The existing silos located along MC-85 hold a high level of significance for the long-time families in the area and should be preserved.



The local post office serves as a historical and significant point of pride for residents and should be preserved to hold its historic significance.



Properties along Buckeye Road have opportunities for commercial development and the Cashion Business District (CBD) zoning in lieu of the residential zoning. The CBD zoning is intended to encourage and facilitate the construction of new commercial enterprises and/or the expansion of existing businesses in the Cashion commercial corridor. This zoning district promotes flexibility in development standards necessary due to the smaller sized parcels in the area and encourages variation in circulation patterns and land use. Relative to the City's standard commercial zoning districts, the CBD includes development standards allowing for reduced setbacks, parking requirements and landscaping requirements. The CBD zoning may be established on any property located between 107th Avenue and 113th Avenue that has direct frontage on Buckeye Road. This Plan encourages new development and adaptive reuse of these properties to further enhance the area especially on the south and north sides of Buckeye Road. The north side of Buckeye Road is not directly a part of Cashion but serves as an opportunity to enhance the area and provide economic investment to the neighborhood.

Las Ligas/Rio Vista

The **Las Ligas/Rio Vista District** is characterized with single-family residential homes built from the 1940s to the 2000s. There are many vacant residentially zoned parcels including larger lots providing for new housing in the area. The Las Ligas/Rio Vista District is bounded by Calle Hermosa on the north, El Mirage Road on the east, 127th Avenue/Vermeersch Road to the west, and Illini Street to the south. Lower Buckeye Road transects the Las Ligas and Rio Vista communities; Rio Vista is located on the north side of Lower Buckeye Road. The intersection of Lower Buckeye and El Mirage roads is an entryway into the District. Properties at this intersection would ideally develop with commercial uses, providing services to the surrounding area.

Gateway Intersections

In addition to general district concepts, there are Gateway Intersections that are important to the character and circulation of the revitalization areas. These intersections serve as gateways to the commercial and residential areas, and the areas' infrastructure, design, and function which are an integral success of these neighborhoods. City directional signage and streetscape improvements should be concentrated at these intersections, serving as gateway entry identifiers guiding drivers and pedestrians to key areas within the three historic Avondale areas.

There are key intersections identified in both Old Town, Cashion, and Las Ligas/Rio Vista. Gateway Intersections A and B serve as the north access points along Western Avenue whereas Intersections C through H are all along Buckeye Road (MC 85/Main Street), and Key Intersection I which is along Las Ligas/Rio Vista. The importance of each Gateway Intersection is outlined below.

Key Focus Areas

Within each of the three districts there are key focus areas which are vacant parcels of land primarily City owned. The goal of the key focus areas is to encourage development of these properties that will benefit the districts. There are locations for residential, commercial, and open space/activity uses. In support of the overall revitalization strategy, there are nine (9) Key Focus Areas that present additional opportunities for redevelopment or reuse. Each Key Focus Area is discussed in detail below.

Old Town District

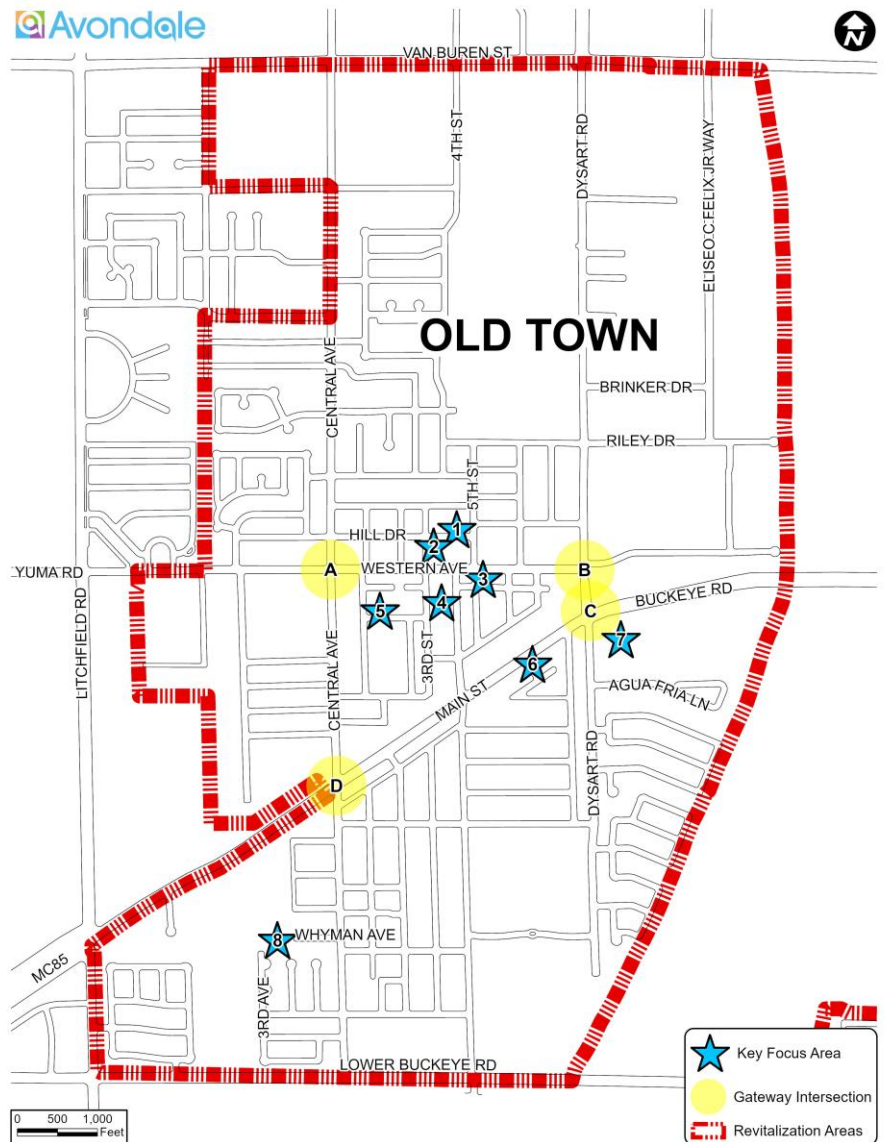
Gateway Intersections

Figure 2-1 Old Town District

- Gateway Intersection A.**
 At the intersection of Western Avenue and Central Avenue, Gateway Intersection A serves to anchor the west end of the primary commercial retail, restaurant, and services core of Historic Avondale. Central Avenue is a primary north-south route through the district terminating on the south end at Festival Fields Park.
- Gateway Intersection B.**
 At the intersection of Western Avenue and Dysart Road, Gateway Intersection B is the east gateway into Historic Avondale along Western Avenue. This intersection is encumbered by an offset alignment of Western Avenue and by the proximity of the Union Pacific Railroad line to the south.

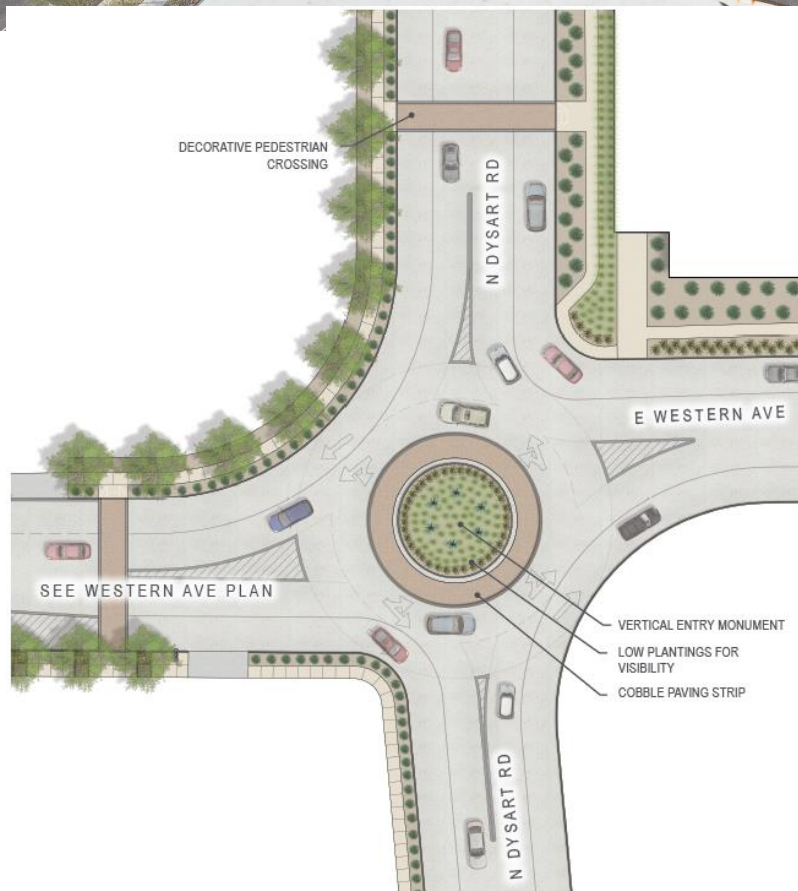
Figure 2-2 shows a proposed roundabout circulation concept that provides for a sense of arrival and destination to Western Avenue's commercial corridor. This intersection will benefit from easier access to left-turn movements for northbound and southbound traffic. Additionally, this intersection is a prime candidate for a gateway feature identifying the commercial core; one possible solution is vertical art or entryway element that draws the attention of traffic from Buckeye Road (MC85/Main Street) to Western Avenue and Van Buren Street.

To resolve the traffic conflicts while increasing the profile of Western Avenue, a roundabout with a central iconic gateway sculpture creates a gateway monument that will need to be tall enough to be visible from Buckeye Road and Van Buren Street, and will spur curiosity of passersby, while setting a recognition of being close to core commercial area.





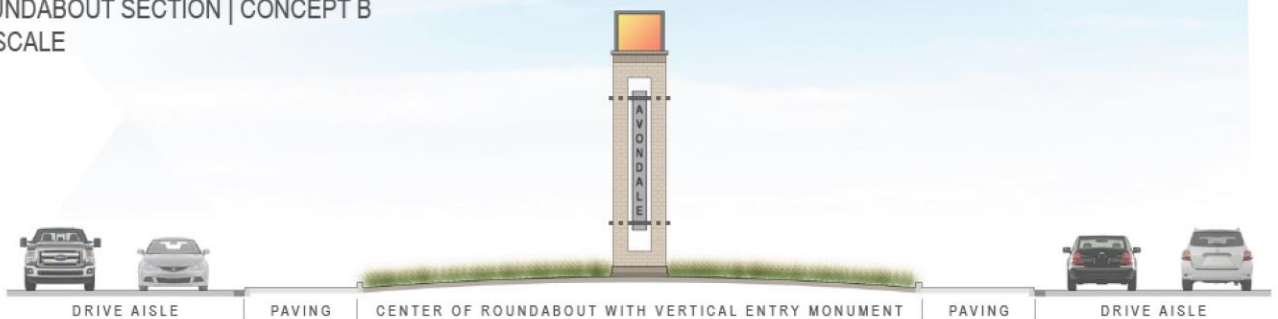
**Figure 2-2
Gateway Entry
at Western
Avenue and
Dysart Road
Roundabout**



WESTERN AVE AND DYSART ROAD
ROUNDBABOUT SECTION | CONCEPT A
1:8 SCALE



WESTERN AVE AND DYSART ROAD
ROUNDBABOUT SECTION | CONCEPT B
1:8 SCALE



There is an opportunity for a parking area on the southwest corner of Western Avenue and Dysart Road along the north side of the Union Pacific Railroad. This parking area includes enhanced landscaping and decorative screen walls including an Old Town identification sign. The parking area provides additional parking spaces for customers and event patrons as shown in Figure 2-3.

Figure 2-3 Southwest corner of Dysart Rd and Western Ave Parking Area



- **Gateway Intersection C.** At the intersection of Buckeye Road (MC85/Main Street) and Dysart Road, Gateway Intersection C is important for both its daily traffic volume and the opportunity it presents to link a regional highway to Historic Avondale. This intersection has an opportunity for a signature feature in this revitalization area.
- **Gateway Intersection D.** At the intersection of Buckeye Road (MC85/Main Street) and Central Avenue, Gateway Intersection D serves as both a primary southern gateway to the City and connection for residents south of Buckeye Road to the historic core area.

Key Focus Areas

There are City-owned properties within Old Town that remain undeveloped as discussed below. These City properties present an opportunity to activate vacant land for recreation purposes and to provide pedestrian connections to the commercial area on Western Avenue.

- **Key Focus Area 1.** There are two locations along Hill Drive related to this Focus Area. West of the northwest corner of Hill Drive and 5th Street are two parcels; one is a 7,000 square foot lot as part of the Hill Tract plat from 1944 with an adjacent 3,786 square foot horizontally oriented lot platted in 2013 and is utilized for stormwater retention. The larger parcel has an alleyway abutting the north and east sides of the lot. This property is adjacent to existing single-family residential homes, across the street from a townhouse development and an existing church property. There is an opportunity to develop this lot with a single-family residential home.

Figure 2-4 Key Focus Area 1, West of the northwest corner of East Hill Drive and North 5th Street



- **Key Focus Area 2.** The southeast corner of East Hill Drive and North 3rd Street includes a 7,430 square foot lot and a larger 14,560 square foot lot, a total of 0.50 acres. These properties could develop with residential townhomes or have a commercial component with residential to create a mixed use concept. An active open space on a portion of the site is another option, as shown below. The alleyway could be activated with greenery and/or wall art or other pedestrian-oriented features to enhance the area leading to Western Avenue, creating a neighborhood pedestrian accessway to restaurants and shops.



Figure 2-5 Key Focus Area 2, Southeast corner of East Hill Drive and North 3rd Street



- **Key Focus Area 3.**

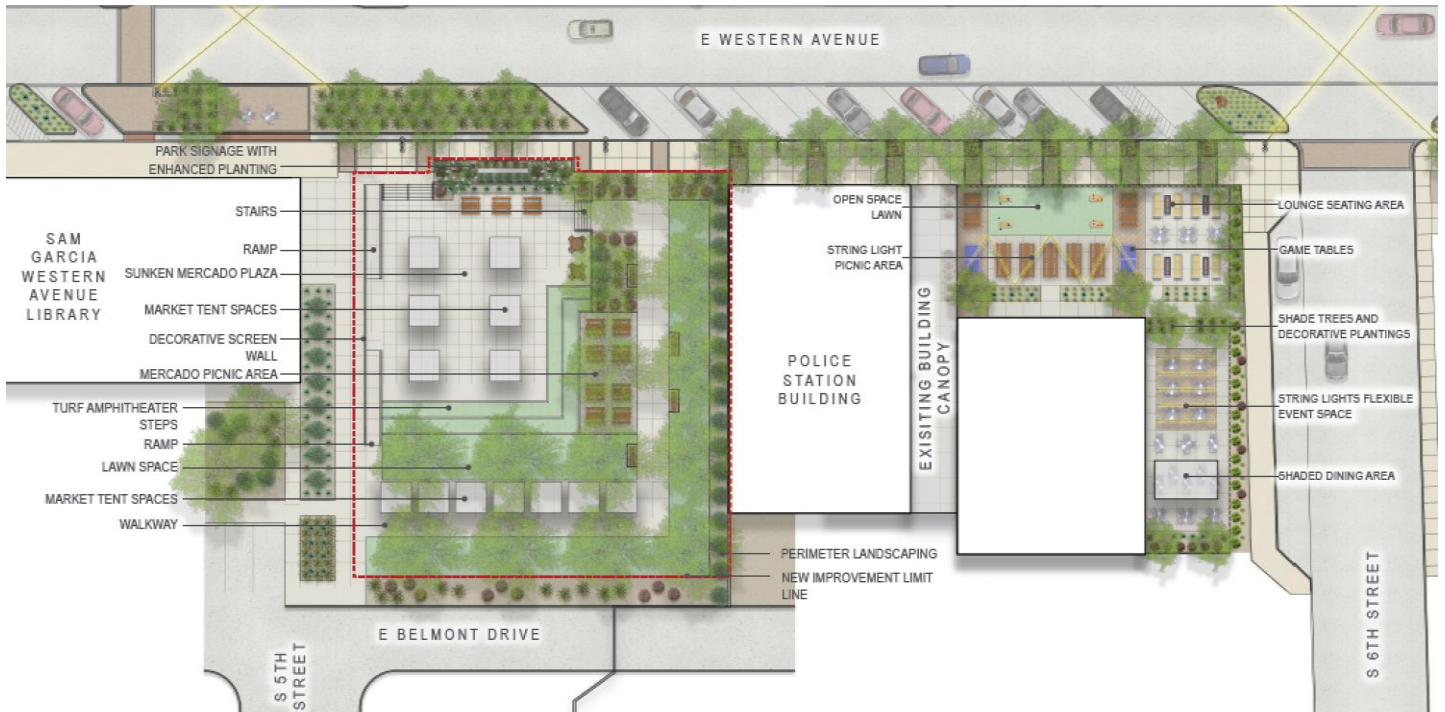
There are City-owned properties on the south side of Western Avenue and the 5th Street alignment. These parcels are occupied with a police facility and an outdoor park space, Sernas Plaza Park, which abuts the downtown Sam Garcia Library. The City sees an opportunity to re-invest in this area. The existing police detention center and substation facility is planned to be removed and the site will be cleared for future economic development opportunities with a destination end user in mind. With the redevelopment of the police property and vacating of the fire station, located to the south along Belmont Drive, a new police detention and public safety building would be built for use by police and fire on property located at 10th Street and Western Avenue, just south of the new Resource Center. Additional re-investment opportunities will be considered for the fire station property with uses such as a restaurant, brewery, and similar.

Redevelopment of the existing park plaza east of the library into a more interactive, activated space creates a vibrant community gathering area that would help revitalize the Old Town area, providing opportunities for local residents to showcase their creativity to the broader Avondale community. A Mercado concept for the park and/or the police property, creates business ownership opportunities and living wage jobs in the community.



In addition, it offers services and goods for residents and employees to retain spending in the immediate area. Arts and culture can also enhance a Mercado by hosting art exhibits, music, and dance performances, spoken word, film showings, and other events to support local artists and provide art and cultural opportunities for this Historic Avondale District area.

Figure 2-6 Key Focus Area 3, Reuse of City Police Property and Sernas Plaza



- **Key Focus Area 4.** The City's existing Dennis DeConcini Park at the southwest corner of Western Avenue and 4th Street could be enhanced with a splash pad, added seating and shade areas, with planters and artwork to provide a local amenity for families. These park features would also provide outside activity for the Boys & Girls Club on the west side of the park site.

Figure 2-7 Key Focus Area 4, Dennis Deconcini Park Amenities

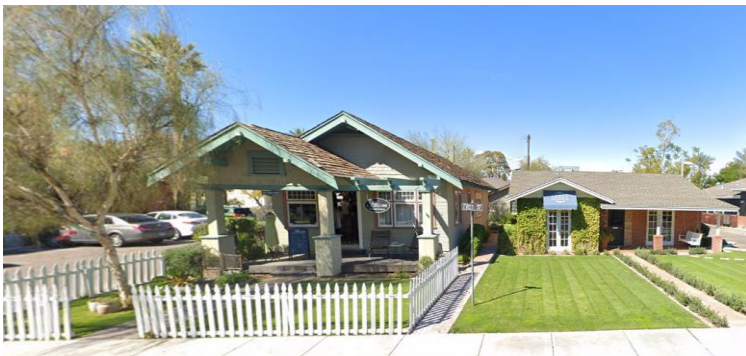


- **Key Focus Area 5.** The City's existing Old Town Avondale Business District (OTAB) is intended to promote a healthy community by encouraging development and redevelopment of pedestrian-focused commercial businesses, such as those which encourage patrons to shop and dine for several hours without having to use their vehicles between stops; reduce the dominance of the automobile by encouraging the use of shared parking areas, such as on-street parking, public surface lots, and public parking structures; create a destination for unique retail, restaurant, entertainment and service uses that increase revenues and strengthen the City's tax base, drawing consumers both locally and regionally; respect the local and cultural significance of the City's original town site without hindering creativity in design; support limited commercial uses in residential structures located within the neighborhoods that are located in close proximity to Western Avenue; provide an environment where commerce can flourish in a traditional main street type of setting, with the knowledge that ample opportunity for suburban style development is available throughout the remainder of the City; and create old-fashioned neighborhoods where a variety of housing types coexist alongside compatible commercial businesses.

This Plan would expand the eligible OTAB Neighborhood Sub-District zoning further intermingling housing alongside compatible commercial businesses. This Sub-District is designed to provide a transition between the OTAB Heritage District and the residential districts located on the periphery

of the OTAB Neighborhood District. Residential uses remain the primary land use; however, non-residential uses such as boutiques, cafes, professional offices and bed and breakfast inns are permitted. These commercial businesses may be located in either retrofitted residences or new buildings. The City will evaluate expanding the use of appropriate uses in this zoning.

Figure 2-8 Focus Area 5, Existing and Proposed OTAB Zoning Area

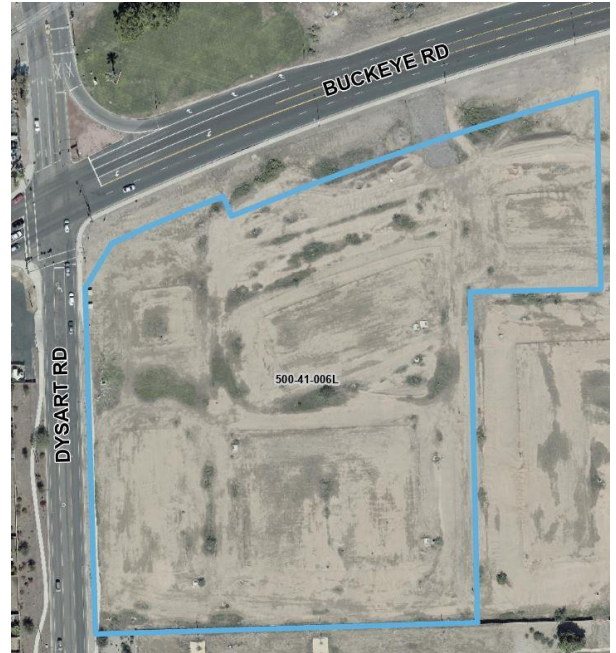


- **Key Focus Area 6.** There is opportunity to expand commercial uses west of the southwest corner of Dysart and Buckeye (MC 895/Main Street) roads around the intersection of 6th Street and Agua Fria Lane. Community Commercial (C-2) zoning makes up most of the south frontage of Buckeye Road west of Dysart Road to the western extent of Avondale in the Historic Avondale Revitalization Area. Properties without frontage on Buckeye Road, but accessible from the 6th Street intersection, may benefit from commercial zoning designations. While the street network is somewhat cumbersome, low-traffic generating neighbor-serving commercial uses that can be accessed a short walk from adjacent parking areas may be a good fit for properties along the north and south side of Agua Fria Lane.

Figure 2-9 Key Focus Area 6, West of the southwest corner of Dysart and Buckeye roads



- Key Focus Area 7.** The undeveloped 7-acre property at the immediate southeast corner of Dysart and Buckeye Roads abuts a planned multi-family residential development to the east, single-family residential homes to the south, and single-family residential and commercial to the west. This intersection has commercial uses on the northwest and southwest corners, and open space on the northeast corner. It is envisioned that this intersection corner creates a sense of arrival to the Historic Avondale District especially guiding traffic north to Western Avenue. In addition, development of new commercial or residential uses further brings economic development to the area. The 7-acre parcel could be developed with commercial uses or residential which would be compatible with adjacent uses.



- Key Focus Area 8.** There is a 1.58-acre City-owned parcel within the Historic Avondale District located at the northeast corner of North 3rd Avenue and West Whyman Avenue. Surrounding this parcel is a privately-owned vacant 8-acre parcel, a mobile home park, and existing single-family residential. These two undeveloped parcels are zoned R1-6 for single-family residential development and are ideal for residential infill offering new housing options for this District.

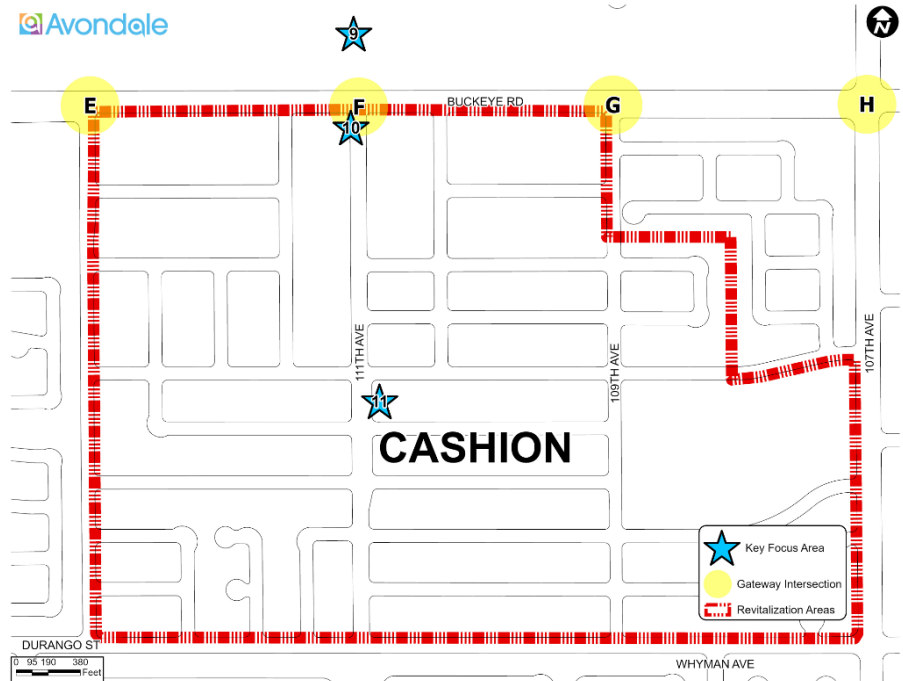


Cashion District

Gateway Intersections

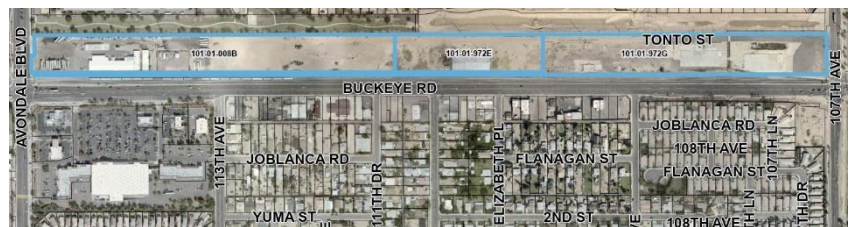
Figure 2-10 Cashion District

- **Gateway Intersection E.** At the intersection of Buckeye Road (MC85/Main Street) and 113th Avenue, Gateway Intersection E sits between a commercial area to the west and the historic Cashion area to the east and south.
- **Gateway Intersection F.** At the intersection of Buckeye Road (MC85/Main Street) and 111th Avenue, Gateway Intersection F is a primary and central access into the Cashion neighborhood. There are commercial properties at the intersection of 111th Avenue and Buckeye Road that lead into the larger neighborhood.
- **Gateway Intersection G.** At the intersection of Buckeye Road (MC85/Main Street) and Jessie May Avenue, Gateway Intersection G is another key access into the Cashion neighborhood and to the Cashion Community Park.
- **Gateway Intersection H.** At the intersection of Buckeye Road (MC85/Main Street) and 107th Avenue, Gateway Intersection H serves as one of the primary east gateways into the City and is a significant transition point between the revitalization area and more modern neighborhoods to the north.



Key Focus Areas

- **Key Focus Area 9.** Along the north side of Buckeye Road (MC85/Main Street) between Avondale Boulevard and 107th Avenue, there is developed and abandoned industrial uses and vacant land within Maricopa County's jurisdiction. These properties abut open space and single-family residential to the north, have limited access only from Avondale Boulevard and 107th Avenue due to the existing Union Pacific Railroad tracks along Buckeye Road, and have a narrow depth. A unique structure on one of the parcels is an abandoned grain silo facility likely related to historic farming operations in the area. This silo has historic and nostalgic value to the area's residents. Adaptive reuse of this structure should be prioritized as it would invigorate the area, provide business investment, and creative space for the community, for example a restaurant, brewery, shops, fitness facility, event space, and the like. These properties could potentially be annexed into the City and developed with commercial uses (retail, restaurant, office, entertainment,



art spaces, etc.) or open space such as a lineal park to serve the surrounding neighborhoods, enhance the Buckeye Road streetscape, and revitalize the area. The option of a linear park may be ideal, similar to the Dessie Lorenz Park at the northeast corner of Central Avenue and Buckeye Road (MC85/Street). A public space in this area would serve residents in Cashion and surrounding neighborhoods.

Figure 2-11 Key Focus Area 9, North side of Buckeye Road west of 107th Avenue



▪ **Key Focus Area 10.**

Complimenting Gateway Intersection F, this Key Focus Area at the intersection of Buckeye Road (MC85/Main Street) and 111th Avenue presents an opportunity to add streetscape elements and neighborhood branded signage to highlight this revitalization area, the Cashion District. Additionally, parcels fronting Buckeye Road may be eligible to be rezoned from residential to Cashion Business District (CBD) to better match existing uses and to promote future neighborhood-serving retail and office uses.



- Key Focus Area 11.** Within the Cashion District is a City-owned lot and a privately-owned lot that could be developed and flourish as a local neighborhood amenity. The properties are located at the southeast corner of 111th Avenue and Pima Street (4th Street) and the northeast corner of 111th Avenue and Pima Street (4th Street) respectively. There is an existing Zoom Bus Stop adjacent to the northern parcel and an alleyway that bisects the two parcels. This alleyway would need to be abandoned in order to connect the parcels. Both lots together can provide a community park space, possibly a splash pad and parking area. The vision for this neighborhood pocket park is to provide a small-scale toddler play space, shade canopies, seating, and a splash pad. Play lawns are situated around hardscape areas to support additional play. This would be a convenient activity area for people to walk or bike too.

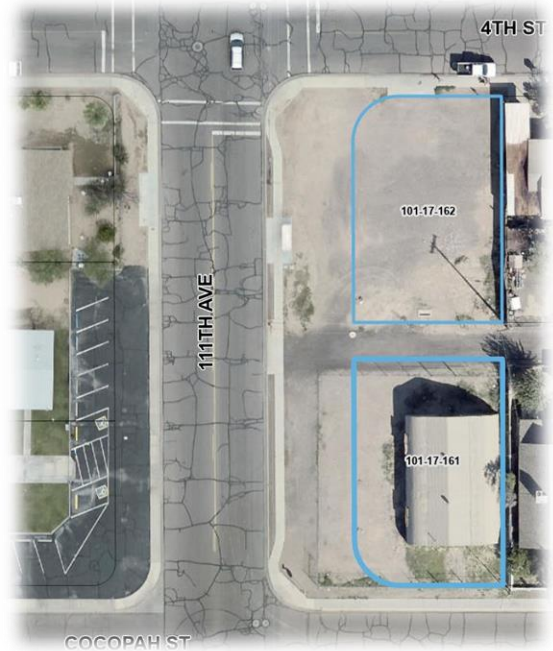
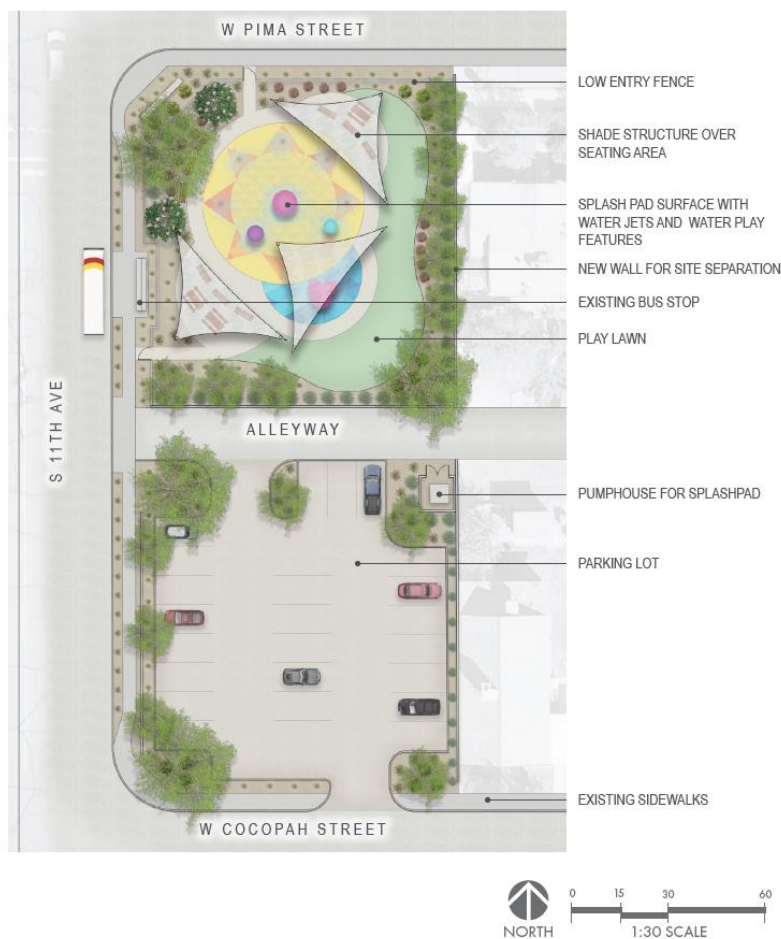


Figure 2-12 Key Focus Area 11, Cashion District Park Amenity



Las Ligas/Rio Vista District

Gateway Intersections

- **Gateway Intersection I.** At the intersection of Lower Buckeye and El Mirage roads, this Gateway Intersection is a primary entrance into the Las Ligas/Rio Vista District area from the north and the west. This intersection has existing and planned commercial and is located a short distance from Las Ligas Park, which is a central gathering place for this area.

Figure 2-13 Las Ligas/Rio Vista District



Circulation

Each of the three districts have appropriate street circulation systems and connectivity to encourage safe, efficient, and convenient vehicular, pedestrian, and bicycle access to all users within these areas. The street networks within each area provide access to arterial, collector, and local streets.

Key streets providing access to Old Town include Buckeye Road (MC85/Main Street), Dysart Road, Central Avenue, Eliseo C. Felix Jr. Way, and Western Avenue. These streets serve residential neighborhoods, commercial centers, industrial businesses, and the central business area along Western Avenue with a mix of retail, restaurant, and service uses. Central Avenue is designed with multimodal street components in which the travel way includes vehicle lanes and a designated bicycle lane adjacent to pedestrian sidewalks.

The area of Las Ligas/Rio Vista are developed with sidewalk systems to access the area. Even though many parcels have yet to develop, public sidewalks are located on lot frontages except along several parcels at and west of the southwest corner of Lower Buckeye and El Mirage roads, and along parcels on El Mirage Road south to Illini Street.

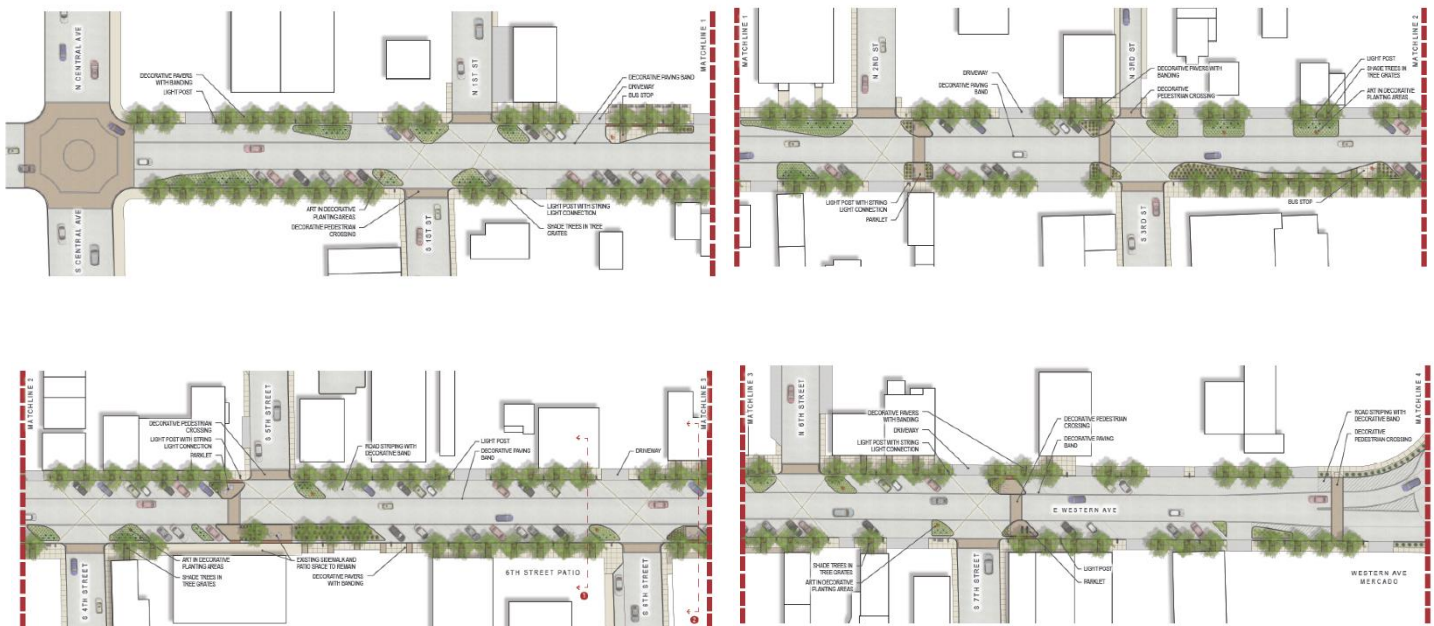
The Cashion area is accessed from Buckeye Road at 107th Avenue, 113th Avenue, 111th Avenue, Jean Elizabeth Place, and Jessie May Way, and has access from Durango Street, 4th Street/Pima Street, and other local streets in the neighborhood. The area is developed with a sidewalk network providing

pedestrian circulation throughout the neighborhood, to places of worship, a park, nearby school, a Zoom bus stop, and commercial along Buckeye Road.

Western Avenue Street Cross-Sections

Western Avenue is designed to accommodate pedestrians with sidewalks and colonnades along business storefronts. Pedestrian nodes via parklets offer respite locations with benches or seat walls. Enhancing these locations and providing for gathering spaces along Western Avenue and/or within the Historic Avondale District will be considered. Extending from Dysart Road to Central Avenue, the conceptual streetscape plan promotes continuity, use of several types of lighting, improving mobility, and integrating public art. The existing planter areas (“pocket parks”) encourage congregation and interaction between pedestrians. Decorative planting areas with sculptures give the of an art walk, and street intersections are highlighted with string lights crossing over Western Avenue. Street Trees are proposed in tree grates which allow for more open and fluid movements while providing shade for pedestrians and cars. The exiting trees along Western Avenue can be phased out in sections, blocks, or individually.

Figure 2-14 Western Avenue Cross Sections



WESTERN AVE
LOOKING WEST | 1



WESTERN AVE
LOOKING WEST | 2



Existing angled parking is desired to be maintained instead of adding parallel parking spaces. On a case-by-case basis, parallel parking space can be considered. As part of the goal to create an engaging area with character, alleyways and off-street parking enhancements should continue in order to provide secondary use areas for rear business entries, alley-side courtyards and dining areas, parking courts, street festivals, and public art opportunities, etc. Interpretive seating nodes or parklets should be enhanced along Western Avenue to accommodate pedestrians.

Placemaking

This Specific Plan is formed in conjunction with an Economic Development strategy to create a sense of place and community for the three areas. Signage, identification, events, community engagement, marketing, art/beautification, public infrastructure, land use and zoning, and public safety will need to be addressed to achieve the revitalization vision. The following elements will further the enhancement to the area, market the areas for new development, and form a greater sense of community.

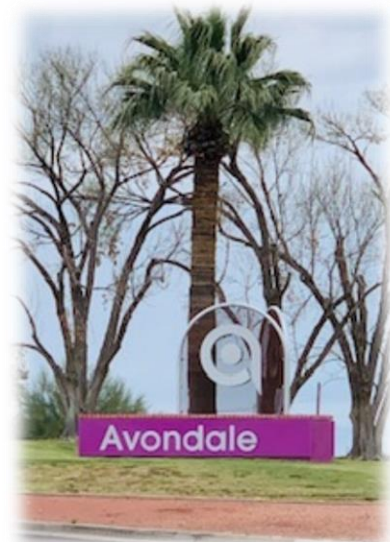
Wayfinding Signage

- Western Avenue will be promoted throughout the City through the use of wayfinding signage and pole banners. The City has a wayfinding signage program that allows for the promotion of this area. These signs will further guide traffic, pedestrians, and visitors to this area. Signage is planned to be located at the Festival Fields Park entrance, Buckeye Road and 4th Street, and Western Ave at Van Buren Street and Central Avenue.
- Additional signage is planned for a historical, self-guided walking tour of Western Avenue.



Neighborhood Monument Signage

- The three Districts will include new neighborhood identification monument signs at key locations in relation to the neighborhood's primary entrances. In addition, a destination entry sign to Western Avenue at Dysart Road and Central Avenue will promote the historic commercial corridor.



Marketing/Events

- A marketing brochure for the Western Avenue area will be developed, further promoting infill development, new businesses, façade renovations, and the like, designating the area as a Central Business District and Redevelopment Area.
- Designation of Western Avenue as an Entertainment District to create more growth and vitality to the area.
- Expand special event programming to highlight amenities at Festival Fields Park which will generate activity to the Historic Avondale area.

Art

- Enhance public art throughout all three historic neighborhoods. The City will evaluate key areas to locate public art which will enhance each area and funded separately.
- Encourage commercial business storefront advertising and artwork displays, especially for vacant buildings along Western Avenue and Buckeye Road.
- Explore possibility of a regional destination such as a museum, gallery, or the like.

Community Engagement

- Form an Ad-Hoc Advisory Committee to help guide the creation of a Redevelopment Area and Central Business District.
- Create an ambassador program with local residents and business owners.
- Develop a community Mercado or incubator kitchen near Sam Garcia Library, or another Western Avenue location.

Public Infrastructure

- Enhance on-street parallel parking along Western Avenue west of Central Avenue.
- Remove all benches and trash receptacles on Western Avenue and install new ones on both Western Avenue and Central Avenue that add character to the area.
- Enhance the appearance of major intersection gateways into each neighborhood as discussed in this Plan.
- Enhance and activate public alleyways, especially near Western Avenue, to provide a greater pedestrian atmosphere.

Land Use and Zoning

- Promote an 18-hour live-work-play environment in the Old Town District, engaging residents and businesses in Cashion and Las Ligas/Rio Vista to support a place where people can get most of their daily tasks done in one place, often without getting into a car. This includes encouraging development of residential single-family and multi-family, offices and shops, restaurants and amenities such as a park and other gathering areas or event spaces.
- Evaluate and process zoning requests to promote additional commercial development in Cashion and Old Town.
- Vacant properties along the north and south sides of Buckeye Road (MC85/Main Street) from Litchfield Park to Dysart roads are appropriate for more commercial uses to support the greater Buckeye Road employment corridor.
- Evaluate and process zoning requests for undeveloped industrial parcels along the east side of Dysart Road between Western Avenue and Riley Drive to commercial uses or multi-family residential which would support the Central Business District area along Western Avenue and the Eliseo C. Felix Jr. Way industrial park.
- While not specifically located in one of the three historic district areas, property west of the southwest corner of Buckeye Road and El Mirage Road could be considered for annexation to allow development of residential and/or commercial uses. Development along the Buckeye Road corridor improves the overall streetscape, increases traffic, and benefits the three historic areas.
- Vacant land in the Las Ligas neighborhood should be developed with consideration of existing mountain views.

Public Safety

- Increase the police presence with more visible patrolling and crime suppression details.
- Enhance crime prevention through the use of CPTED, Crime Prevention Through Environmental Design.

2.1 Development Form

All new development or redevelopment within the three revitalization areas is expected to comply with the requirements and guidelines contained within the City's Design Manuals that are most applicable to the type of development proposed. For example, single-family residential development in the study area shall comply with the Single-Family Residential Design Manual, retail development shall comply with the Commercial and Industrial Design Manual, and Multi-Family Residential shall comply with the Multi-Family Residential Design Manual. In addition to the City-wide requirements contained within the Design Manuals, the following guidelines should be considered in the design of any infill development or redevelopment projects in a revitalization area:

Site Design

- Buildings should be oriented to face public streets, with building frontages oriented parallel to streets, to create a visual presence and a more pedestrian friendly environment.
- Location of buildings at or near the minimum setback, with placement of parking behind buildings, is required for development adjacent to Western Avenue and encouraged elsewhere throughout the planning area. Where parking is provided between street and buildings, use of decorative paving is encouraged to lessen the visual impacts of large parking fields.
- Pedestrian access into commercial sites from adjacent neighborhoods should be emphasized through the provision of pedestrian "cut-throughs" or, if infeasible, shaded pedestrian paths between the public sidewalk and primary building entrance(s).
- Service areas shall be located such that they are not visible from adjoining streets.
- Except where required for screening purposes, decorative open fencing is preferred over solid walls within the revitalization areas.
- The number of vehicular access points to a site should be minimized. Shared, consolidated access between adjacent properties is strongly encouraged.
- On-site parking may be reduced from typical City minimum requirements if a developer can demonstrate that a proposed infill project will primarily cater to a neighborhood population that will access the use via the pedestrian realm.
- Utilities such as overhead electrical lines must be placed underground unless the cost of such undergrounding is determined (by the City Engineer) to be cost prohibitive to the developer and disproportionate with the overall cost of the development project.

Landscape Design

- Because right-of-way is limited throughout the planning area, shade trees shall be provided by development near right-of-way line to enhance shading of the public sidewalk.
- Existing, mature trees should be preserved wherever possible. When preservation in place conflicts with the design of a site, opportunities to transplant mature trees to more ideal locations should be explored.
- On smaller sites where space is more scarce and large landscape areas cannot be provided, provision of trees in sidewalk grates and/or planters/pots on sidewalks should be considered to enhance the aesthetics of a site.

Building Architecture

- Particularly with respect to more architecturally significant structures, consider integrating existing buildings into new development projects.
- No particular architectural style is prescribed within the revitalization areas. However, any new building should be respectful of the existing built environment through use of complementary styles, scale, materials, colors, and forms.
- Corporate identity in design themes should be secondary to the relatability of the proposed architecture with the scale and general cohesiveness of a surrounding neighborhood and/or commercial corridor.
- Commercial uses in adaptive reuse residences should respect the residential form of the built environment, maintaining a traditional front yard as if the home had not been converted into a business.



- Incorporation of colorful, attention-getting signage and/or “retro” architectural features/elements reflective of the era in which Avondale was incorporated is strongly encouraged in all new development within the revitalization areas.
- Facades facing streets, plazas, and courtyards should be lined with windows to enhance safety by providing “eyes on the street”.



- Canopies, awnings, and similar architectural features that shade public and private sidewalks and accentuate entries should be incorporated into the design of buildings. Style of these elements should be in harmony with the architectural style of the building.
- Canopies/awnings that are unsupported by posts may extend over property lines to cover the public sidewalk pursuant to a license issued by the City. All overhangs that extend into the pedestrian environment should allow for unobstructed travel through the space, providing a minimum seven (7)-foot clearance height.

- Window recesses, doorways, columns, overhangs, and other architectural elements should be substantial in depth to create shadow and architectural relief. Projections and recesses should have a minimum depth of four inches.

- Building mounted lighting is an important design element that enhances architectural features of structures and augments the character and safety of the community. Exterior lighting fixtures that enhance a building's architectural interest and complement both the streetscape and building architecture should be incorporated into the design of any building.



- Security doors and window grills may be provided if the method used adds architectural interest to a building. Simple, utilitarian window grills and metal security doors that do not contribute to the architectural character of a building are strongly discouraged.

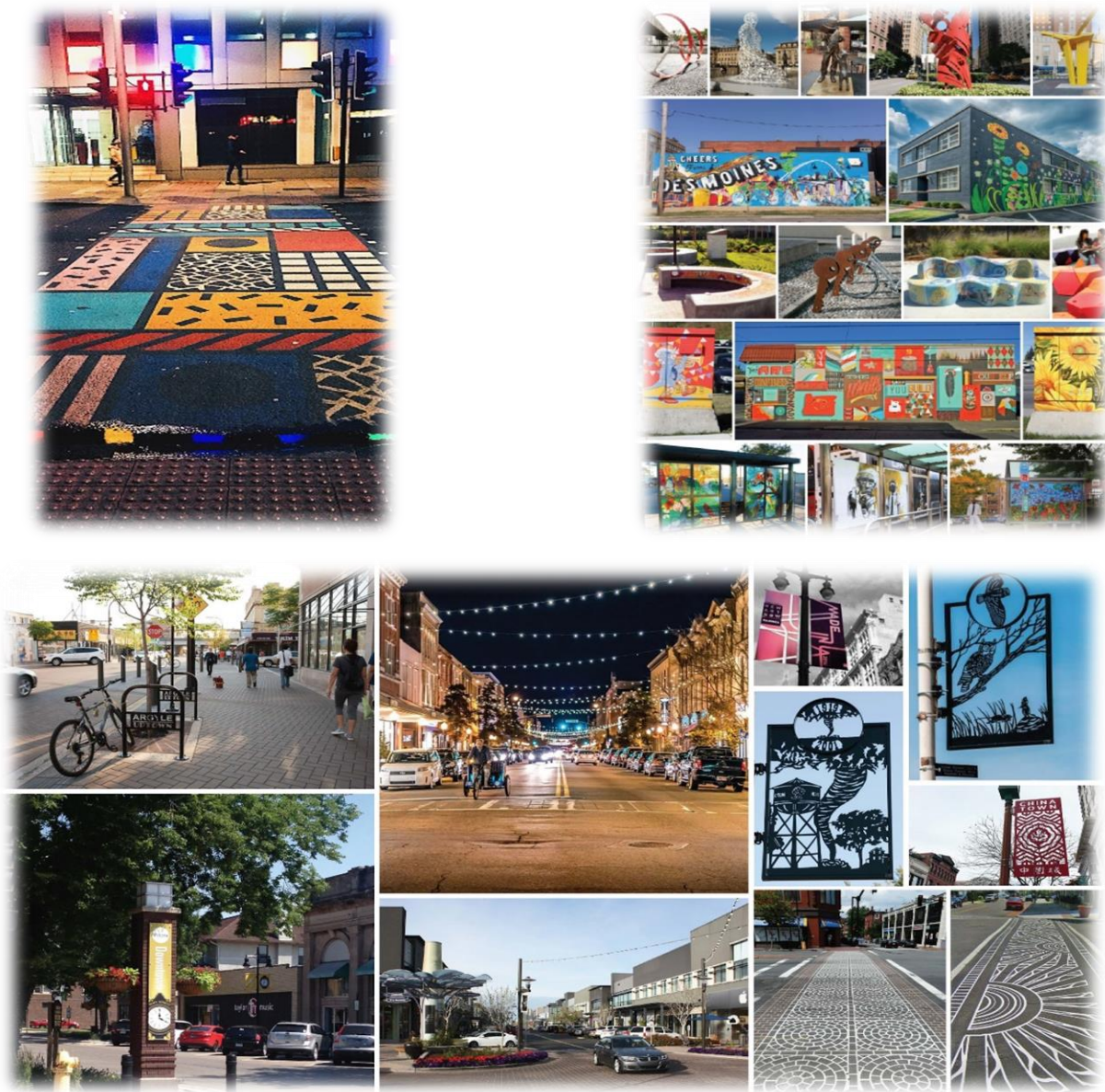
Signage

- Signage styles for any given building should be appropriate for the character area they are located in. For example, signs painted directly on a building façade may be appropriate for more historic areas like Western Avenue but may not be appropriate in areas with more contemporary development.
- Where appropriate, graphic logos and signs painted directly on building facades must be of a professional, artistic caliber and submitted for review and approval by the City prior to installation.



Public Art/Beautification

- Public art will consist of temporary and permanent installations located in highly visible locations along the right of way or within open space areas.
- The City will initiate a separate public art strategy for these areas which will be in the form of murals, sculptures, landscape, furniture, hardscape and other vertical/horizontal features with a specific theme for the area as shown.



Open Space

All three districts have many opportunities for open space and community gathering spaces. Each have plentiful parks and pedestrian refuge areas, such as Dennis Deconcini Park, Las Ligas Park, Cashion Community Park, Donnie Hale Park, Fred Campbell Park, Dessie Lorenze Park, Doc Rhodes Park, Sernas Plaza, Mountain View Park, Festival Fields, etc.

Each park is reviewed annually to ensure upgrades and equipment is maintained or replaced as necessary. Additional amenities should also be included in these areas based on usage and future demand.

A splash pad is desired on Western Avenue and will be considered for Sernas Plaza or Dennis Deconcini Park as well as the vacant City owned lot in Cashion as shown in this plan.



Light Fixtures

- Providing decorative string lights across Western Avenue in the most appropriate locations from Dysart Road west to Central Avenue (Figure 2-7 above and photographic image below) will signify a destination and special place to attract visitors, residents, and tourists to the area.
- Western Avenue consists of older streetlight poles and decorative pedestrian light poles. Replacing the pedestrian light poles with the same light poles utilized along Dysart Road (see image below) to further implement a design identity in the Historic Avondale District and assist with inventory and maintenance improvements is necessary.
- There are other existing light fixtures throughout Historic Avondale as represented below which can continue to be utilized and provide character elements to the area.
- Activating alleys with string lights will allow for a comfortable pedestrian experience.
- Provide additional streetlights throughout Historic Avondale to provide greater illumination for a more walkable business district. Locations to consider include Western Avenue and connecting north to south streets into the residential neighborhoods.



3.0 Implementation Strategies

This Plan acts as a guidebook to foster redevelopment and revitalization of the three neighborhoods in Avondale: Old Town, Cashion, and Las Ligas/Rio Vista by expanding on their assets and providing implementable actions to enhance the overall sense of place and create a thriving environment. This is accomplished by establishing proactive goals and strategies to encourage new and expanded investment consistent with the Vision Statement and supported by a funding strategy. These goals and strategies originate from the feedback and issues identified through the public outreach efforts, stakeholder interviews, input from staff, and appointed and elected officials.

3.1 Development Goals and Implementation Strategies

The goals and strategies will help redevelopment and revitalize the three distinct neighborhoods in Avondale. Goals represent an ideal end state of the Specific Plan as reflected in the Vision, and strategies are implementable actions that assist in achieving the associated goal. Each strategy identifies the type, estimated cost, priority level and timeframe for completion, as well as lead City departments and supporting agencies or partners.

The strategies listed below have a correlation with successful economic development strategies and plans, which includes having a strong branding and marketing for the area, distinctive sense of arrival and community through destination placemaking, effective community engagement, a feeling of safety and security for residents, businesses and visitors, quality areas for new development, reliable public infrastructure, effective codes and ordinances for land use and development, strategic, long-term planning with an eye to the future, and finally incentives to help attract new businesses and development to the area.

The focus areas for the implementation strategy include:

- Branding and Marketing
- Destination Placemaking
- Community Engagement
- Public Safety
- Development Opportunities
- Public Infrastructure
- Codes and Ordinances
- Long-term Planning
- Incentives

The timeframe for completion is divided into three categories generally:

- Immediate: 12-18 months
- Medium: 2-5 years
- Long: 5+ years

Table 1-1 Economic Development Implementation Strategies

Ref Code	Focus Area	Timeframe /Priority Level	Estimated Cost/Potential Funding Source	Task Lead(s)
1.0	Branding and Marketing			
1.1	Brand Creation and Marketing			
1.1A	Create and implement a marketing plan and collateral specific to the area	Immediate/ High	\$100,000/ Marketing/ Unfunded	Marketing and Public Relations/ Economic Development
1.2	Wayfinding Signage			
1.2A	Add new wayfinding signage at Festival Fields Park entrance, Buckeye Rd and 4 th St, and Western Ave at Van Buren St and Central Ave	Immediate/ High	\$20,000/ Engineering/ Funded	Development and Engineering Services
1.2B	Create and install a historical, self-guided walking tour of Western Ave	Mid-Long/ Medium	\$25,000/ Marketing/ Unfunded	Marketing and Public Relations
1.3	Neighborhood Monument Signs			
1.3A	Design and install new neighborhood monument signs for Cashion and Las Ligas/Rio Vista Neighborhoods	Mid/ Medium	\$100,000/CIP /Unfunded	Development and Engineering Services /Marketing and Public Relations
1.3B	Design and install destination entry signage to Western Ave at Dysart Rd and Central Ave	Mid/ Medium	\$100,000/CIP /Unfunded	Development and Engineering Services/Marketing and Public Relations
2.0	Incentives			
2.1	Increase Marketing of Currently Available Incentives			
2.1A	Create marketing brochure for Western Ave area Opportunity Zone and incorporate it into the marketing plan for the area	Immediate/ High	\$1,500/ Marketing/ Funded	Economic Development
2.1B	Market availability of existing development incentives in the area; i.e. Infill Incentive District, Façade Enhancement Program and New Markets Tax Credits	Immediate/ High	\$2,000/ Marketing/ Funded	Economic Development
2.2	Create New Incentives			
2.2A	Develop a restaurant attraction strategy with accompanying incentive	Immediate/ High	\$300,000/ Unfunded	Economic Development

2.2B	Designate the area around Western Ave as a Central Business District and Redevelopment Area	Mid/High	\$200,000/ Economic Development/ Funded	Economic Development/ Development and Engineering Services/ Finance and Budget
2.2C	Designate an Entertainment District along Western Ave	Mid-Long/ Medium		Economic Development
3.0	Destination Placemaking			
3.1	Key Segment Area			
3.1A	Enhance pedestrian lighting along entire Key Segment Area between Dysart and Central	Mid/ Medium	\$300,000/CIP /Unfunded	Development and Engineering Services/Public Works/Parks and Recreation
3.2	Create a Buzz of Activity with Special Events			
3.2A	Identify partnerships to create additional, regular special events such as First Fridays, Movie Nights, Pub Crawls, Local Artist Events, Quarterly Music Festivals, etc.	Immediate- Mid/High	\$120,000/ Public-Private Partnerships/ Unfunded	Parks and Recreation/ Neighborhood and Family Services/ Businesses
3.2B	Expand special event programming to highlight amenities at Festival Fields Park like fishing tournaments, food truck rallies, and pump track events	Immediate- Mid/ Medium	\$150,000/CIP /Parks and Recreation/ Planned	Economic Development/ Parks and Recreation/ Neighborhood and Family Services
3.3	Enhance Public Gathering Places			
3.3A	Create a specific art plan throughout all historic neighborhoods	Immediate- Mid/ Medium	\$50,000/ Public Art Funds/ Unfunded	Marketing and Public Relations/ Municipal Arts Committee
3.3B	Develop open space or park on the two parcels located at the southeast corner of 111 th Ave and Pima St	Mid/ Medium	\$1,000,000/ Unfunded	Parks and Recreation/ Economic Development
3.3C	Encourage storefront advertising and artwork, especially in vacant buildings	Mid-Long/ Medium		Development and Engineering Services/ Community Partners
3.3D	Build public restrooms at Las Ligas Park	Mid-Long/ Medium	\$300,000/CIP /Unfunded	Parks and Recreation
3.3E	Explore possibility to develop a regional destination like a museum, gallery, etc.	Mid-Long/ Low		Economic Development
4.0	Community Engagement			
4.1	Increase Community Engagement			

4.1A	Form ad-hoc advisory committee to help guide creation of Redevelopment Area and Central Business District from section 2.1D	Immediate/High		Neighborhood and Family Services/ City Clerk/ Economic Development
4.1B	Identify residents or business owners who can serve as neighborhood ambassadors or champions	Immediate-Mid/ Medium		Neighborhood and Family Services/ Economic Development
5.0	Development Opportunities			
5.1	<i>Retail and Entertainment Development</i>			
5.1A	Attract at least one catalyst tenant to Western Ave between Dysart Rd and 6 th St	Mid-Long/High		Economic Development
5.1B	Locate a grocery-anchored development at Avondale Blvd and Lower Buckeye Rd	Mid-Long/High		Economic Development
5.1C	Develop a destination Mercado/Kitchen Incubator adjacent to Sam Garcia Library	Long/Medium	\$2,000,000/ CIP/Economic Development/ Unfunded	Economic Development/ Development and Engineering Services
5.1D	Encourage investment, redevelopment, and replacement housing of vacant infill through flexible development standards and incentives	Immediate		Development and Engineering Services
6.0	Public Infrastructure			
6.1	<i>Roadways, Streetscapes and Parking</i>			
6.1A	Enhance on-street parallel parking along Western Ave west of Central Ave	Mid/Medium	\$50,000/CIP/ Unfunded	Development and Engineering Services
6.1B	Replace all benches and trash receptacles on Western Ave	Mid/Medium	\$150,000/ Unfunded	Development and Engineering Services
6.1C	Enhance appearance of major intersection gateways into each neighborhood	Mid-Long/Medium	\$1,000,000/ CIP/Unfunded	Development and Engineering Services
6.1D	Enhance and activate public alleyways connecting to Hill Drive	Mid-Long/Medium	\$150,000/CIP/ Unfunded	Development and Engineering Services
7.0	Codes and Ordinances			
7.1	<i>Land Use and Zoning</i>			
7.1A	Expand OTAB zoning north and south of Western Ave and market the Live/Work flexibility this zoning offers	Immediate-Mid/ Medium	\$5,000/ Unfunded	Development and Engineering Services
7.1B	Rezone properties south of Buckeye Rd from Litchfield Rd to Dysart Rd to encourage denser development	Immediate-Mid/ Medium	\$5,000/ Unfunded	Development and Engineering Services

7.1C	Rezone properties along Buckeye Rd in Cashion District to CBD Zoning	Immediate-Mid/ Medium	\$5,000/ Unfunded	Development and Engineering Services
7.1D	Rezone properties along Dysart Rd to C-2 zoning from Western Ave to Riley Dr	Mid-Long/ Medium	\$5,000/ Unfunded	Development and Engineering Services
7.2 Annexation & Design Standards				
7.2A	Annex and rezone area west of the southwest corner of El Mirage Rd and Buckeye Rd	Immediate-Mid/ Medium	\$5,000/ Unfunded	Development and Engineering Services
7.2B	Annex the area north of Buckeye Rd in the Cashion neighborhood and work with property owners and developers to activate the area	Immediate/ Medium	\$5,000/ Unfunded	Development and Engineering Services/Economic Development
7.2C	Ensure standards and codes maintain historic character, integrity, and views of mountains in the Las Ligas neighborhood	Immediate-Mid/ Medium		Development and Engineering Services
8.0 Public Safety				
8.1 Enhance Feeling of Safety				
8.1A	Increase police presence with more visible patrolling and crime suppression details	Immediate-Mid/ High	\$200,000/ Funded	Police
8.1B	Enhance crime prevention through environmental design standards (CPTED)	Mid/High		Development and Engineering Services

3.2 Funding Strategies

Implementing this Plan with its goals and strategies over three distinct neighborhoods is likely to require a substantial investment of capital. While some of the upgrades, expansions, and enhancements could be funded through direct investment through property and business owners, substantial public investment is required. Further incentives may be required to help spur new, private investment in the area as well. Public investment by the City could be in the form of utility upgrades, roadway and streetscape enhancements, additional public lighting, new community gathering space, and much more.

This section provides an overview of some of the programs that could be used to help promote and encourage development. This section is intended to provide an overview of a selection of available programs that could be considered by the City and is not meant to be an exhaustive list of available programs.

Arizona Special Taxing Districts

Title 48 of the Arizona Revised Statutes authorize a variety of special taxing districts. These strategies require the imposition of an additional property tax or special assessment on the subject property owners to fund public improvements and/or operations.

Specifically, Chapter 4 of Title 48 authorizes Municipal Improvement Districts for:

- Article 1—Opening, widening and closing public ways
- Article 2—General public improvements and improvement bonds
- Article 3—General improvement fund and investment bonds
- Article 4—Refunding municipal improvement districts bonds for savings
- Article 5—Street and highway improvement bonds

Among the taxing districts that could be used to support redevelopment include:

- *Enhanced Municipal Service District* (ARS 48-575). Creates a district with specific funds used to enhance public services within the special taxing district. 50% or more of the property owners must object to the district creation.
- *Revitalization District* (ARS 48-6801). Creates a separate, legal entity created by petition of landowners and allows for the formation of a taxation district to fund public infrastructure in the district.

Government Property Lease Excise Tax (GPLET)

One of Arizona’s available redevelopment tools is the GPLET program. The goal of the program is to help reduce the operating costs of a redevelopment project by replacing the real property tax with an excise tax. The program can be used for up to twenty-five years, requires that the land and buildings be transferred to a government entity, and leased back for private use. However, under current legislation, the land and the improvements must be conveyed back to the lessee after eight years. GPLET excise taxes are computed on a per square foot basis, based on the property use type.

Central Business District (CBD)

A Central Business District designation provides an incentive that abates property tax for up to eight years for new development in the designated area. The City may designate a single CBD which must be geographically compact and limited to 960 total acres or 2.5% of the total land area of the City. A CBD must be entirely located within a designated Redevelopment Area.

Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at HUD. The CDBG program provides annual grants on a formula basis to address key program areas.

APPENDIX 1
Historic Avondale Market Analysis
November 2019

Market Analysis of Revitalization Areas Avondale, Arizona



Prepared for:

City of Avondale

November 2019

Prepared by:



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Executive Summary

Elliott D. Pollack & Company has assessed the market area surrounding three of Avondale's designated Revitalization Areas including Historic Avondale, Las Ligas, and Cashion. The study considered potential opportunities to develop residential and commercial projects in the short and long term. The following outlines key findings of the analysis.

Case Studies

The downtown cores of Gilbert and Chandler range significantly in size. The currently developed village core of Downtown Gilbert is approximately 35 acres in size but will be expanding to 44 acres with the development of Heritage North. Downtown Chandler's core is much larger at approximately 135 acres. This is due to the substantial amount of municipal buildings that have been developed in their downtown, such as City Hall, Police, Fire, municipal courts, and a city library.

As noted above, Chandler has developed its city government within their downtown, which helps drive traffic to the area. A resort was built in the late 1980s as an anchor development. Most importantly, several high-density residential developments have been built. These new residents have substantially increased the feasibility of new retail and restaurants in the area. Downtown Gilbert received its spark in 1998 with the redevelopment of a historic grocery store into Joe's Real BBQ. The popularity of the restaurant attracted additional interest and public investment in acquiring residential properties to convert to commercial development and public parking. Hale Theater was built in 2003, followed by Oregano's in 2006 and Liberty Market in 2008.

In both cases for Chandler and Gilbert, while public planning and investment had occurred for decades, most of the success for these downtowns has come to fruition in just the last five years. The critical mass of residential density, incomes, and incremental risks taken by commercial developments to locate in the downtown eventually created enough sustained buzz to create a distinct district that have both become regional draws for patrons.

According to Discover Gilbert, 26 restaurants have been added to the Heritage District in the last 5 years, including some of the top restaurant brands in Metro Phoenix, the Gilbert Farmers Market every Saturday and the Art Walk on the first and third Saturdays from October through March. The district is also connected to Gilbert's 135-mile bike path system.

Chandler's Arizona Avenue Corridor Improvement program is used to enhance Downtown properties and amenities to create a vibrant City Center and employment corridor. During the past five years, Chandler has invested in revitalizing its downtown, building new City facilities to anchor pedestrian-oriented amenities and services. A deterrent to revitalization could be the perception of the area as a low to moderate income area that is not attractive and therefore deters pedestrian-



oriented activity. Poor property maintenance, numerous obsolete buildings and a lack of onsite parking contribute to this perception. However, significant development is now occurring in the area including new housing and commercial development.

The Town of Gilbert has been an active participant in the development of the Core Area of the District and has acquired much of the land west of Gilbert Road as well as land on the east side of the Road. Most of the land has been acquired for public parking lots in support of development of the area. Gilbert has invested tens of millions of public dollars in land acquisition, parking improvements and new buildings. Gilbert's Heritage District represents an aggressive economic development initiative on the part of the Town that has taken decades to produce results.

Historic Avondale

Historic Avondale is currently at a competitive disadvantage characteristically compared to both Downtown Gilbert and Downtown Chandler in two important areas – population density and household income. Historic Avondale is somewhat similar to Historic Chandler in terms of household incomes within one mile, but the discrepancy widens in the more traditional market area of three miles and five miles. Downtown Gilbert has a substantial advantage in terms of higher household incomes.

Population density within one mile of each downtown area is quite similar, ranging from 15,900 residents up to 20,700 residents. However, Downtown Chandler and Downtown Gilbert benefit from a much higher population density within three and five miles of their locations compared to Historic Avondale today. The downtowns of Chandler and Gilbert contain roughly double the population within three miles and five miles compared to Avondale.

Demographic Comparisons									
	Historic Avondale			Historic Chandler			Historic Gilbert		
	1 mile	3 mile	5 mile	1 mile	3 mile	5 mile	1 mile	3 mile	5 mile
Population	16,189	69,408	174,437	20,660	142,797	322,192	15,891	124,896	404,069
Households	4,752	21,339	55,611	6,512	52,550	116,387	5,864	43,522	141,669
Families	3,455	15,900	42,759	4,416	34,680	80,825	3,987	31,701	97,227
Average Household Size	3.38	3.23	3.13	3.16	2.71	2.76	2.71	2.86	2.84
Owner Occupied Housing Units	2,096	12,084	37,879	2,562	30,399	75,220	3,445	29,942	88,018
Renter Occupied Housing Units	2,655	9,255	17,732	3,949	22,151	41,168	2,420	13,580	53,651
Median Age	28.4	30.1	32.3	28.6	33.9	35.4	33.7	34.9	33.6
Median Household Income	\$42,671	\$58,494	\$67,787	\$49,244	\$74,542	\$84,028	\$64,662	\$80,553	\$66,258
Source: ESRI Business Analyst 2019									

Avondale should consider these issues as only temporary disadvantages. As of the latest projections from the Maricopa Association of Governments (MAG), over 20,000 new residents are expected within three miles of Historic Avondale by 2030. Beyond 2030, MAG expects the South Avondale region to grow by over 12,500 new residents between 2030 and 2040 within three miles and an



additional 8,600 residents in the decade following (2040-2050). Thus, by 2040, Historic Avondale is expected to mirror the population density of both Downtown Chandler and Downtown Gilbert. Using those two districts as a blueprint, Avondale can start planning today to bring a similar district to fruition for Historic Avondale.

Of the three historic areas, Historic Downtown Avondale is the most likely candidate for substantial redevelopment opportunities over the long term. This area benefits from relatively close proximity to the I-10 as well as higher traffic roadways such as Dysart and MC-85.

A mixed-use downtown core with a restaurant and entertainment district appears to be a viable opportunity in the long term. Corridors such as Western Avenue between Dysart and Central have redevelopment prospects similar to Downtown Gilbert. The Dysart Road/Western Avenue area resembles the Gilbert Heritage District 20 years ago. Just like Gilbert received its spark with the iconic local eatery Joe's BBQ, the development of Carolina's in 2017 at the northeast corner of Dysart and Western could be Avondale's historic district restaurant and entertainment district anchor. Western Avenue has another nationally renowned eating establishment, Laura's Burgers, which has been included in several food critic lists as a top burger establishment in the entire State of Arizona. These are just the kinds of destination restaurants needed to create momentum for a district. Deconcini Park is also an asset for public gathering spaces.

Avondale should give consideration to the following to help create a more attractive economic environment for a future restaurant and entertainment district:

1. Continue to enhance residential neighborhoods through infill and renovation. High density residential should also be encouraged in the area to help induce additional retailers and restaurateurs.
2. Hold Public events during interim years and perhaps even after the district is established. This includes food truck events, concerts, movies at the park, farmers markets, etc.
3. Public acquisition of private parcels over time for consolidation, redevelopment, and increased parking capacity.

Our analysis gives preference to Western Avenue over MC-85 for a downtown commercial core, perhaps on the eastern boundary near Dysart Road to be close to higher traffic counts on Dysart and MC 85. Dysart Road South of Riley Road could also be a consideration, with Carolina's as an anchor tenant. The MC 85 corridor appears problematic for redevelopment the railroad barrier to the north and lack of lot depth fronting the roadway.

Consideration should also be given to the BLVD district as the addition of a restaurant entertainment district plan in Historic Avondale could be competing with the BLVD.



but the continued residential development in the immediate area could attract small users to these sites. Just to the east of Las Ligas, a Family Dollar was constructed on an approximately one-acre site. There are several retail types that only need a limited amount of space such as the parcels offered within Las Ligas, including car washes and small format fast food.

Cashion

Similar to Las Ligas, Cashion is almost entirely residential and effectively at buildout with very few undeveloped parcels. The commercial parcels within the Cashion area along Buckeye Road were previously single family lots. Because of this, the lot depth of the commercial parcels limits the type of redevelopment that is possible. Similar, local serving retail that is small format such as restaurants, coffee, and services are still the most likely candidates. Proximity to the existing Fry's neighborhood center would be most attractive to retailers. It is not uncommon for a Fry's anchored center to attract adjacent retail development such as a bank, pharmacy, or restaurant pads if space is available.

Similar to the Historic Avondale MC-85 corridor, there may be an opportunity to attract a light industrial user to the northwest corner of Buckeye Road and 107th Avenue located just north of the Cashion neighborhood. There is an industrial user along the same corridor at the northeast corner of Buckeye Road and Avondale Boulevard. Similarly sized parcels could take advantage of access from 107th Avenue (due to access restrictions on Buckeye Road from the rail line). The proposed single family subdivision to the north appears to have an open space buffer designed similarly to the subdivision that borders the existing industrial development. Additionally, parcels east of 107th Avenue and north along 107th Avenue contain industrial uses and would be compatible with an industrial use at this site.

Interim/Temporary Uses

In all three areas, interim uses, "pop-up" activities, and other strategies can be employed to encourage investment.

- **Pop-Up Events:** As discussed previously for Historic Avondale, food truck, movies at the park and other public events could be held at any of the historic neighborhoods. These events provide additional foot traffic to nearby commercial establishments.
- **Pride of Ownership:** For the historic residential neighborhoods, grants and loans for home and yard improvement could help improve overall aesthetics which can create a ripple effect in the neighborhood and also attract new development. Along these same lines, additional sidewalk and vacant lot edge planting would also improve the overall look of the neighborhoods. Heritage signage could also be a consideration for neighborhood identity. Finally, code education/DIY workshops regarding neighborhood safety (block watch/signage) as well as beautification could be held periodically in each neighborhood.



1.0 Greater Phoenix Economy Overview

1.1 Employment

Greater Phoenix historically outperforms the nation as a whole in population and employment growth whether in times of expansion or recession. From 1991 to 2006, Greater Phoenix was one of the fastest growing metropolitan areas in the country in terms of employment, typically ranking no worse than fifth but often in first or second position. The recession of 2001 saw a small slowdown in job growth, but the region rebounded to higher rankings in subsequent years. However, the Great Recession which started in late 2007 and ended in mid-2009 had a severe effect on job growth. In both 2009 and 2010 it ranked among the worst of the largest metro areas in the country. Only Detroit ranked worse in 2009. The region's economy has since improved and in 2017 and 2018 Greater Phoenix returned to one of the leaders in job growth.

Greater Phoenix Employment Growth Rank Metro Areas With More than 1 Million Jobs					
Year	Greater Phx Rank	Number of Metro Areas	Year	Greater Phx Rank	Number of Metro Areas
1991	6	19	2006	1	26
1992	4	19	2007	10	28
1993	2	19	2008	24	28
1994	1	19	2009	22	23
1995	1	20	2010	22	22
1996	1	21	2011	13	24
1997	2	22	2012	10	27
1998	1	22	2013	7	28
1999	2	23	2014	15	30
2000	6	24	2015	11	31
2001	6	25	2016	7	33
2002	5	24	2017	4	33
2003	3	24	2018	3	35
2004	2	24	2019*	3	36
2005	1	25			
*Data through March 2019 Source: U.S. Bureau of Labor Statistics					



While mobility across the U.S. has decreased since the Great Recession, Greater Phoenix has started to see significant levels of in-migration over the last few years and is now one of the leaders in population growth in the nation. According to the U.S. Census, in 2018 Greater Phoenix was the second fastest growing metro area in terms of absolute population increase with over 96,000 new residents. Because of its overall size at more than 4.7 million persons, Greater Phoenix ranks fifth in percentage growth behind several smaller metro areas such as Austin and Las Vegas. Between 2010 and 2018, Greater Phoenix grew by 664,835 persons, ranking third in the country behind the Dallas and Houston metro areas.

Fastest Growing Metro Areas 2017 & 2018 By Numeric Growth			
Rank	Metro Area	Net Change 2016-2017	Net Change 2017-2018
1	Dallas-Fort Worth	146,238	131,767
2	Phoenix	88,772	96,268
3	Houston	94,417	91,689
4	Atlanta	89,013	75,702
5	Orlando	56,498	60,045
6	Seattle	64,386	54,894
7	Austin	55,269	53,086
8	Riverside-San Bernardino	57,017	51,934
9	Tampa-St. Petersburg	54,874	51,438
10	Washington D.C.	65,908	49,949

Source: U.S. Census

Fastest Growing Metro Areas 2017 & 2018 By Percentage Growth			
Rank	Metro Area	Net Change 2016-2017	% Change 2017-2018
1	Austin	2.68%	2.51%
2	Orlando	2.30%	2.39%
3	Las Vegas	2.20%	2.21%
4	Raleigh	2.31%	2.11%
5	Phoenix	1.91%	2.02%
6	Jacksonville	1.93%	1.98%
7	Dallas-Fort Worth	2.02%	1.78%
8	San Antonio	1.97%	1.77%
9	Charlotte	2.01%	1.76%
10	Tampa-St. Petersburg	1.81%	1.66%

Source: U.S. Census

Greater Phoenix is also a top 10 metro area in employment growth. In 2018, 68,100 jobs were created, second only to the Dallas-Fort Worth area. On a percentage basis, Greater Phoenix ended with a job increase of 3.34% for the year.

Fastest Growing Employment Centers 2018 By Numeric Growth		
Rank	Metro Area	Net Change 2017-2018
1	Dallas-Fort Worth	86,800
2	Phoenix	68,100
3	Houston	64,900
4	Atlanta	58,400
5	San Francisco-Oakland	55,000
6	Miami-Fort Lauderdale	49,900
7	Riverside-San Bernardino	49,300
8	Seattle	48,700
9	Orlando	44,800
10	Chicago	44,800

Source: U.S. BLS

Fastest Growing Employment Centers 2018 By Percentage Growth		
Rank	Metro Area	% Change 2017-2018
1	Orlando	3.58%
2	Riverside-San Bernardino	3.39%
3	Phoenix	3.34%
4	Austin	3.32%
5	Nashville	3.07%
6	Las Vegas	2.99%
7	Denver	2.47%
8	Seattle	2.44%
9	Dallas	2.41%
10	Charlotte	2.41%

Source: U.S. BLS



Greater Phoenix has fully recovered from the Great Recession. After losing 239,800 jobs in the recession, it has regained another 443,500 jobs (185% of jobs lost) since the bottom of the job market in September 2010. The outlook for job growth in Greater Phoenix is very positive over the next ten years. It is notable that since 2009, 87% of all job growth in the State has occurred in Greater Phoenix.

1.2 Residential Development

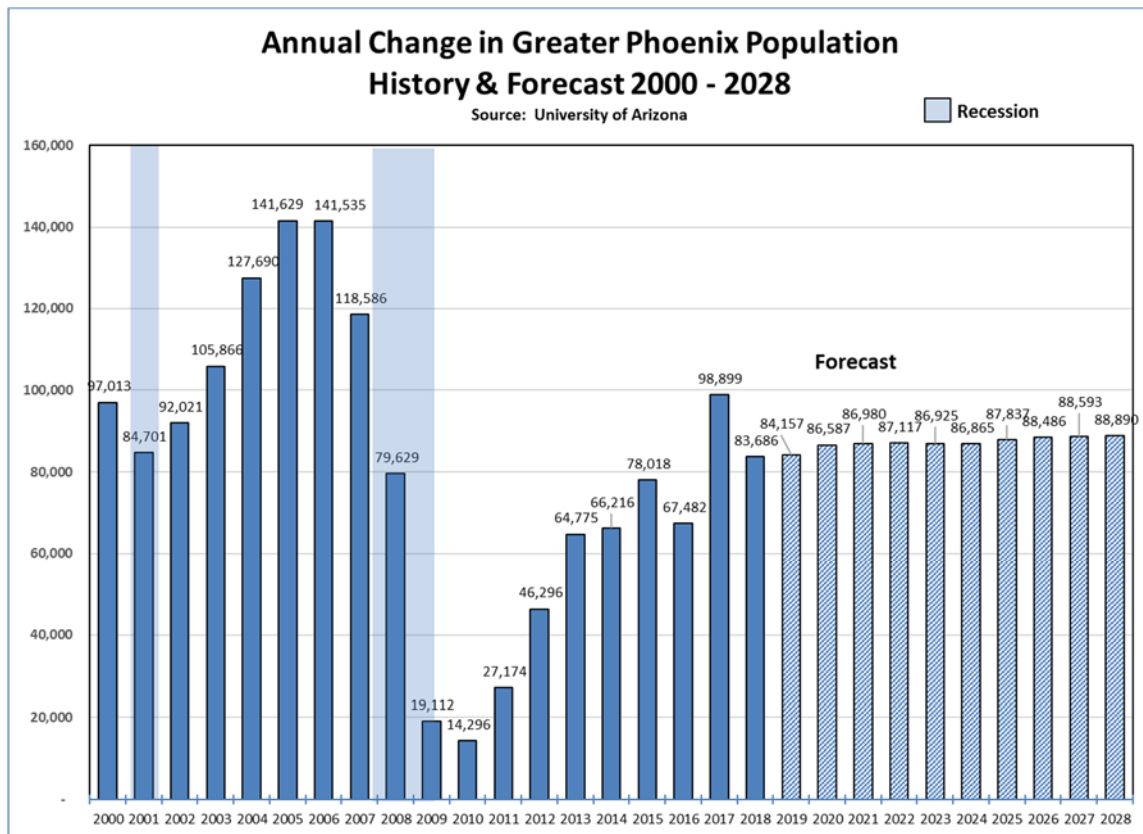
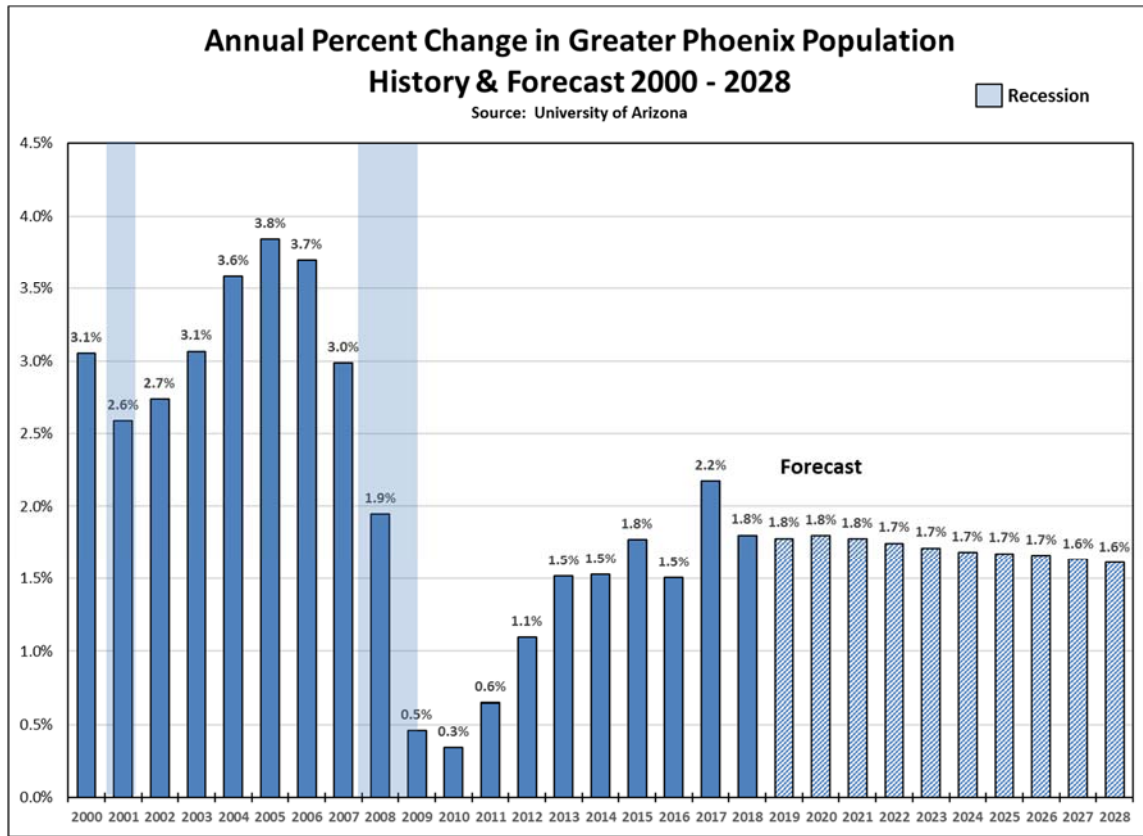
While Greater Phoenix is now experiencing strong growth, the overall recovery since the end of the recession has been slow. The region's residential homebuilding market has still not returned to levels of historical performance typically following a recession. In contrast, the multi-family market has been very strong, partly due to restrictions on the availability of credit for home loans, student debt burden, and households that can't purchase a home due to poor credit or foreclosure. During the recession, Greater Phoenix experienced a downturn that was more severe than in other metropolitan areas of the country, a result of overbuilding in both the single family and commercial real estate sectors. Real estate market downturns have occurred before in Greater Phoenix but not to this extent.

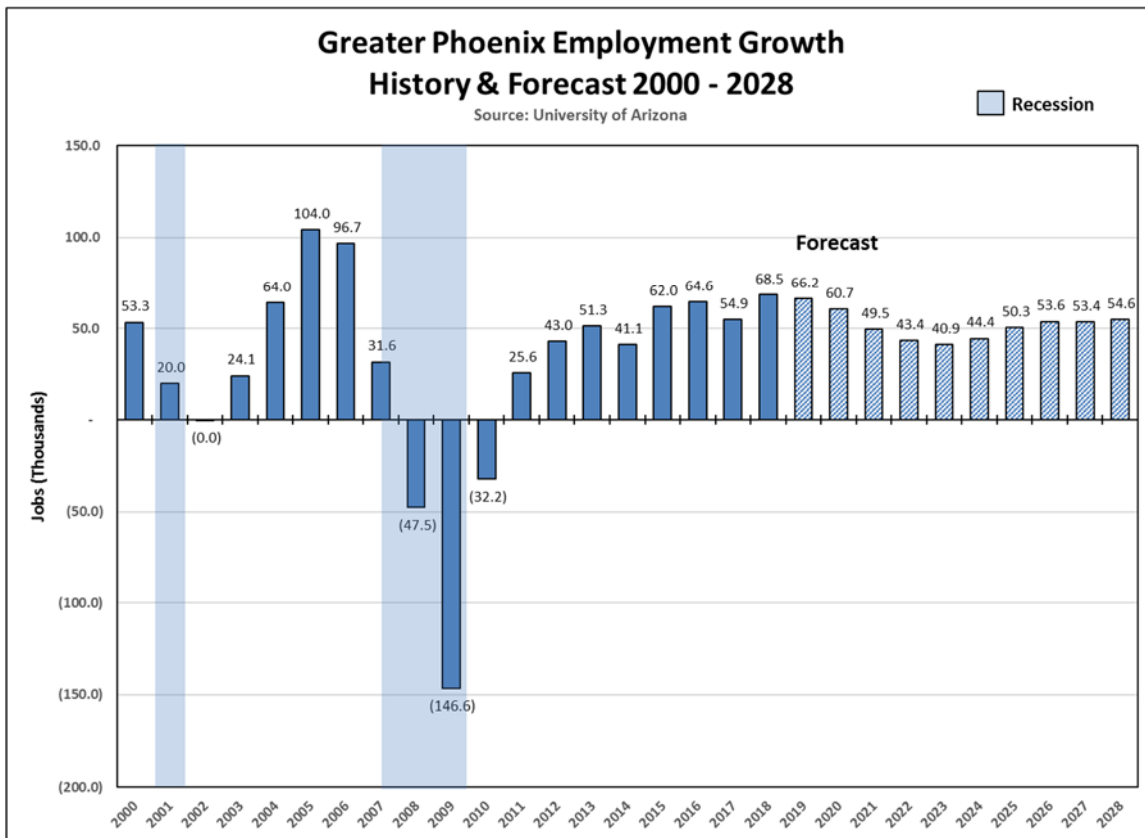
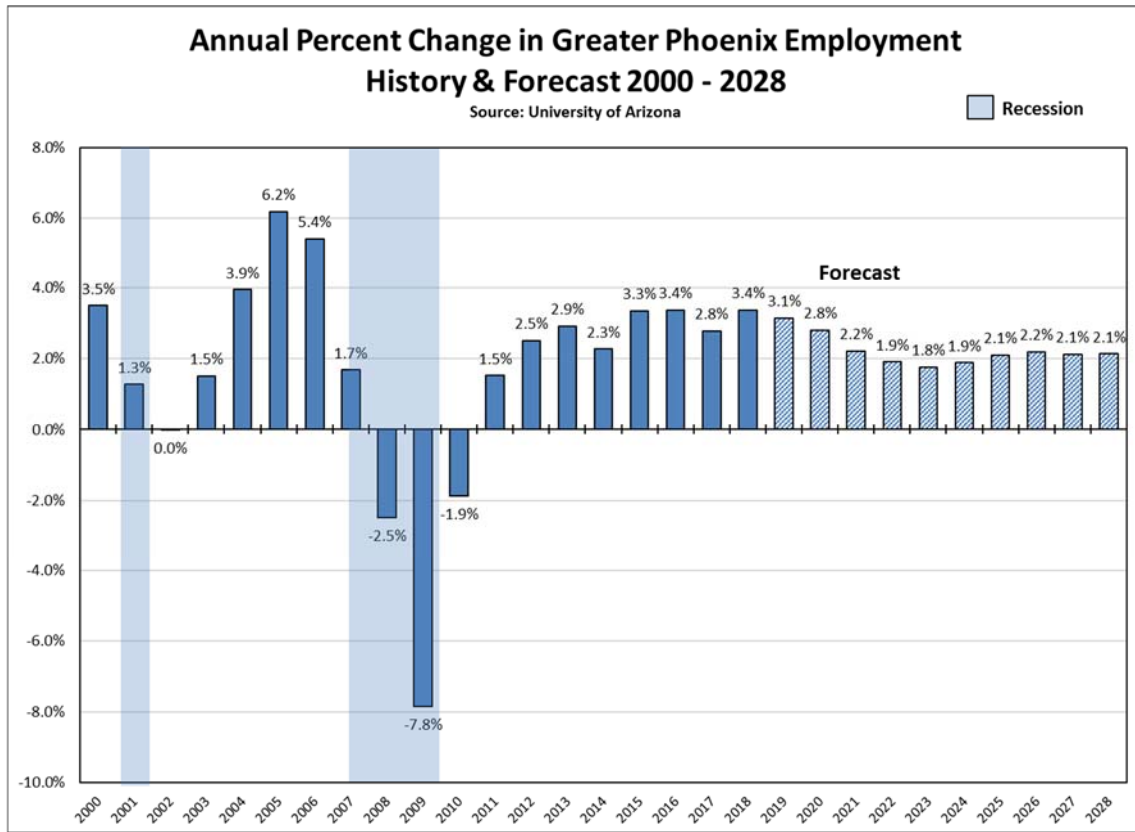
1.3 Forecasts

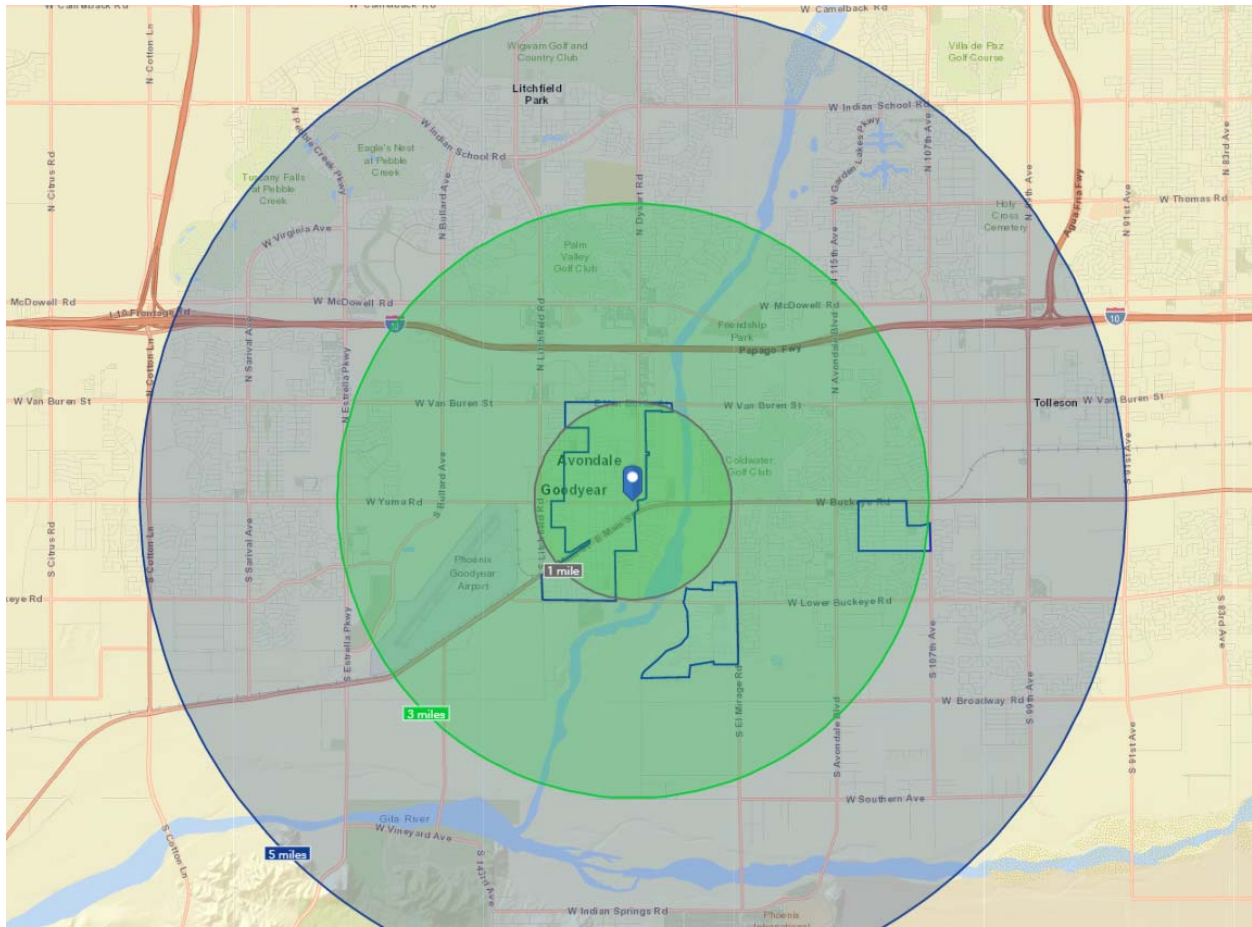
Despite the slow recovery, Greater Phoenix is expected to see significant population and employment growth over the next ten years. Forecasts from the University of Arizona show that Greater Phoenix should grow by an average of 1.6% to 1.8% per year through 2018. While this growth rate is significantly lower than previous economic expansions, the absolute number of forecasted new residents is impressive at more than 80,000 persons per year. Because of the size of Greater Phoenix at more than 4.7 million persons, the area's growth rate will be lower compared to earlier years. Overall, Greater Phoenix is expected to grow by 872,400 persons by 2028. (Note: the forecasts from the University of Arizona differ from the population estimates produced by the U.S. Census.)

Likewise, job growth is finally occurring again and is forecasted by the University of Arizona to grow at an average of 52,000 jobs each year over the next ten years. Healthy job growth could stimulate additional population growth and the region could possibly see population growth rates increase above 2.0%. Greater Phoenix has become an important job center of the Southwest U.S. because of its moderate cost of living relative to the West Coast.









2.1 Demographic Summary

There are approximately 16,200 residents within one mile of the Historic Avondale downtown. This figure grows to 69,400 residents within three miles and 174,400 residents within 5 miles. The median age is young (28.4) within one mile and gradually reports an older population as the market area grows outward, though still much younger than the Maricopa County average. Median household income in the area ranges from \$42,671 to \$67,787.

South Avondale Demographic Summary			
	1 mile	3 miles	5 miles
2019 Summary			
Population	16,189	69,408	174,437
Households	4,752	21,339	55,611
Families	3,455	15,900	42,759
Average Household Size	3.38	3.23	3.13
Owner Occupied Housing Units	2,096	12,084	37,879
Renter Occupied Housing Units	2,655	9,255	17,732
Median Age	28.4	30.1	32.3
Median Household Income	\$42,671	\$58,494	\$67,787
2024 Summary			
Population	17,303	75,069	191,356
Households	5,076	23,015	60,950
Families	3,679	17,113	46,711
Average Household Size	3.38	3.24	3.13
Owner Occupied Housing Units	2,304	13,319	42,021
Renter Occupied Housing Units	2,771	9,695	18,930
Median Age	28.9	30.8	32.5
Median Household Income	\$50,310	\$65,645	\$77,359

Source: ESRI Business Analyst 2019

2.2 Population Projections

As of the latest projections from the Maricopa Association of Governments (MAG), modest growth in residential development is anticipated in the region. By 2030, MAG is projecting just over 20,000 new residents within three miles of historic Avondale. Nearly 43,400 new residents are expected during the same timeframe within 5 miles of the subject sites.

Beyond 2030, MAG expects the South Avondale region to experience continued growth. These projections report over 12,500 new residents between 2030 and 2040 within three miles and an additional 8,600 residents in the decade following (2040-2050). Within five miles, an additional 21,400 new residents are expected between 2030 and 2040. From 2040 to 2050 an additional 14,800 new residents are projected.

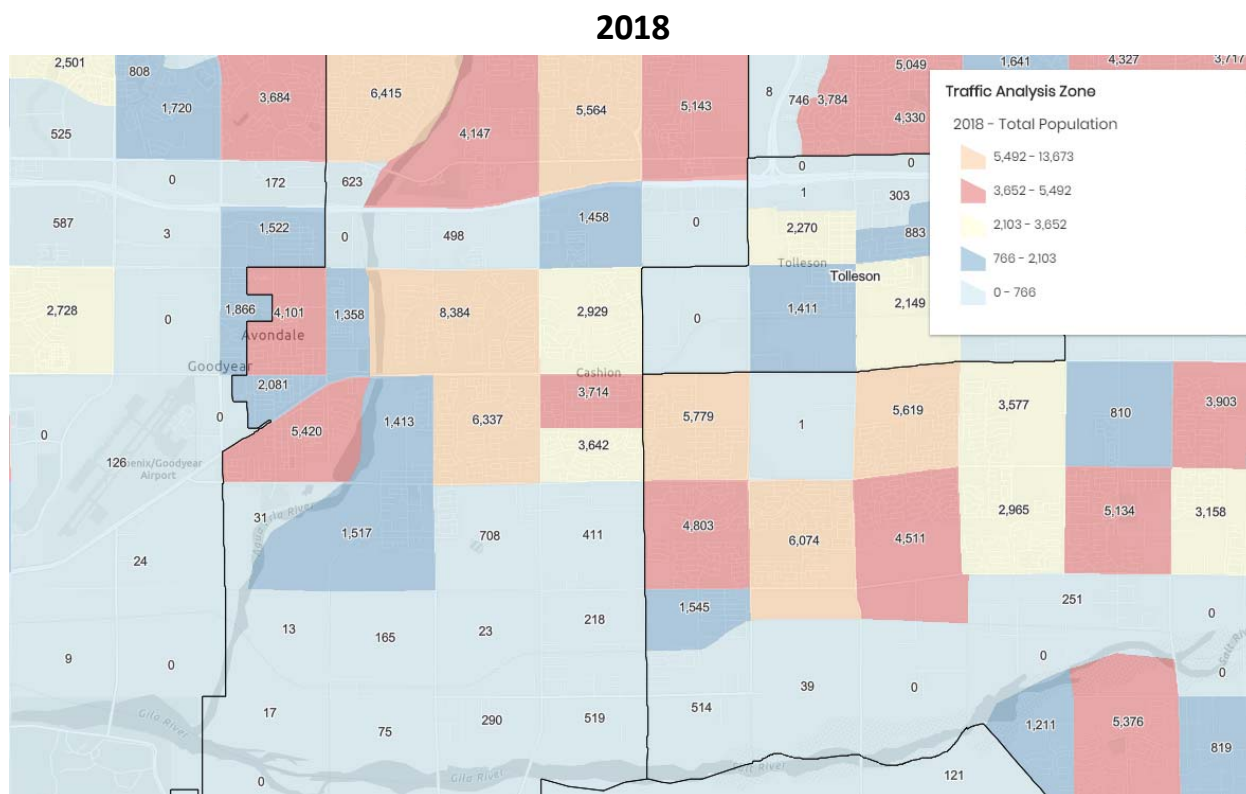
In terms of commercial development and new jobs, there are 8,800 new jobs projected by 2030 within 3 miles and over 17,000 new jobs within five miles. New job growth is expected to continue at a higher rate between 2030 and 2050 in both the immediate and larger market areas.



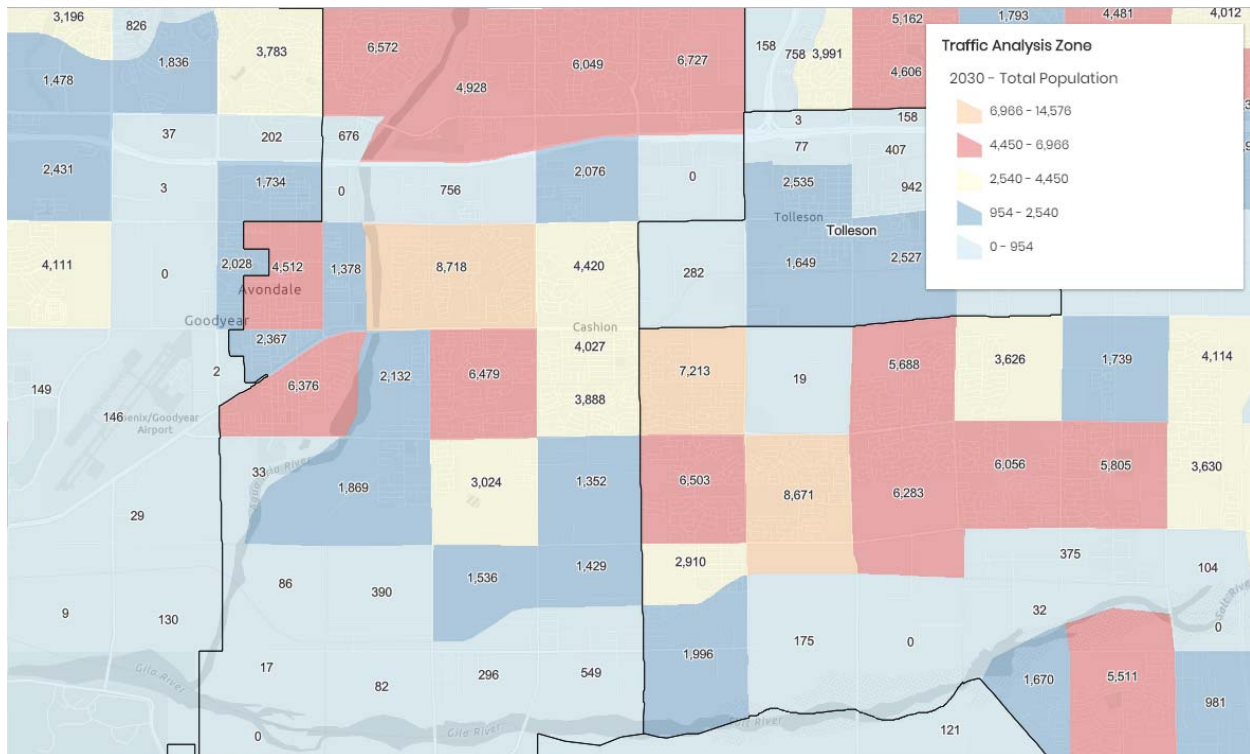
South Avondale Long Term Projections 2018-2055						
	2018	2020	2030	2040	2050	2055
3-Mile Radius						
Total Population	83,174	86,206	103,211	115,739	124,306	127,866
New Population		3,032	17,005	12,528	8,567	3,560
Annual % Growth		1.8%	1.8%	1.2%	0.7%	0.6%
Site Based Jobs	25,879	27,068	34,686	44,384	54,171	58,106
New Jobs		1,189	7,618	9,698	9,787	3,935
Annual % Growth		2.3%	2.5%	2.5%	2.0%	1.4%
5-Mile Radius						
Total Population	184,364	190,682	227,762	249,169	263,940	271,020
New Population		6,318	37,080	21,407	14,771	7,080
Annual % Growth		1.7%	1.8%	0.9%	0.6%	0.5%
Site Based Jobs	54,572	57,451	71,658	89,626	107,309	115,843
New Jobs		2,879	14,207	17,968	17,683	8,534
Annual % Growth		2.6%	2.2%	2.3%	1.8%	1.5%

Source: Maricopa Association of Governments 2019

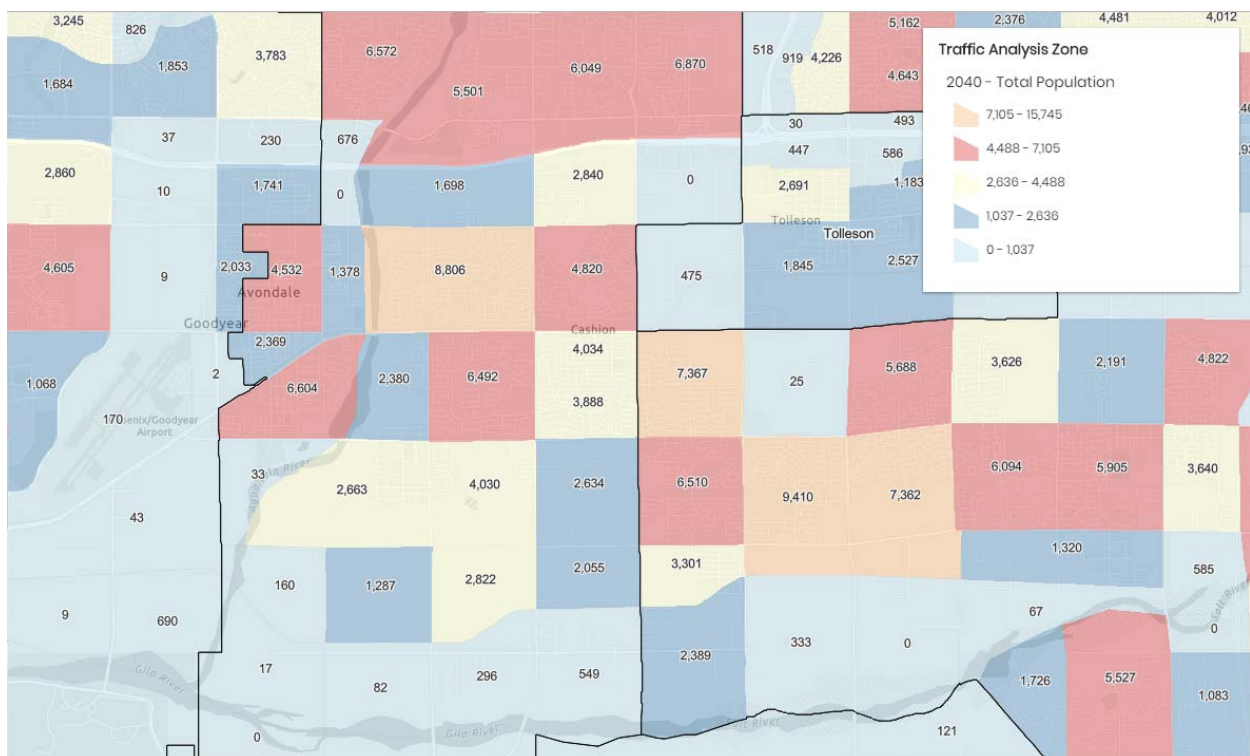
The following maps illustrate the growth and density of population in the south Avondale region.



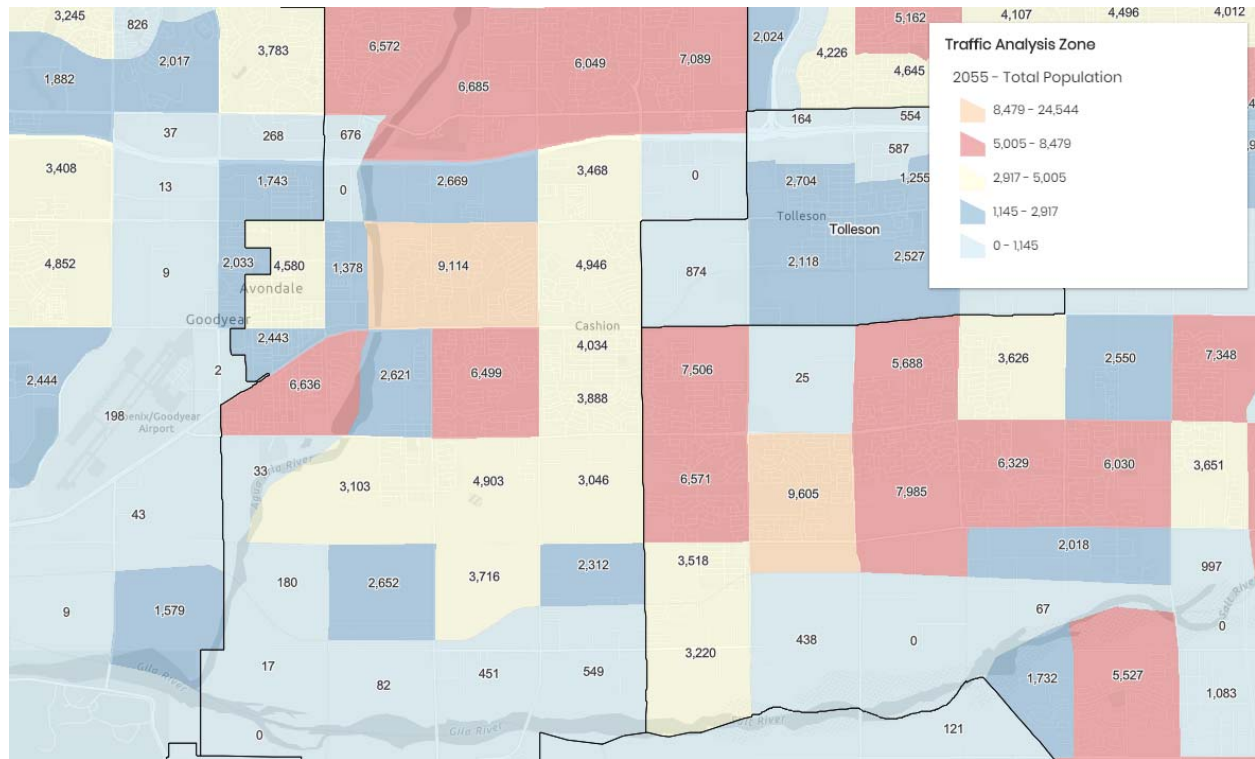
2030



2040



2055

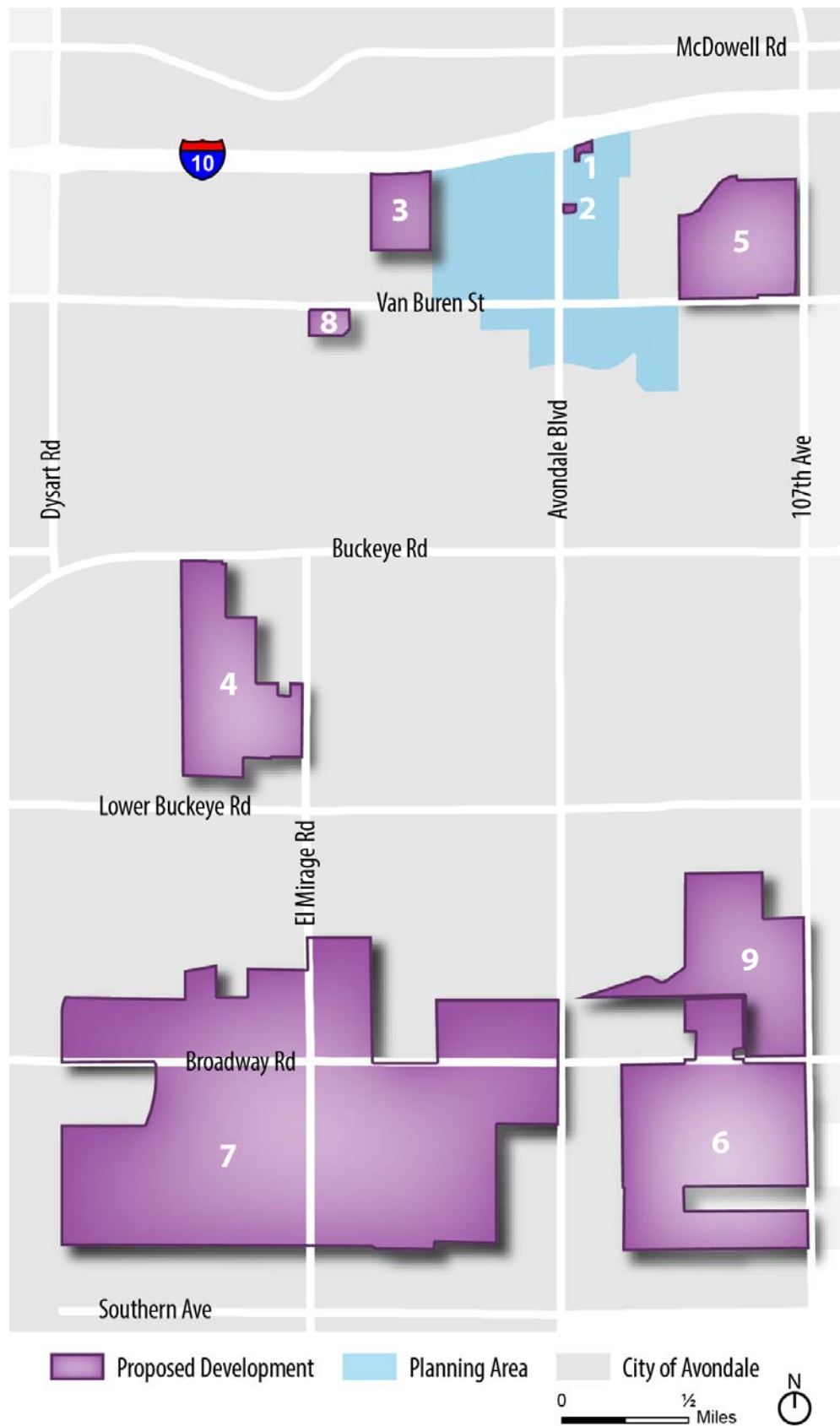


2.3 New Development

Several new residential developments are planned for South Avondale. Roosevelt Park (607 total homes at build out), Fairway Townhomes (161 units at the SEC of Fairway and Van Buren) Del Rio Ranch (491 homes), Verde Trails (over 1,000 homes), Alamar (3,695 homes), Entrada (estimated 600 homes), and Hermosa Ranch (309 acres) are all positive trends for the continued growth in the southern region of Avondale.

South Avondale Residential Development Pipeline						
Map	Project	Location	Type	Size		Status
4	Del Rio Ranch Phase III	W of El Mirage Rd S of Buckeye Rd	SFR	491	homes	Planned 2019
5	Roosevelt Park Phase II	NWC 107th Ave & Van Buren	SFR	607	homes	Planned 2019
6	Verde Trails I & II	SWC 107th Ave & Broadway	SFR	675	homes	Planned 2019
7	Alamar Phase I	SWC Avondale Blvd & Broadway	SFR	461	homes	Planned 2020
8	Fairway Townhomes	SEC Fairway Dr & Van Buren	TH	161	homes	Proposed
9	Entrada	NWC 107th Ave & Broadway	SFR	600	homes	Proposed

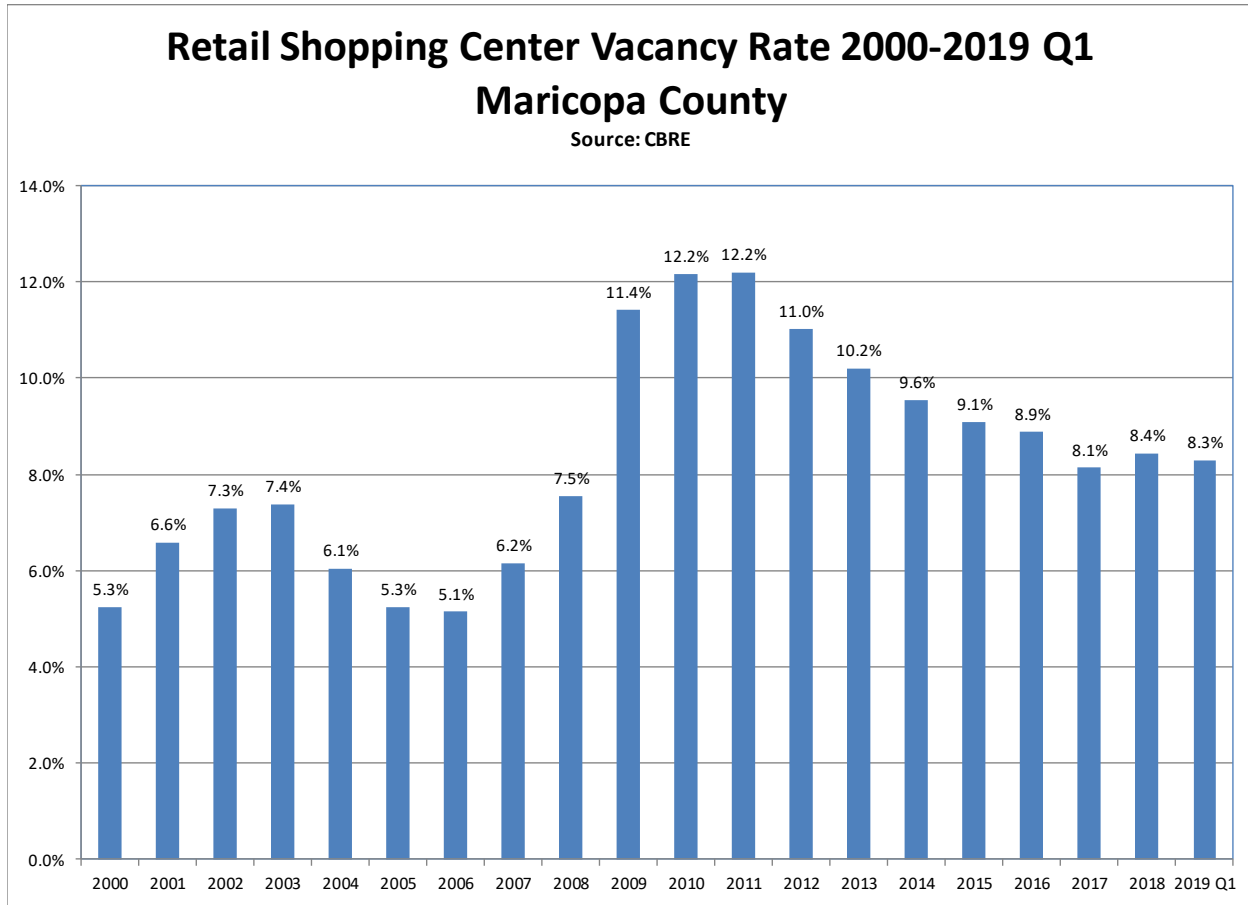




3.0 Retail

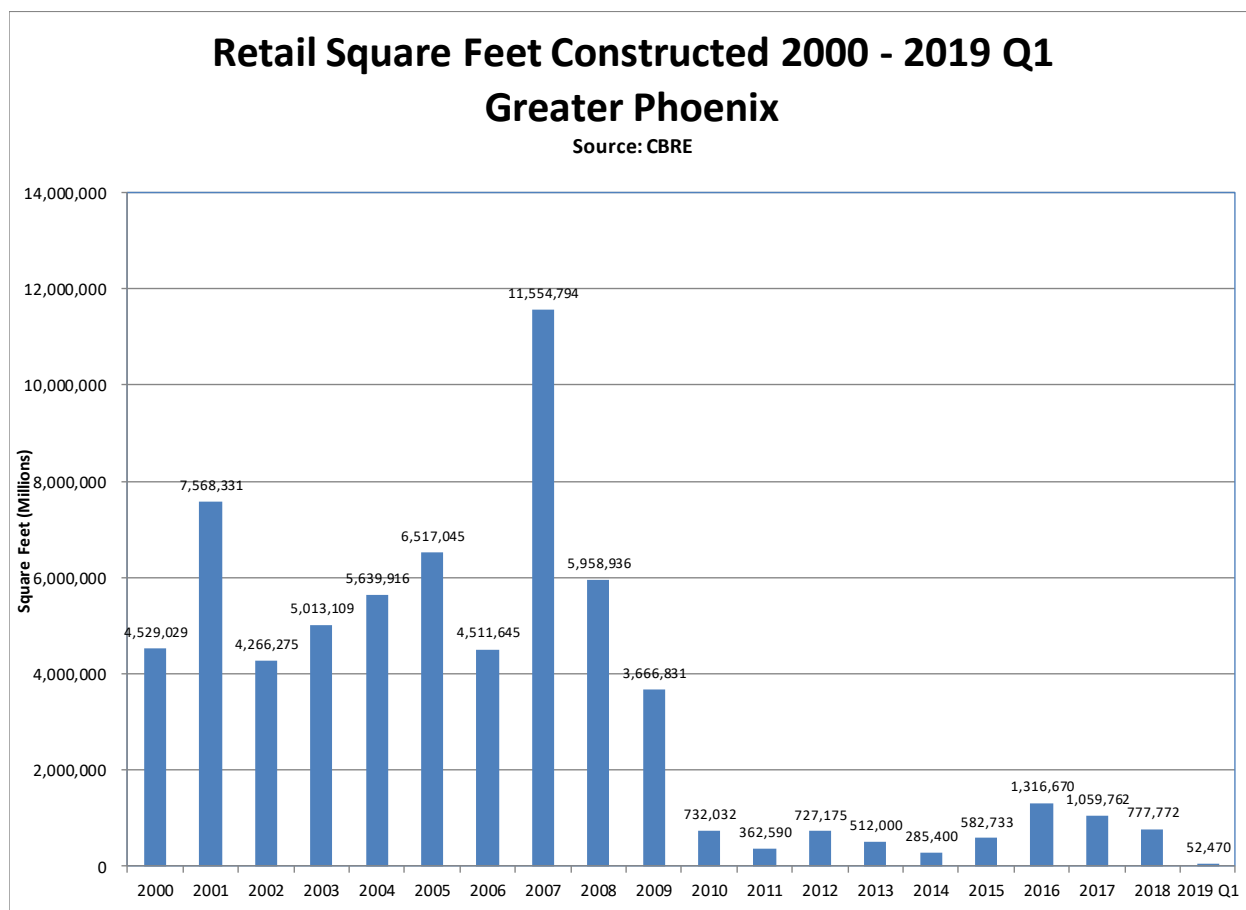
3.1 Maricopa County Retail Market

Over the past 10 years, the Maricopa County retail market has experienced some of its highest vacancy rates in history resulting from the effects of the Great Recession. According to CBRE, the vacancy rate across the Valley reached 12.2% in 2010 and 2011, the highest vacancy rate for retail space ever recorded in the region. Since that time, the vacancy rate has trended downward to 8.3% at the start of 2019.



As a result of the recession and high vacancy rates, shopping center construction activity has declined dramatically. According to CBRE, between 2000 and 2008, an average of 6.1 million square feet of retail space was constructed each year in Maricopa County with 11.6 million square feet constructed in 2007 alone. Since 2010, only 6.4 million square feet of total retail space has been completed or an average of 700,000 square feet each year.





Market conditions existing today in the retail real estate sector have been affected by the last recession. The latest business cycle illustrated longer-term challenges for the brick-and-mortar retail market in Greater Phoenix as well as trends that will affect how the market performs in the future. Following are some of those trends and challenges.

- **Domination:** The market has become dominated by big box retailers and power/community shopping centers.
- **Obsolescence:** Retailing is constantly changing resulting in some companies going out of business as others are entering the marketplace. Currently, restaurants and value-oriented retail are the most viable in the market and actively expanding.
- **Consolidation:** As retail market conditions change, consolidation of companies within the industry occurs. This trend is particularly evident in the grocery store sector.
- **Internet or E-Commerce Sales:** E-Commerce will continue to grow for the foreseeable future. This places more emphasis for development opportunities on restaurants, entertainment, and other experiential retail.

The Greater Phoenix retail market had a relatively healthy 2018, with both reduced vacancy and continued absorption, albeit more modest than in 2017. With the local economy remaining



healthy and the housing market continuing on its path of development, expanding retailers will likely sustain the momentum in the market, particularly among restaurants and other small-space users that thrive when household incomes increase.

Some of the most actively developed retail types in today's market include restaurants, value-oriented retail, fitness centers, and local services. These users may be located within anchor buildings, shops or freestanding pads.

3.2 Southwest Valley Retail Market

In the West/Southwest submarket, there is 1.2 million square feet of retail space planned in existing and future shopping centers.

Retail Construction Phases Under Construction & Planned					
Property Name Address	Total SF Year Built	Existing	Under Construction	Planned	Development Type
ALDI Laveen Center SE Baseline Rd/59th Ave	52,900 2019			52,900	Neighborhood Center
Canyon Trails Towne Center NE Yuma Rd Cotton Ln	700,000 2008	389,271		139,300	Power Center
EoS Fitness NE Encanto Ave/75th Ave	81,000 2018	35,000		46,000	Neighborhood Center
Estrella Commons SEC I-10/Estrella Pkwy	190,400 2019			190,400	Neighborhood Center
Laveen Park Place SW Baseline Rd/59th Ave	273,763 2018			273,763	Power Center
Maya Cinemas SW McDowell Rd/67th Ave	83,076 2019			83,076	Neighborhood Center
Park 10 SE McDowell Rd/107th Ave	146,305 2016	69,665		76,640	Retail/Office
Pebblecreek Village SW McDowell Rd Pebble Creek Pkwy	176,420 2018			176,420	Neighborhood Center
Sundance Marketplace SE Yuma Rd Watson Rd	64,151 2018			64,151	Community Center
Village Grove at Verrado NW Indian Schl Rd Jackrabbit Trl	173,557 2018			140,270	Neighborhood Center
Properties: 10	1,941,572	493,936		1,242,920	
Source: CBRE					

3.3 Market Area Spending Potential

The U.S. Consumer Expenditure Survey is an important source of information that describes the spending habits of U.S. residents. The Survey has been conducted for decades and provides a consistent, long term history of spending trends.

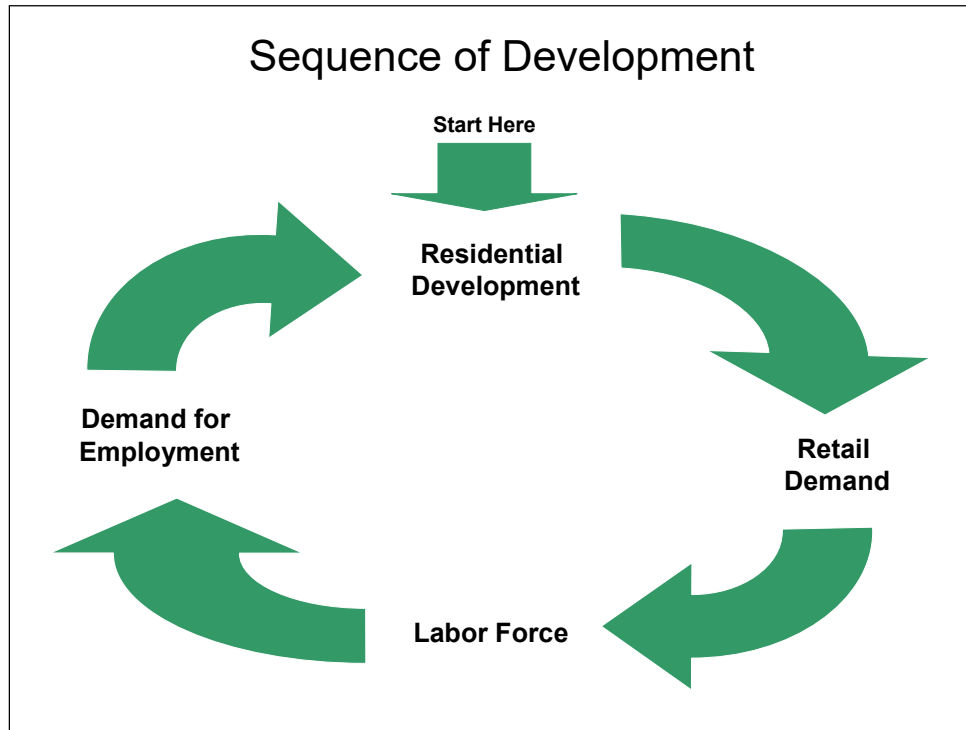


Due to the extensive amount of retail along the I-10 within the market area, the current retail gap analysis shows very few gaps in the market today. Based on the data below, a gas station is the only category that shows any short term potential.

Retail MarketPlace Profile Avondale Revitalization Areas - 3 Mile Radius			
Summary Demographics			
2019 Population	69,408		
2019 Households	21,339		
2019 Median Disposable Income	\$50,534		
2019 Per Capita Income	\$22,108		
2017 Industry Group	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap
Motor Vehicle & Parts Dealers	\$124,322,513	\$236,560,451	-\$112,237,938
Furniture & Home Furnishings Stores	\$19,510,168	\$26,400,666	-\$6,890,498
Electronics & Appliance Stores	\$19,641,897	\$28,274,020	-\$8,632,123
Bldg Materials, Garden Equip. & Supply Stores	\$39,559,337	\$60,992,957	-\$21,433,620
Food & Beverage Stores	\$98,341,569	\$140,940,039	-\$42,598,470
Health & Personal Care Stores	\$35,092,355	\$44,986,527	-\$9,894,172
Gasoline Stations	\$55,988,593	\$25,297,676	\$30,690,917
Clothing & Clothing Accessories Stores	\$27,292,863	\$17,894,315	\$9,398,548
Sporting Goods, Hobby, Book & Music Stores	\$16,418,535	\$31,773,695	-\$15,355,160
General Merchandise Stores	\$112,520,002	\$277,718,976	-\$165,198,974
Miscellaneous Store Retailers	\$22,681,256	\$29,403,633	-\$6,722,377
Nonstore Retailers	\$5,752,599	\$133,527	\$5,619,072
Food Services & Drinking Places	\$63,550,407	\$136,731,537	-\$73,181,130
Source: Esri and Infogroup. Esri 2019 Updated Demographics. Esri 2017 Retail MarketPlace. Copyright 2019 Esri. Copyright 2017 Infogroup, Inc. All rights reserved.			

Despite the obvious surplus in most of the retail categories, each new additional resident will create demand for additional local serving retail. Continued residential development in all forms within the market area will be critical to the eventual success of additional commercial development. As the following graphic helps to illustrate, local residents will be the main source of retail demand and also provide a local workforce for office development. This residential development must come first, eventually building to a critical mass of residents to attract additional retailers.





Based on the future growth of the area outlined previously, the following table illustrates that new, local serving retail development will be warranted in the future. By 2030, new residential development in South Avondale should create demand for just over 50,000 square feet of grocery store space. This would be equivalent to a small format grocer such as Sprout's. In addition to grocery store space, an estimated 82,300 square feet of new space will be demanded in other local serving retail categories such as restaurants. By 2040, there will be an estimated 82,200 square feet of grocery store demand and 133,700 square feet of other local serving retail demand.



Future Retail Spending Analysis Avondale Revitalization Areas 3-Mile Radius		
Income & Spending Assumptions	Dollars	Percent of Income
Market Area Average Household Income 2019	\$71,924	
Total Retail Spending/Hhld (Excluding vehicles)	\$18,874	26.2%
Local-Serving Retail Spending	\$8,106	11.3%
Grocery Spending/Hhld	\$4,102	5.7%
Other Non-Grocery Local-Serving Retail Spending/Hhld	\$4,003	5.6%
Regional-Serving Retail Spending/Hhld	\$7,504	10.4%
Restaurant Spending/Hhld	\$3,264	4.5%
	2030	2040
New Population	20,037	32,565
Households (based on 3.25 pers/hhld)	6,165	10,020
Supportable Local-Serving Retail Demand		
Total Grocery Spending	\$25,292,426	\$41,106,345
Supportable SF at \$500 Per SF in Sales	50,585	82,213
Other Local-Serving Retail Spending (excluding Groceries)	\$24,680,655	\$40,112,070
Supportable SF at \$300 Per SF in Sales	82,269	133,707
Sources: U.S. Consumer Expenditure Survey, ESRI 2019, AZ DOA		



4.0 Multi-Family

4.1 Maricopa County Overview

The following table illustrates a 15-year history of multi-family trends for Maricopa County by certain performance metrics such as vacancy and rent. As the table shows, periods of high vacancy lead to softening of rents and depressed construction activity during the Great Recession. Ultimately as the economy recovered, lower vacancy and rent appreciation resulted.

The region is currently in a period of historically high occupancy levels and increasing rents which are expected to continue. From 2013 through 2018, rents rose by an annual average of 6.7% on a compounded basis (6.3% growth in price per square foot annually). The market is expected to continue in this pattern for the near term.

Maricopa County Multi-Family Trends						
Year	% Vacant	Average Rent/Unit	% Rent Growth	Average SF/Unit	Average Rent/SF	% Growth
2004	10.7%	\$659	0.3%	804	\$0.82	0.2%
2005	8.3%	\$672	2.0%	801	\$0.84	2.4%
2006	7.3%	\$711	5.8%	796	\$0.89	6.5%
2007	9.4%	\$739	3.9%	797	\$0.93	3.8%
2008	12.0%	\$745	0.8%	799	\$0.93	0.5%
2009	14.3%	\$726	-2.6%	803	\$0.90	-3.1%
2010	12.7%	\$716	-1.3%	805	\$0.89	-1.5%
2011	9.9%	\$717	0.1%	807	\$0.89	-0.2%
2012	8.7%	\$736	2.7%	821	\$0.90	1.3%
2013	8.0%	\$749	1.7%	822	\$0.91	1.2%
2014	7.5%	\$791	5.6%	829	\$0.95	4.7%
2015	7.3%	\$847	7.1%	831	\$1.02	6.9%
2016	7.3%	\$904	6.7%	833	\$1.09	6.4%
2017	7.9%	\$952	5.3%	836	\$1.14	4.9%
2018	7.3%	\$1,037	9.0%	839	\$1.24	8.6%
Q2 2019	7.3%	\$1,075	7.5%	839	\$1.28	7.5%
2004-2018 Average Annual Growth Rate		3.3%			3.0%	
2013-2018 Average Annual Growth Rate		6.7%			6.3%	

Source: RealData



Since 2015, over 34,500 apartment units have been built in the county. The average size and rents for these units are higher than the typical apartment complex found in the region. Overall, the typical unit constructed in the last five years is 937 square feet in size with a rent of \$1.63 per square foot. Rents for the newest communities are averaging \$1.85 per square foot.

4.2 West Valley Overview

Of the 145 complexes built in the county since 2015, the majority (88 complexes) have been built in Phoenix, Scottsdale and Tempe. These cities also command the highest rents with complexes in the remaining suburban cities having rents generally much lower. Most of the construction activity has occurred in Phoenix (primarily the central city), and the East Valley. An estimated 18 communities (12%) have been completed in the West Valley.

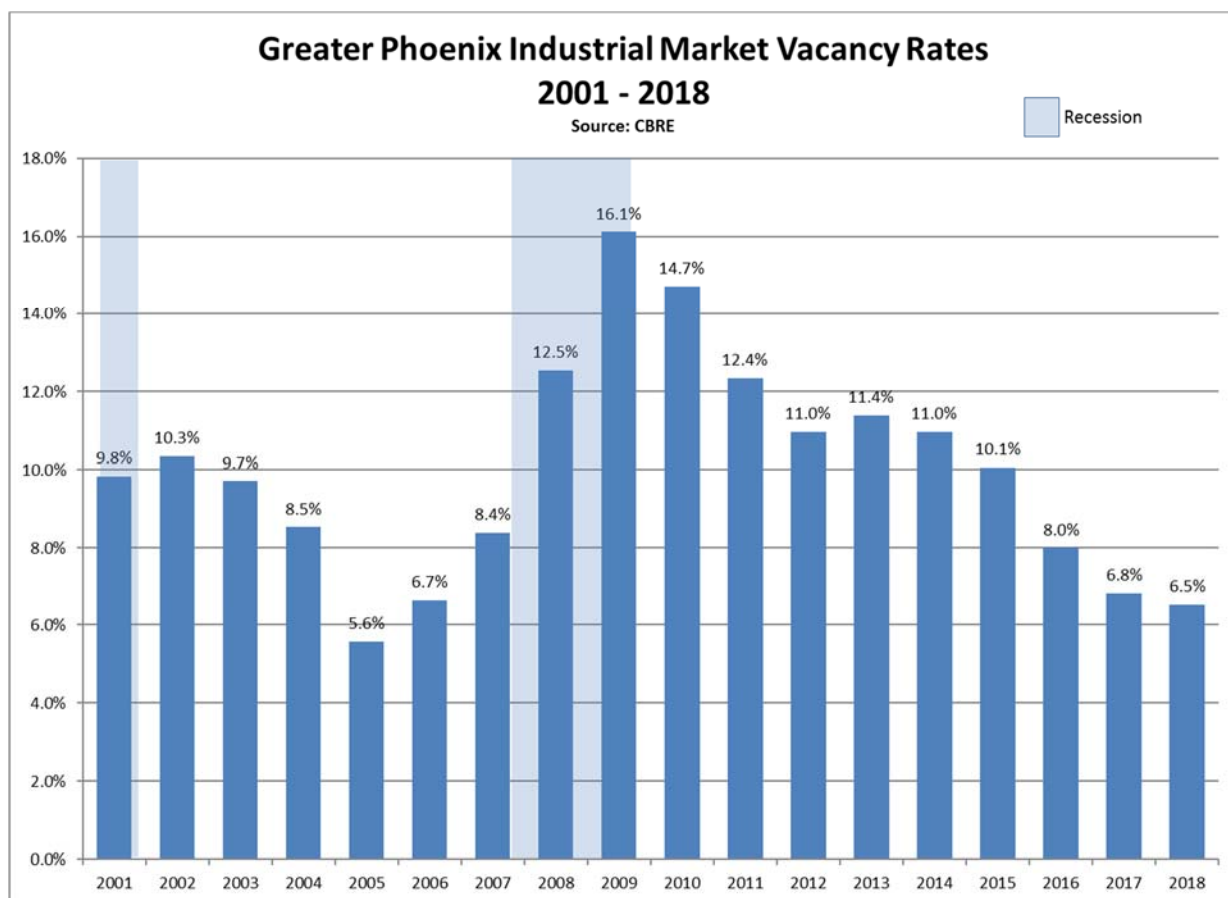
There have been positive trends in apartment development for the suburban areas of the Valley, especially for sites with freeway access. Just a few years ago, there were no active apartment projects west of the I-17. Today, there are several projects that have been built, under construction, or in the planning stages. Close proximity to the freeway is a common site selection factor for these suburban apartment projects. The recently completed 400-unit Avalon apartment community (located north of McDowell on 103rd Avenue, north of the Harkins and Costco anchored Gateway Pavilions shopping center) is one example of that positive trend for continued suburban and West Valley multi-family development.



5.0 Industrial

At the end of 2018, the Greater Phoenix industrial market was comprised of 318.2 million square feet of building space according to CBRE, an increase of approximately 113.4 million square feet since 2001. The market is affected by economic cycles, similar to most real estate products. However, for the most part, the swings in vacancy and occupancy of industrial buildings have been less severe than other real estate sectors, particularly when compared to the office sector.

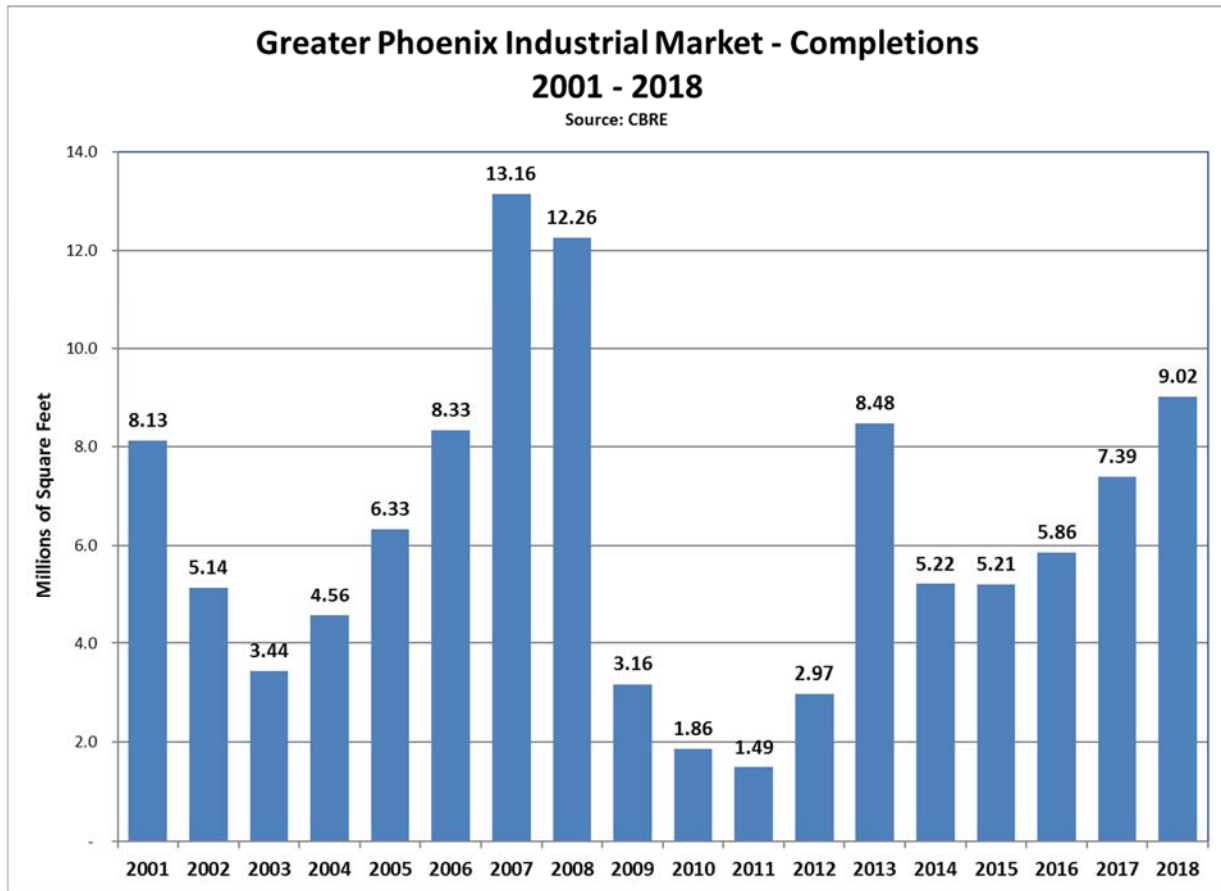
The vacancy rate for the industrial market has averaged just under 10% over the last 17 years. Prior to the Great Recession, the vacancy rate declined to 5.6% before spiking to 16.1% at the height of the recession. Since 2009, vacancy rates have declined to 6.7% suggesting near full occupancy of the industrial inventory.

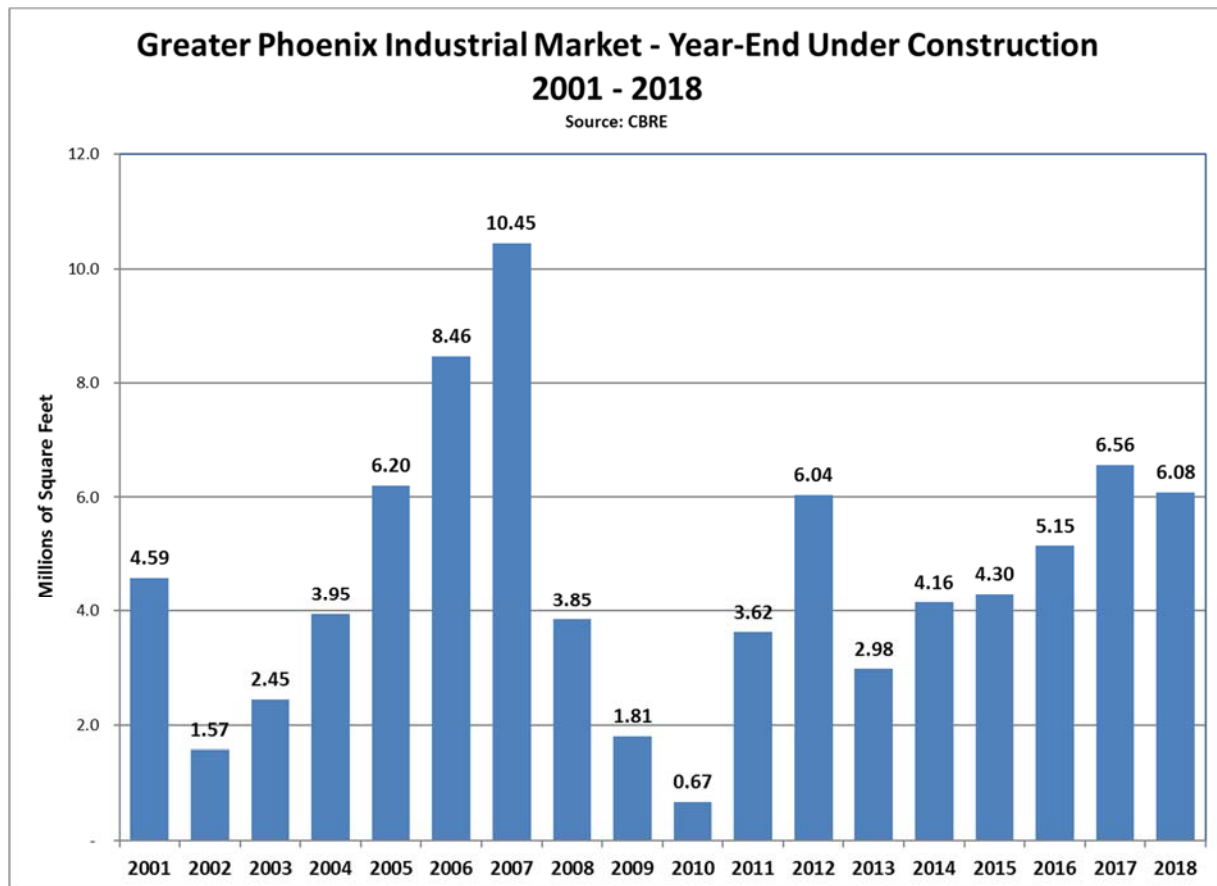


The Greater Phoenix industrial market experienced significant levels of construction activity in 2007 and 2008 in response to the strong demand for industrial space in the 2004 to 2006 timeframe. More than 25 million square feet of industrial space was constructed in 2007 and 2008 which led to the high vacancy rates as the effects of the Great Recession took hold and companies delayed expansion or eliminated unneeded space. Starting in 2013, construction activity returned to more sustainable levels with more than five million square feet constructed between 2014 and 2016. In response to low vacancy rates, 7.4 million square feet of industrial



buildings were completed in 2017 and another 9.0 million square feet in 2018. An additional 6.1 million square feet was under construction at the end of 2018.





Across the country, the industrial market has been the most dynamic real estate sector over the past five years, buoyed by strong employment growth. E-commerce is a primary driver of the sector as online retailers continue to perfect their supply chains to deliver goods more rapidly and cost effectively. The growth in E-commerce is also contributing to high demand at the nation's port. In some cities, former big box retail sites that became vacant are being converted to distribution and logistics buildings. Strong employment and population growth in Phoenix are driving local demand. Manufacturing, third-party logistics, pharmaceuticals and E-commerce are fueling the demand for industrial space in Greater Phoenix.

Over the long-term, from 1990 to 2018, the Greater Phoenix industrial market has grown at an average rate of 160,300 square feet of space for every 1,000 jobs (or a ratio of 160 square feet per new employee). The employment forecast over the next ten years is expected to bring more than 517,000 jobs to the region. This level of growth will continue to drive the industrial real estate market.

The forecasted demand for industrial space over the next ten years is based on the long-term (from 1990 to 2018) relationship between job growth and the development of industrial properties. Based on that relationship, the forecasted demand for industrial space is 66.3 million square feet through 2028. To be conservative, this number represents a 20% reduction to the calculated demand estimate to account for the potential for a mild economic recession.



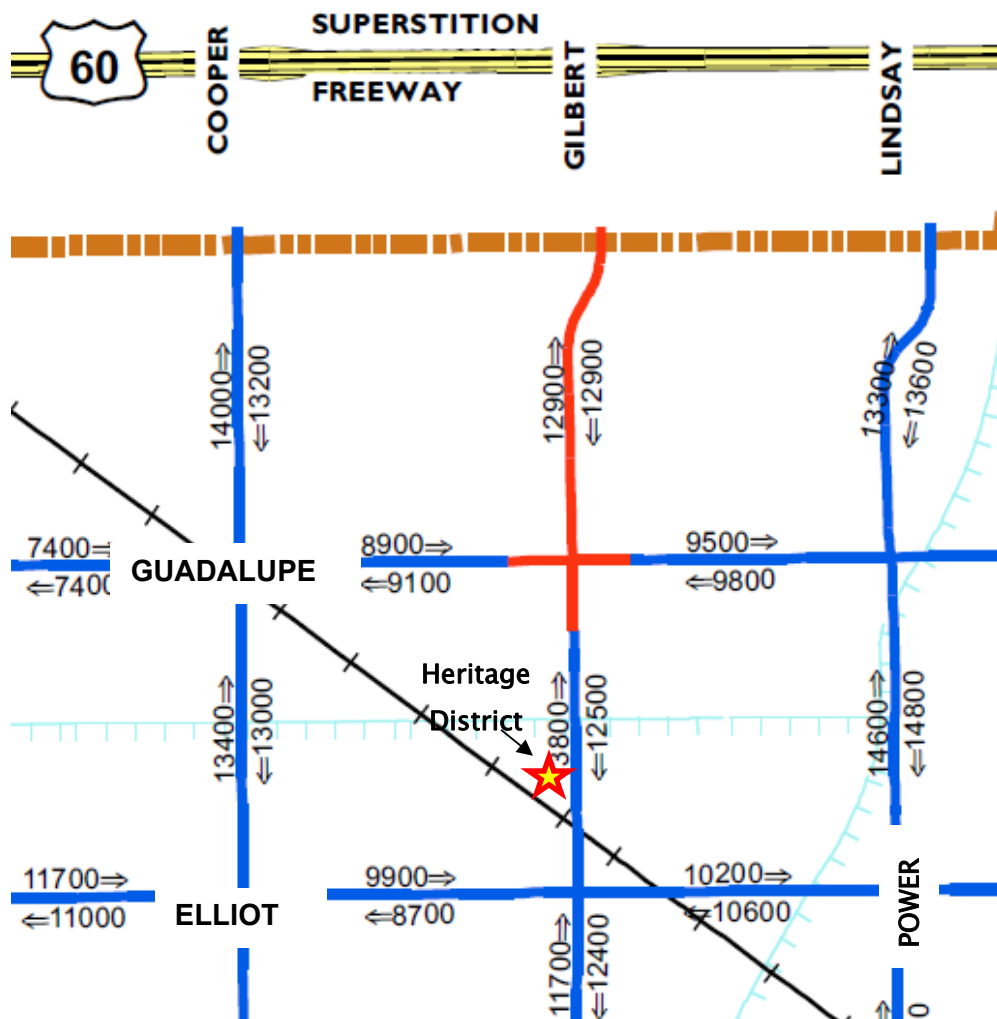
6.0 Case Studies

6.1 Historic Gilbert Heritage District

6.1.1 Site Access and Visibility

Average daily traffic volumes on nearby arterial streets area shown on the following graphic. Traffic count data comes from the Town of Gilbert. As of 2017, northbound Gilbert Road carries 13,800 vehicles per day and southbound Gilbert Road experiences 12,500 vehicles per day (26,300 VPD total). Westbound Guadalupe Road reports between 9,100 and 9,800 vehicles per day while eastbound traffic reports between 8,900 and 9,500 vehicles per day (18,000 to 19,300 VPD total). Westbound Elliot Road reports between 8,700 and 10,600 vehicles per day while eastbound traffic reports between 9,900 and 10,200 vehicles per day (18,600 to 20,800 VPD total). The frontage along Gilbert Road will provide excellent visibility for the development.

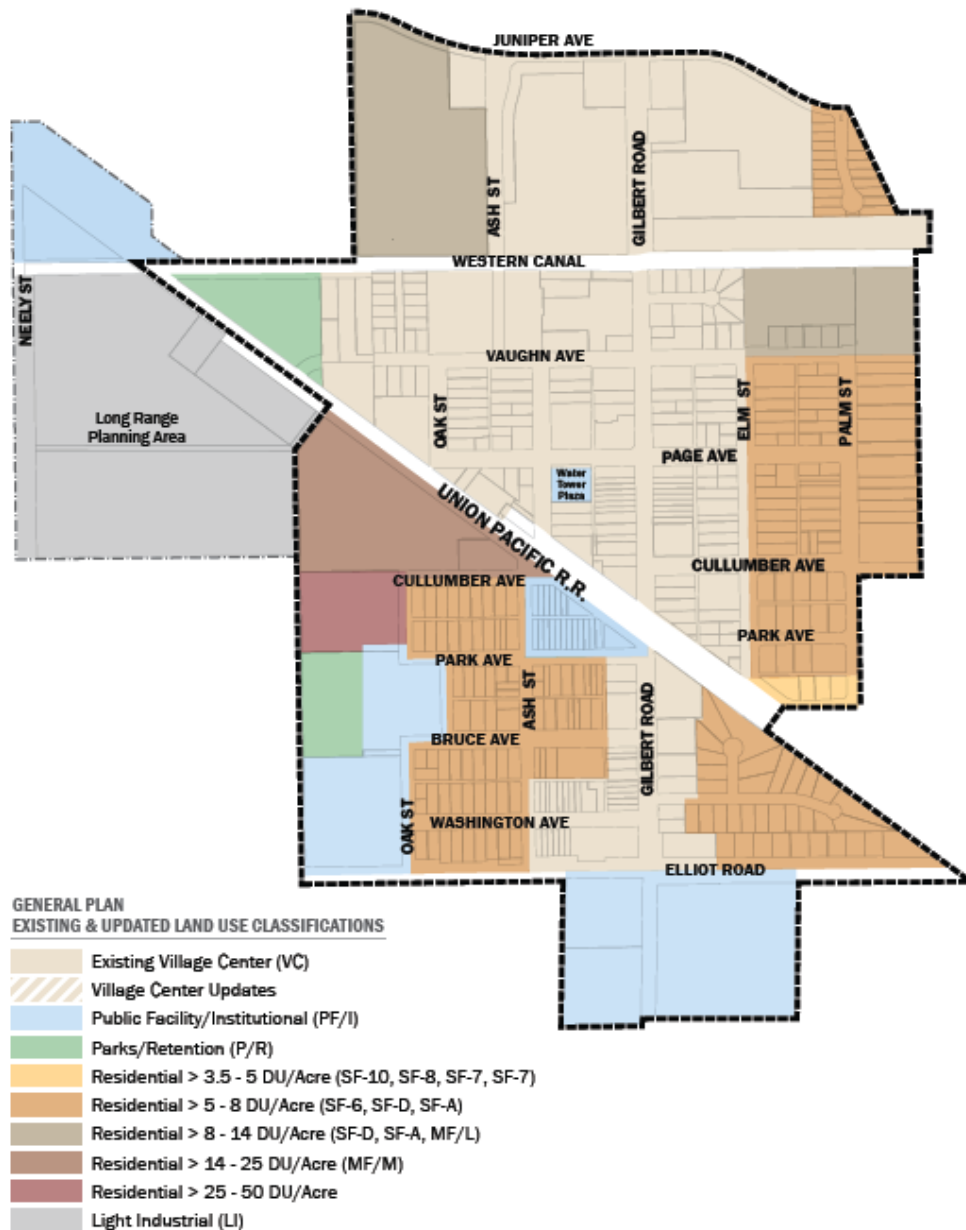
2017 Average Daily Traffic Counts



6.1.2 Regional Character

Downtown Gilbert is referred to as the Heritage District. The Heritage District has been the subject of numerous planning efforts including a master plan, several redevelopment plans (1991, 2001, 2008, 2018), and design guidelines. The objective of the area is to become a mixed-use, pedestrian-oriented project focused on the Village Center concept.

The Heritage District land use plan encompasses 192 acres. It is located along both sides of Gilbert Recker Road extending approximately 1,000 feet east and west from Juniper Avenue to 600 feet south of Elliot Road. The Village Center is much smaller, with current development found on 35 acres (an additional 8.5 acres is in pre-development).



The Heritage District is identified by the Town of Gilbert as a Growth Area, which is intended to create viable and concentrated areas of development that integrate a variety of land uses and open space and is a prime location for infill development. The Town of Gilbert's goal is to continue to see the Heritage District develop as a core area and development types will consist of retail shops, restaurants, offices, lodging, entertainment, public plazas, and very high-density residential units. Estimated market absorption over the next 10 years by land use is as follows:

- ❖ 151,500 square feet of retail.
- ❖ 322,000 square feet of commercial office.
- ❖ 320 hotel rooms.
- ❖ 2,010 units of multi-family housing.
- ❖ 5,400 parking spaces.

The 2018 Redevelopment Plan envisions the North Anchor as an 18-hour employment and entertainment development with ground floor retail. Suggested land uses include office, restaurants/entertainment retail, hotel, and parking. A proposed plan by LGE would satisfy significant development goals for the Heritage District in terms of multi-family, office, hotel, and retail.

According to Discover Gilbert, 26 restaurants have been added to the Heritage District in the last 5 years, including some of the top restaurant brands in Metro Phoenix as well as locally grown creations such as Joe's Barbecue and Liberty Market. The district also features the Hale Theater with Broadway shows, the Gilbert Farmers Market every Saturday and the Art Walk on the first and third Saturdays from October through March. The district is also connected to Gilbert's 135-mile bike path system. The following map illustrates the various retail, dining, and entertainment options currently found within the Heritage District.





HERITAGE DISTRICT

SHOP

- 1 Arizona Hardwood Flooring Supply
15 N Gilbert Rd
480-632-9111
azwood.com
- 2 Art Intersection
207 N Gilbert Rd, Ste 201
480-361-1118
artintersection.com
- 3 C&J's Antiques and Garden
40 N Gilbert Rd
480-539-0401
facebook.com/cjsantiquesandgarden
- 4 Flashback Antiques
225 N Gilbert Rd
480-503-2255
facebook.com/flashbackantiques
- 5 Gilbert Convenience Mart
118 N Gilbert Rd
480-926-4478
- 6 Godar Electronics
339 N Gilbert Rd
480-892-8207
godarusa.com
- 7 Norwood Furniture
216 N Gilbert Rd
480-892-0174
norwoodfurniture.com
- 8 Studio 223
223 N Gilbert Rd
480-892-2808
studio223az.com
- 9 The District, a Vintage Boutique
20 N Gilbert Rd, Ste A
480-382-3044
the-district-a-vintage-boutique.business.site
- 10 Tuft & Needle
350 N Gilbert Rd, Ste 104
877-842-2586
tuftandneedle.com

EXPLORE

- 11 American Legion Post #39
206 N Gilbert Rd
480-892-7038
azlegion39.org
- 12 The Art House - Gilbert
36 N Gilbert Rd
480-818-5831
thearthousegilbert.com
- 13 Boys & Girls Club of the East Valley
44 N Oak St
480-813-2020
clubzona.org
- 14 Gilbert Farmers Market
Saturdays: 8 - 12 pm
Year-round
gilbertmarket.com
- 15 Gilbert Art Walk
1st and 3rd Saturdays
October - March
9 am - 1 pm
gilbertartwalk.com
- 16 Gilbert Chamber of Commerce
119 N Gilbert Rd, Ste 101
480-892-0056
gilbertaz.com
- 17 Gilbert Community Center
130 N Oak St
480-503-6290
gilbertaz.gov
- 18 HD SOUTH | Home of the Gilbert Historical Museum
10 S Gilbert Rd
480-926-1577
hdsouth.org
- 19 Hale Centre Theatre
50 W Page Ave
480-497-1181
haletheatrearizona.com
- 20 Heritage Marketplace
Pocket Park
Behind Barrio Queen & LoLo's
- 21 Gilbert Mural Pocket Park
N Gilbert Rd @ E Cullumber Ave
480-503-6200
gilbertaz.gov
- 22 Page Park
120 N Oak St
480-503-6200
gilbertaz.gov
- 23 Veteran's Park
70 W Park Ave
480-503-6200
gilbertaz.gov
- 24 Water Tower Plaza
45 W Page Ave
480-503-6200
gilbertaz.gov

Indicates Events In Gilbert

DINE

- 25 Barrio Queen
388 N Gilbert Rd
480-634-5025
barrioqueen.com
- 26 Bergies Coffee Roast House
309 N Gilbert Rd
480-497-3913
bergiescoffee.com
- 27 Burger King
450 N Gilbert Road
602-497-1847
bk.com
- 28 Champions Sports Saloon
211 N Gilbert Rd
480-545-9669
championssportssaloon.com
- 29 Clever Koi
384 N Gilbert Rd, Ste 104
480-306-4237
thecleverkoi.com
- 30 Creamistry
335 N Gilbert Rd
creamistry.com
- 31 Dairy Queen
437 N Gilbert Rd
480-892-9180
dairyqueen.com
- 32 Dutch Bros. Coffee
459 N Gilbert Rd
480-539-8888
dutchbros.com
- 33 Even Stevens Sandwiches
384 N Gilbert Rd
480-319-7220
evenstevens.com
- 34 Farmhouse Restaurant
228 N Gilbert Rd
480-926-0676
farmhouseofgilbert.com
- 35 Grubstak
384 N Gilbert Rd, Ste 106
480-699-9188
grubstak.com
- 36 Joe's Real BBQ
301 N Gilbert Rd
480-503-3805
joesrealbbq.com
- 37 Joyride Taco House
302 N Gilbert Rd
480-632-8226
joyridetacohouse.com
- 38 Liberty Market
230 N Gilbert Rd
480-892-1900
libertymarket.com
- 39 LoLo's Chicken & Waffles
366 N Gilbert Rd
480-207-6173
loloschickenandwaffles.com
- 40 Nico Heirloom Kitchen
366 N Gilbert Rd
480-584-4760
nicoaz.com
- 41 Oregon's Pizza Bistro
328 N Gilbert Rd
480-882-9336
oreganos.com
- 42 O.H.S.O. Brewery + Distillery
335 N Gilbert Rd
602-900-9004
ohsobrewery.com
- 43 Petersen's Ice Cream & Café
366 N Gilbert Rd
480-497-3878
petersenicecream.com
- 44 Pomo Pizzeria Napoletana
366 N Gilbert Rd
480-878-2222
pomopizzeria.com
- 45 Postino East
302 N Gilbert Rd
480-632-2251
postinowinecafe.com
- 46 Rocket Fizz
350 N Gilbert Rd, Ste 2
480-219-6981
rocketfizz.com
- 47 Romeo's Euro Café
207 N Gilbert Rd, Ste 105
480-962-4224
eurocafe.com
- 48 Snooze A.M. Eatery
310 N Gilbert Rd
480-664-4488
snoozeeatery.com
- 49 SoCal Fish Taco Company
219 N Gilbert Rd
480-807-6225
socalfish_tacos.com
- 50 SushiBrokers
350 N Gilbert Rd
480-515-5000
sushibrokers.com
- 51 The Brass Tap
313 N Gilbert Rd
813-226-2333
brassstapbeerbar.com/gilbert
- 52 Dierks Bentley's Whiskey Row
325 Gilbert Rd
480-476-8595
dierkswhiskeyrow.com/gilbert
- 53 Zinburger
98 W Vaughn Ave
480-387-5000
zinburgeraz.com



The Gilbert Heritage District extends for approximately ¼ mile on the east and west sides of Gilbert Road from Juniper Avenue to Elliott Road. The Heritage Core Area, where all of the recent construction activity has occurred, extends from the Western Canal to the Union Pacific railroad tracks. However, within the Core Area, all new development has occurred within a six block long area along Gilbert Road extending from the Western Canal to Cullumber Avenue. This is the area that most visitors and residents consider the Heritage District. Its total area is 26 acres in size.

The Gilbert Heritage District consists of existing historic buildings, some office buildings and a variety of new restaurants that have been built in the last 20 years. The largest private building in the area is Norwood Furniture at 36,000 square feet that has operated in the District for more than 50 years. Most of the recent construction activity has been in the form of restaurants and two mixed-use office/retail/restaurant buildings. An 8,200 square foot theater was built in 2003.

The Town of Gilbert has been an active participant in the development of the Core Area of the District and has acquired much of the land west of Gilbert Road as well as land on the east side of the Road. Most of the land has been acquired for public parking lots in support of development of the area. Gilbert has invested tens of millions of public dollars in land acquisition, parking improvements and new buildings.

The Town of Gilbert constructed an 87,000 square foot building and parking structure for use by St. Xavier University (now partially occupied by Park University) at a cost of more than \$40 million.

The population that supports the Heritage District comes from a much broader geographic area that includes most of Gilbert and parts of surrounding cities such as Mesa and Chandler. The restaurants that have located in the Heritage District have been attracted to the area because of the high household incomes in the market area. Gilbert has the second highest median household incomes in the County at nearly \$81,500, second only to the Town of Queen Creek.



1998



- Joe's Real BBQ opens (1)
- Commercial district still limited to area along Gilbert Road between Page Avenue and Railroad
- Residential properties found along and near Gilbert Road



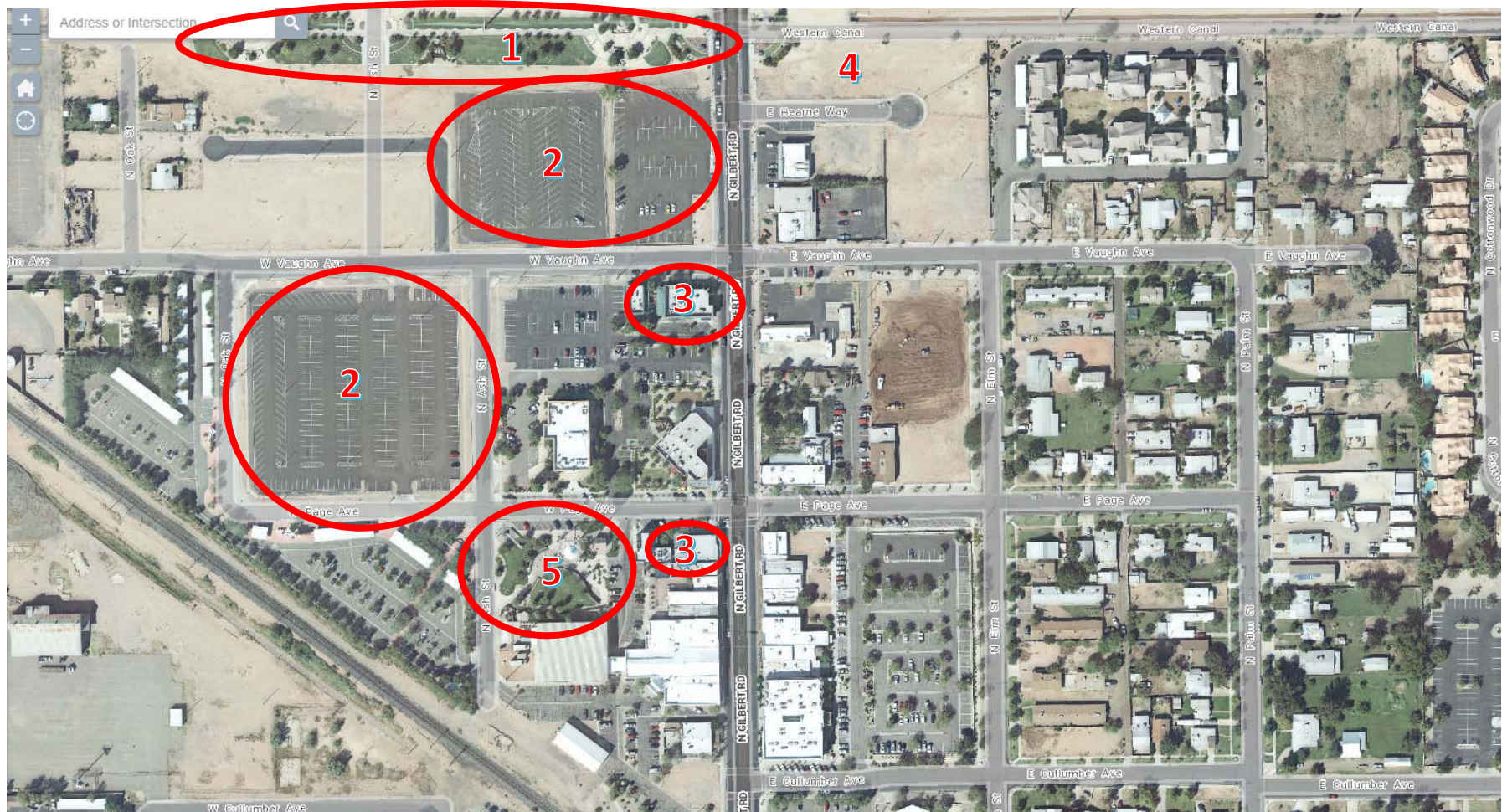
2006



1. Large areas acquired and cleared for development
2. Additional public surface parking
3. Park and Ride facility
4. New restaurant at NWC Page and Gilbert Road
5. Hale Theatre constructed (2003)
6. Oregano's restaurant under construction at SWC Gilbert Road and Vaughn
7. New higher density residential



2013



1. Public improvements along Western Canal
2. Additional surface parking
3. Additional restaurants such as Liberty Market (2008), Oregon's
4. Acquisition of residential parcels cleared for development
5. Splash Pad/Public gathering area



2015



1. New parking garage
2. Several new restaurants along west side of Gilbert Road (Barrio Queen, Zinburger, Lo-Lo's Chicken & Waffles)
3. Food truck Friday venue on undeveloped dirt lot
4. Public construction of higher education building under construction



2019



1. New restaurants/entertainment behind Gilbert Road frontage
2. New restaurants/entertainment and office space on east side of Gilbert Road
3. District Lofts apartments east of railroad
4. Second parking garage on east side



The newest project planned for the Heritage District, known as Heritage North, will be located along Gilbert Road south of Juniper Avenue at the north end of the Heritage District in Gilbert, Arizona. The location of the site is shown below. The plan includes over 500,000 square feet of development consisting of multi-family housing, retail, a hotel, and 125,000 square feet of Class A office space.



6.1.3 Financing

Based on information from the Town of Gilbert's 2015 Capital Improvement Plan (CIP), Heritage District projects were all financed by bonds and one small state grant. This includes a parking structure, a parking lot and the St. Xavier University building. For the University, however, the bonds are revenue bonds (issued assuming the University would essentially pay for the bond cost through lease payments). Due to the subsequent failure of Xavier University, it is unclear how



the Town is paying for this particular project. It is most likely that Gilbert has undertaken paying off the bonds through their General Fund as well as through new lease payments by the new university that has partially occupied the building. For the other projects, there are PFMP bonds (public facilities municipal property corporation bonds) which can be repaid by user fees (for instance for water system improvements) or through dedicated sales taxes. They do not affect property tax rates.

For the 2020 CIP, the list of projects is much more expansive, involving street and utility projects in addition to parking structures. The Town is financing these with a variety of sources including street, parks, and GO bonds, CDBG funds, water and wastewater funds, and \$14.6M from the general fund (out of a total of \$108M over ten years). Most of the general fund dollars are going toward building the parking garage II project. Some of the projects are contingent on unidentified sources of funding. The largest project is a \$35.8M Living Room Plaza that is conceived as a central gathering spot for the Heritage District which includes an underground parking garage. Funding is shown as a public private partnership and timing is uncertain, based on the availability of funding.

2008 Funding Strategies

Within the Town's 2008 Redevelopment Plan, the following section on financing options was included (*Heritage District Redevelopment Plan, 2008*):

"Municipal Resources

1. **Development Agreements** - Agreements must demonstrate community benefit in order for incentives to be granted. Possible incentives include full or partial permit fee waivers, fast track approval process, and assistance with locating financing.
2. **Redevelopment Bonds** - Issue debt for redevelopment purposes. This debt is in the form of revenue bonds, and the proceeds must be repaid from other than municipal property tax sources. The debt is outside of regular municipal debt limits and must stand on its own merit.
3. **Private Placement Activity Bonds** – As a matter of policy, Gilbert has not used capacity for anything other than manufacturing and employment purposes. Other communities have used these funds for single and multifamily housing construction. The future of these funds and their legal application is subject to renewal by Congress.
4. **Improvement Districts** - There are several forms of improvement districts available under state law. Benefited property owners financially participate in their share of the improvements through special assessments. Formation of districts requires consent and approval, through petitions and election.

State Resources

1. **State Historic Preservation Office (SHPO) Rehabilitation Resources** - These state funds are targeted for historic preservation activities, particularly as



they relate to housing and commercial properties. Possible resources include some tax abatement and grants for rehabilitation and restoration.

2. **Arizona Heritage Fund** - Applications are available annually for urban parks, open space and trail development funding. The funding for this grant program is provided by proceeds from the Arizona Lottery. Applications are limited to government entities.
3. **State Housing Fund** - Loans and grants for housing activities through the Arizona Department of Housing. Loans are available for first-time homebuyer and rental housing projects. Grants are available for housing rehabilitation, rental assistance, and planning projects.
4. **Low Income Housing Tax Credits** – Tax credits for rental housing projects that are willing to develop housing units for lower income, special needs, and large family households.

Federal Resources

1. **Community Development Block Grant (CDBG) Program** - Historically, approximately 50% of each year's CDBG funds have been allocated to public facility projects in or near the Heritage District. CDBG funds also provide emergency and minor home repairs, down payment assistance, and support for public services for qualified residents.
2. **Home Investment Partnership (HOME) Program** - Gilbert is part of the Maricopa County HOME Consortium. HOME funds are required to be used for affordable housing activities and are allocated annually. In years past these funds have been utilized to provide housing rehabilitation grants and down payment assistance for qualified homeowners. The majority of the rehabilitation program's clients reside in the Heritage District with most grants between \$5,000 and \$15,000.
3. **Section 108 Loan Guarantee Program** - Available for economic development projects that benefit lower income persons. Section 108 projects must meet the CDBG program's low income benefit and other requirements. The loans are secured by CDBG funds which will repay the loan if the project is unable to meet the repayment schedule.
4. **Economic Development Initiative (EDI)** - Special purpose EDI grants are available for Congressionally earmarked projects. Once approved by Congress, the project completes the application process, funds are awarded, and the project can begin.

Methods of Financing Redevelopment

The majority of new project financing is expected to be provided through private developers. Gilbert may provide incentives to desired development and may use System Development Fees and the sale of General Obligation Bonds to help fund redevelopment projects.



Residential and Commercial Relocation Assistance

The underlying goal of Gilbert's commercial and residential relocation assistance program is to encourage displaced residents and businesses to remain living and doing business in Gilbert. The main consideration of the relocation program is to put the relocated business and/or household into similar facilities that it occupied before the move.

The benefits available under the Gilbert relocation assistance program shall comply with the amounts established by State and Federal laws. The Gilbert Council may exercise its discretion in setting this amount and such discretion should be exercised in a uniform and consistent manner. Eligible displaced persons in like circumstances will be treated equally.

Estimated cost for land acquisition/preparation for redevelopment

Voluntary acquisition (purchase) is Gilbert's initial method to acquire property for redevelopment. One or more acquisition appraisals by independent fee appraisers will be made of all properties to be acquired. Based on the appraisal(s), an offer reflecting fair market value will be made to reach an acceptable price. If an agreement cannot be reached, condemnation with the fair market value established by a court may be considered but would be the last resort. Since Gilbert already owns most of the vacant property in the District there are no immediate plans to acquire additional properties at this time.

Estimated income from disposal of properties

An estimated seven to eight million dollars may be generated as income from the disposal of the properties owned by Gilbert as of the date of this publication. Additional private investment in buildings and other improvements would generate property tax, sales tax, and other income for the life of the improvements.

Public site improvements/utilities

There are no immediate additional public site improvements or utilities anticipated to support the new land uses in the area after redevelopment. In the longer term it is anticipated that a roadway will be built along the eastern border of Arbor Walk which will connect Juniper Avenue to Vaughn Avenue via an extension of Ash Street. Additionally, as development occurs at the Gilbert & Elliot roads intersection in future years there may be a need to provide additional parking in the area. It is anticipated that any parking constructed may be a public/private partnership."



2018 Funding Strategies

Within the Town's 2018 Redevelopment Plan, the following section on funding options was included (*Heritage District Redevelopment Plan, 2018*):

"Infrastructure Funding

For Arizona cities, the primary sources of public infrastructure funding, beyond local general fund capital improvement budgets, comes from federal, state and regional grants. The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Grants program supports investments in surface transportation infrastructure and awards funding on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, and rail or intermodal transportation. The USDOT BUILD grant allows for larger dollar amounts and should be considered a possible funding source for roadway infrastructure projects within the Gilbert Heritage District, such as the proposed Access Road connecting Long Range Planning Area to the Heritage District .

The Maricopa Association of Governments (MAG) is a major source of regional funding for infrastructure projects include the following mechanisms:

1. **MAG Federal Transportation Funds** - Of the multiple programs and grants offered, the most flexible of the federal transportation funds that may be most applicable to funding Gilbert Heritage District infrastructure projects, are the MAG Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These transportation funds may be used for highways, transit or streets improvements.
2. **Half-Cent Sales Tax** - The half-cent sales tax for transportation went into effect in January 2006. The tax is levied on business activities in Maricopa County, including retail sales, contracting, utilities, rental of real and personal property, restaurant and bar receipts, among others. The revenues collected from the half-cent sales tax are deposited in the Arizona Department of Revenue account and allocated between the Regional Area Road Fund (56.2% for highway and 10.5% for arterial street improvements) and the Public Transportation Fund (33.3% for transit). For continued funding of redevelopment projects, extension of the half cent sales tax is critical as these funds expire at the end of 2025.
3. **Local Funds** - Local resources, including taxes, bonds, general funds, the Highway User Revenue Fund (HURF), state funds, and impact fees, allow member agencies to locally fund transportation projects, operations and maintenance, and pavement preservation, and to meet various match requirements for capital projects. Local funds are also available through the Arizona Public Service (APS) to assist residents in undergrounding overhead electric lines, with SRP or the Town of Gilbert subsidizing the cost by up to 67 percent.
4. **Arizona Department of Transportation (ADOT) Funds** - ADOT relies on funding from two primary sources: the Highway User Revenue Fund (HURF) and federal transportation funds. The HURF comprises funds from the gasoline and fuel use taxes, a portion of the vehicle license tax, registration fees and other miscellaneous sources collected within the state.



Financing Strategies

1. **Opportunity Zone Legislation** - The Tax Cuts and Jobs Act passed by Congress and enacted into law on December 22, 2017, added Opportunity Zones to the tax code. These zones were created to spur economic development by providing tax benefits to private investors. Some of the benefits include:
 - Investment held for ten years — taxable amount of the capital gains reinvested is reduced by 15 percent and no tax is owed on appreciation.
 - Investment held for seven years — taxable amount of the capital gains reinvested is reduced by 15 percent.
 - Investment held for five years — taxable amount of the capital gains reinvested is reduced by 10 percent.

Governors were required to submit their zone nominations to the U.S. Treasury Secretary within 90 days of enactment of the Tax Cuts and Jobs Act. Zones must be located in either a low income census tract or a census tract contiguous with a low income census tract to qualify for nomination. Following certification of the nominations by the US Treasury, designation as a qualified Opportunity Zone remains in effect until year-end 2028.

In May of 2018, the US Treasury Department approved 18 Opportunity Zones in the East Valley including one census tract in Gilbert. This tract, bounded by South Gilbert Road on the east, West Elliot Road on the south, North Cooper Road on the west and West Guadalupe Road on the north, includes the portion of the Heritage District west of South Gilbert Road.

Opportunity Zone designation, combined with the adoption of the Redevelopment Plan and the Downtown Master Plan, creates a highly favorable investment climate for the Heritage District.

Parking In-Lieu Fee

Currently the Town of Gilbert provides public parking in the downtown and does not require private commercial development to provide parking. This strategy greatly improves a developer's return and serves as a strong economic development incentive for the downtown. Once the downtown commercial district is more established, the Town would be in position to impose parking requirements and provide developers the option of a Parking In-Lieu Fee payment to help fund future public parking and other parking related facilities."

6.1.4 Summary

In summary, Gilbert's Heritage District represents an aggressive economic development initiative on the part of the Town that has taken decades to produce results. The Town has committed tens of millions of dollars to the effort in the acquisition of property, construction of public parking lots and development of a higher education building.



6.2 Downtown Chandler

This area encompasses the commercial historic district and several areas of low-income concentration. The southern portion of the Corridor is comprised of strip commercial uses and freestanding buildings situated on small lots. A new City Hall was recently constructed to anchor revitalization in the area while preserving Chandler’s historic resources. Key strategies in this plan include:

1. Development of high density residential along selected corridors.
2. A more pedestrian-friendly environment.
3. A cultural and commercial entertainment environment linked to the historic downtown square.
4. Preservation and enhancement of residential neighborhoods through infill and renovation.
5. Attracting new businesses, employers, offices and housing to the downtown area

Recognizing a need to reinvest in older shopping centers/retail buildings, the Chandler City Council approved a Commercial Reinvestment Program (CRP) in 2001 to encourage private reinvestment in existing centers to upgrade their appearance and lower vacancy rates. In February 2009, the City Council approved a new Infill Incentive Plan that shifts the focus of the program to projects that redevelop all or a significant portion of an existing commercial center in order to introduce new and/or additional uses such as residential and/or office components. This program rebates 50% of the impact fees for new construction that meets Energy Star standards and 100% of the impact fees for new construction that meets LEED standards.

The Arizona Avenue Corridor Improvement program is used to enhance Downtown properties and amenities to create a vibrant City Center and employment corridor. During the past five years, Chandler has invested in revitalizing its downtown, building new City facilities to anchor pedestrian-oriented amenities and services. A deterrent to revitalization could be the perception of the area as a low to moderate income area that is not attractive and therefore deters pedestrian-oriented activity. Poor property maintenance, numerous obsolete buildings and a lack of onsite parking contribute to this perception. However, significant development is now occurring in the area includes new housing and commercial development.

Financing

An Enhanced Municipal Services District, similar to a Business Improvement District, was created in the City of Chandler to promote and manage the downtown area and provide beautification and maintenance services. The district is funded by annual assessments of all privately-and



publicly-owned property within the district. Assessments are based on assessed value, building square footage and land square footage.

The City of Chandler’s 2016 CIP identifies an appropriation for a new parking garage that is categorized under General Government for Downtown redevelopment. The CIP indicates that this project (\$17 million) will be funded from the General Fund. The “Downtown Redevelopment” program includes funding for a variety of Downtown Redevelopment programs and projects. Included are: acquisitions, demolitions and associated real estate costs, maintenance activities for Downtown Chandler, and the Colonnade program. The first five years of the program do not include any funding for acquisitions as funding will be dedicated to Downtown street improvements.

Planning Documents

The following are official planning documents that guide the redevelopment of Downtown Chandler.

- Chandler Redevelopment Element, 1995
- South Arizona Avenue Entry Corridor Study, 2006
- Chandler General Plan, 2016



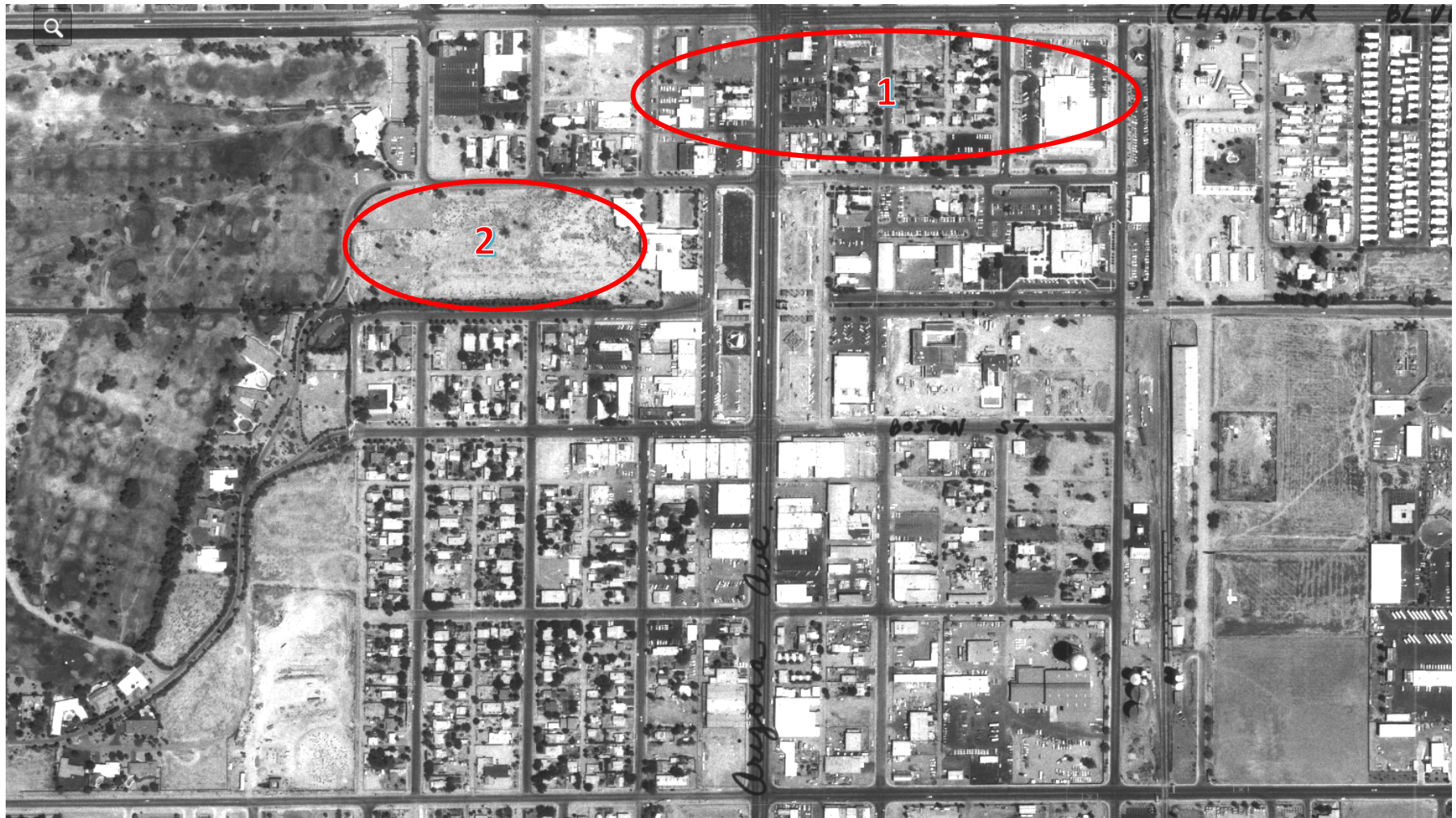
1959



- Largely residential
- Business district on southern end



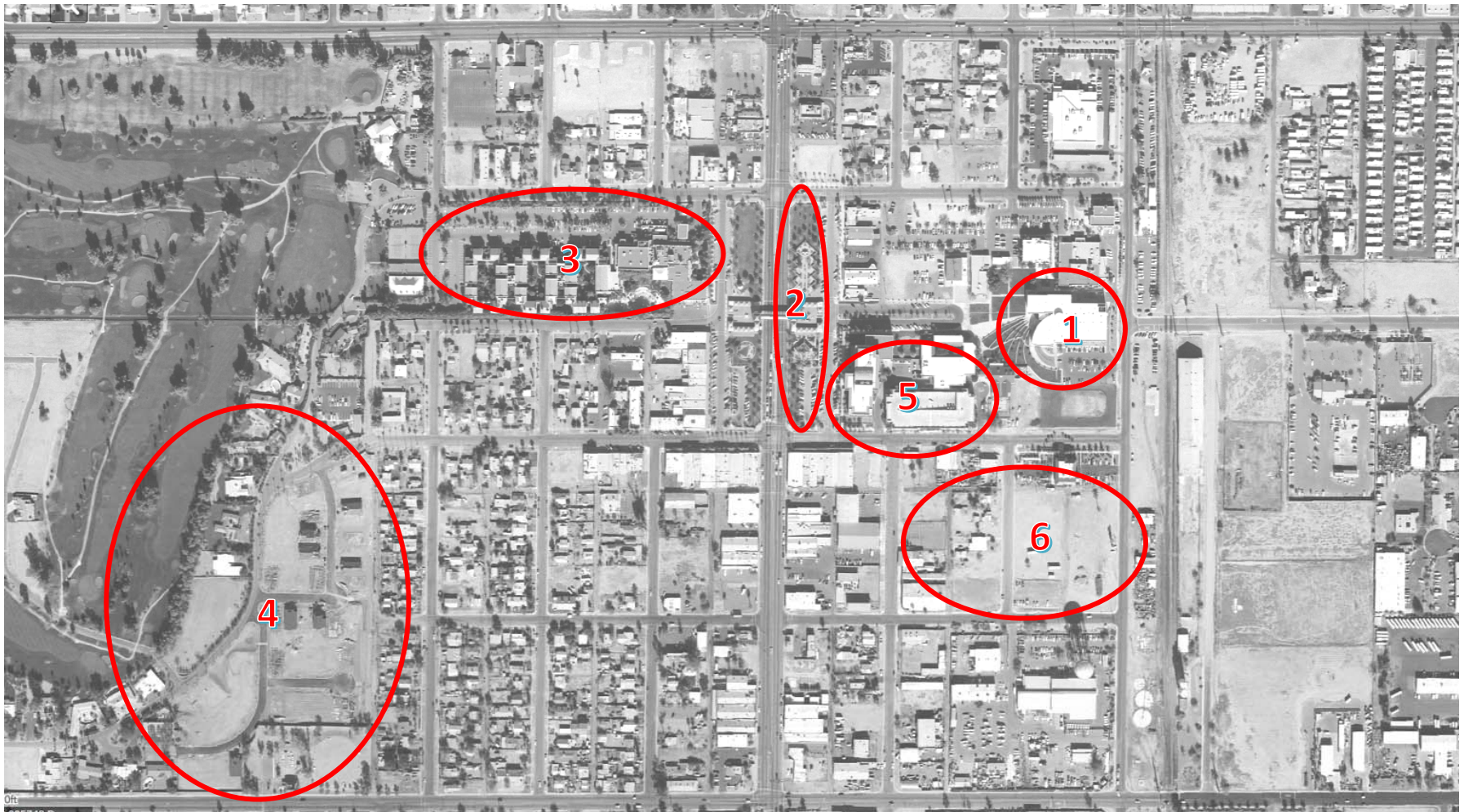
1986



1. Residential replaced with commercial along major arterials
2. Resort Hotel planned



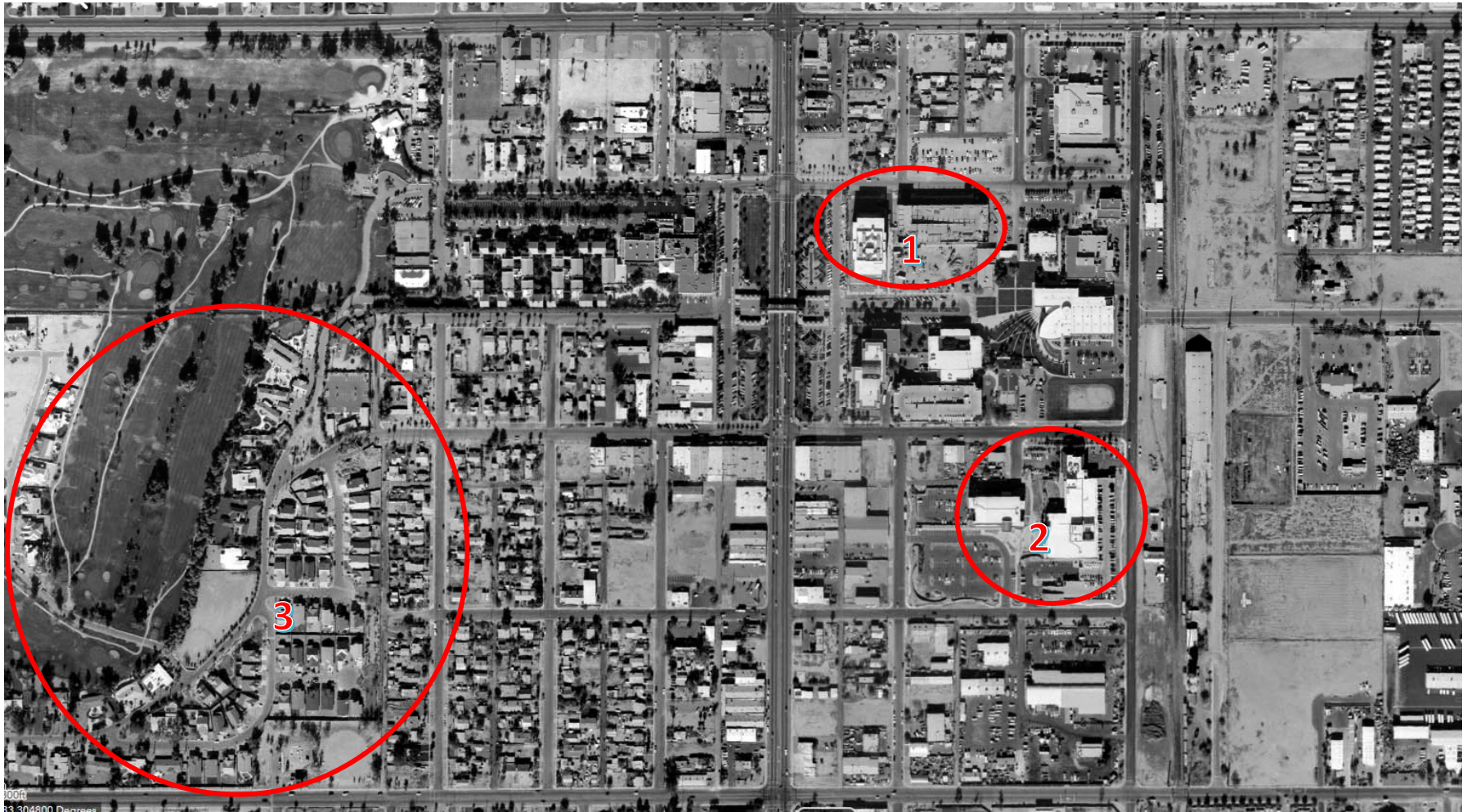
1996



1. New public library
2. Public park improvements
3. Resort Hotel
4. New residential homes on periphery and residential cleared out in downtown core
5. New office building and parking garage
6. Sites cleared for Police Department and Municipal Court



1998



1. Ports America Office complex and parking garage
2. Additional public buildings (police and fire department, municipal court)
3. New homes



2004



1. Additional land acquisition and cleared for development



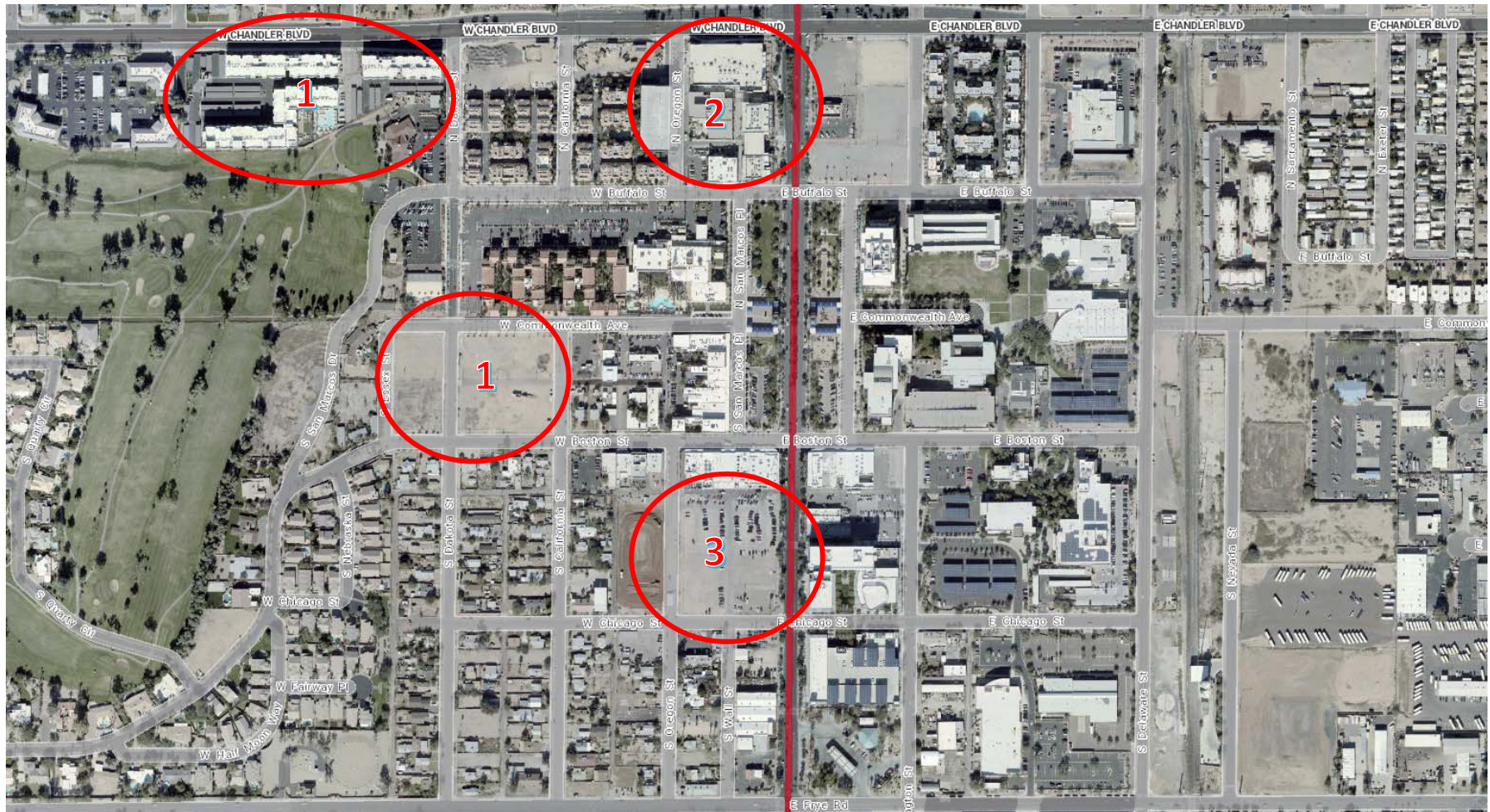
2011



1. New high-density residential developments



2019



1. 573 new multi-family units (additional 250 planned)
2. Northwest mixed use anchor – Overstreet at SWC Chandler Blvd and Arizona Ave
3. Phase 1 of New Square mixed use development (office, retail, hotel, parking garage) at NWC Chicago and Arizona Ave



7.0 Conclusions & Recommendations

7.1 Historic Avondale

As the following demographic summary shows, Historic Avondale is at a competitive disadvantage characteristically compared to both Downtown Gilbert and Downtown Chandler in two important areas – population density and household income. Historic Avondale is somewhat similar to Historic Chandler in terms of household incomes within one mile, but the discrepancy widens in the more traditional market area of three miles and five miles. Downtown Gilbert has a substantial advantage of higher household incomes.

Population density within one mile of each downtown area is quite similar, ranging from 15,900 residents up to 20,700 residents. However, Downtown Chandler and Downtown Gilbert benefit from a much higher population density within three and five miles of their locations compared to Historic Avondale today. The downtowns of Chandler and Gilbert contain roughly double the population within three miles and five miles compared to Avondale.

Demographic Comparisons									
	Historic Avondale			Historic Chandler			Historic Gilbert		
	1 mile	3 mile	5 mile	1 mile	3 mile	5 mile	1 mile	3 mile	5 mile
Population	16,189	69,408	174,437	20,660	142,797	322,192	15,891	124,896	404,069
Households	4,752	21,339	55,611	6,512	52,550	116,387	5,864	43,522	141,669
Families	3,455	15,900	42,759	4,416	34,680	80,825	3,987	31,701	97,227
Average Household Size	3.38	3.23	3.13	3.16	2.71	2.76	2.71	2.86	2.84
Owner Occupied Housing Units	2,096	12,084	37,879	2,562	30,399	75,220	3,445	29,942	88,018
Renter Occupied Housing Units	2,655	9,255	17,732	3,949	22,151	41,168	2,420	13,580	53,651
Median Age	28.4	30.1	32.3	28.6	33.9	35.4	33.7	34.9	33.6
Median Household Income	\$42,671	\$58,494	\$67,787	\$49,244	\$74,542	\$84,028	\$64,662	\$80,553	\$66,258

Source: ESRI Business Analyst 2019

Avondale should consider these issues as only temporary disadvantages. As of the latest projections from the Maricopa Association of Governments (MAG), over 20,000 new residents are expected within three miles of historic Avondale by 2030. Beyond 2030, MAG expects the South Avondale region to experience continued growth. These projections report over 12,500 new residents between 2030 and 2040 within three miles and an additional 8,600 residents in the decade following (2040-2050).

Of the three historic areas, Historic Downtown Avondale is the most likely candidate for substantial redevelopment opportunities over the long term. This area benefits from relatively close proximity to the I-10 as well as higher traffic roadways such as Dysart and MC-85. Also, the Historic Avondale area is expected to mirror the population density of both Downtown Chandler and Downtown



Gilbert in the next 20 to 30 years. Using those two districts as a blueprint, Avondale can start planning today to bring a similar district to fruition for Historic Avondale.

A mixed-use downtown core with a restaurant and entertainment district appears to be a viable opportunity in the long term. Corridors such as Western Avenue between Dysart and Central have redevelopment prospects similar to Downtown Gilbert and Downtown Chandler, especially the Town of Gilbert. Unlike Chandler, Avondale has established their municipal civic center campus further east along Avondale Boulevard south of Van Buren. However, the Dysart Road/Western Avenue area resembles the Gilbert Heritage District 20 years ago. Just like Gilbert received an iconic local eatery with Joe's BBQ, the development of Carolina's at the northeast corner of Dysart and Western could be Avondale's historic district restaurant and entertainment district anchor. Western Avenue has another nationally renowned eating establishment. Laura's Burgers has been included in several food critic lists as a top burger establishment in the entire State of Arizona. These are just the kinds of destination restaurants needed to create momentum for a district. Deconcini Park is also an asset for public gathering spaces.

Avondale should give consideration to the following to help create a more attractive economic environment for a future restaurant and entertainment district:

4. High density residential should be encouraged in the area to help induce additional retailers and restaurateurs.
5. Public events should be held during interim years and perhaps even after the district is established. This includes food truck events, concerts, movies at the park, farmers markets, etc.
6. Preservation and enhancement of residential neighborhoods through infill and renovation.
7. Public acquisition of private parcels over time for consolidation and redevelopment.

Our analysis gives preference to Western Avenue over MC-85 for a downtown commercial core, perhaps on the eastern boundary near Dysart Road to be close to higher traffic counts on Dysart and MC 85. Dysart Road South of Riley Road could also be a consideration, with Carolina's as an anchor tenant. The MC 85 corridor appears problematic for redevelopment the railroad barrier to the north and lack of lot depth fronting the roadway.

The MC 85 corridor has significant barriers to substantial redevelopment despite having high traffic volumes. There is no land along the north side of the roadway that is large enough for



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be larger, typically exceeding 300 units per community which would require a parcel of at least 15 acres.

Avondale Apartment Community Lot and Size Characteristics					
Community	Address	Year Built	Units	Acres	Density (units/acre)
Parkside Palms	109 E. Brinker Dr.	1964	54	4.0	13.6
Las Casitas	1408 N. Central Ave.	1978	168	8.9	18.9
Vianney Villa	750 S. 4th St.	1980	50	4.2	11.8
Mountain View	333 E. Van Buren St.	1984	150	4.6	32.7
Edgewater	102 S. 4th Ave.	1985	196	10.4	18.9
Newport	1333 N. Dysart Rd.	1986	204	6.8	30.0
Sedona Peaks	12721 W. Buckeye Rd.	1999	96	5.1	18.8
Rio Santa Fe	13015 W. Rancho Santa Fe Blvd	1999	336	14.6	23.0
Aventura	10350 W. McDowell Rd.	2000	408	36.8	11.1
Siesta Pointe	12851 W. Buckeye Rd.	2001	104	6.5	16.0
Crystal Springs I	11885 W. McDowell Rd.	2001	200	12.3	16.3
Rose Terrace	525 E. Harrison Dr.	2002	120	18.5	6.5
Crystal Springs II	11875 W. McDowell Rd.	2002	200	10.4	19.2
Oceana	1700 N. 103rd Ave.	2004	240	10.9	22.0
Club at Coldwater Springs	105 N. Links Dr.	2005	251	14.1	17.8
Versante	11120 W. Van Buren St.	2007	336	18.3	18.4
Coldwater Springs	12115 W. Van Buren St.	2007	301	16.5	18.3
Avondale Hacienda	910 S. Dysart Rd.	2008	69	5.5	12.6
Ashton Pointe	12175 W. McDowell Rd.	2009	314	15.5	20.3
Bella Mirage	3800 N. El Mirage Rd.	2009	715	32.3	22.1
Madison Heights	1110 N. Dysart Rd.	2016	143	9.5	15.0
Avalon	2005 N. 103rd Ave.	2018	400	19.3	20.7
Averages			230	13.0	18.4
Minimum			54	4.0	6.5
Max			408	36.8	32.7
Source: RealData Inc.					



7.2 Las Ligas

The Las Ligas region is predominantly residential. There are an estimated 681 parcels in the area with 672 parcels zoned R1-6 (98.7% of total parcels). Of the residential parcels, 532 parcels (79%) have a designated construction year while the remaining 140 do not. Most of those parcels are vacant and have the potential for residential development in the future.

The Las Ligas area has continued to gradually add new residential housing over the past century. An estimated 45% of the homes were built in the 1970s and an additional 11% of the housing stock was built prior to that. Homebuilding slowed in the area during the 1980s and 1990s but picked back up during the last housing boom. Even after the recession, Las Ligas has seen 61 new homes built.

Las Ligas is also surrounded by new and future single family residential development, including Alamar to the south, Cantada Ranch and Hermosa Ranch to the east, and Del Rio Ranch to the north.

There appear to be just three undeveloped commercial parcels, all concentrated at the intersection of Lower Buckeye Road and El Mirage Road. There is a 0.81 acre site at the northwest corner and two parcels totaling 3.15 acres on the south side of the road adjacent to the Circle K.

The lack of commercial land limits the economic opportunities of the Las Ligas area, but the continued residential development in the immediate area could attract small users to the site. Just to the east of Las Ligas, a Family Dollar was constructed on an approximately one-acre site. There are several retail types that only need a limited amount of space such as the parcels offered within Las Ligas, including car washes and small format fast food.

7.3 Cashion

Similar to Las Ligas, Cashion is largely residential. This neighborhood includes a school, public park, and senior village as well. The Cashion neighborhood is also much older with an estimated 50% of the housing stock built prior to 1960 and only about 15% of the housing stock built since 2000. There are also very few undeveloped parcels remaining in Cashion, with roughly a dozen scattered single family lots throughout the neighborhood.

There is one stretch of commercial parcels along Buckeye Road. Some of these parcels are still zoned residential but contain commercial businesses. Establishments include restaurants, bars, services (tire shop, barber, etc.), a church, gas station, post office, and an industrial yard. There are also a few remaining undeveloped lots.

As these commercial parcels were previously single family lots, the lot depth of the commercial parcels limit the type of redevelopment that is possible. Similar, local serving retail that is small



format such as restaurants, coffee, and services are still the most likely candidates. Proximity to the existing Fry's neighborhood center would be most attractive to retailers. It is not uncommon for a Fry's anchored center to attract adjacent retail development such as a bank, pharmacy, or restaurants if space is available.

Similar to the Historic Avondale MC-85 corridor, there may be an opportunity to attract a light industrial user to the northwest corner of Buckeye Road and 107th Avenue located just north of the Cashion neighborhood. There is an industrial user along the same corridor at the northeast corner of Buckeye Road and Avondale Boulevard. The parcels outlined in the map below are similarly sized and would take advantage of access from 107th Avenue (due to access restrictions on Buckeye Road from the rail line). The proposed single family subdivision to the north appears to have an open space buffer designed similarly to the subdivision that borders the existing industrial development. Additionally, parcels east of 107th Avenue and north along 107th Avenue contain industrial uses and would be compatible with an industrial use at this site.



7.4 Interim/Temporary Uses

In all three areas, interim uses, “pop-up” activities, and other strategies can be employed to encourage investment.

- **Pop-Up Events:** As discussed previously for Historic Avondale, food truck, movies at the park and other public events could be held at any of the historic neighborhoods. These events provide additional foot traffic to nearby commercial establishments.
- **Pride of Ownership:**
 - O For the historic residential neighborhoods, grants and loans for home and yard improvement could help improve overall aesthetics which can create a ripple effect in the neighborhood and also attract new development.
 - O Along these same lines, additional sidewalk and vacant lot edge planting would also improve the overall look of the neighborhoods.
 - O Heritage signage could also be a consideration for neighborhood identity.
 - O Finally, code education/DIY workshops regarding neighborhood safety (block watch/signage) as well as beautification could be held periodically in each neighborhood.



APPENDIX 2

Western Avenue Corridor Parking Demand Study

February 4, 2020

PARKING DEMAND AND INVENTORY
WESTERN AVENUE CORRIDOR

February 4, 2020

By: Thomas A. Peterson, P.E., PTOE
City Traffic Engineer

Western Avenue Corridor Parking Demand and Inventory

INTRODUCTION

In December 2019, City traffic engineering staff conducted a parking demand and inventory study of the commercial corridor along Western Avenue from Dysart Road to the west City limits, just west of Fourth Avenue. This study was conducted at the direction of the City Manager's Office following feedback from a local Western Avenue business owner that there was a lack of parking for local businesses. The purpose of the study was to determine, based on actual parking space use and inventory and feedback from local businesses, if there actually is a deficient parking capacity either 1) throughout the corridor, 2) isolated location(s), or 3) no deficiency identified.

METHODOLOGY

The study inventoried the actual number of designated parking spaces in three categories:

1. Public on-street parking along Western Avenue
2. Public off-street parking
3. Private off-street parking

Observations were also noted as to the number of vehicles using public on-street parking that were not visually marked for parking spaces, but not prohibited either. These on-street locations are on side streets that intersect with Western Avenue, with parking capacity related to Western Avenue assumed to include a segment within one-half block of Western Avenue. Alleyways were not included in the inventory because these facilities are there to provide access to individual parcels.

The parking space count was conducted by using the latest Google Earth aerial photography and generally verified by visual observations of whether those parking facilities were still in use during the December 2019 study. Some parking lots were gravel and the number of parking spaces was estimated based on existing parking space utilization. There were also a few parking lots that were gated/closed during the survey. These locations were still counted for capacity purposes. **Exhibits 1-5** illustrate where the different parking facilities were identified.

The parking demand survey was conducted on Wednesday December 18th and Thursday December 19th during two daytime periods—10 AM to 11 AM and from 2PM to 3PM. General observations were noted during the lunch hour period near food service businesses. Traffic engineering staff walked the corridor and visually counted the number of vehicles parked in each facility. The results of the parking demand survey are summarized in **Table 1** for the parking facilities. **Table 2** presents the actual parking demand on the side streets during the same survey periods.

City traffic engineering staff also conducted individual face to face interviews of fifteen (15) businesses located within the Corridor. The interview asked three (3) questions regarding their respective private parking resources, use of on-street public parking and their general perspective of parking availability overall in the Western Avenue Corridor. A sample of the list of interview questions is presented in **Exhibit 6**.

RESULTS

The results of the parking demand survey indicate that with two exceptions, there is no fully utilized facility, either public on-street, public off-street or private off-street parking during either the weekday morning or afternoon periods. During the study there was construction work along Western Avenue near 6th Street that closed off sections of public on-street parking. Despite the loss of parking, there were still ample on-street parking spaces available.

The private parking demand varied from lot to lot, but only two lots were found to be even near full. The two locations that used most of its on-site parking was the A Town Garage and the Carniceria La Tapatia restaurant. However, it did not appear that the parking demand for either site spilled out onto the adjacent street or neighboring parking lots. The auto service center business used valet parking for its employee and customer vehicles onsite which technically resulted in more parked vehicles onsite than there were actual designated parking spaces.

The City's off-street parking lot was very under-utilized—anywhere between zero and 4 spaces were occupied out of the 25 spaces that were available.

The parking spaces on side streets along Western Avenue were basically unused. The large majority of side streets had no vehicles parked on them during any of the four survey counts.

The lunch hour period was observed near the food service businesses to see if there was overflow of parking demand. The general observations were that there was more parking demand during the lunch hour, but still sufficient parking capacity available at these locations.

The face to face interviews generally reflected the results of the parking demand survey. Most business owners have their own private parking resources, but also feel the need to have public on-street parking as well to supplement the occasional high demand associated with special events such as Billy Moore Days, weekends, or during a “function” at an adjacent business. Only one business owner felt there was a lack of close parking for his business everyday which stems from the City's construction of the Sam Garcia Western Avenue Library which is across the street. From the business owner's perspective, the City had promised additional parking behind the library when it was built, but the City hadn't followed through on that promise.

A summary of personal surveys is presented in **Table 3** and the actual surveys are provided in the appendix.

CONCLUSIONS

The results of the parking demand and inventory study found there was ample parking capacity located throughout the Western Avenue Corridor, stretching from Dysart Road to the west city limits. This extra capacity was found in all three categories of parking resources—public on-street, public off-street and private off-street as well as side streets.

The collective conclusion from the face to face interviews with business owners indicate that there is sufficient parking available in most cases, except during a corridor-wide special event or a “business function” at an adjacent business.

While the results of the field survey indicate that there is sufficient parking available for businesses along Western Avenue, there is an opportunity to provide additional on-street public parking (parallel spaces) west of Central Avenue via restriping Western Avenue from five lanes to four lanes. This restriping plan would result in one westbound travel lane, two eastbound travel lanes, and one center turn lane with one westbound parking lane. There is an existing recessed parking lane for eastbound traffic to utilize west of Central Avenue.

An initial estimate of 15-25 parking spaces could be achieved on Western Avenue, west of Central Avenue, although the existing demand for these spaces is likely low based on the results of the study. The estimate of 15-25 parallel spaces depends on if both sides of Western Avenue were to have designated spaces. If the City were to move forward with the reconfiguration plan it would need to coordinate the transition with the City of Goodyear which would likely maintain the five-lane configuration within their jurisdiction.

The study briefly investigated if additional pedestrian crosswalks are feasible across Western Avenue. The scope of the study did not include the surveying of pedestrian activity. However, a general overview of the street network east of Central Avenue finds numerous T intersections and the layout of the on-street parking does not lend itself to adding more crossings unless parking spaces are removed. Between Dysart Road and Central Avenue there are three marked crosswalks, including one in front of the Sam Garcia Library which receives a fair amount of use. With the sensitivity of retaining on-street parking spaces for businesses it is recommended that no additional crosswalks be installed east of Central Avenue. West of Central Avenue, there two designated crosswalks—one at 3rd Avenue near Michael Anderson Elementary School and one at 4th Avenue. A third marked crosswalk is located just within the City of Goodyear, which serves the Avondale businesses on the south side of Western Avenue. Together, these three crosswalks conveniently serve all of the property owners abutting this section of Western Avenue. No additional crosswalks are recommended. The existing crosswalks along Western Avenue were recently repainted to provide better visibility.

Table 1
Parking Demand Survey
Western Avenue Corridor

Parking Lot No.	Description	Total Spaces	Parking Demand Count			
			Wed Dec 18		Thurs Dec 19	
			10-11 AM	2-3 PM	10-11 AM	2-3 PM
1	Avondale Auto Service	38	15	21	19	20
2	Avondale Storage	16	1	3	3	5
3	Harvest Outreach	43*	0	0	0	0
4	W.A. Dysart-6 th St N	15	3	6	8	9
5	W.A. S 7 th St-Dysart	10	5	4	2	3
6	Café Zamora	14	4	4	4	6
7	W.A. S 6 th St-S 7th St.	9	5	3	4	5
8	Southwestern Management	13	0	0	4	0
9	Taqueria La Jacky	13	2	5	4	6
10	City Parking Lot	25	2	4	0	0
11	W.A. 6 th St N-5 th St N	21#	2	0	3	1
12	W.A. S 4 th St-S 6 th St	19#	3	3	0	3
13	Sterling Plaza West Plaza	32	13	16	17	15
14	W.A. 5 th St N-3 rd St N	14	8	5	6	6
15	Rosendo's Taco Shop	39	8	4	4	6
16	W.A. S 3 rd St-S 4 th St	3	2	0	0	0
17	Casito Kahlo	5	1	1	0	0
18	A Town Garage	17^	20	19	14	19
19	W.A. 3 rd St N-2 nd St N	8	4	3	2	1
20	W.A. S 2 nd St-S 3 rd St	6	3	2	3	3
21	Pot of Gold Auctions	20	2	2	3	1
22	Avondale Liquor	15	0	3	0	2
23	AZ Dept of Transportation	32	11	8	11	7
24	W.A. 2 nd St N-1 st St N	3	0	0	0	1
25	W.A. S 1 st St-2 nd St N	14	4	4	4	2
26	Alice and Friends	11	4	2	6	5
27	Laura's Burgers	21	6	3	3	6
28	W.A. 1 st St N-Central	2	0	0	0	1
29	W.A. Central-S 1 st St	9	1	2	2	3
30	Super Carnicaria Mi Ranchito	14	2	3	0	1
31	Avondale Old Town Hall	34	0	1	0	0
32	Christ Community Church	97	2	2	19	1
33	W.A. Central-Avon SD	20	0	1	0	3
34	Gravel Parking Lot	20	7	5	2	5
35	Gravel Parking Lot	30	14	11	10	8
36	Service Center Garage	4	2	2	4	1
37	Avondale School District	33	21	14	20	19
38	Checks Cashed	5	1	2	1	1
39	W.A. South Avondale SD	5	2	3	3	1

Table 1
Parking Demand Survey (Continued)
Western Avenue Corridor

Parking Lot No.	Description	Total Spaces	Parking Demand Count			
			Wed Dec 18		Thurs Dec 19	
			10-11 AM	2-3 PM	10-11 AM	2-3 PM
40	Cupcake Place	3	0	0	0	0
41	Redemption Christ Church	24	0	0	0	0
42	Western Cleaners	8	4	1	3	3
43	U.S. Post Office	20	5	4	4	7
44	Vacant Lot	16	0	0	0	0
45	Tropicana	30	8	10	6	4
46	Carniceria La Tapatia	20	20	20	9	7
47	Napa Auto Parts (Vacant)	15	1	0	6	1

W.A.—Western Avenue

*-- Parking lot closed during survey

#--Partially closed during street utility construction

^-- Normal parking spaces. Business “valeted” vehicles

Table 2
Parking Demand Survey
Side Streets to Western Avenue Corridor

Description	Total Spaces*	Parking Demand Count			
		Wed Dec 18		Thurs Dec 19	
		10-11 AM	2-3 PM	10-11 AM	2-3 PM
N. 6 th Street	6	0	0	0	0
N. 5 th Street	6	0	1	1	2
N. 3 rd Street	0	0	0	0	0
N. 2 nd Street	7	0	0	0	0
N. 1 st Street	7	1	0	0	0
N. 3 rd Avenue	7	0	0	1	0
S. 4 th Avenue	6	0	0	0	0
S. 3 rd Avenue	0	0	0	0	0
S. 1 st Street	3	0	1	0	0
S. 3 rd Street	8	0	0	0	2
S. 4 th Street	8	4	2	0	2
S. 6 th Street	8	0	0	0	0
S. 7 th Street	8	2	0	2	2

*-Estimated, unmarked spaces within 150 feet of Western Avenue.

Table 3 Western Avenue Parking Survey Business Owners (15 Responses)		
Question	Responses	
	Yes	No
Does your business have its own private parking (either owned entirely or through a shared parking agreement)?	11	4
Does your business rely on public parking, either on-street or at the City's public parking lot on the corner of 6 th Street?	13	2
Are there instances where there is no available public parking for your business? If yes, how frequent?	9*	6
*-Special Events (4), Weekends (4), Adjacent business functions (3), Weekdays (2), Funerals (1).		

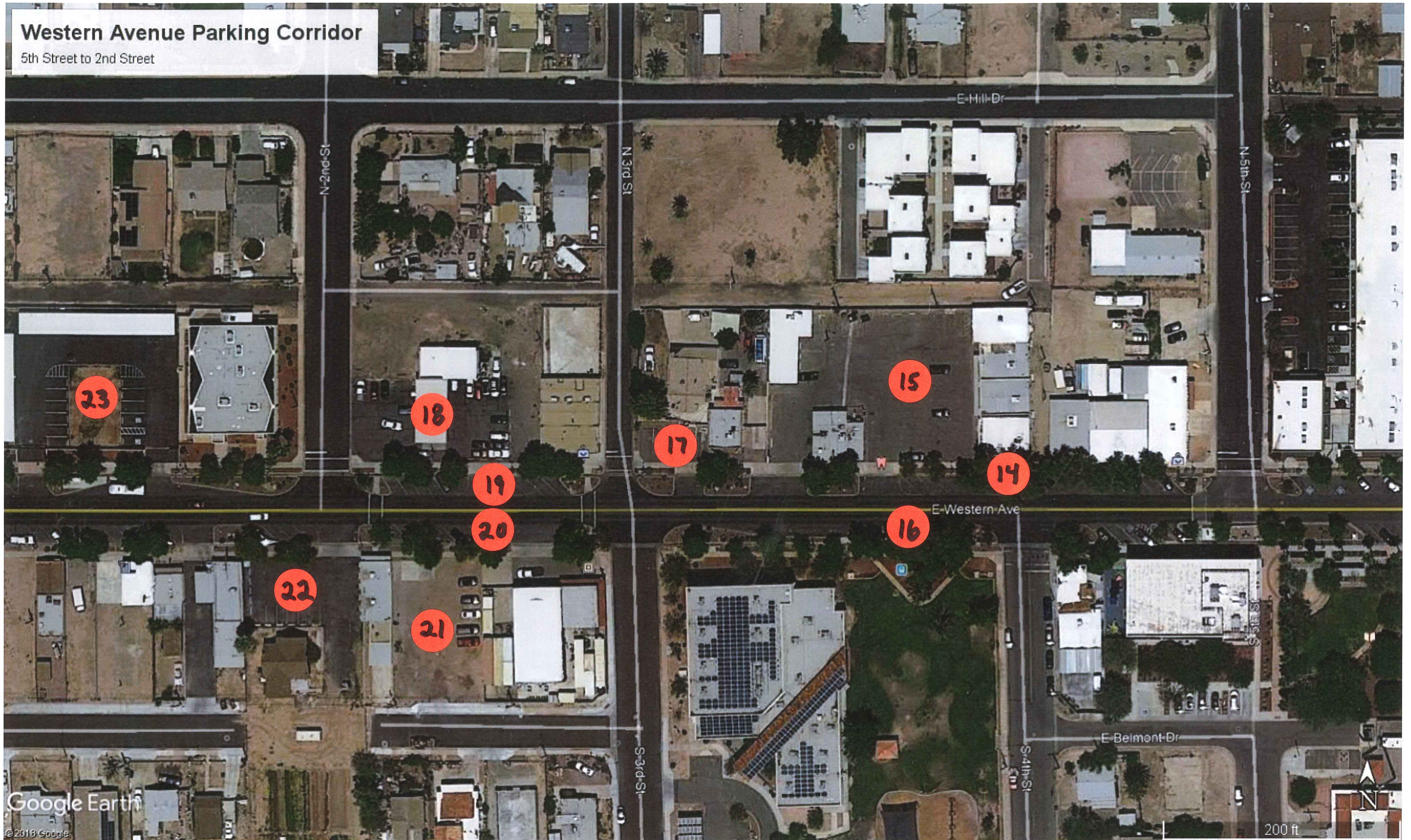
Western Avenue Parking Corridor

Dysart Road to 5th Street



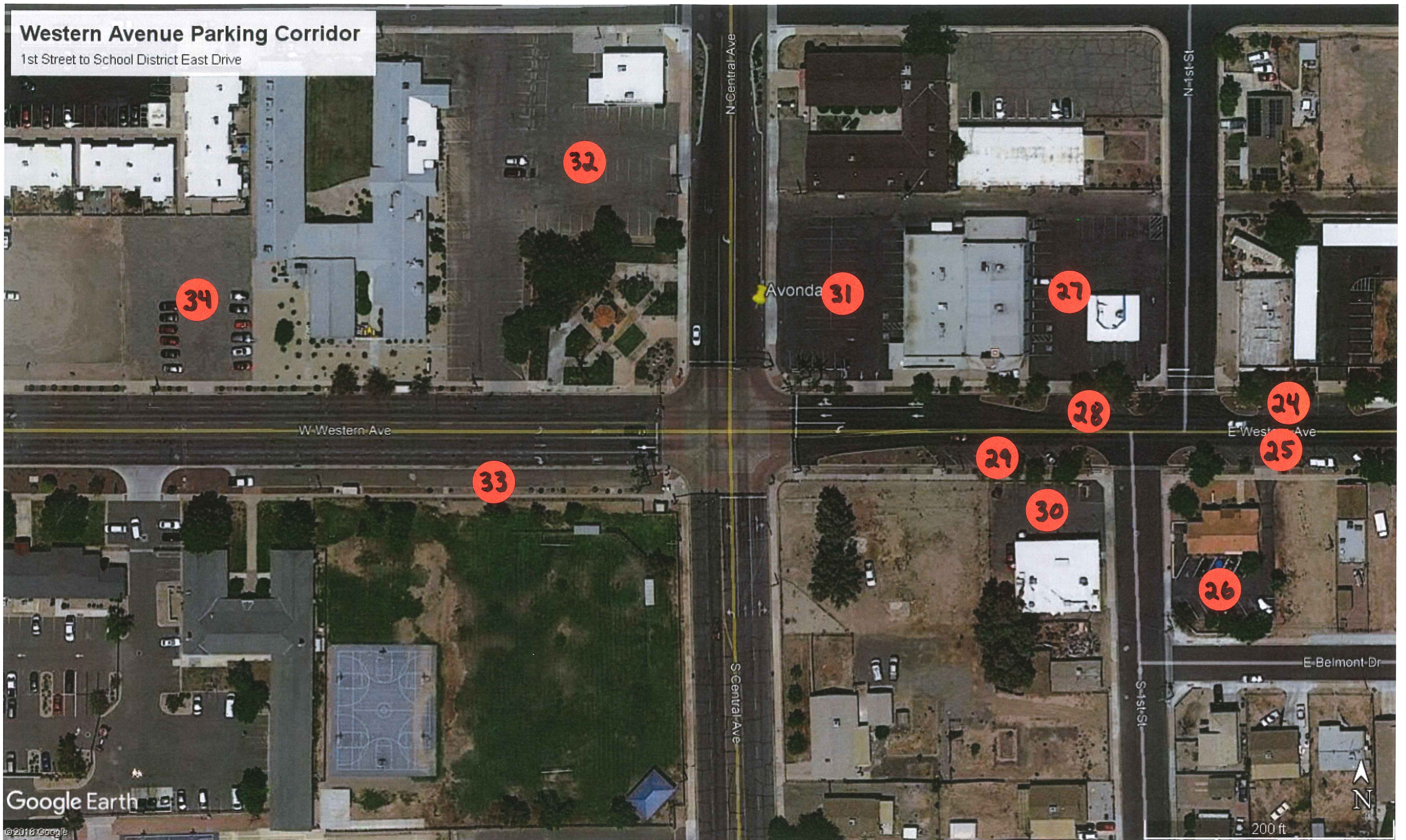
Western Avenue Parking Corridor

5th Street to 2nd Street



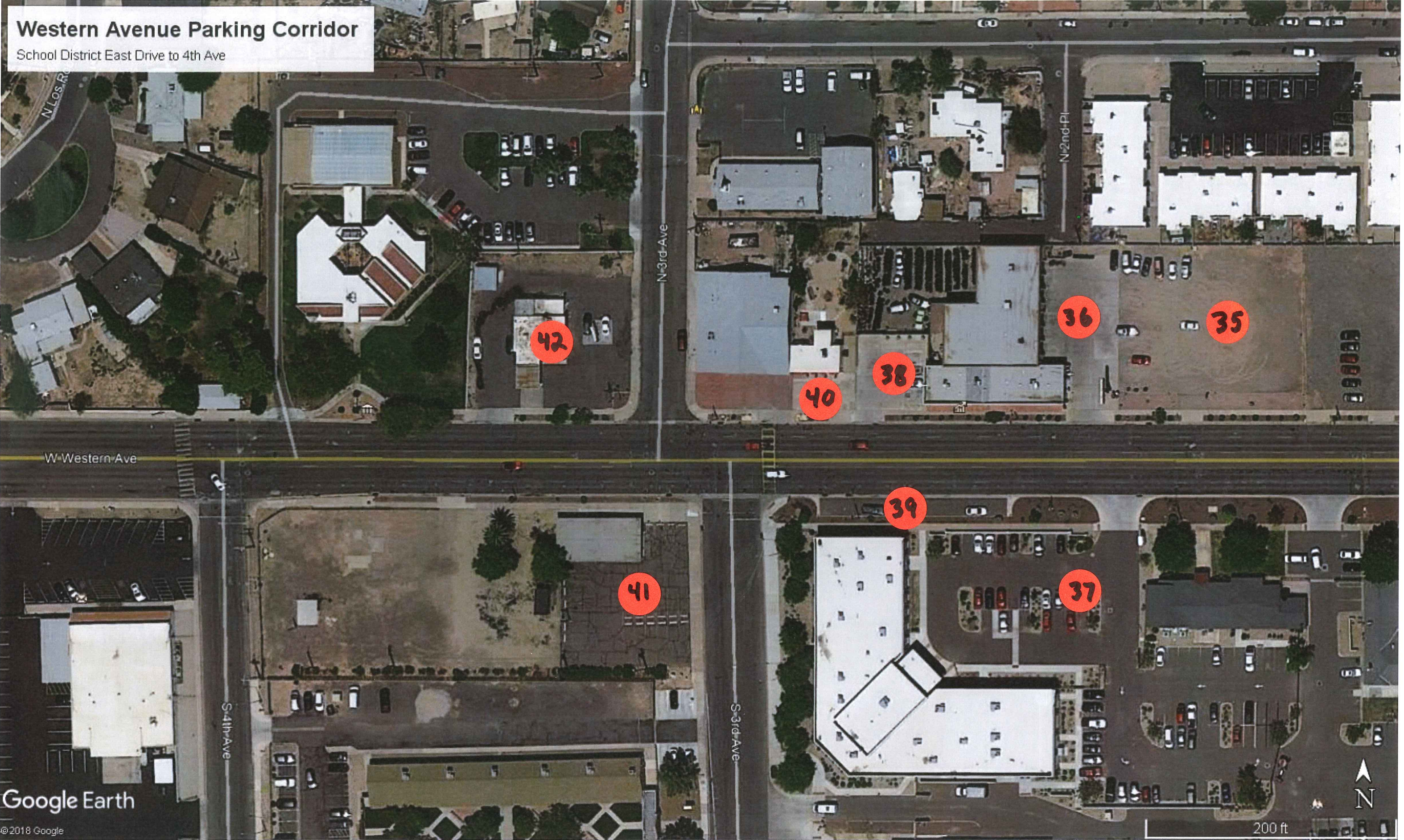
Western Avenue Parking Corridor

1st Street to School District East Drive



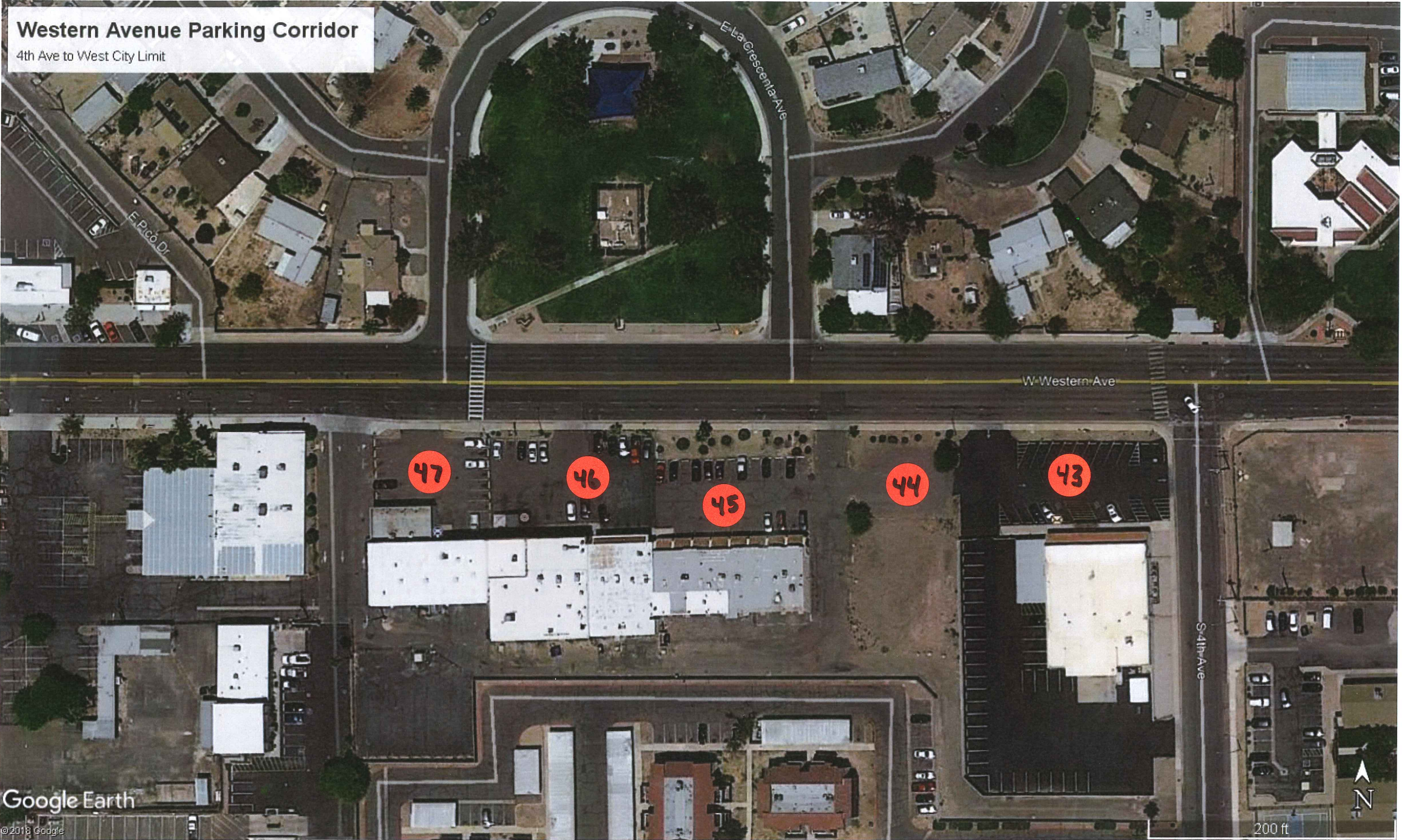
Western Avenue Parking Corridor

School District East Drive to 4th Ave



Western Avenue Parking Corridor

4th Ave to West City Limit



APPENDIX

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Lori - Alice & Friends Salon

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided? Yes, 10-12

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue? Yes

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)? No.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Louder - Casita Kahlo

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided? Yes - 25

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue? No

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes, basically during events.

Street maintenance City workers sometimes park in her spaces. Typically not a big deal unless they are there too long.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Amalia - West AZ Ins. Campos Agape,
Avondale Family Dental

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes - shared - roughly 20 - 4 businesses

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes, Especially when funeral's taking place.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Guadalupe Rivera - Pasta Factory

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided? No

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue? Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)? Yes, especially weekends.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Delia Perez-Michelles

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

No.

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes, regular - weekdays for business hours
- weekends also

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Avondale Storage - 623)925-2555

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes ~ 10-15

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

No, not necessarily.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes, during Events + Functions & sometimes by nearby businesses.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed German - Taqueria La Jacy

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes. Roughly 10-15

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes - Especially when nearby businesses have functions, parking is very limited.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Nancy - Zamora Restaurant

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes - used mostly by employees.

Unknown qty but only a few.

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes - Especially weekends.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Tristen Chavez - Avondale Machine Office - Mgr

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

No.

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Yes, during functions in the Area.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Joseph Valdez - owner - Akacuss Lock

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

No.

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Regularly - weekly + regular.

Library Parking Expectation didn't happen - Why?

Has caused parking issues near businesses have lost parking business. Where is the library parking?

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Anna Keep Sake Trophy - Employee

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Back parking, possibly owned. Roughly 5 spaces

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Not aware of.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Mike Ortiz - FireArms.com

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes, dirt lot, west side, numerous.

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

No.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Jose Castillo

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes - employee only

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

No.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Francis Borges - Amigos Wireless

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes = 3

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

No.

Survey: Western Avenue Parking Study

12/19/2019

Party surveyed Robin - Laura's Burgers

1. Does your business have its own private parking (either owned entirely or through a shared parking agreement)? If so, how many parking spaces are provided?

Yes, ~~the~~ rear + west side by building
They have 4 spaces of their own, out front, on their property
but those will be eliminated for additional outdoor seating.
They also share parking on the west + North sides of
the Lot.

2. Does your business rely on public parking, either on-street or at the City's public parking lot, located on the southeast corner of S. 6th Street/Western Avenue?

Yes, As convenience + when the business
to their west is having an event.

3. Are there instances where there is no available public parking for your business? If so, is it a frequent occurrence (i.e. daily, couple days per week)?

Normally No. Rare occasion.

Additional input: 4 lane reduced to 2 lanes + diagonal parking
= hard to see + feel safe driving thru area, pulling
out + backing out.

Exhibit B

Community Meetings – Summary of Comments

March 11, 2020 and March 14, 2020 Community Meetings – Summary of Attendees Comments

Las Ligas/Rio Vista:

- Make the area more presentable, have more community engagement.
- Further clean and improve residential properties.
- Maintain their identity as Las Ligas, have a gateway identification sign, add streetlights, sidewalks, and speed bumps.
- Incorporate public art with a racing theme.
- Would like to see more residential development, while others prefer to keep it as-is until property owners want to develop.

Cashion:

- Maintain Cashion identity, would like to see gateway identification signs recognizing the area, provide monument signs at multiple locations, signage will create a better look for the area. Provide a welcome entrance.
- Add more trees and flowers to Cashion perimeter to enhance the look.
- Provide art identifying the area and its history. Large sign, letters, add flowers, make it picturesque, statue of a pinata or horse with Mr. Arce on top of the horse.
- Cleanup of the area is most important. Put out dumpsters for people to clean up their property.
- City-initiated rezoning of property along Buckeye Road to Cashion Business District (CBD) zoning instead of individual property owners requesting it –
 - Would like to see new buildings improve the area but not if the City profits from it.
 - Would like to see more businesses like a dollar store, laundromat, urgent care, hair salon, clothing store, entertainment for youth, and restaurants close to the area.
 - A mini-library, larger post office, a banquet or party hall, and a mini-workshop for the instruction of carpentry, interior decoration, caked decorating, welding, etc.
- County property on the north side of Buckeye Road west of 107th Avenue to Avondale Boulevard would benefit the area, need more businesses.
 - Develop the land with a park having seating and landscaping, a park to service senior citizens and kids, water features and/or a place to do community activities such as a farmer's market.
 - Have live music for families, a public pool, fitness center, a shopping center, retail stores, a café, laundromat, urgent care, hair salon, restaurants, a mini-golf course, an orchard and vegetable garden, a mini-Amtrac station, old west themed restaurant or bar.
 - Tear down the old cotton gin silo building, unsafe and illegal activity occurs there. Annex the land. Avoid building walls to screen the property.
- Property at the southeast corner of Pima Street and 111th Avenue –
 - Would like to see development of a recreation center or gym to play basketball for kids, a pharmacy or market, park with fitness area, splash pad for kids, a park like on Western and Central, a secured park with fencing around it and limited hours.
 - A childcare center, a workshop to teach teenagers and adults to learn different skills like photography, interior decoration, and a museum to showcase local area photos, arts, and artists.
- Close alleyways. Add speed bumps. Update homes in the residential neighborhood. Convert

landscaping to desert plant materials.

- Public art focusing on plants with colors, cultural identity, murals, a cowboy on horseback, iron monument of a man walking his dog, a water feature, and highlighting the native and Mexican/Mexican American contributions to the area, historic figures of local heroes and legends to spark interest in the area.

Old Town:

- A Mercado would be good along Western Avenue or SWC Dysart and Western, SEC Dysart and Buckeye, along Dysart, and near the water tower.
- A Mercado at police station and Sernas Plaza site is good.
- A Mercado is not desired as there are enough restaurants in the area.
- Parklets on Western Avenue are attractive and provide small meeting places. Have flower boxes. Add more parklets to encourage foot traffic.
- The parklets stick out and are not as eye-catching.
- Add more shops to the area, add a pedestrian area along the Agua Fria River north-south, provide wider sidewalks, shade areas, misters for summer months, the street is too narrow, add crosswalks with flashing lights to alert motorists to stop for pedestrians, lighting, bike lanes along Ludlow Drive and 4th Street or other landscaped divider between streets and sidewalks, add water fountains with filters for pedestrians.
- Murals are liked, want more art that represents the culture and history of the citizens. Have sculpture art. Have art that reflects southwest Native American art, Hispanic heroes, and western style. Add pop culture, local sports themed art. Add art along MC85 and Western Avenue to add to the corner intersection. Use local artists.
- Gateway Intersections for Old Town comments included having something on Dysart and Western, an archway at Central and Western; signage used to welcome the public to areas such as Hillcrest and Logan Heights in San Diego.
- Have a Sam Garcia monument outside of the library on Western. Have a gateway entrance from Buckeye at 3rd Street.
- Have an archway promoting the large number of schools and places of worship on Central.
- More pedestrian lighting is needed along Western. Add more lighting to neighborhoods north and south of Western. Add more lighting to Casa Lomas Condominiums along Ludlow and 3rd street.
- Overhead string lights across Western will upgrade the area.
- Address homeless persons and crime.
- Expanding the OTAB zoning district area - It would help to reduce crime if more homes were converted to have limited commercial uses, only allow expansion to abandoned homes.
- Land use proposal for vacant properties:
 - NWC Hill Drive and Western Avenue – a park, build affordable housing for first time homebuyers or low income families; a parking lot for event parking on Western Avenue; businesses, restaurant, grocery, gas station; community center; a park.
 - SWC Dysart Road and Western Avenue – a Mercado, Starbucks, grocery store, clothing store, thrift store, park.
 - North side of Buckeye Road west of 107th Avenue – Go Cart Amusement Park, a mall, a park, retail stores.
SEC Dysart Road and Buckeye Road – art history museum representing Old Town Avondale, stores and restaurants, Post Office, a Veteran’s Memorial, a hotel.

- Design Exhibits for the three areas:
 - The roundabout design at Dysart and Western enhanced the Old Town Area would help with traffic on Dysart and make it easier for pedestrians to cross, concerns was close to the railroad tracks and could slow traffic more.
 - Liked the idea of a lighted vertical monument sign in the middle of it. Provides recognition to Western Avenue. Likes the changing colors it could have on top portion.
 - Adds more historic value to the sign's design.
 - The sign could be more dynamic and meaningful such as a clock tower.
 - Western Avenue streetscape – concern for parking and ease of access from parked cars to the stores. Liked the removal of planting strip and replace with decorative pavement strips and add tree grates. Liked having wider sidewalks and uniform trees but wants to ensure they are aligned in a straight line versus the staggered design now. Liked having art added to parklets. Concern with parklets being difficult to park next to and negotiate them and instead add more parking.
 - Lighting with string lights is liked.
 - Add speakers to light posts for public music to play as pedestrians stroll like what was done in Tolleson.



AGENDA ITEM REPORT

SUBJECT: Del Rio Ranch III Phases 2 through 5 – Preliminary Plat Amendment – Application PL-20-0154

MEETING DATE: 2/17/2021

TO: Planning Commission

FROM: Ken Galica, Division Lead Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will consider a request by Mr. Keith Nichter, Kimley-Horn, on behalf of property owner Don Switzenberg, DC Holdings Inc., for approval of an amended Preliminary Plat for Del Rio Ranch III Phases 2 through 5, a proposed 358-lot single family subdivision located on approximately 128.89 gross acres at the southeast corner of Buckeye Road and the Agua Fria River. With approval of the amended Preliminary Plat, Del Rio Ranch III will include a total of 521 single-family lots, inclusive of the 153 lots currently in development by Beazer Homes (and not impacted by the proposed amended plat) within Phase 1 of the project. Commission will take appropriate action.

BACKGROUND:

Del Rio Ranch III Phases 2 through 5 is comprised of approximately 128.89 gross acres of property located at the southeast corner of Buckeye Road and the Agua Fria River (Exhibit A). The property is part of the larger Del Rio Ranch master development consisting of over 440 acres bounded by Avondale Boulevard to the east, Lower Buckeye Road to the south, the Agua Fria River to the west, and Durango Street to the north (with some irregularities).

A pre-annexation development agreement for Del Rio Ranch was approved by City Council in January 2001. The pre-annexation development agreement allowed for development of a 1,665 single-family lot master planned community, with commercial sites at the northwest corner of Avondale Boulevard and Lower Buckeye Road as well as at the northeast corner of El Mirage Road and Lower Buckeye Road. The PAD was to be developed in three (3) segments, Units I and II east of El Mirage Road, and Unit III west of El Mirage Road.

Annexation, rezoning to Del Rio Ranch Planned Area Development (PAD), and Preliminary Plat applications were approved by City Council in February 2005 (Exhibit B). The 2005 PAD and Preliminary Plat covered the full Del Rio Ranch property, inclusive of Units I, II, and III, allowing a maximum of 1,284 single family lots at a density of 3.43 dwelling units per acre, a 12-acre commercial parcel located at the northwest corner of Lower Buckeye Road and Avondale Boulevard, and a 6-acre commercial parcel located at the northeast corner of Lower Buckeye Road and El Mirage Road. As it relates to the Del Rio Ranch III subject property, the 2005 Preliminary Plat permitted development of 496 single family lots west of El Mirage Road on a total site area of 139.99 acres, with a maximum gross residential of 3.65 dwelling units an acre.

In September 2007, a Major PAD Amendment and new Preliminary Plat for Del Rio Ranch III were approved by the City Council. The purpose of these applications was to enlarge the Del Rio Ranch III site by incorporating 35 acres north of the original PAD boundary, immediately west of the Cashion Tank and Steel site. The 2007 approvals allowed for development of Del Rio Ranch III with 493 lots on 176 acres, a density of approximately 2.79 dwelling units per acre. A 17-acre school site for the Littleton Elementary School District was also included in the 2007 plan.

In 2017, in response to changing Federal Emergency Management Agency (FEMA) regulations pertaining to development adjacent to floodways that were created in the wake of Hurricane Katrina, the applicant processed a Minor PAD Amendment to remove lots from portions of the Del Rio Ranch III property that were no longer able to be developed due to the federal government's more severe restrictions on development. Additionally, due to the Littleton Elementary School District's determination that a school site was no longer needed in this development, the 2017 minor amendment eliminated the previously planned school site from the development plan, replacing it with additional single-family residential lots. The minor amendment was approved administratively in August 2017 and a corresponding Preliminary Plat was approved by City Council in October 2017. The 2017 Preliminary Plat allowed for development of Del Rio Ranch III with 491 single-family lots on 176 acres, a density of approximately 2.78 dwelling units per acre. A Final Plat For Del Rio Ranch III Phase 1, creating 153 lots at the southwest corner of El Mirage Road and Durango Street, was approved in May 2018. Del Rio Ranch III Phase 1 is currently being developed by Beazer Homes; as of January 26, 2021, 24 homes have been completed, 41 homes are under construction, with 88 lots remaining for future development.

In January 2021, the City administratively approved the applicant's request for an additional Minor PAD Amendment, reconfiguring streets within Del Rio Ranch III Phases 2 through 5 and eliminating a previously planned future connection of 125th Avenue to Buckeye Road (through the adjoining Cashion Tank and Steel site). The elimination of the 125th Avenue connection to Buckeye Road allowed more of the property to be developed with single-family homes and, as a result, the total number of lots within the community rose by 30, from 491 to 521. Approval of a new Preliminary Plat for Del Rio Ranch III Phases 2 through 5 is needed to bring the Preliminary Plat for Phases 2 through 5 into conformance with the approved, amended PAD zoning. The approved Minor PAD Amendment did not impact Del Rio Ranch III Phase 1, and that portion of the Del Rio Ranch III property being developed by Beazer Homes is not included in the Preliminary Plat Amendment request.

The Del Rio Ranch III site was used as a dairy farm until 2007. From 2007 until 2015, portions of the property were used for crop farming. Excluding the Phase 1 portion of Del Rio Ranch III currently under development by Beazer Homes, the site is vacant, and all accessory structures used in conjunction with the prior agricultural use of the property have been demolished.

The Del Rio Ranch III Phases 2 through 5 property includes three different General Plan land use designations (Exhibit C), though it is important to note that the property's current Planned Area Development (PAD) zoning approved under a previous General Plan supersedes the current General Plan designations that are applied to the site. General Plan 2030 designates the site, as follows:

- The majority of the property is designated **Medium High Density Residential (MHDR)**. This land use category allows for development of residences within a density range of four (4) to twelve (12) dwelling units per acre, with a target density of four (4). The MHDR category can accommodate development of a variety of housing types, including single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes, and the like.
- The northeastern portion of the site, approximately 17 acres contiguous to Cashion Tank and Steel, is designated as **High Density Residential (HDR)**. This category accommodates development of

apartments, condominiums, or townhomes at a density within a range of twelve (12) to 30 dwelling units per acre.

- The northwestern corner of the property, land that is located within the Agua Fria River floodway, is designated **Open Space and Parks**. This category is applied to properties to set aside land for active and passive recreational use. No residential development is proposed within the portion of the site with the Open Space and Parks designation.

The existing uses and zoning of the properties surrounding Del Rio Ranch III Phases 2 through 5 are as follows:

North: Multiple land uses border the subject property to the north. From east to west, these include:

- Cashion Tank and Steel (CT&S), a reseller of commercial and industrial storage tanks, which has operated on the property since at least 1976. The use involves a large outdoor yard where used tanks are stored and several structures. The majority of the CT&S property is located within the City of Avondale, having been annexed in 1984, and is zoned R1-6 (Single Family Urban Residential). A small portion of the CT&S property is not annexed in the City and is zoned Maricopa County RU-43 (Rural). The current use of the portions of the site annexed into the City of Avondale is not allowed in the R1-6 district and, as such, it is non-conforming.
- The Coldwater Springs Golf Club is adjacent to the northwestern portion of the subject property, separated from the site by Buckeye Road and the Union Pacific Railroad tracks. The golf course is zoned PAD (Planned Area Development).

East: Multiple land uses border the subject property to the east. From north to south, these include:

- Cashion Tank and Steel, the reseller of storage tanks for which more detail is provided above.
- Diamond Ridge, a single-family subdivision consisting of 210 single-family homes on 45 acres, a net density of 4.67 dwelling units per acre. Diamond Ridge began construction in 2002 with all homes being completed by 2005. The subdivision is zoned PAD (Planned Area Development).
- Del Rio Ranch III Phase 1, 153 single-family residential lots currently under development by Beazer Homes. Del Rio Ranch III Phase 1 zoned Planned Area Development (PAD), part of the same PAD as the subject property (Phases 2 through 5). As of the writing of this report 24 homes have been completed, 41 homes are under construction, leaving 88 lots available for future development.

South: The Rio Vista West residential subdivision, a community of 203 residential lots on approximately 45 acres. The community was platted in segments between 1971 and 1974 and developed with homes in the mid-1970s. Rio Vista West is zoned R1-6 (Single Family Residential – Urban Residential).

West: The Agua Fria River. As it relates to the Del Rio Ranch III project, development of homes will be allowed only on portions of the property located outside of the floodway or any flowage or fringe easements as determined by the Army Corps of Engineers.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Preliminary Plat (Exhibit E) for Del Rio Ranch III Phases 2 through 5. In conformance with the Del Rio Ranch III PAD, as amended, the proposed Preliminary Plat (Exhibit F) divides the 128.89-acre property into 358 single-family residential lots, providing for a density of 2.78 dwelling units per acre. With approval of the amended Preliminary Plat, Del Rio Ranch III will include a total of 521 single-family lots, inclusive of the 153 lots currently in development by Beazer Homes (and not impacted by the

proposed amended plat) within Phase 1 of the project. A total of three (3) lot types are provided in Phases 2 through 5, as follows:

- 132 single-family lots with a minimum area of 5,520 square feet, featuring minimum widths of 48 feet and minimum depths of 115 feet. The number of lots in this category is unchanged from the 2017 Preliminary Plat.
- 156 single-family lots with a minimum area of 6,360 square feet, featuring minimum widths of 53 feet and minimum depths of 120 feet. The number of lots in this category has increased by twelve (12) from the 2017 Preliminary Plat.
- 70 single-family lots with a minimum area of 6,960 square feet, featuring minimum widths of 58 feet and minimum depths of 120 feet. The number of lots in this category has increased by nine (9) from the 2017 Preliminary Plat.

As the name suggests, Phases 2 through 5 are expected to be developed in four (4) phases. The first phase (Phase 2) is expected to be 132 lots located on the south end of the subject property, east of existing Phase 1. The second phase (Phase 3) is expected to include 70 lots in the northeast portion of the property. The third phase (Phase 4) will include 120 lots in the center of the site. Lastly, the fourth phase (Phase 5) will include 36 lots at the north end of the site.

Vehicular access to Del Rio Ranch III Phases 2 through 5 is provided from El Mirage Road via Durango Street and from Lower Buckeye Road via 125th Avenue. Classified as Minor Collector streets featuring two (2) travel lanes, a center turn lane, bike lanes on each side, and detached sidewalks on each side, both Durango Street and 125th Avenue up to and adjacent to the Del Rio Ranch Phases 2 through 5 property were constructed with the development of Del Rio Ranch III Phase 1. The 2017 Preliminary Plat provided for a future connection of 125th Avenue to Buckeye Road, through the Cashion Tank and Steel property north of the site; that future connection has been eliminated on this amended plat. All local streets within Phases 2 through 5, to be constructed by the developer, will be public.

Landscape, Open Space, Wall, and Lighting Plans have been provided as part of the application (Exhibit G). Del Rio Ranch III's most significant amenity, a 5.3-acre central park featuring a covered playground, full basketball court, two sand volleyball courts, a ramada with picnic seating, a large turf area for active recreation, and seating throughout, was constructed with Phase 1, just east of Phases 2 through 5. Though located outside of the boundaries of Phases 2 through 5, all future residents in these phases will enjoy full use of the centrally located amenity area. In addition, within Phases 2 through 5, approximately 57.70 acres of additional usable open space (44.70 percent) are provided. The most significant amenities within Phases 2 through 5 include:

- A 12-foot wide landscaped, lighted, multi-use trail, located within a 40-foot public easement, will meander along the edge of the Agua Fria River, allowing future tie ins to the planned regional trail system in the river corridor. This regional system, when complete, will connect residents south to the Gila River and north to Friendship Park and beyond.
- An 0.73 acre "north amenity area" featuring a variety of circuit exercise equipment, a ramada with picnic seating, benches, and other pedestrian amenities.
- Trail access from the elevated residential subdivision down into the Agua Fria River, providing residents with opportunities for riparian activities, such as bird watching and hiking.

The Del Rio Ranch Homeowners' Association (HOA) will be responsible for maintaining all open space areas, landscape tracts, and right-of-way landscaping, including landscaped medians.

Walls, monumentation, and park ramadas will share a common design with those built in the initial phase of Del Rio Ranch III which itself replicated the designs used in Del Rio Ranch I and II. Likewise, the planting palette and landscape themes to be used within Phases 2 through 5 are intended to complement the first phase of the Del Rio Ranch III community.

PUBLIC PARTICIPATION:

Preliminary Plats are not public hearing items; thus, no public notifications are required. However, as is the City's policy, all property owners within 1,000 feet of the project boundaries were notified that the proposed development was in for City review. No residents have contacted Staff regarding the proposed Preliminary Plat.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is in the service areas of the Littleton Elementary School District (LESD) and the Tolleson Union High School District (TUHSD). The nearest elementary school to the property is the Estrella Vista STEM Academy located at the southeast corner of 119th Avenue and Cocopah Drive in Del Rio Ranch I. However, LESD does not assign students to particular elementary schools based upon geographical location, so elementary age students living in Del Rio Ranch III will have an opportunity to choose which school they will attend within the LESD system. High school aged students will attend La Joya Community High School located at the southwest corner of Avondale Boulevard and Durango Street, also within Del Rio Ranch I.

Both LESD and TUHSD have provided the City with Certificates of Adequate School Facilities (Exhibit G) stating that each district has adequate capacity to accommodate the anticipated enrollment from the proposed Del Rio Ranch III Phases 2 through 5 development. In addition to indicating that they have adequate capacity, the Littleton District's form highlights the 2003 Impact Agreement for Del Rio Ranch which requires a financial contribution by the developer for every rooftop within the community.

ANALYSIS:

The proposed Preliminary Plat and Landscape, Open Space, Wall, and Lighting Plans for Del Rio Ranch III Phases 2 through 5 are in conformance with the Del Rio Ranch III PAD, as amended, as well as the City's Subdivision Ordinance, Zoning Ordinance, and Single-Family Residential Design Manual. The proposed 358-lot single family residential subdivision which provides for a mix of three (3) lot sizes adheres to the requirements of the PAD and will produce development consistent with Del Rio Ranch I, Del Rio Ranch II, and Phase 1 of Del Rio Ranch III. Open space and amenities within Del Rio Ranch III, inclusive of those amenities provided in Phase 1 that will be accessible to residents of Phases 2 through 5, exceed requirements and will offer future residents of all ages a range of active and passive recreational options in proximity to their homes. Walls, landscaping, and other design features are consistent with earlier phases of Del Rio Ranch to provide a seamless, coordinated aesthetic.

The development will be adequately accessed by existing collector streets (Durango Street and 125th Avenue), with public local streets internal to Del Rio Ranch III Phases 2 through 5 to be constructed by the developer. Elimination of the previously approved connection of 125th Avenue to Buckeye Road through the Cashion Tank and Steel site has been analyzed by the City Engineer and determined to be not detrimental to traffic operations in the area.

The development will be served by City water and sewer; due to the length of the cul-du-sac on the northernmost portion of the proposed development and an inability to create a looped water system for that segment of the development, the developer has agreed that the homes located on that cul-du-sac will feature mandatory fire sprinkler systems.

Floor plans and elevations for single-family house products in Phases 2 through 5 of Del Rio Ranch III will require City administrative approval. City Staff will review any of these products to ensure that all design

requirements within the PAD are met.

DISCUSSION:

Staff recommends approval of this application for the following reasons:

- The proposed Preliminary Plat is in conformance with the Del Rio Ranch III Planned Area Development (PAD), as amended.
- The proposed Preliminary Plat is in conformance with the City of Avondale Zoning Ordinance, Subdivision Regulations, and Single-Family Residential Design Manual.
- The proposal achieves City objectives related to provision of open space, trails, and parks.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage build-out in residential housing opportunities that support diverse housing options.

INITIATIVE: Create and support diverse recreation and education opportunities.

- STRATEGIC GOAL: Maintain and expand quality infrastructure and improve connectivity to City amenities.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

No public hearing is required. Planning Commission will recommend **APPROVAL** of Application PL-20-0154 Del Rio Ranch III Phases 2 through 5, a request for Preliminary Plat approval for the proposed 358-lot Del Rio Ranch III Phases 2 through 5 subdivision, subject to the following seven (7) conditions of approval:

1. Development of Del Rio Ranch Phases 2 through 5 shall conform to the following documents, except as modified by these conditions of approval:

- a. Preliminary Plat Narrative, date stamped December 2, 2020
- b. Preliminary Plat, date stamped January 6, 2021
- c. Landscape, Open Space, Wall and Lighting Plans, date stamped December 2, 2020

2. In accordance with the City of Avondale Subdivision Regulations, approval of the Preliminary Plat shall expire in two (2) years from the date of approval unless a Final Plat has been approved and recorded.

3. Development shall be completed in accordance with the City of Avondale General Engineering Requirements (GER) Manual and the City of Avondale Supplement to the MAG Uniform Standard Specifications and Details.

4. Extinguishment of Groundwater Rights and pledging of those rights to the City's assured water supply account shall be required prior to issuance of any permits for this project.

5. Final Landscape Plans shall meet minimum City requirements for plant density and spacing within the

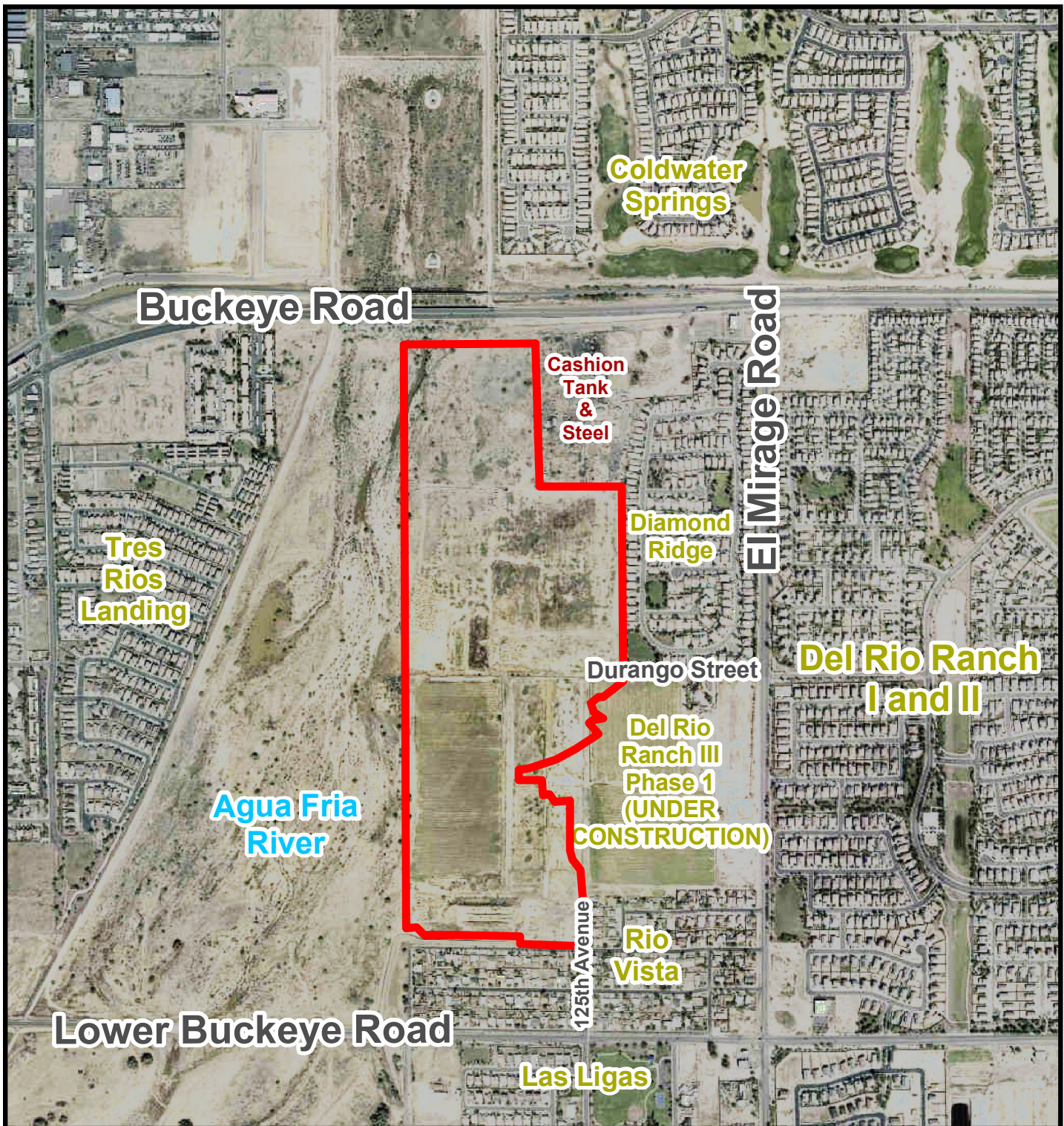
public right-of-way and within required landscape setbacks adjacent to collector roadways.

6. All homes developed on Lots 1-30, inclusive, shall be constructed with fire sprinklers.

7. The trail adjacent to the Agua Fria River shall be completed in its entirety prior to issuance of the 145th building permit for homes located within Parcels K, L, and M, collectively.

PROPOSED MOTION:

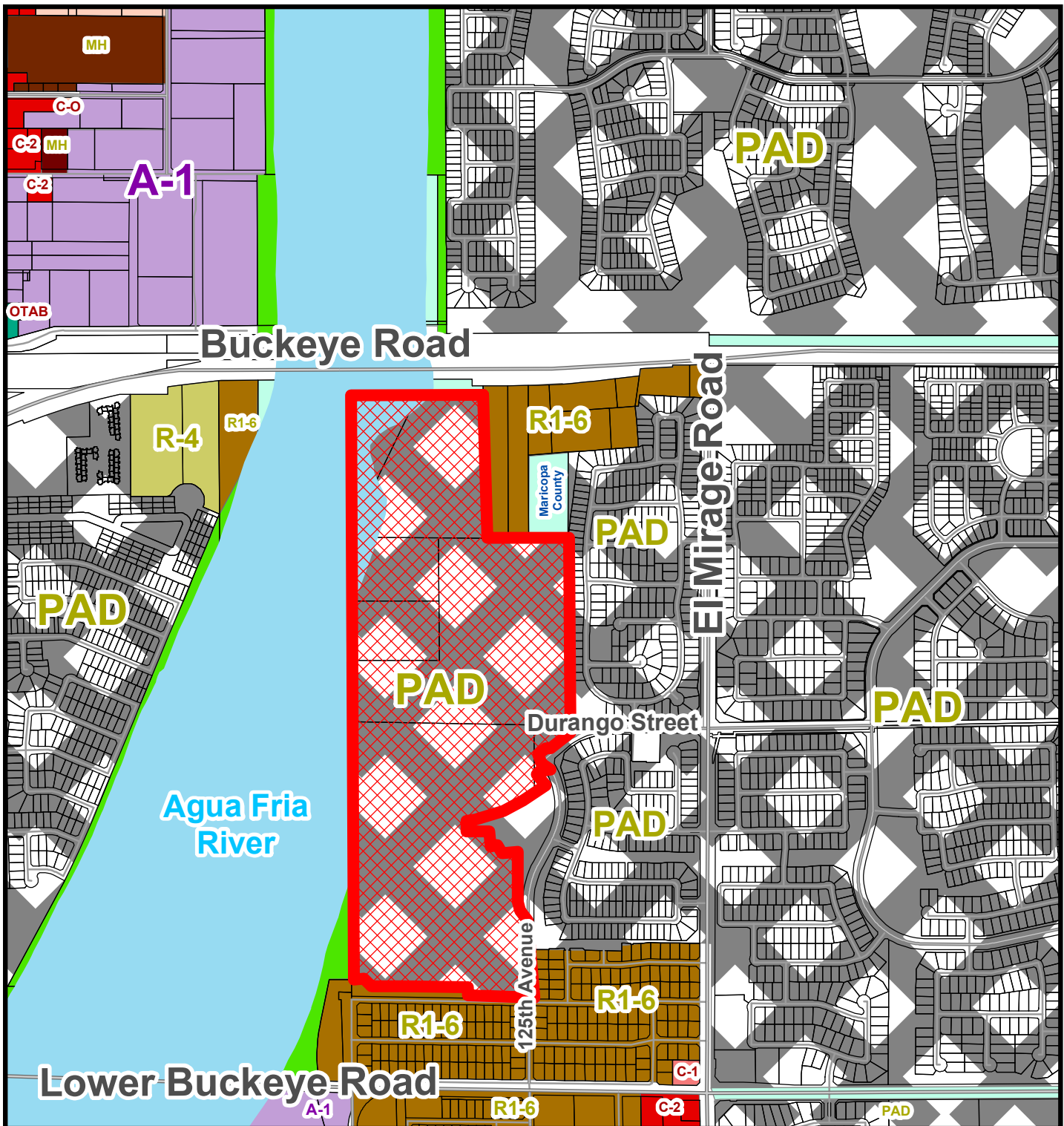
I move that Planning Commission recommend **APPROVAL** of Application PL-20-0154 Del Rio Ranch III Phases 2 through 5, a request for Preliminary Plat approval for the proposed 358-lot Del Rio Ranch III Phases 2 through 5 subdivision, subject to seven (7) recommended conditions of approval as listed in the staff report.



Aerial Photograph



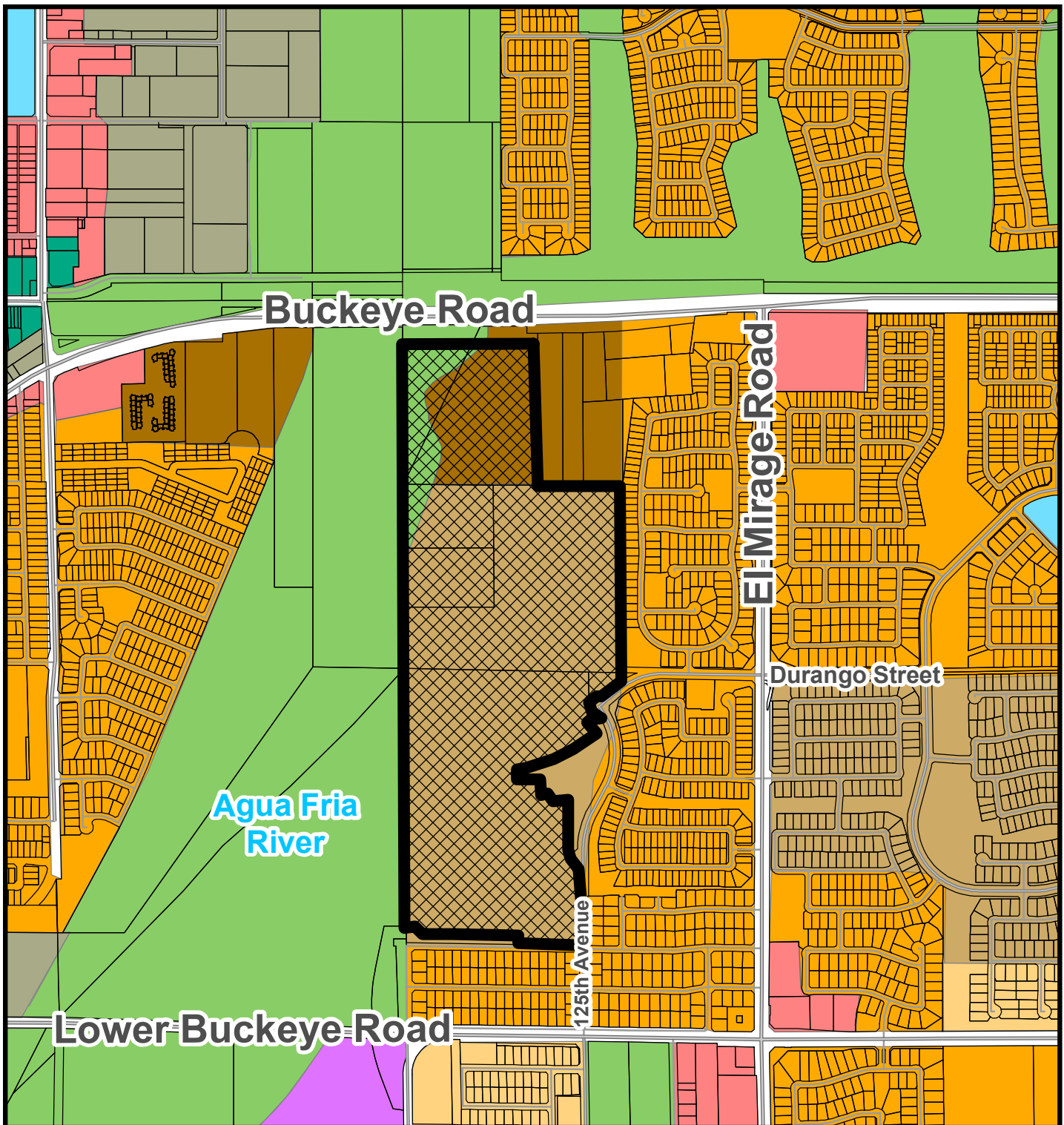
Del Rio Ranch III Phases 2-5



Zoning Vicinity Map



Del Rio Ranch III Phases 2-5



General Plan Land Use Map

- | | | |
|---|--|--|
|  Medium Density Residential |  Open Space |  Mixed Use |
|  Medium High Density Residential |  Local Commercial |  Historic Avondale District |
|  High Density Residential |  Education | |
|  Estate Low Density Residential |  Del Rio Ranch III Phases 2-5 | |



SUMMARY OF RELATED FACTS

APPLICATION PL-20-0154

THE PROPERTY	
PROPERTY SIZE	Approximately 128.89 gross acres
LOCATION	Southeast corner of Buckeye Road and the Agua Fria River
PHYSICAL CHARACTERISTICS	The subject property is irregularly shaped and is relatively flat. Portions of the property lie within the Agua Fria River floodplain and are also encumbered with Army Corps of Engineers' Floodway Flowage Easements and Floodway Fringe Easements.
GENERAL PLAN LAND USE	The property includes three different General Plan land use designations, as follows: • The majority of the subject property is designated by the General Plan as Medium High Density Residential (MHDR). This land use category allows for development of residences within a density range of four (4) to twelve (12) dwelling units per acre, with a target density of four (4). The MHDR category can accommodate development of a variety of housing types, including single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes, etc. • The northeastern portion of the site, approximately 17 acres, is designated as High Density Residential (HDR). This category accommodates development of apartments, condominiums, or townhomes at a density within a range of twelve (12) to 30 dwelling units per acre. • The portion of the property located within the Agua Fria River floodway is designated Open Space and Parks. This category is applied to properties to set aside land for active and passive recreational use. No development is proposed within the portion of the site with this designation. The property's approved Planned Area Development (PAD) zoning, approved under a previous General Plan, supersedes the General Plan designations that are applied to the site.
EXISTING ZONING	PAD (Planned Area Development)
ZONING HISTORY	The property is part of the larger Del Rio Ranch master development which is bounded by Avondale Boulevard to the east, Lower Buckeye Road to the south, the Agua Fria River to the west, and Durango Street to the north (with some irregularities). A pre-annexation development agreement for Del Rio Ranch was approved by the City Council in January 2001. The pre-annexation development agreement allowed for development of a

	1,665 single-family lot master planned community, with commercial sites at the northwest corner of Avondale Boulevard and Lower Buckeye Road as well as at the northeast corner of El Mirage Road and Lower Buckeye Road. The PAD was to be developed in three segments, Units I and II east of El Mirage Road, and Unit III west of El Mirage Road. Applications for annexation, rezoning (to Del Rio Ranch PAD), and Preliminary Plat were approved by the City Council in February 2005. The 2005 PAD and Preliminary Plat covered the full Del Rio Ranch property, inclusive of Units I, II, and III, allowing a maximum of 1,284 single family lots at a density of 3.43 dwelling units per acre, a 12-acre commercial parcel located at the northwest corner of Lower Buckeye Road and Avondale Boulevard, and a 6-acre commercial parcel located at the northeast corner of Lower Buckeye Road and El Mirage Road. Del Rio Ranch III, the property for which this application has been submitted, was originally comprised of 496 single family lots on a total site area of 139.99 acres with a maximum gross residential of 3.65 dwelling units an acre. In September 2007, a Major PAD Amendment and new Preliminary Plat for Del Rio Ranch III were approved by the City Council. The purpose of these applications was to enlarge the Del Rio Ranch III site by incorporating 35 acres north of the original PAD boundary, immediately west of the Cashion Tank and Steel site. The 2007 approvals allowed for development of Del Rio Ranch III with 493 lots on 176 acres, a density of approximately 2.79 dwelling units per acre. A 17-acre school site for the Littleton Elementary School District was also included in the 2007 plan. In 2017, in response to changing FEMA regulations pertaining to development adjacent to floodways resulting from Hurricane Katrina, the applicant processed a minor PAD Amendment to remove lots from portions of the Del Rio Ranch III property that were no longer able to be developed due to the federal government's more severe restrictions on development. Additionally, due to the Littleton Elementary School District's determination that a school site was no longer needed in this development, the minor amendment removed a school site from the development plan replacing it with additional single-family residential lots. The minor amendment was approved administratively in August 2017 and a corresponding Preliminary Plat was approved by the City Council in October 2017. The 2017 Preliminary Plat allowed for development of 491 single-family lots on 176 acres, a density of approximately 2.78 dwelling units per acre. A Final Plat For Del Rio Ranch III Phase 1, creating 153 lots at the southwest corner of El Mirage Road and Durango Street, was approved in May 2018. Del Rio Ranch III Phase 1 is currently being developed by Beazer Homes. In January 2021, the applicant's request for an additional Minor PAD Amendment to reconfigure streets within Del Rio Ranch III
--	---

	Phases 2 through 5, eliminating a future connection of 125 th Avenue to Buckeye Road (through Cashion Tank and Steel), was approved administratively. Elimination of the 125 th Avenue connection allowed more of the property to be developed with single-family homes and, as a result, the total number of lots within the community rose by 30, from 491 to 521. Approval of a new Preliminary Plat for Del Rio Ranch III Phases 2 through 5 is needed to bring the Preliminary Plat in conformance with the amended PAD zoning.
DEVELOPMENT HISTORY	The Del Rio Ranch III site was used as a dairy farm until 2007. From 2007 until 2015, portions of the property were used for crop farming. Excluding the Phase 1 portion of Del Rio Ranch III currently under development by Beazer Homes, the site is vacant, and all accessory structures used in conjunction with the prior agricultural use of the property have been demolished.

SURROUNDING ZONING AND LAND USE	
NORTH	Multiple land uses border the subject property to the north. From east to west, these include: • Cashion Tank and Steel (CT&S), a reseller of commercial and industrial storage tanks, which has operated on the property since at least 1976. The use involves a large outdoor yard where used tanks are stored and several structures. The majority of the CT&S property is located within the City of Avondale, having been annexed in 1984, and is zoned R1-6 (Single Family Urban Residential). A small portion of the CT&S property is not annexed in the City and is zoned Maricopa County RU-43 (Rural). The current use of the portions of the site annexed into the City of Avondale is not allowed in the R1-6 district and, as such, it is non-conforming. • The Coldwater Springs Golf Club is adjacent to the northwestern portion of the subject property, separated by Buckeye Road and the Union Pacific Railroad tracks. The golf course is zoned PAD (Planned Area Development).
EAST	Multiple land uses border the subject property to the east. From north to south, these include: • Cashion Tank and Steel, the reseller of storage tanks for which more detail is provided above. • Diamond Ridge, a single-family subdivision consisting of 210 single-family homes on 45 acres, for a net density of 4.67 dwelling units per acre. Diamond Ridge began construction in 2002 with all homes being completed by 2005. The subdivision is zoned PAD (Planned Area Development). • Del Rio Ranch III Phase 1, 153 single-family residential lots currently under development by Beazer Homes. Del Rio Ranch III Phase 1 zoned Planned Area Development (PAD), part of the same PAD as the subject property (Phases 2 through 5).
SOUTH	The Rio Vista West residential subdivision, a community of 203 residential lots on approximately 45 acres. The community was platted in segments between 1971 and 1974 and developed with homes in the mid-1970s. Rio Vista West is zoned R1-6 (Single Family Residential – Urban Residential).
WEST	The Agua Fria River. Development of the subject property will be allowed only

	on portions of the property located outside of the floodway or any flowage or fringe easements as determined by the Army Corps of Engineers.
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<i>PUBLIC SCHOOLS</i>

SCHOOL DISTRICT(S)	Littleton Elementary School District Tolleson Union High School District
ELEMENTARY SCHOOL	Student's Choice (No Defined School). The closest district school is Estrella Vista STEM Academy located at the southeast corner of 119 th Avenue and Cocopah Drive in Del Rio Ranch I.
HIGH SCHOOL	La Joya Community High School, located at the southwest corner of Avondale Boulevard and Durango Street in Del Rio Ranch I.

<i>ADJACENT STREETS</i>

125th Avenue

Classification	Minor Collector
Existing half street right-of-way	40 feet
Standard half street right-of-way	40 feet
Existing half street improvements	One (1) travel lane, half center turn lane, bike lane, curb, gutter, detached sidewalk, street lights, and landscaping.
Standard half street improvements	One (1) travel lane, half center turn lane, bike lane, curb, gutter, detached sidewalk, street lights, and landscaping.

Durango Street

Classification	Minor Collector
Existing half street right-of-way	40 feet
Standard half street right-of-way	40 feet
Existing half street improvements	One (1) travel lane, half center turn lane, bike lane, curb, gutter, detached sidewalk, street lights, and landscaping.
Standard half street improvements	One (1) travel lane, half center turn lane, bike lane, curb, gutter, detached sidewalk, street lights, and landscaping.

<i>UTILITIES</i>

Water service will be provided to the development via an existing 12-inch main in El Mirage Road and an existing 12-inch main in Durango Street.

Sewer service will be provided to Parcel N, the portion of the development east of 125th Avenue, via an existing 36-inch sewer main in El Mirage Road. Sewer service will be provided to the portions of the development west of 125th Avenue via a new Rio Vista Lane sewer lift station, to be constructed by the developer and owned, operated and maintained by the City.

SRP provides electrical service in this portion of Avondale.

Exhibit E

Preliminary Plat Narrative

Del Rio Ranch III

Del Rio Ranch

phase 3

PRE-PLAT NARRATIVE

This proposed pre-plat amendment is a concurrent request along with a PAD amendment to update a portion of the Del Rio Ranch III Planned Area Development, which was approved August 2, 2017. Since this approval, a homebuilder has started construction and is amidst selling and building homes within the initial phase of this development, which consists of 153 of the original 491 approved lots. Since the approval and Phase 1 construction, a lot more detail has come to light related to the market demands, costs of development, along with information regarding the sites floodplain and engineering related details. With this knowledge, it is believed that this proposed Pre-Plat and PAD amendment will help bring forward more efficiently the future phases (2-5) of this high-quality development to market.



Phase 1 Aerial, February 2020

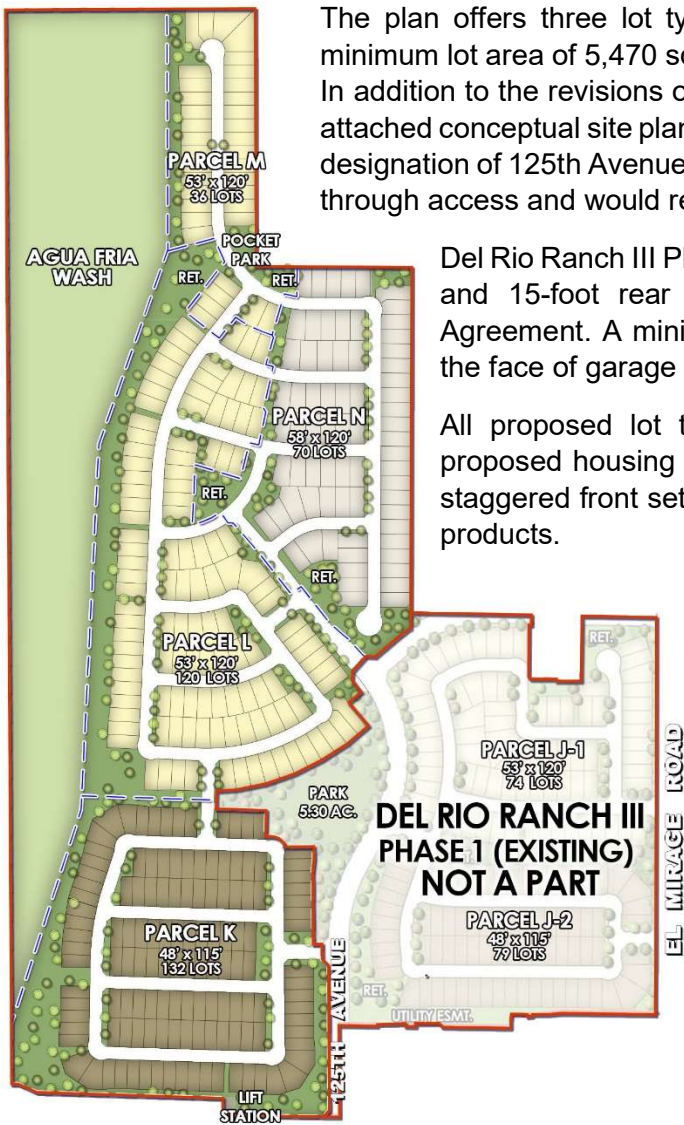
As a recap, here is the history of Del Rio Ranch Phase III:

- 2005 Phase III – 496 lots on 140 acres (3.54 du/sc).
- 2007 Major PAD Amendment 493 lots on 176 acres (2.8 du/ac).
- 2017 Minor PAD Amendment 491 lots on 176.3 acres (2.78 du/ac).

The proposed 2020 PAD and Pre-Plat Amendment would be for 358 lots on 129.89 acres (2.78 du/ac), which would bring the Del Rio Phase III total to 511 lots on 176.35 acres (2.90 du/ac). This 15-lot increase from the original 2005 approval still represents a decrease, by almost 22%, from the original approved density (3.54 du/ac). This increase is also well within the General Plan target for this site which would allow 1,193 units on the 176.3 acres (6.75 du/ac). A comparison table from the 2017 amendment is below.

PREVIOUSLY APPROVED PARCEL DATA				
PARCEL	TYP. LOT SIZE	ACREAGE	LOTS	DENSITY
PARCEL J-1	53' x 120'	± 26.28 ac.	75	2.85
PARCEL J-2	48' x 115'	± 20.72 ac.	79	3.81
	SUBTOTAL	± 47.00 ac.	154	3.28
PARCEL K	48' x 115'	± 29.99 ac.	132	4.40
PARCEL L	53' x 120'	± 25.46 ac.	86	3.38
PARCEL M	53' x 120'	± 18.46 ac.	58	3.14
PARCEL N	58' x 120'	± 19.20 ac.	61	3.18
PARCEL O	N/A	± 36.24 ac.	0	N/A
	SUBTOTAL	± 129.35 ac.	337	2.61
	TOTAL	176.35	491	2.78

PROPOSED AMENDED PARCEL DATA				
PARCEL	TYP. LOT SIZE	ACREAGE	LOTS	DENSITY
PARCEL J-1	53' x 120'	± 26.71 ac.	74	2.77
PARCEL J-2	48' x 115'	± 20.75 ac.	79	3.81
	NOT A PART (UNDER CONSTRUCTION)	± 47.46 ac.	153	3.22
PARCEL K	48' x 115'	± 29.85 ac.	132	4.42
PARCEL L	53' x 120'	± 33.43 ac.	120	3.59
PARCEL M	53' x 120'	± 9.71 ac.	36	3.71
PARCEL N	58' x 120'	± 19.67 ac.	70	3.56
PARCEL O	N/A	± 36.23 ac.	0	N/A
	TOTAL	± 128.89 ac.	358	2.78
	TOTAL	176.35	511	2.90



The plan offers three lot types including 48'x115', 53'x120', and 58'x120' with a minimum lot area of 5,470 square feet and an average lot area of 6,513 square feet. In addition to the revisions of these proposed lot count and lot sizes, as seen in the attached conceptual site plan, the project team proposes to remove the collector road designation of 125th Avenue (north of Durango St.), which currently does not provide through access and would result in a dead end at the north project boundary.

Del Rio Ranch III Phases 2-5 shall maintain 5-foot/8-foot side yard setbacks and 15-foot rear setbacks as approved in the original Development Agreement. A minimum 18-foot front yard setback shall be maintained to the face of garage or a 15-foot front yard setback for a side entry garage.

All proposed lot types are sized to accommodate the largest of the proposed housing products while also providing the opportunity for 3-foot staggered front setbacks and for covered patios in the rear of the housing products.

A vital component of the proposed development plan for the project includes the integration of earthen fill adjacent to the Agua Fria River along the western portion of the property. The site is required to be elevated above the standard project flood (SPF). Flood Insurance Rate Maps (FIRM) indicate that a portion of Del Rio Ranch - Phase III is located within the 100-year floodplain boundary from the Agua Fria River base. In addition to the floodplain encroachment, the project site is largely encumbered by two Army Corps of Engineers' (COE) easements known as the Floodway Flowage Easement and Floodway Fringe Easement. No habitable structures are proposed within the Floodway Flowage Easement and development within the Floodway Fringe Easement will require a Section 408 Permit with COE and release of the easement. To protect lots adjacent to the Agua Fria River and to allow habitable structures to be developed within the Floodway Fringe Easement, engineered fill is proposed along the western limits of the project.

AMENDMENT AREA LOT SUMMARY

LOT SIZE	YIELD	MIX %
48' x 115'	132	37%
53' x 120'	156	43.5%
58' x 120'	70	19.5%

The proposed development limits for the project are located outside of the revised lateral migration hazard zone for the Agua Fria River and therefore, no additional lateral migration measures are proposed with the project. As discussed previously, portions of the project do fall within the mapped floodplain breakout for the Agua Fria River and will require a CLOMR/LOMR with FEMA in order to develop the property as proposed. An area will be provided to allow for a trail system that ultimately provides connectivity to the regional trail system. The proposed design of the elevated site shall be subject to approval by the City of Avondale, Flood Control District of Maricopa County, Army Corps of Engineers and FEMA.

The walls and monumentation are designed to blend with the adjacent existing subdivisions while providing a distinct project identity. Consistent use of materials and simple detailing emphasize the community theme.

Theme walls are provided along arterial and collector streets and adjacent to open space and amenity areas in side yard conditions. The theme wall consists of split-face block and smooth face block as specified in the City of Avondale Zoning Ordinance. The split face block and smooth will be painted in

separate colors for contrast. End columns, constructed of split face block with a 4" solid block cap, are repeated as paired accent columns located approximately every 250' along the wall. View fences may be provided along all open space areas as rear lot fencing where feasible. View fence walls will consist of 16" of split face block. Partial view fence walls will consist of 54" of block and 18" of wrought iron. The fencing will be designed to meet all applicable pool codes. Pilasters between lots will be constructed of split face block with a 4" solid block cap, similar to the theme walls. Decorative low fences are provided along El Mirage Road and consist of 3' high wrought iron panels alternating with low split face block columns.

Three types of entry monumentation will be used; major entries, secondary entries & neighborhood entries. Each entry will utilize similar materials to create a cohesive design.

The major community entry monuments are located at the main entry points to the community and will utilize the same materials as the walls. The main monuments are located in pairs on both sides of the entry. The curving sign will be backed by specimen trees and tied to the landscape by section of the wrought iron decorative fence. The elements used in the sign wall are repeated in the theme wall, decorative fence and minor entry to provide a strong unified project theme and identity.

The secondary community entry features are located to emphasize the community theme and provide a sense of arrival to the community. The monument is located on one side of the entry area and uses the same materials and decorative fence. Signage will be provided on both sides of the main sign wall. Planters are provided on both sides of the wall for flowering and accent plants. Specimen trees will be placed to frame the monument and create a strong sense of arrival and neighborhood character.

Neighborhood entries will be located at connections to the collector streets. Adding another layer of detailing to the community. A pilaster and sign wall will be located in the median with an accent wrought iron fence. This fence will be picked up on one side of the street, framing the entry with a low accent column.

A minimum 57.70 acres or 44.7% of the total Ph. 2-5 gross site area is reserved for open space. At least 53.60 acres or 41.58% of the total area dedicated for open space consists of usable open space. Careful consideration has been given to the appropriation of the open space areas in locations that will offer optimum use to future residents and will add value to the community.

A trail system within the landscaped and improved open space corridors is incorporated into the land use plan to maximize utilization of the open space. The trail system corridor links the entire community by providing direct access from the individual residential lots to the various open space areas.

The trail system provides links throughout the site, along and into the Agua Fria River to the west and the amenities planned as a part of the previous phases of Del Rio Ranch to the east. The proposed 12' (8' hardened path/4' DG) meandering regional trail will run adjacent to the wash on the west side of the property and will provide connectivity to the overall Agua Fria regional trail network. Trail crossings at collector will be accommodated with painted striping at appropriate locations. The developer will work with the City of Avondale Traffic Engineer in providing these improvements for these crossings.

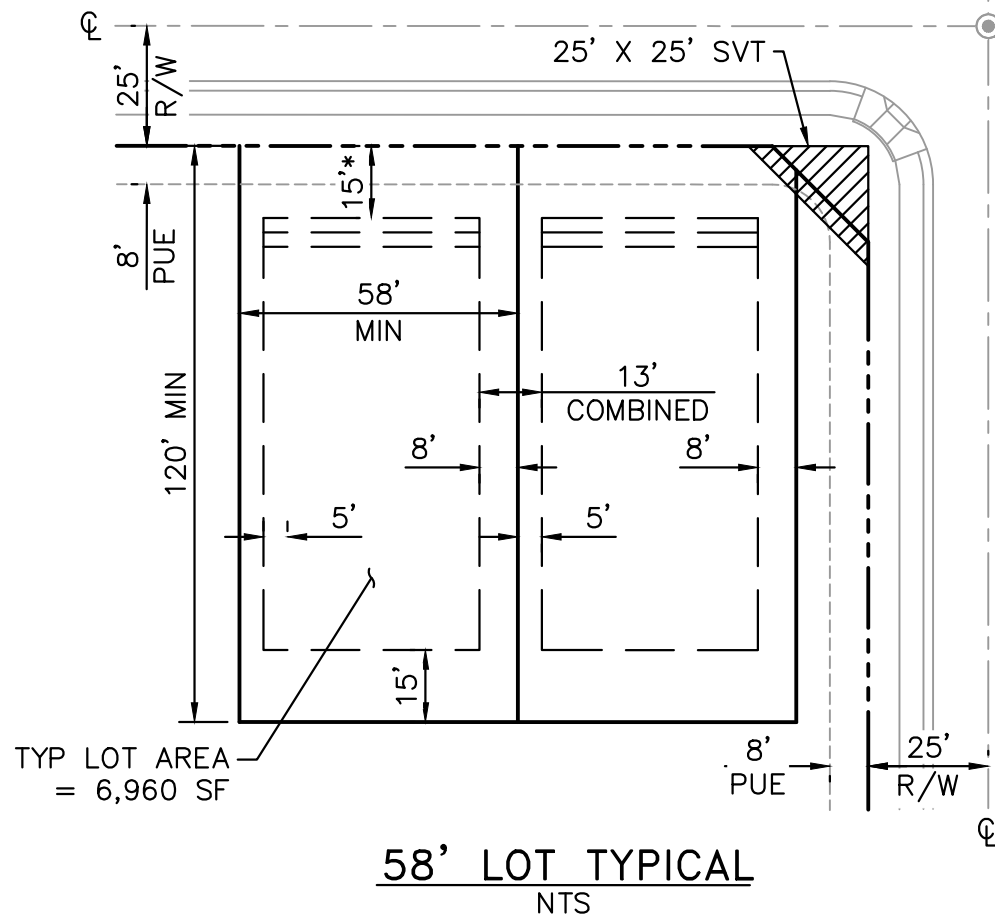
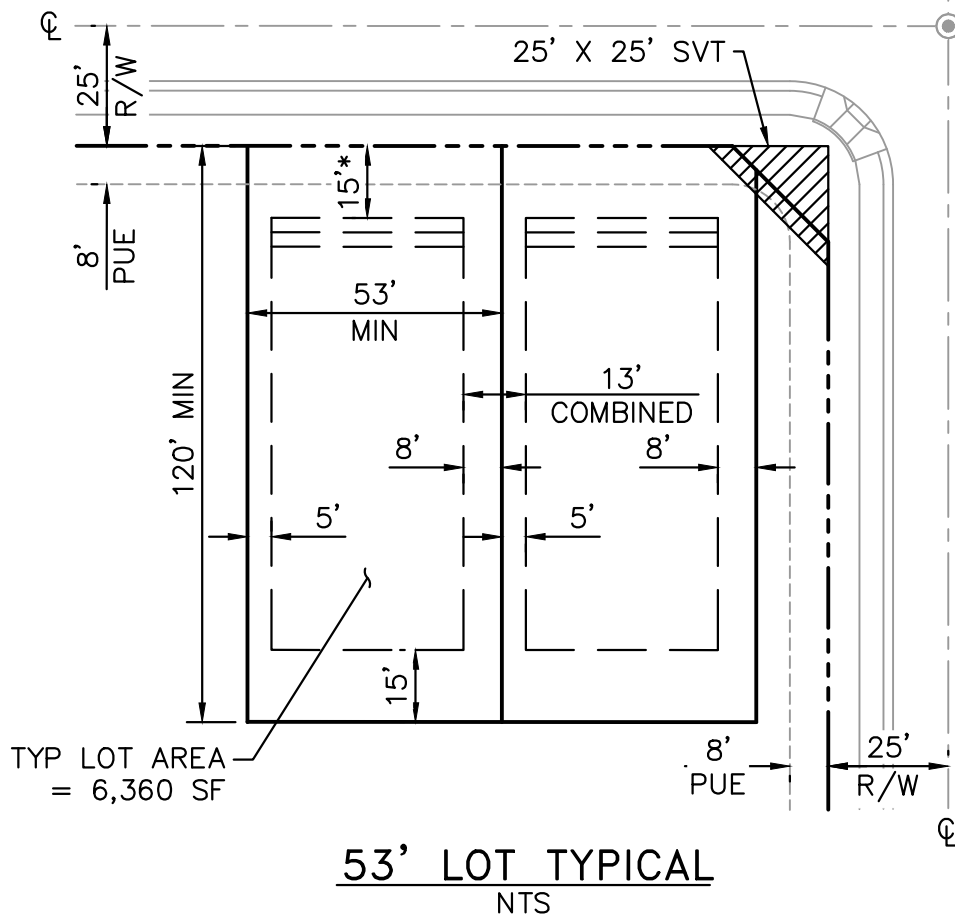
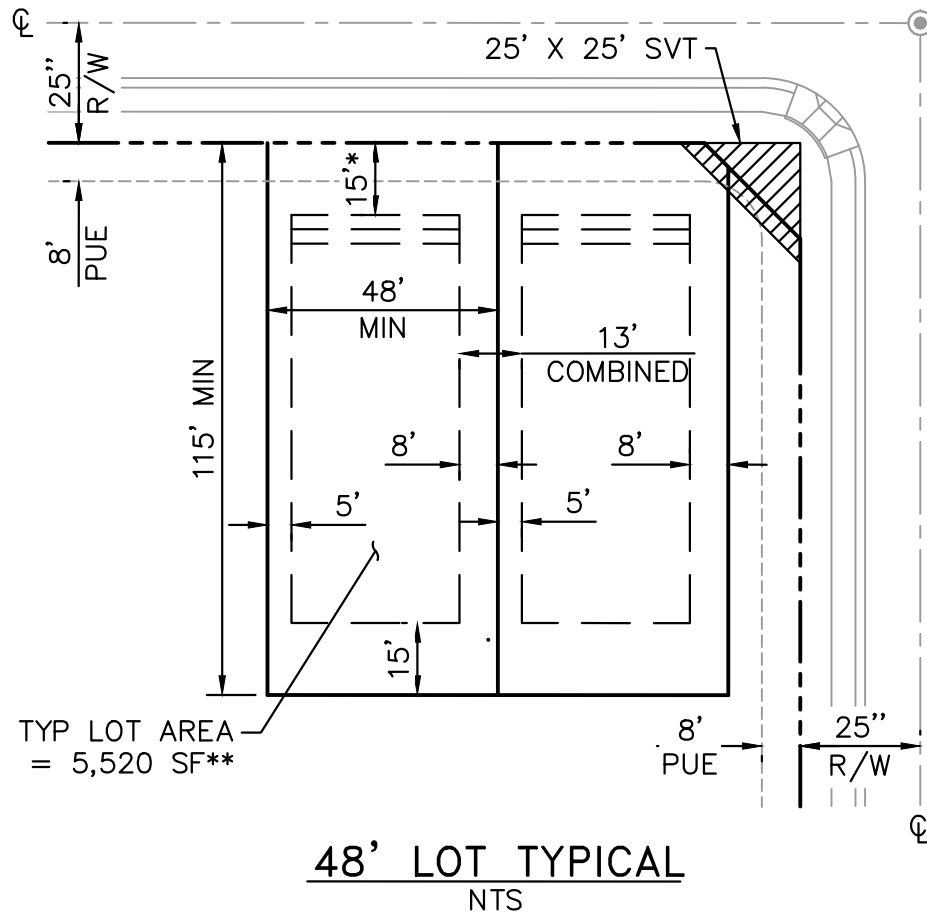
In addition to the trail access into the large passive recreation area, which will allow for potential hiking, bird watching and nature observation west of the proposed fill and erosion control, there are two active multi-generational recreational areas within Del Rio Ranch Phase III. One major tot lot and recreation area has been provided along the east-west open space corridor located in the lower portion of the site. Additional features include a shade structure for the tot lot, picnic amenities and sports courts. A second smaller recreational area located at the north end of the site will be improved with circuit fitness stations, shade structures, and picnic amenities for casual recreation.

Exhibit F

Proposed Preliminary Plat

Del Rio Ranch III (Phases 2 through 5)

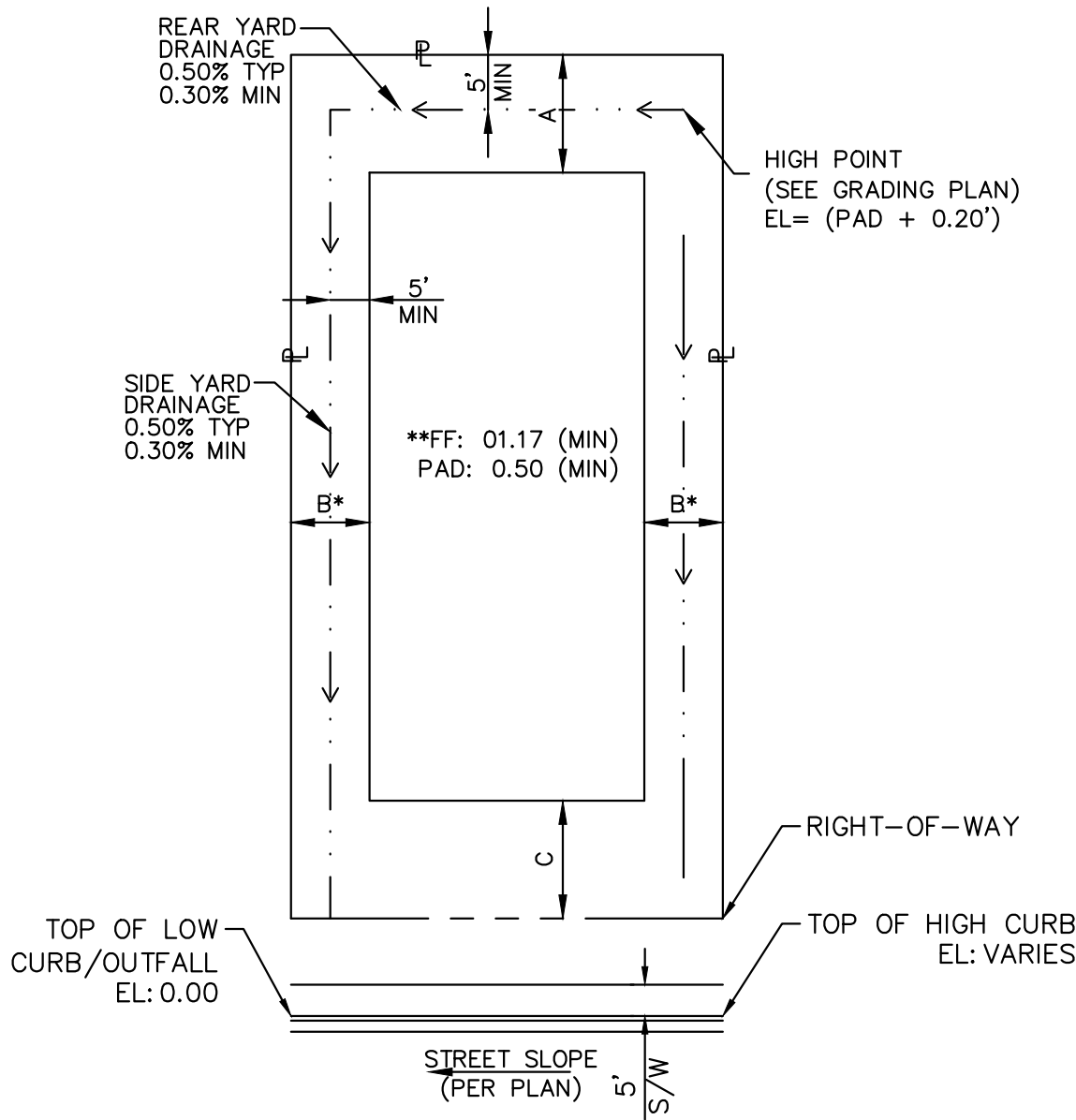
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NOTES

*18' TO FACE OF GARAGE, 15' TO SIDE ENTRY GARAGE. FRONT SETBACKS TO BE STAGGERED A MINIMUM OF 3' FROM A MINIMUM OF 18' TO 21'

**MINIMUM LOT WIDTH IS 48' AND MINIMUM LOT AREA IS 5,470 SF AS ESTABLISHED IN THE DEL RIO PAD.



**FF ELEVATION:
0.91' MIN. ABOVE HIGH CURB
1.17' MIN. ABOVE LOW CURB
3.25' MAX. ABOVE LOW CURB

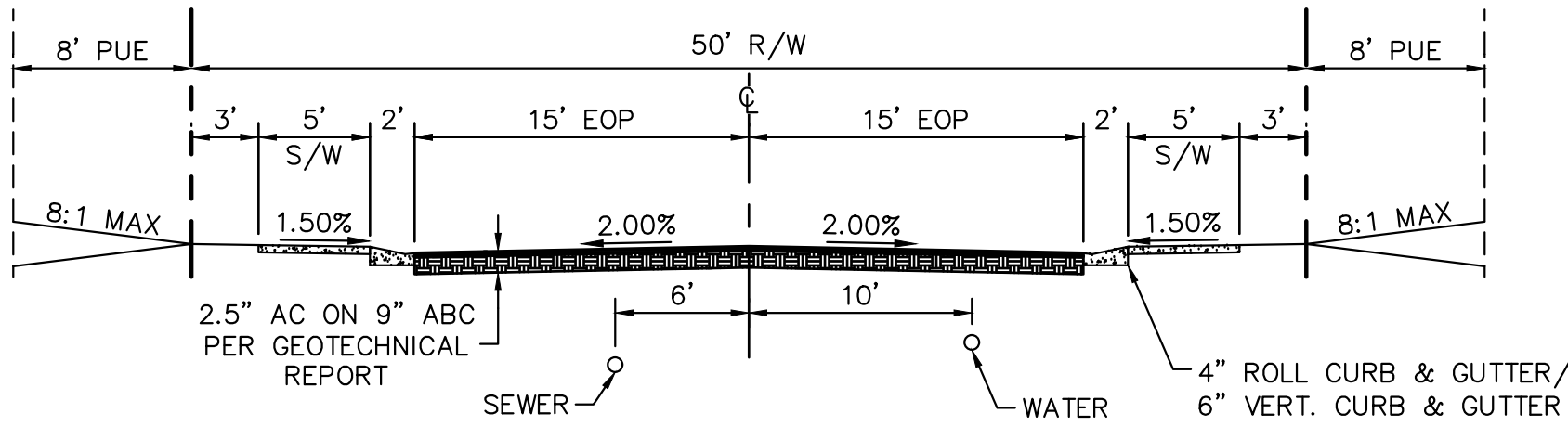
NOTE: CONTRACTOR TO ASSURE NO LOT TO LOT DRAINAGE.

TYPICAL LOT GRADING DETAIL NTS

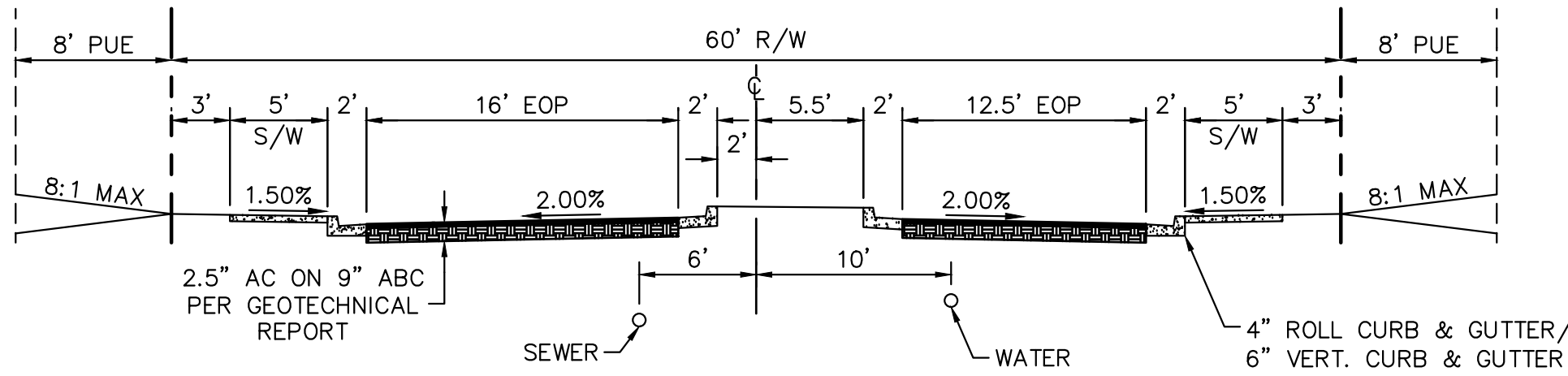
SETBACK TABLE

ZONING	MIN. LOT (SQ. FT.)	FRONT YARD SETBACK, C (FT)	SIDE YARD SETBACK, B* (FT)	REAR YARD SETBACK, A (FT)
DEL RIO PAD	5,470	18'/21' 15' TO SIDE ENTRY GARAGE	5' 13' COMBINED*	15'

*A COMBINED SIDE YARD SETBACK WILL BE DEMONSTRATED ON EACH INDIVIDUAL LOT. FOR EACH LOT, A MINIMUM 5' SETBACK MUST BE PROVIDED ON ONE SIDE AND THE CORRESPONDING SIDE MUST BE DIMENSIONED SO THAT THE TOTAL (COMBINED) SETBACK EQUALS THE TOTALS PROVIDED IN THE TABLE. FOR EXAMPLE, IF THE 5' IS PROPOSED FOR ONE SIDE, THE OPPOSING SIDE MUST BE 8'; IF 6' ON ONE SIDE, THEN 7' ON THE OTHER SIDE; AND SO ON.



LOCAL STREET CITY OF AVONDALE STD DET A1000 LOOKING NORTH & WEST NTS



LOCAL STREET - MEDIAN ENTRY LOOKING NORTH & WEST NTS

TRACT USE SUMMARY			
TRACT	AREA (AC)	LAND USE	OWNER
TRACT A	13.96	LANDSCAPE/DRAINAGE/PUE/MULTI-USE TRAIL	HOA
TRACT AA	36.24	FLOODWAY FLOWAGE EASEMENT/AGUA FRIA RIVER CORRIDOR/MULTI-USE TRAIL	HOA
TRACT B	0.73	LANDSCAPE/DRAINAGE/PUE	HOA
TRACT BB	0.13	LANDSCAPE/PUE	HOA
TRACT C	0.30	LANDSCAPE/PUE	HOA
TRACT CC	0.02	LANDSCAPE/PUE	HOA
TRACT D	0.08	LANDSCAPE/PUE	HOA
TRACT DD	0.10	LANDSCAPE/PUE	HOA
TRACT E	0.28	LANDSCAPE/PUE	HOA
TRACT EE	0.04	LANDSCAPE/PUE	HOA
TRACT F	0.08	LANDSCAPE/PUE	HOA
TRACT FF	0.04	LANDSCAPE/PUE	HOA
TRACT G	0.04	LANDSCAPE/PUE	HOA
TRACT H	0.22	LANDSCAPE/PUE	HOA
TRACT I	0.08	LANDSCAPE/PUE	HOA
TRACT J	1.04	LANDSCAPE/DRAINAGE/PUE	HOA
TRACT K	0.40	LANDSCAPE/DRAINAGE/PUE	HOA
TRACT L	0.08	LANDSCAPE/PUE	HOA
TRACT M	0.30	LANDSCAPE/PUE	HOA
TRACT N	0.08	LANDSCAPE/PUE	HOA
TRACT O	1.47	LANDSCAPE/DRAINAGE/PUE	HOA
TRACT P	0.26	LANDSCAPE/DRAINAGE/PUE	HOA
TRACT Q	0.08	LANDSCAPE/PUE	HOA
TRACT R	0.21	LANDSCAPE/PUE	HOA
TRACT R1	0.06	LIFT STATION	COA
TRACT S	0.08	LANDSCAPE/PUE	HOA
TRACT T	0.36	LANDSCAPE/PUE	HOA
TRACT U	0.15	LANDSCAPE/PUE	HOA
TRACT V	0.10	LANDSCAPE/PUE	HOA
TRACT W	0.13	LANDSCAPE/PUE	HOA
TRACT X	0.32	LANDSCAPE/DRAINAGE/PUE	HOA
TRACT Y	0.12	LANDSCAPE/PUE	HOA
TRACT Z	0.12	LANDSCAPE/PUE	HOA

R1-6 P.A.D. SINGLE FAMILY STANDARDS COMPARISON			
DEVELOPMENT STANDARD	CITY OF AVONDALE R1-6 EXISTING REQUIREMENTS	DEL RIO RANCH - PHASE 3 P.A.D. PROPOSED REQUIREMENTS	VARIATION
MINIMUM LOT AREA	6,000 S.F.	5,470 S.F.	-530 S.F.
MAXIMUM DENSITY	5.0 DU/AC (2)	2.78 DU/AC	-2.22 DU/AC
MINIMUM LOT WIDTH	60 FT.	48 FT. (1)	-12 FT.
MINIMUM LOT DEPTH	94 FT. (3)	110 FT.	+16 FT.
MAXIMUM HEIGHT	30 FT.	30 FT.	NONE
MAXIMUM BLDG. COVERAGE	40%	45% (4)	5%
MINIMUM SETBACKS:			
FRONT	20 FT.	18 FT. & 15 FT. (5)	-2 FT. & -10 FT.
MIN. SIDE	5 FT.	5 FT.	NONE
TOTAL SIDES	15 FT.	13 FT.	-2 FT.
REAR (6)	15 FT.	15 FT.	NONE
STREET SIDE (6)	10 FT.	10 FT.	NONE

- (1) Per Development Agreement
- (2) 5.0 DU/AC per Zoning Ord. 4.2 pe Development Agreement
- (3) 105 ft. adjacent to arterial or freeway
- (4) Not including shade structures such as patios and front porches
- (5) 18 ft. to face of garage, 15 ft. to side entry garage. Front setbacks to be staggered a minimum of 3 ft. from a minimum of 18 ft. to 21 ft.
- (6) All homes immediately adjacent to an arterial street shall be one story dwelling units and shall be setback a minimum of 30' from the arterial right-of-way

DEL RIO III PHASE 2 - 5

DATA AND DETAILS

AVONDALE, ARIZONA

Kimley»Horn

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1855 West Baseline Road, Suite 200
Mesa, Arizona 85202
(480) 207-2672

DESIGNED
JSG

DRAWN
JSG

CHECKED
JMB

SCALE (H): PER PLAN
SCALE (V): NONE

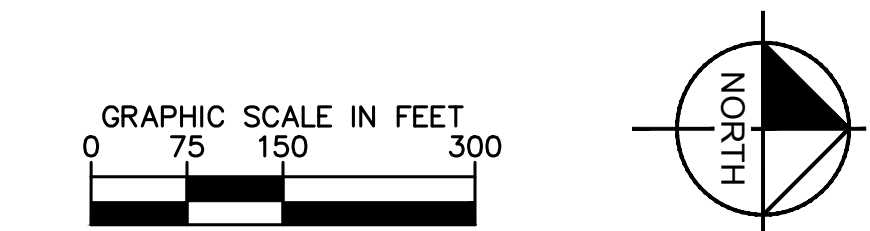
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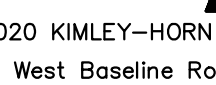
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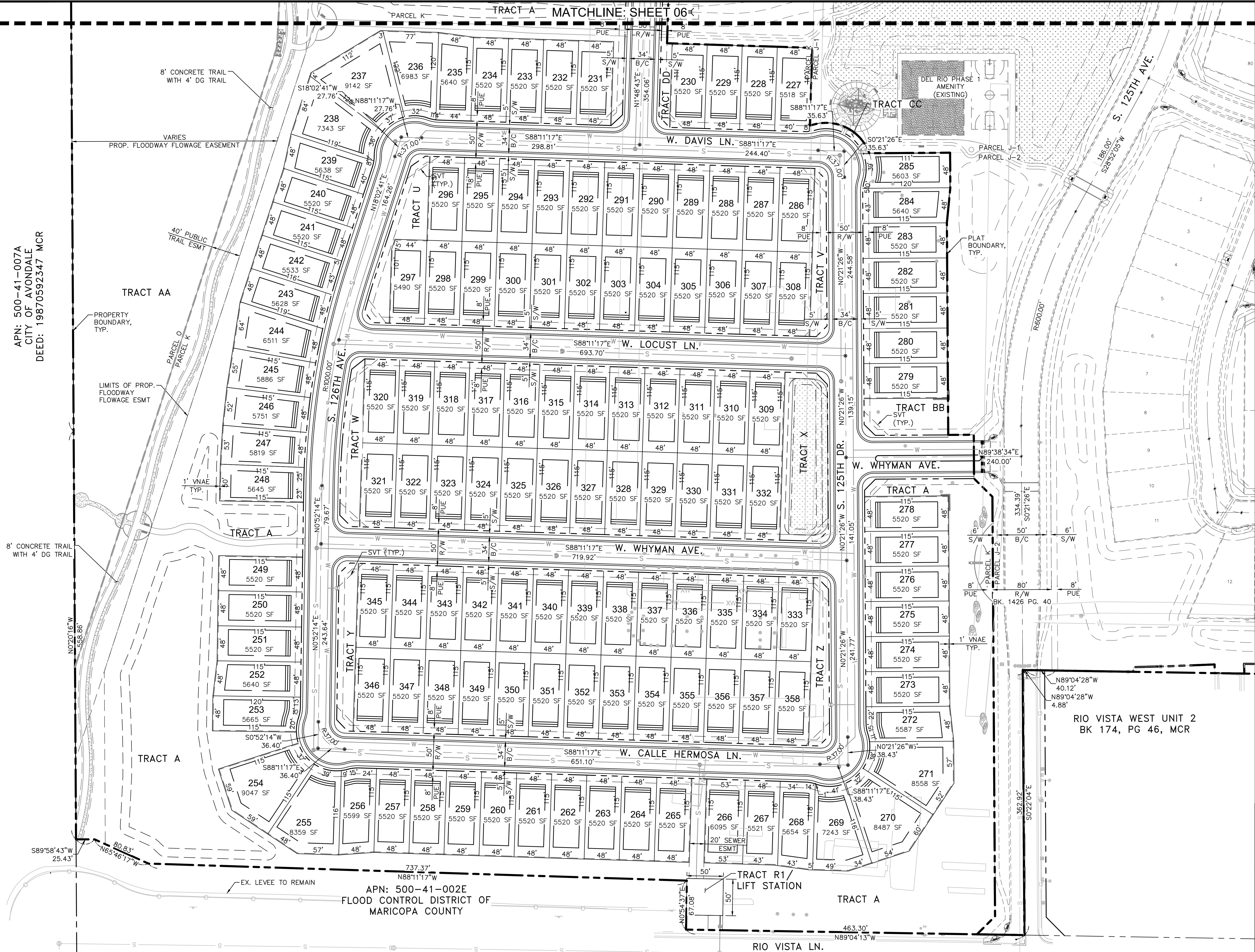


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	DESIGNED	DRAWN	CHECKED
	JSG	JSG	JM
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	SCALE (V): NONE		
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DWG. NAME			

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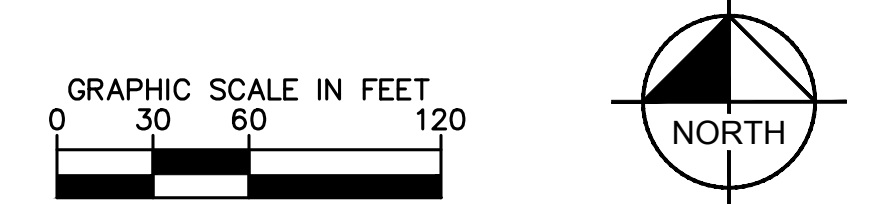
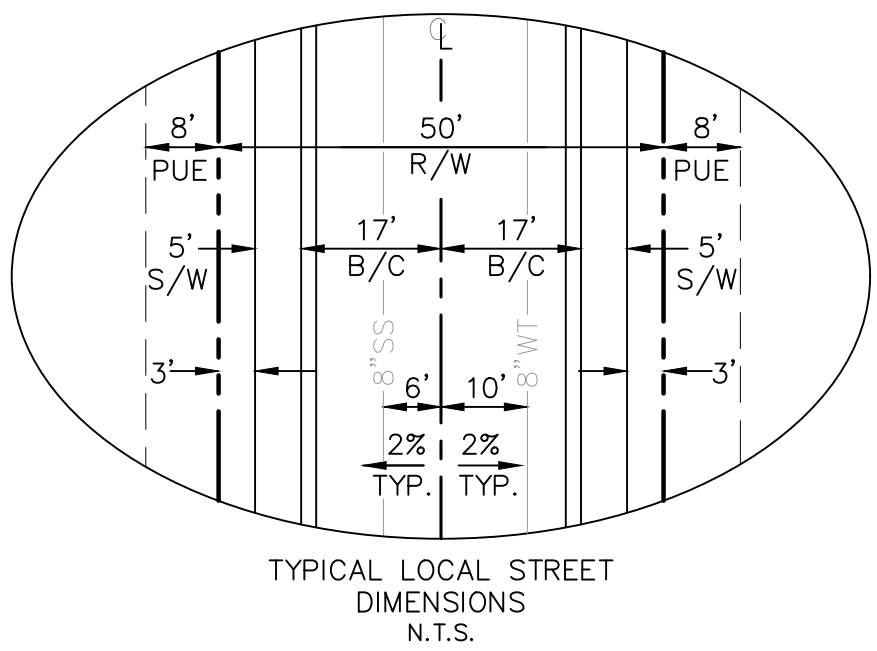
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APN: 500-41-007A
CITY OF AVONDALE
DEED: 19870592347 MCR



LEGEND

- PROPOSED WATER LINE
- PROPOSED SEWER LINE
- SECTION LINE
- CENTERLINE
- RIGHT-OF-WAY
- PLAT/PROPERTY BOUNDARY
- PARCEL BOUNDARY
- CURB/SIDEWALK
- (AS NOTED) EASEMENT
- DRAINAGE FLOWLINE
- STORM DRAIN
- EXISTING SURVEY MONUMENT
- PROPOSED FIRE HYDRANT
- SANITARY SEWER MANHOLE
- RETENTION BASIN



DEL RIO III PHASE 2 - 5
PRELIMINARY PLAT
AVONDALE, ARIZONA

Kimley»Horn

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1855 West Baseline Road, Suite 200
Mesa, Arizona 85202 (480) 207-2672

DESIGNED JSG	DRAWN JSG	CHECKED JMB
SCALE (H): PER PLAN SCALE (V): NONE	DATE: JAN 2021	SHEET NO. 05
PROJECT NO. 210430002	DWG. NAME 430002PP.DWG	of 8 shts



AKRFS: X43000ZBM X43000ZIF X43000ZV3 X43000ZIB X43000ZPL X43000Z01 X43000ZBM-PR1 X43000Z03
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE
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DEED: 20081036611 MCR

0'20'16"
899.83'

TRACT AA

8' CONCRETE TRAIL
WITH 4' DG TRAIL

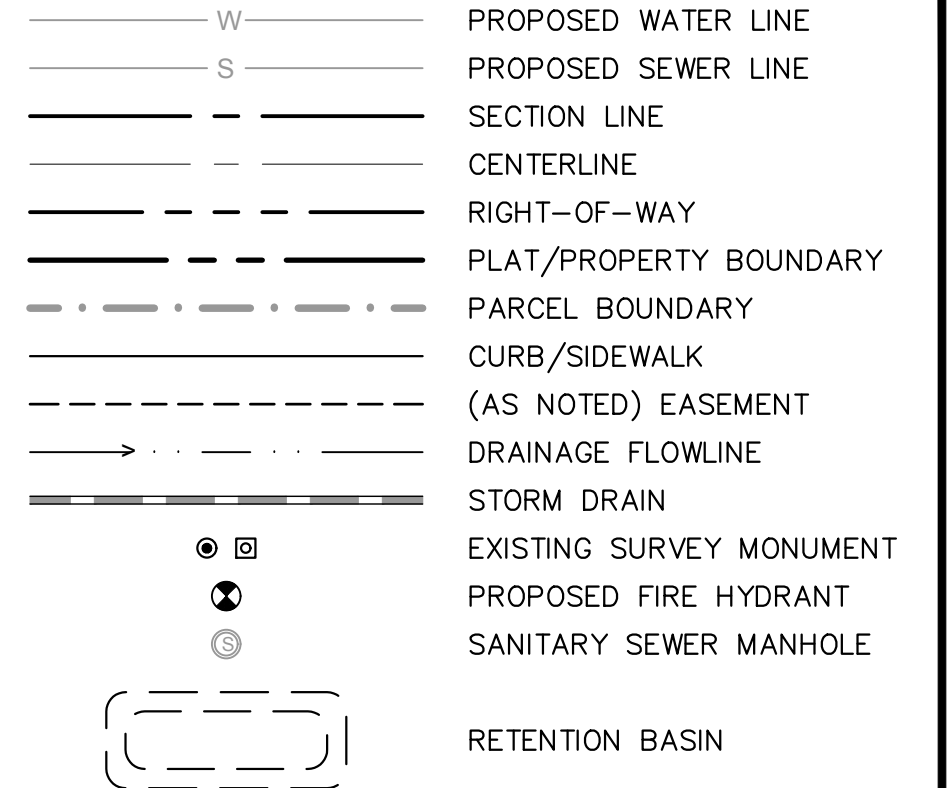
TRACT AA

MATCHLINE: SHEET 08

MATCHLINE: SHEET 06/1

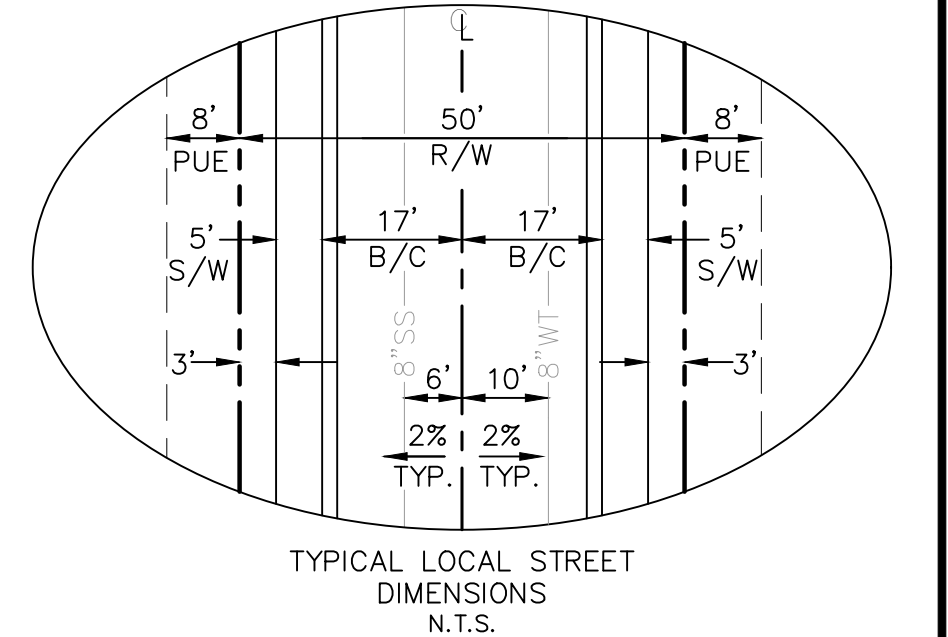
AND SHIRLEY J OLSON RE
DEED: 20160514632

LEGEND



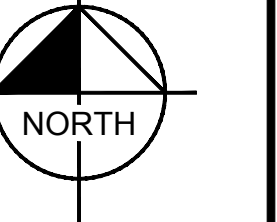
NOTE:

* FIRE SPRINKLERS SHALL BE PROVIDED FOR HOMES DEVELOPED ON LOTS 1 THROUGH 30, INCLUSIVE.



GRAPHIC SCALE IN FEET

A horizontal scale bar with tick marks at 0, 30, 60, and 120 feet. The bar is divided into three equal segments of 40 feet each. The first segment (0-40) is white, the second (40-80) is black, and the third (80-120) is white. The numbers 0, 30, 60, and 120 are placed above the corresponding tick marks.



DEL RIO III PHASE 2 - 5
PRELIMINARY PLAT
AVONDALE, ARIZONA

Kimley»»Horn

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JSG	
SCALE (H): PER	

SCALE (V): NOM

DATE: NOV 2000

PROJECT NO. _____

21043000

DWG. NAME
1300002000.D

DESIGNED	DRAWN	CHECKED
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JSG	JSG	JMB
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SCALE (H): PER PLAN
SCALE (V): NONE

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NOV 2020

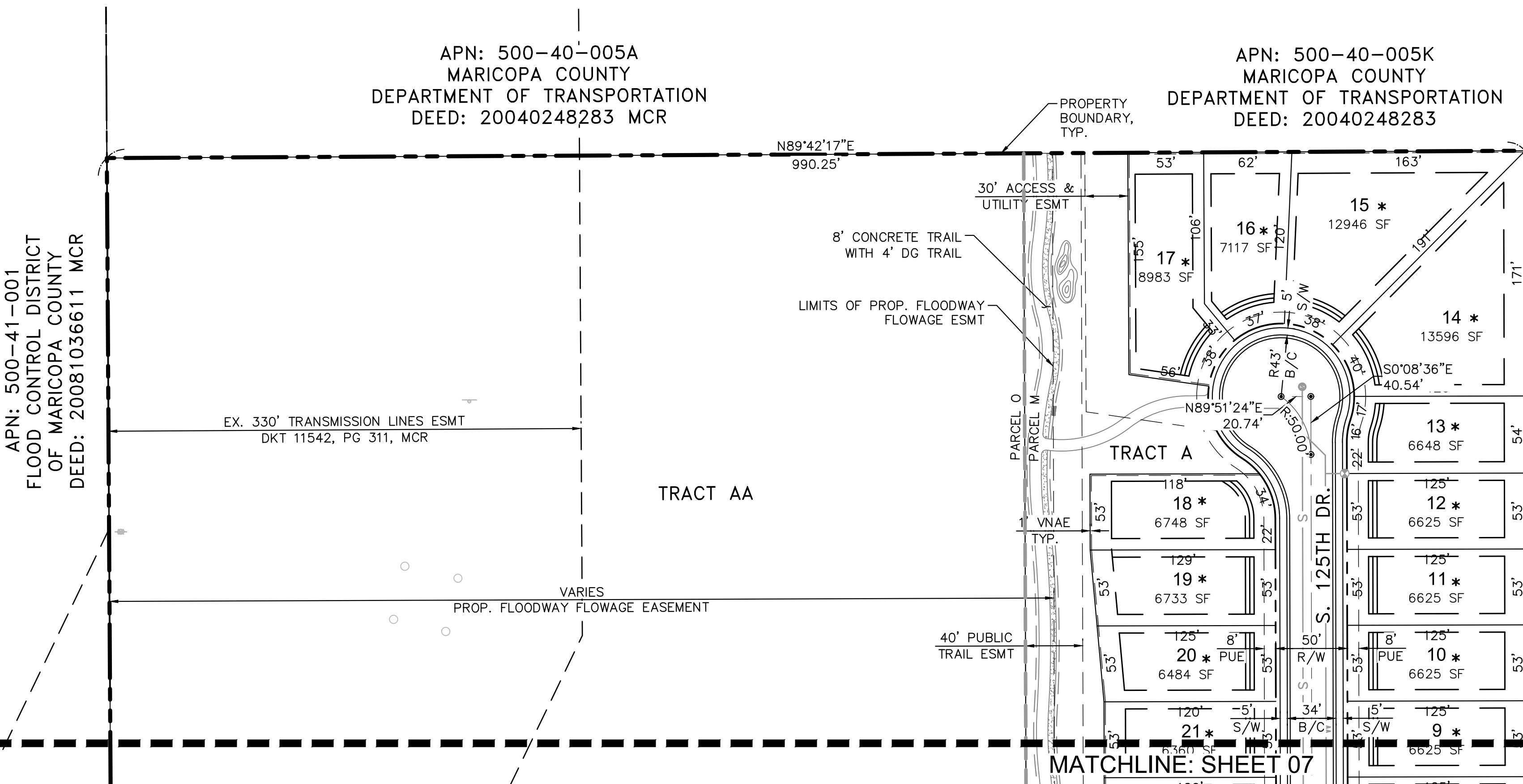
PROJECT NO.	07
310430003	

DWG. NAME	
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07

100

8 shts



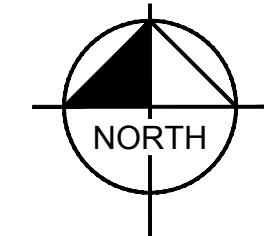
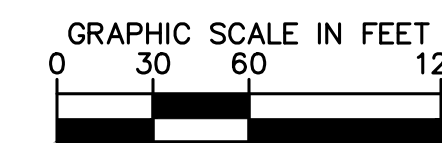
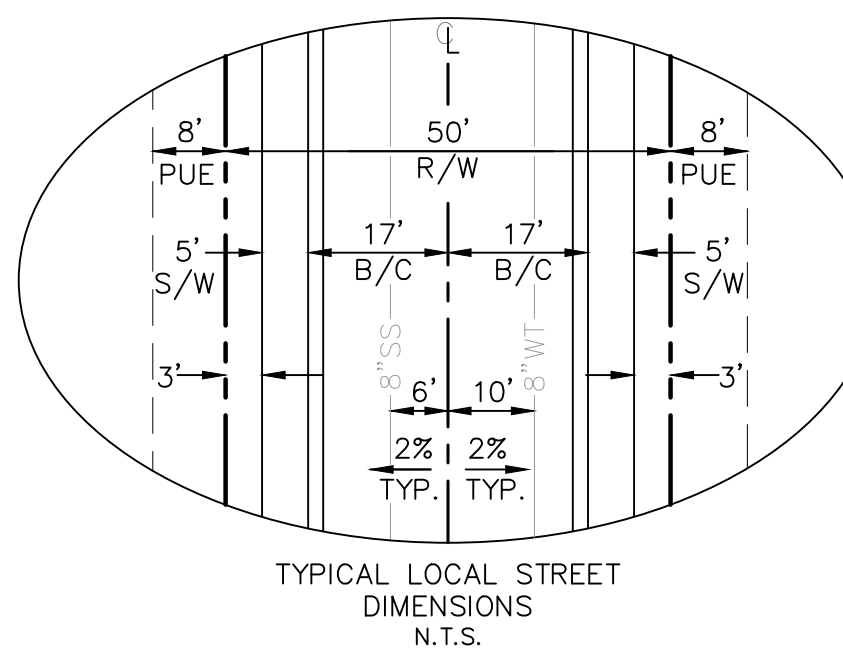
APN: 500-40-005H
GARFIELD BILL OLSON JR.
AND SHIRLEY J OLSON RE
DEED: 20160514632

LEGEND

	PROPOSED WATER LINE
	PROPOSED SEWER LINE
	SECTION LINE
	CENTERLINE
	RIGHT-OF-WAY
	PLAT/PROPERTY BOUNDARY
	PARCEL BOUNDARY
	CURB/SIDEWALK
	(AS NOTED) EASEMENT
	DRAINAGE FLOWLINE
	STORM DRAIN
	EXISTING SURVEY MONUMENT
	PROPOSED FIRE HYDRANT
	SANITARY SEWER MANHOLE
	RETENTION BASIN

NOTE:

* FIRE SPRINKLERS SHALL BE PROVIDED FOR HOMES DEVELOPED ON LOTS 1 THROUGH 30, INCLUSIVE.



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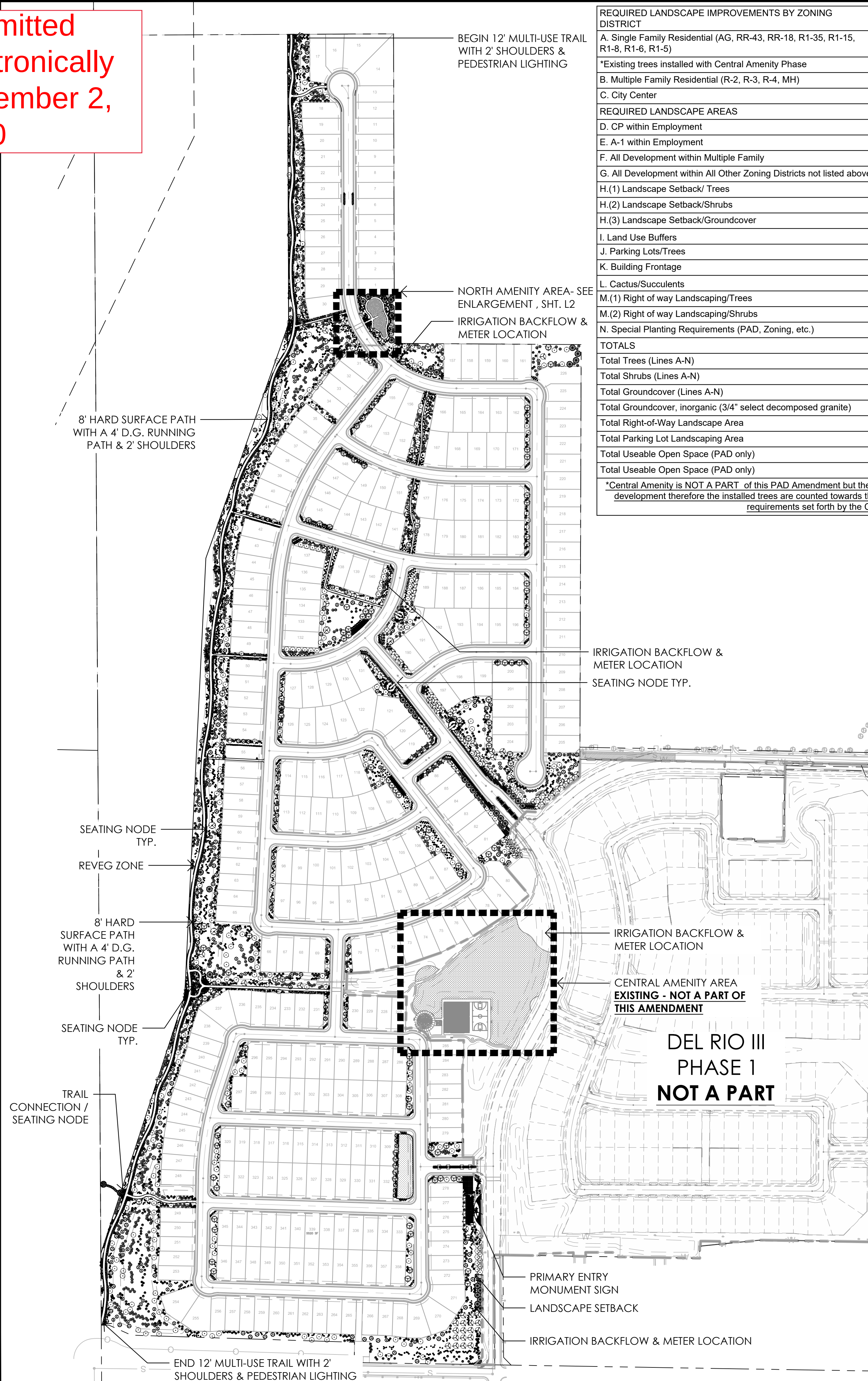
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SCALE (H): PER PLAN SCALE (V): NONE		SHEET NO. 08
DATE: NOV 2020		
PROJECT NO. 210430002		
DWG. NAME 430002PP.DWG		

Exhibit G

Proposed Landscape, Open Space, Wall & Lighting Plans

Del Rio Ranch III (Phases 2 through 5)

Submitted electronically
December 2, 2020

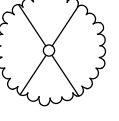
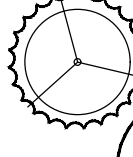
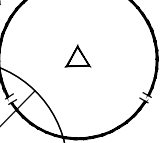
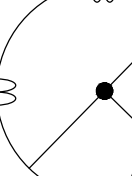
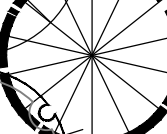
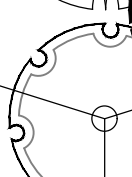
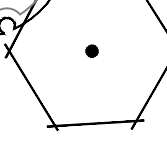


REQUIRED LANDSCAPE IMPROVEMENTS BY ZONING DISTRICT	REQUIRED	PROVIDED
A. Single Family Residential (AG, RR-43, RR-18, R1-35, R1-15, R1-8, R1-6, R1-5)	1,104 TREES	990 TREES
*Existing trees installed with Central Amenity Phase	N/A	150 TREES
B. Multiple Family Residential (R-2, R-3, R-4, MH)	N/A	N/A
C. City Center	N/A	N/A
REQUIRED LANDSCAPE AREAS	REQUIRED	PROVIDED
D. CP within Employment	N/A	N/A
E. A-1 within Employment	N/A	N/A
F. All Development within Multiple Family	N/A	N/A
G. All Development within All Other Zoning Districts not listed above	N/A	N/A
H.(1) Landscape Setback/ Trees	42 TREES	42 TREES
H.(2) Landscape Setback/Shrubs	423 SHRUBS	423 SHRUBS
H.(3) Landscape Setback/Groundcover	8,239 SQ. FT.	8,239 SQ. FT.
I. Land Use Buffers	N/A	N/A
J. Parking Lots/Trees	N/A	N/A
K. Building Frontage	N/A	N/A
L. Cactus/Succulents	10% TO 15%	10% TO 15%
M.(1) Right of way Landscaping/Trees	0 TREES	0 TREES
M.(2) Right of way Landscaping/Shrubs	0 SHRUBS	0 SHRUBS
N. Special Planting Requirements (PAD, Zoning, etc.)	N/A	N/A
TOTALS	REQUIRED	PROVIDED
Total Trees (Lines A-N)	1,146 TREES	1,182 TREES
Total Shrubs (Lines A-N)	423 SHRUBS	423 SHRUBS
Total Groundcover (Lines A-N)	N/A	N/A
Total Groundcover, inorganic (3/4" select decomposed granite)	N/A	845,134 SQ. FT.
Total Right-of-Way Landscape Area	0 SQ. FT.	0 SQ. FT.
Total Parking Lot Landscaping Area	N/A	N/A
Total Useable Open Space (PAD only)	12.89 AC.	53.13 AC.
Total Useable Open Space (PAD only)	10% (2007 App.)	41.22%
*Central Amenity is NOT A PART of this PAD Amendment but the Central Amenity is a part of Del Rio III development therefore the installed trees are counted towards the minimum landscape improvement requirements set forth by the City.		

AMENDMENT AREA TRACT TABLE					
TRACT	ACRES	DESCRIPTION	DEDICATED TO	USABLE	%
A	13.96	LANDSCAPE/PUE/DRAINAGE/MULTI-USE TRAIL	HOA	13.96	24.2%
AA	36.24	FLOODWAY FLOWAGE EASEMENT/AGUA FRIA RIVER CORRIDOR, MULTI-USE TRAIL	MCFD/COA	36.24	62.8%
B	0.73	PARK/LANDSCAPE/RETENTION/DRAINAGE/PUE/TRAIL	HOA	0.73	1.3%
BB	0.13	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
C	0.30	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
CC	0.02	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
D	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
DD	0.10	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
E	0.28	LANDSCAPE/PUE/TRAIL	HOA	0.28	0.5%
EE	0.04	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
F	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
FF	0.04	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
G	0.04	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
H	0.22	LANDSCAPE/PUE/TRAIL	HOA	0.22	0.4%
I	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
J	1.04	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
K	0.40	SEAT NODE/LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA	0.40	0.7%
L	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
M	0.30	SEAT NODE/LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA	0.30	0.5%
N	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
O	1.47	SEAT NODE/LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA	1.47	2.5%
P	0.26	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
Q	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
R	0.21	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
R1	0.06	LIFT STATION	COA		
S	0.08	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
T	0.36	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
U	0.15	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
V	0.10	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
W	0.13	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
X	0.32	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
Y	0.12	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
Z	0.12	LANDSCAPE/RETENTION/DRAINAGE/PUE	HOA		
TOTAL	57.70			53.60	92.9%

NOTE: PHASE 1 (PARCELS J1/J2) INCLUDED 13.76 ACRES OF OPEN SPACE AND 7.58 ACRES OF USABLE OPEN SPACE, NOT INCLUDED IN THIS TABLE. AS A WHOLE, THE DEL RIO RANCH PHASE III USABLE OPEN SPACE TOTALS (61.18 ACRES) EXCEED THE PREVIOUSLY APPROVED PAD AMENDMENT (58.59 ACRES).

PLANTING KEY

TREES	BOTANICAL NAME / COMMON NAME	SIZE	CALIPER	QTY
	Acacia salicina <i>Willow Acacia</i>	24" BOX	2"	95
	Caesalpinia cacaalaco 'Smoothie' <i>Thornless Cascalote</i>	24" BOX	2"	214
	Cercidium 'Desert Museum' <i>Desert Museum Palo Verde</i>	24" BOX	2"	310
	Dalbergia sissoo <i>Sissoo</i>	24" BOX	2"	7
	Eucalyptus papuana <i>Ghost Gum Tree</i>	24" BOX	2"	42
	Lagerstroemia indica <i>Crape Myrtle</i>	24" BOX	2"	126
	Olea europaea 'Swan Hill' <i>Swan Hill Fruitless Olive</i>	36" BOX	2"	54
	Phoenix dactylifera <i>Date Palm</i>	7' CLEAR TRUNK	N/A	25
	Ulmus parvifolia <i>Chinese Evergreen Elm</i>	24" BOX	2"	116

SHRUBS		SIZE	QTY.
	BOTANICAL NAME / COMMON NAME		
	Caesalpinia pulcherima / Red Bird of Paradise	5 GAL.	658
	Calliandra eriophylla / Fairy Duster	5 GAL.	1045
	Cassia nemophila / Green Feathery Cassia	5 GAL.	443
	Leucophyllum frutescens / Texas Ranger	5 GAL.	950

ACCENTS & GRASSES

	Agave americana / <i>Century Plant</i>	5 GAL.	233
	Dasyliroium wheeleri / <i>Desert Spoon</i>	5 GAL.	63
	Hesperaloe parviflora / <i>Hesperaloe</i>	5 GAL.	328
	Muhlenbergia rigida 'Nashville' / <i>Purple Muhly</i>	5 GAL.	1155

GROUNDCOVERS

① Lantana camara 'New Gold' / *New Gold Lantana* 1 GAL. 2079

MATERIALS

	DESCRIPTION
	Decomposed Granite (4' TRAIL) ¾" MINUS, Saddleback Brown, 4" Depth Min.
	Turf: Hybrid Bermuda Bermuda Tifway 419 'Sod'
	Decomposed Granite (All Planting Areas) ¾" MINUS, Saddleback Brown, 2" Depth Min.

SHEET INDEX

SHEET L1	CONCEPTUAL LANDSCAPE PLAN	SHEET L5	CONCEPTUAL LANDSCAPE
SHEET L2	SITE AMENITY PLAN		MAINTENANCE SCHEDULE
SHEET L3	CONCEPTUAL SITE AMENITIES	SHEET L6	CONCEPTUAL MATERIAL BOARD
SHEET L4	CONCEPTUAL WALL PLAN	SHEET L7 - L11	CONCEPTUAL LIGHT PLAN & CUT SHEETS

GENERAL LANDSCAPE NOTES

1. ALL SINGLE TRUNK TREES SHALL BE 2-INCH CALIPER MINIMUM AT TIME OF INSTALLATION. TREE CALIPERS FOR STANDARD (SINGLE) TRUNK TREES SHALL BE MEASURED AT THE WIDEST POINT WITHIN THE FIRST 4 TO 6 INCHES ABOVE THE SOIL LINE FOR TREES WITH 4-INCH CALIPER AND LESS; AND 6 TO 12 INCHES FOR TREES GREATER THAN 4-INCH CALIPER. TREE CALIPER FOR MULTI-TRUNK TREES SHALL BE MEASURED AT THE WIDEST POINT WITHIN THE FIRST 6 INCHES ABOVE ORIGIN POINT OF THE SECOND LARGEST TRUNK OR 6 INCHES ABOVE GROUND IF ALL TRUNKS ORIGINATE FROM THE SOIL. CALIPER OF MULTIPLE TRUNK TREES SHALL BE DETERMINED BY TAKING THE AVERAGE CALIPER OF ITS TWO LARGEST TRUNKS.
 2. TREE CALIPER AND HEIGHT SHALL GOVERN OVER ANY OTHER PLANTING SIZE INFORMATION PROVIDED ON THE DRAWINGS. TREES SPECIFIED BY CONTAINER SIZES ONLY SHALL NOT BE ACCEPTED.
 3. THE PROPERTY OWNER AND/OR LESSEE SHALL BE RESPONSIBLE TO INSTALL/MAINTAIN ALL LANDSCAPING WITHIN THE RIGHT-OF-WAY. ALL ON THE LANDSCAPE MAINTENANCE SCHEDULE (SEE ATTACHED).
 4. A 3-FOOT CLEAR SPACE IS REQUIRED AROUND ALL FIRE SUPPRESSION EQUIPMENT. NO PLANTS MAY BE INSTALLED THAT WILL ENCROACH UPON THIS CLEAR SPACE WHEN MATURE.
 5. PLANTINGS WITHIN ANY SITE VISIBILITY EASEMENT SHALL BE MAINTAINED SO THAT NO LIMBS HANG LOWER THAN SEVEN (7) FEET AND SHRUBS OR OTHER PLANTS PLANTED WITHIN ANY SITE VISIBILITY EASEMENT SHALL BE NO TALLER THAN TWO (2) FEET AT FULL GROWTH.
 6. THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS OR OMISSIONS.
- NOTE: ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF AVONDALE SUPPLEMENT TO MAG SPECIFICATIONS

LANDSCAPE THEME STATEMENT AND GENERAL DESCRIPTION OF OPEN SPACES

THIS CONCEPTUAL LANDSCAPE PLAN USES SEVERAL TECHNIQUES TO COMPLY WITH AVONDALE PROPERTY IMPROVEMENT STANDARDS FOR LANDSCAPE DESIGN AND OPEN SPACE. FIRST THE PLANTING PALETTE REFLECTS THE CHARACTER OF THE STREET TREE MASTER PLAN FOR DURANGO STREET & 125TH STREET, TWO COLLECTORS THAT CREATE THE SPINE OF DEL RIO RANCH PHASE III. FRONTAGE TREES ARE SHOWN AT 1 TREE PER 20'-0". RIGHT OF WAY TREES ARE SHOWN AT 1 TREE PER 25'-0". MEDIAN TREES ARE SHOWN AT 30'-0" SPACING.

THIS LANDSCAPE PALETTE ALSO INCLUDES OTHER PLANT MATERIAL THAT PROVIDES A GREEN AND LUSH APPEARANCE CONSISTENT WITH THE CENTRAL CORE CHARACTER AREA OF AVONDALE. IN ADDITION, THE PLANTING PALETTE INCLUDES LOW-WATER CONSUMING PLANTS AND TREES THAT ARE INDIGENOUS TO ARID REGIONS; THESE ARE FROM THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST FOR THE PHOENIX AMA.

THERE WILL BE TWO PRIMARY OPEN SPACES WITH AMENITIES FOR RESIDENTS OF DEL RIO RANCH III. THE FIRST LOCATION WILL BE THE COMMUNITY'S MAJOR ACTIVE RECREATION SPACE WITH A LARGE TOT LOT, BASKETBALL AND TWO VOLLEYBALL COURTS. THIS IS GENERALLY LOCATED AT THE LARGE OPEN SPACE IN THE MIDDLE OF THE SITE WHERE DURANGO STREET AND 125TH AVENUE INTERSECT. SPECIFIC AMENITIES FOR THIS LOCATION CAN BE FOUND IN THE ADJACENT LANDSCAPE TRACT TABLE. THE SECOND LOCATION WILL BE LOCATED IN THE NORTHERN PORTION OF THE SITE. THIS LOCATION WILL PROVIDE A SMALLER TURF AREA WITH A TOT LOT AND RAMADA.

THROUGHOUT THE SITE THERE ARE SEVERAL LOCATIONS DESIGNATED AS SEATING NODES. THERE ARE A TOTAL OF EIGHT OF THESE SHADED RESPITES LOCATED ALONG THE NORTH/SOUTH COLLECTOR AND THROUGHOUT THE SITE ALONG THE TRAIL NETWORK FOR THE COMMUNITY. THE LANDSCAPE WILL BE WATERED BY AN AUTOMATED DRIP IRRIGATION SYSTEM. THIS PLAN SHOWS ALL LANDSCAPE AREAS, A COMPLETE CONCEPTUAL PLANT LIST WITH QUANTITIES AND PROVIDES THE REQUIRED TREES AND SHRUBS INCLUDING 50% COVERAGE WITH VEGETATIVE GROUND COVER. TREE SIZES HAVE BEEN SELECTED TO COMPLY WITH THE DEL RIO RANCH PHASE III PAD AND MASTER OPEN SPACE PLAN

PROJECT TEAM

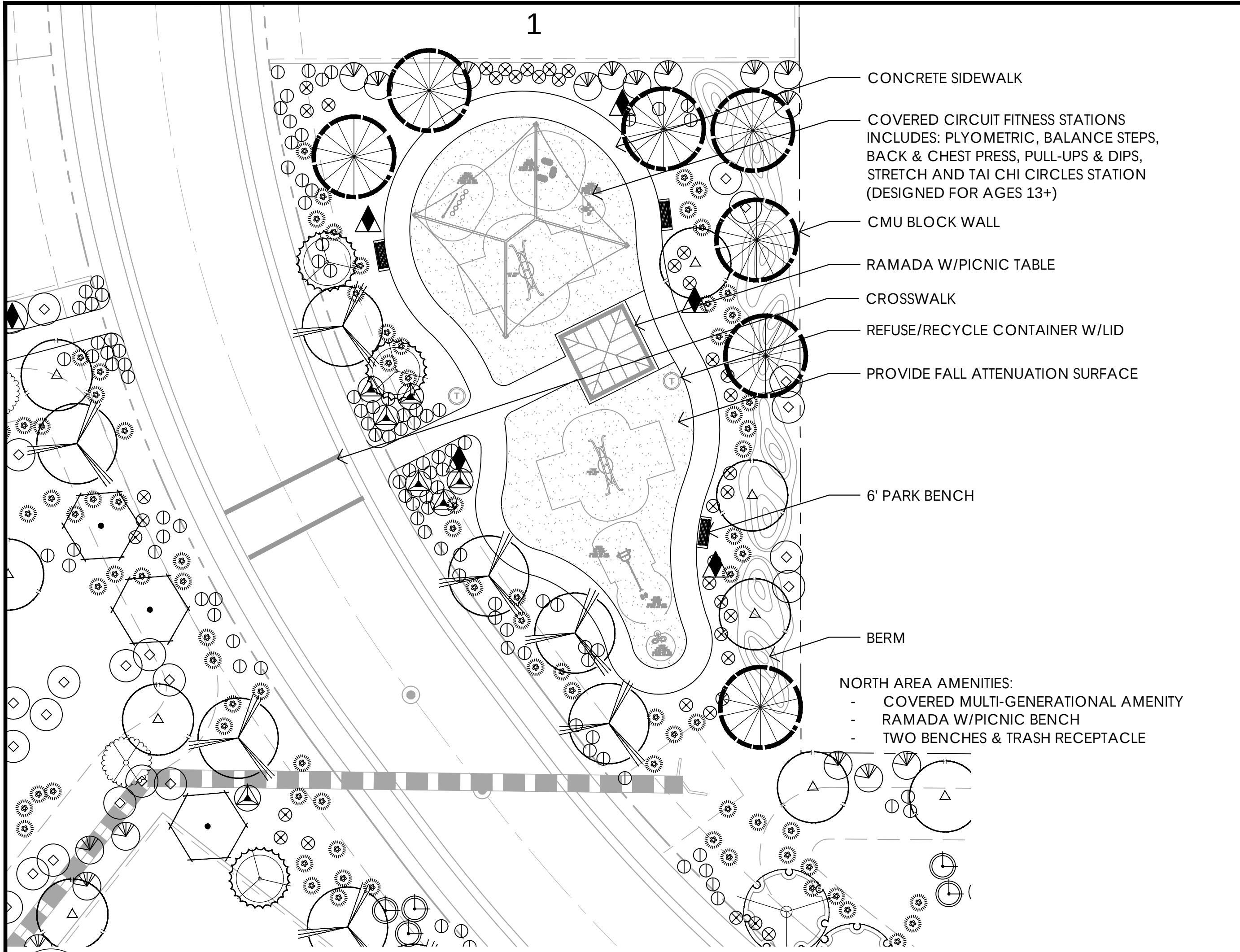
DISCIPLINE	COMPANY & CONTACT
CLIENT	DC ONE HOLDINGS, INC. DON M. SWITZENBERG 8485 E. MCDONALD DR. PMB #355 SCOTSDALE, AZ 85250
LANDSCAPE ARCHITECTURE / PLANNING	KIMLEY-HORN KEITH NICTHER 480.207.2666 1001 WEST SOUTHERN AVE. STE #131 MESA, AZ 85210
ENGINEERING	KIMLEY-HORN Jason Burn 480.207.2666 1001 WEST SOUTHERN AVE. STE #131 MESA, AZ 85210

LANDSCAPE PLAN

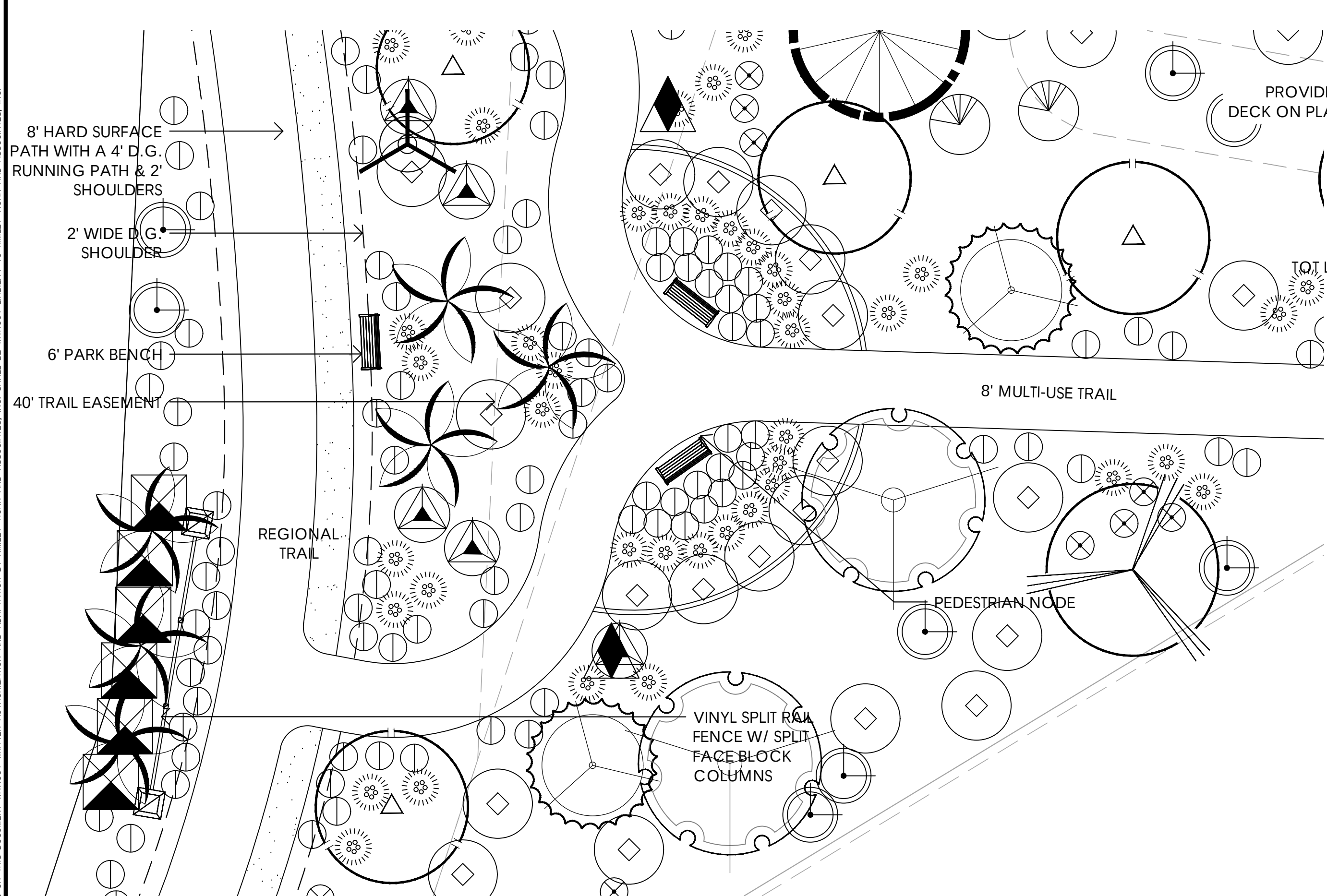
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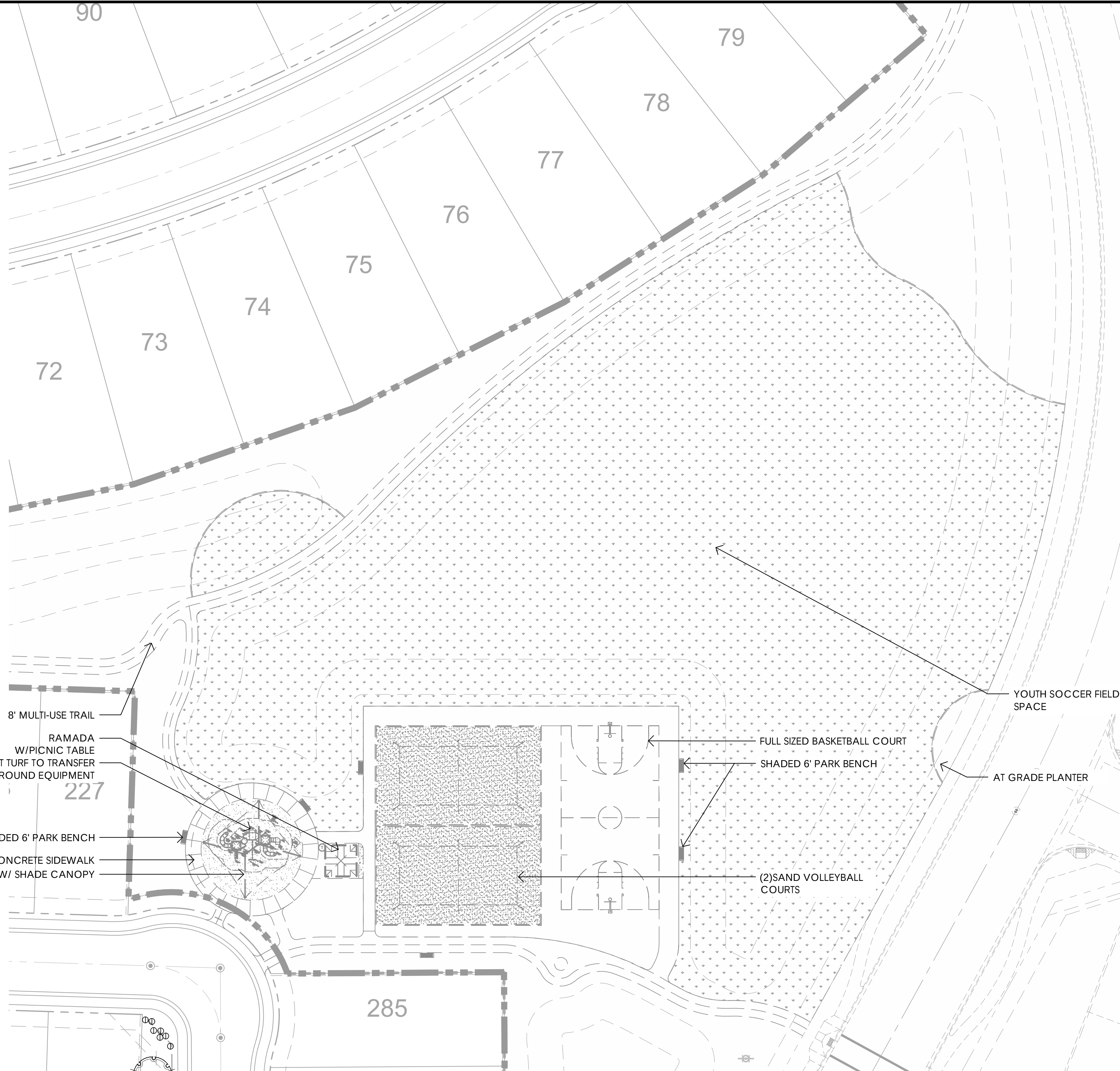
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	PROJECT NO.		
	210430002		
DWG. NAME		of 11 sheets	
430002LS.DWG			



1 NORTH AMENITY AREA ENLARGEMENT
SCALE: 1" = 20'-0"



2 12' REGIONAL TRAIL & 8' MULTI-USE TRAIL
SCALE: 1" = 20'-0"



3 NOT A PART OF THIS AMENDMENT CENTRAL AMENITY AREA ENLARGEMENT
SCALE: 1" = 20'-0"

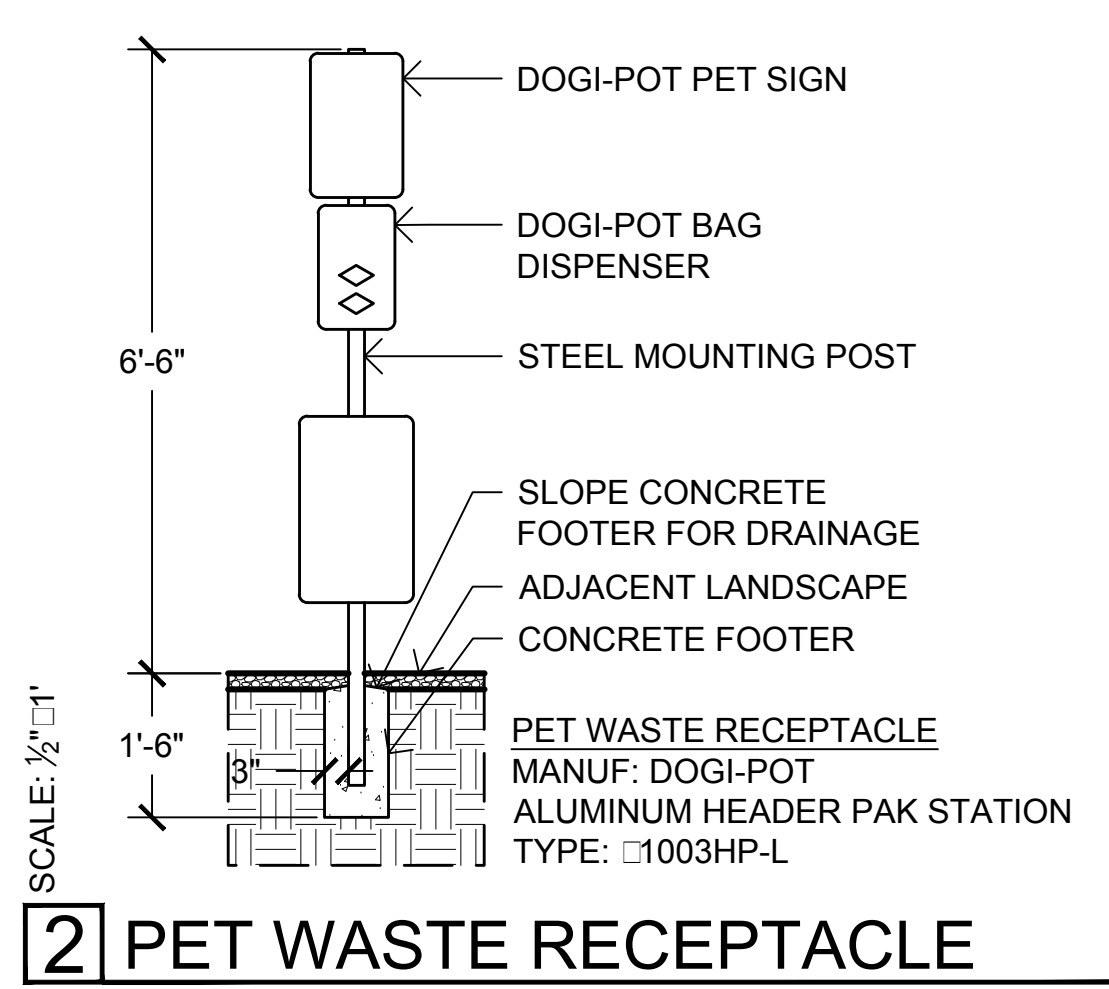
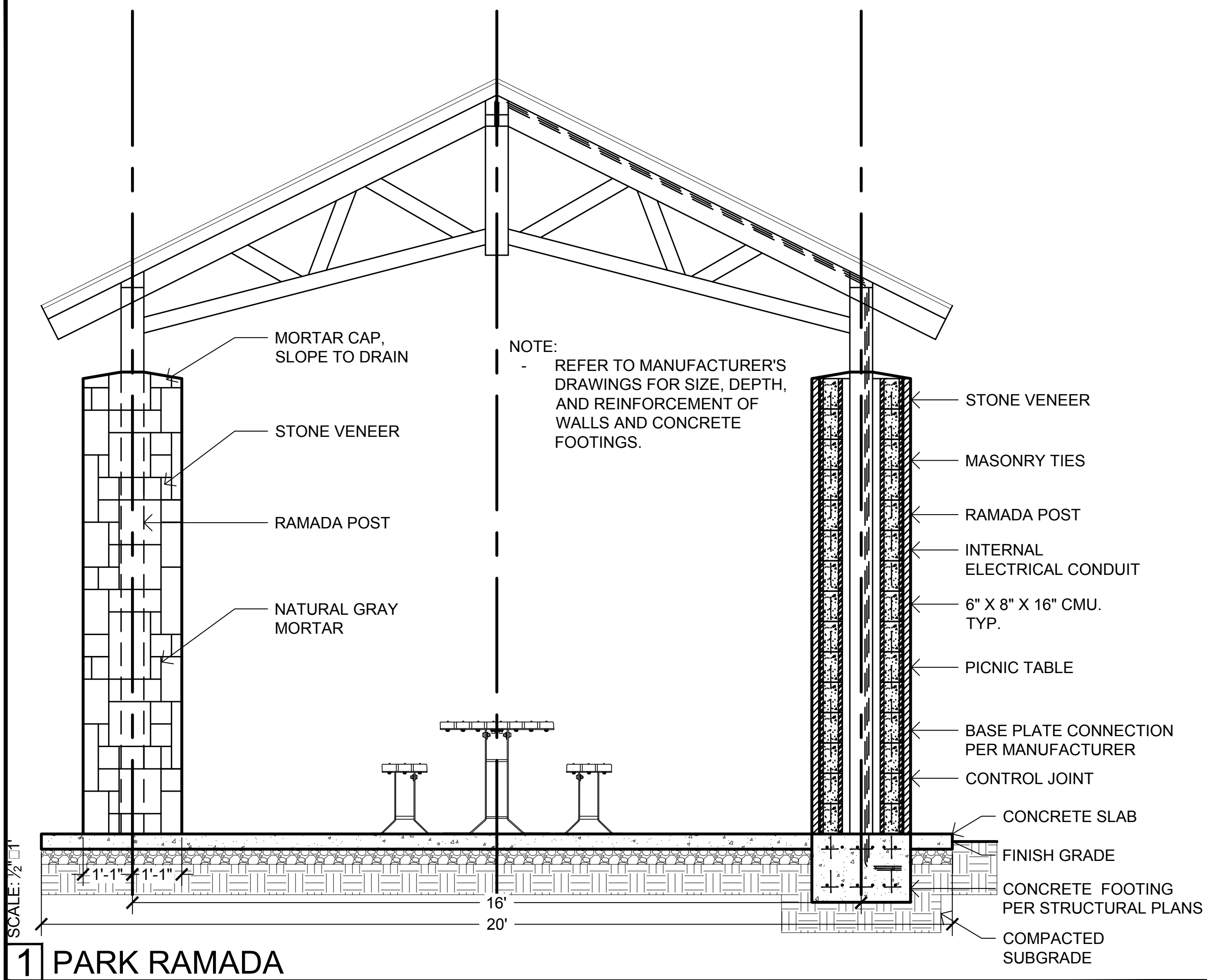
- CENTRAL AREA AMENITIES:
- COVERED PLAYGROUND
 - FULL COURT BASKETBALL
 - TWO SAND VOLLEYBALL COURTS
 - RAMADA W/ PICNIC BENCH
 - ACTIVE RECREATION TURF FIELDS
 - FIVE BENCHES

SITE AMENITY PLAN

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DATE: NOV 2020		SHEET NO. L2 of 11 shts
PROJECT NO. 210430002		
DWG. NAME 430002LS.DWG		



SYMBOL	DESCRIPTION	SPECIFICATION	SUPPLIER
①	RAMADA*	MODEL: DB-29 CUST. GABLE ROOF TYPE: MULTI-RIB ROOF: BUCKSKIN FRAME: SLATE	POLIGON
②	PET WASTE RECEPTACLE*	MODEL: ALUMINUM HEADER PAK PET STATION (1003HP-L)	POLIGON
③	SWING*	MODEL: OODLE SWING	LANDSCAPE STRUCTURES
④	BENCH*	MODEL: WAINWRIGHT FRAME COLOR: BLACK SLAT COLOR: MAHOGANY SIZE: 6' CONTOUR (BACKED)	ANOVA FURNISHINGS
⑤	PICNIC TABLE*	MODEL: WAINWRIGHT FRAME COLOR: BLACK SLAT COLOR: MAHOGANY SIZE: 6'	ANOVA FURNISHINGS
⑥	TRASH RECEPTACLE*	MODEL: WAINWRIGHT FRAME COLOR: BLACK SLAT COLOR: MAHOGANY SIZE: 45 GAL, CURVED TOP	ANOVA FURNISHINGS
⑦	PLAYGROUND EQUIPMENT*	MODEL: 97290-1-1 COLOR PALETTE: W	EXERPLAY
⑧	CHARCOAL GRILL*	MODEL: EC-26/S B2 POLE MOUNT	NORTHERN TOOL & EQ ITEM 3579
⑨	BICYCLE RACK	ITEM: 2170-13 40 STEEL PIPE FRAME	TIMBERFORM
⑩	CIRCUIT FITNESS EQUIPMENT*	MODELS: PLYOMETRICS, BALANCE STEP, BACK & CHEST PRESS, PULL-UP DIPS, STRETCH, TAI CHI WHEELS	LANDSCAPE STRUCTURES

* INSTALL PER MANUFACTURER'S INSTRUCTIONS



CONCEPTUAL SITE AMENITIES

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JMB

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SCALE (V): NONE

DATE:
NOV 2020

PROJECT NO.
210430002

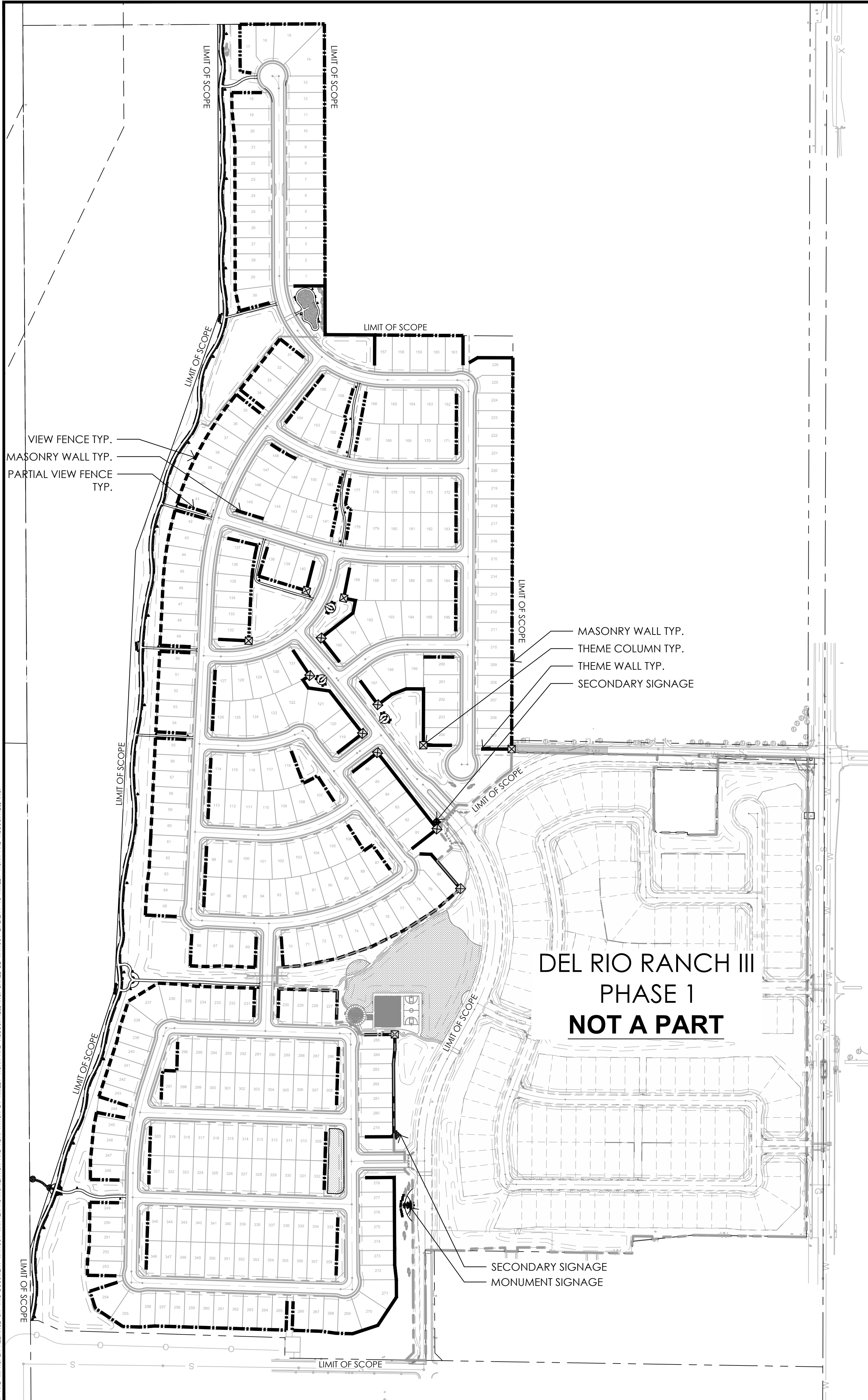
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SHEET NO.
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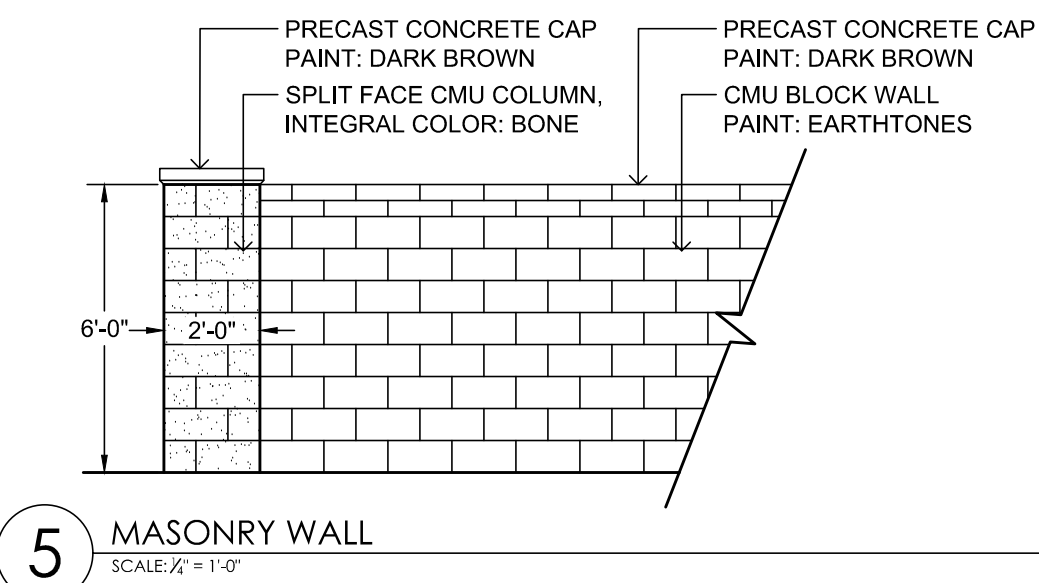
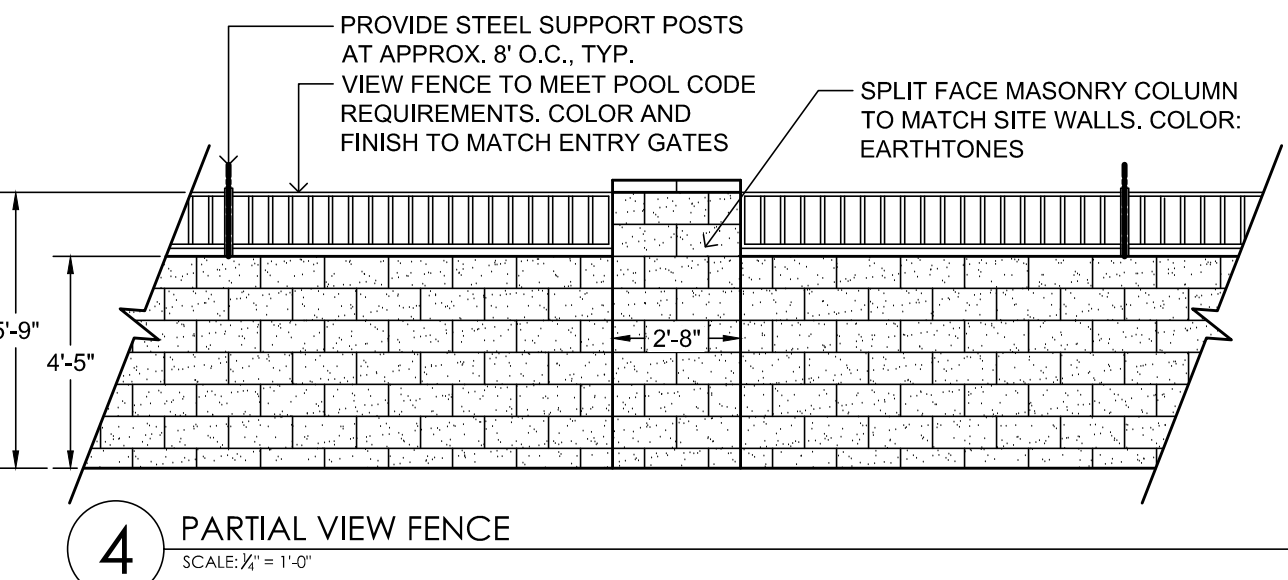
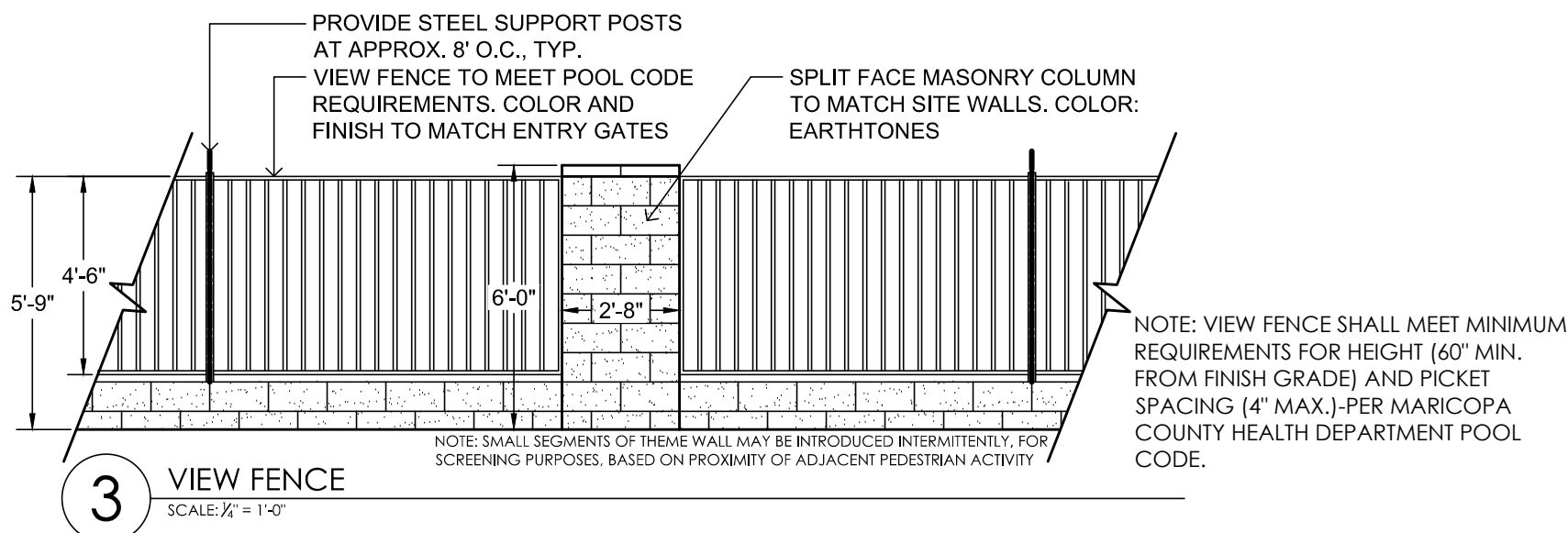
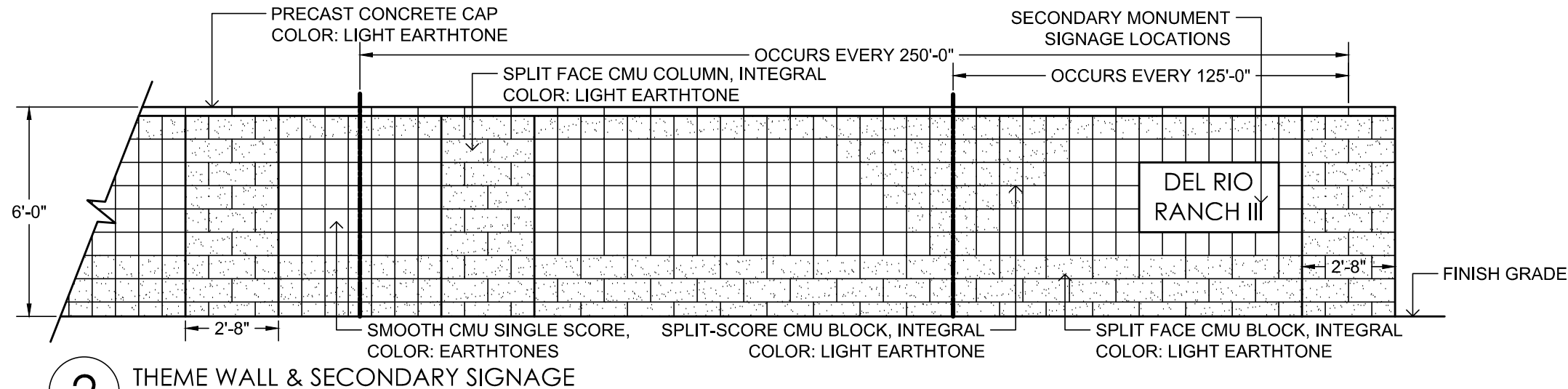
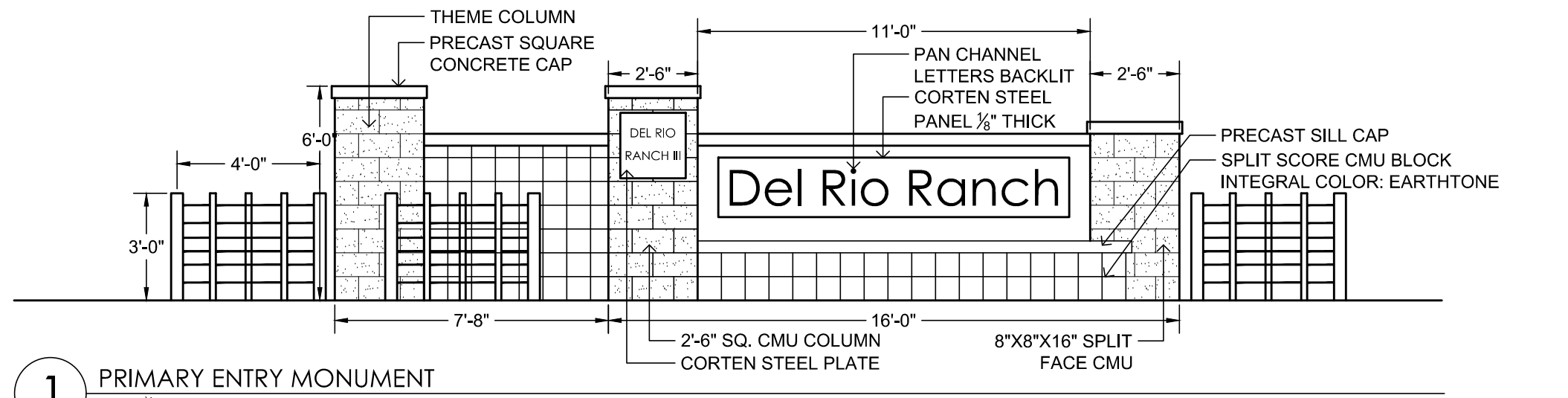
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WALL LEGEND		
SYMBOL	TYPE	QTY
	THEME WALL SEE DETAIL 2, THIS SHEET	+/- 4,374 L.F.
	PARTIAL VIEW FENCE SEE DETAIL 4, THIS SHEET	+/- 3,180 L.F.
	VIEW FENCE SEE DETAIL 3, THIS SHEET	+/- 4,916 L.F.
	MASONRY WALL SEE DETAIL 5, THIS SHEET	+/- 8,155 L.F.
	THEME COLUMN SEE DETAIL 1, THIS SHEET	13
	PRIMARY ENTRY MONUMENT SEE DETAIL 1, THIS SHEET	1
	SECONDARY SIGNAGE SEE DETAIL 1, THIS SHEET	2



CONCEPTUAL WALL PLAN

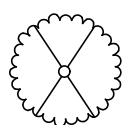
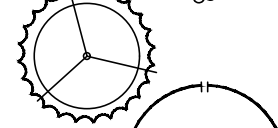
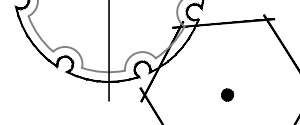
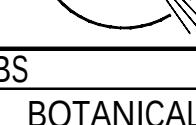
Kimley»Horn

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1855 West Baseline Road, Suite 200
Mesa, Arizona 85202 (480) 207-2672

DESIGNED JSG	DRAWN JSG	CHECKED JMB
SCALE (H): PER PLAN SCALE (V): NONE		
DATE: NOV 2020		SHEET NO.
PROJECT NO. 210430002		L4
DWG. NAME 430002LS.DWG		of 11 shts

LANDSCAPE MAINTENANCE SCHEDULE

PLANT LEGEND

TREES	BOTANICAL NAME / COMMON NAME	SIZE	EMITTER ALLOCATION	MAINTENANCE NOTES
	Acacia salicina <i>Willow Acacia</i>	24" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Caesalpinia cacalaco 'Smoothie' <i>Thornless Cascalote</i>	24" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Cercidium 'Desert Museum' <i>Desert Museum Palo Verde</i>	24" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Dalbergia sissoo <i>Sissoo</i>	24" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Eucalyptus papuana <i>Ghost Gum Tree</i>	24" BOX	SEE TREE EMITTER SCHEDULE	PRUNE DEAD PALM FRONDS BY MAY 31
	Lagerstroemia indica <i>Crape Myrtle</i>	24" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Olea europaea 'Swan Hill' <i>Swan Hill Fruitless Olive</i>	36" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Phoenix dactylifera <i>Date Palm</i>	7" CLEAR TRUNK	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE
	Ulmus parvifolia <i>Chinese Evergreen Elm</i>	24" BOX	SEE TREE EMITTER SCHEDULE	STAKE AS REQUIRED TRIM CANOPY TO 30% HEIGHT OF TREE

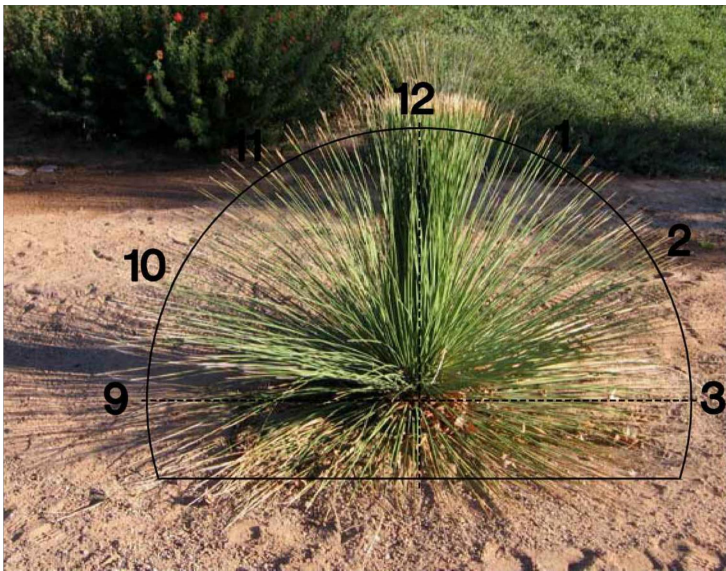
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	EMITTER ALLOCATION	MAINTENANCE NOTES
	Caesilpinia pulcherima / <i>Red Bird of Paradise</i>	5 GAL.	1.0 GPH EMITTER	DO NOT PRUNE UNLESS IT OUTGROWS ITS INTENDED SPACE. IF NEEDED, PRUNE BACK TO 12 INCH HEIGHT, FEB. 15.
	Calliandra eriophylla / <i>Fairy Duster</i>	5 GAL.	1.0 GPH EMITTER	DO NOT PRUNE UNLESS IT OUTGROWS ITS INTENDED SPACE. IF NEEDED, PRUNE BACK TO 12 INCH HEIGHT, FEB. 15.
	Cassia nemophila / <i>Green Feathery Cassia</i>	5 GAL.	1.0 GPH EMITTER	DO NOT PRUNE UNLESS IT OUTGROWS ITS INTENDED SPACE. IF NEEDED, PRUNE BACK TO 12 INCH HEIGHT, FEB. 15.
	Leucophyllum frutescens / <i>Texas Ranger</i>	5 GAL.	1.0 GPH EMITTER	DO NOT PRUNE UNLESS IT OUTGROWS ITS INTENDED SPACE. IF NEEDED, PRUNE BACK TO 12 INCH HEIGHT, FEB. 15.

ACCENTS & GRASSES				
	Agave americana / <i>Century Plant</i>	5 GAL.	0.5 GPH EMITTER	REMOVE OFFSHOOTS WHEN NECESSARY
	Dasylirion wheeleri / <i>Desert Spoon</i>	5 GAL.	0.5 GPH EMITTER	REMOVE SPENT FLOWER STALK AND DEAD LEAVES WHEN NECESSARY.
	Hesperaloe parviflora / <i>Hesperaloe</i>	5 GAL.	0.5 GPH EMITTER	TRIM DEAD OR DYING FLOWER STALKS BY JUNE 15. DO NOTPRUNE FOLIAGE/LEAVES.
	Muhlenbergia rigida 'Nashville' / <i>Purple Muhly</i>	5 GAL.	2.0 GPH EMITTER	PRUNE BACK MUHLENBERGIA TO 6" IN HEIGHT FEBRUARY 15TH

GROUNDCOVERS				
	Lantana camara 'New Gold' / <i>New Gold Lantana</i>	1 GAL.	1.0 GPH EMITTER	DO NOT PRUNE UNLESS IT OUTGROWS ITS INTENDED SPACE. IF NEEDED, PRUNE BACK TO 12 INCH HEIGHT, FEB. 15.



RED YUCCA
TRIM DEAD OR DYING FLOWERS STALKS BY
JUNE 15 WITH HAND PRUNERS. DO NOT PRUNE
FOLIAGE/LEAVES.



DESERT SPOON
REMOVE ONLY DEAD AND DYING FOLIAGE.
DO NOT REMOVE ANY GREEN FOLIAGE ABOVE
THE 9AM TO 3PM PROFILE.

MONTHLY MAINTENANCE SCHEDULE

JANUARY

- LAWN MAINTENANCE - PERENNIAL RYE GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14)

FEBRUARY

- LAWN MAINTENANCE - PERENNIAL RYE GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14) /PRE-EMERGENT TO CONTROL SPRING AND EARLY SUMMER WEEDS, APPLY ONE TIME FEB. 25TH - MARCH 5TH.
- IF THE RED BIRD OF PARADISE, BAJA FAIRY DUSTER, GREEN FEATHERY CASSIA, OR TEXAS RANGER HAS OUTGROWN ITS INTENDED SPACE, PRUNE BACK TO 12" IN HEIGHT FEBRUARY 15.
- PRUNE BACK MUHLENBERGIA TO 6" IN HEIGHT FEBRUARY 15TH.

MARCH

- LAWN MAINTENANCE - PERENNIAL RYE GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14)
- TRIM ALL LANTANA BACK TO 6" IN DIAMETER ON MARCH 1.

APRIL

- LAWN MAINTENANCE - PERENNIAL RYE GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14) MAINTAIN RYE GRASS AT ¾" OR LOWER TO ENCOURAGE SPRING TRANSITION BACK TO BERMUDA GRASS

MAY

- LAWN MAINTENANCE - PERENNIAL RYE GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14) MAINTAIN RYE GRASS AT ½" WITH A REEL LAWN MOWER UNTIL THE OVERSEED DIES.
- PRUNE DEAD PALM FRONDS BY MAY 31ST.

JUNE

- LAWN MAINTENANCE - BERMUDA GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14) MOW AT A RECOMMENDED HEIGHT.

AUGUST

- LAWN MAINTENANCE - BERMUDA GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14) MOW AT MAXIMUM RECOMMENDED HEIGHT TO INCREASE STRESS TOLERANCE

SEPTEMBER

- LAWN MAINTENANCE - BERMUDA GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14) MOW AT MAXIMUM RECOMMENDED HEIGHT TO INCREASE STRESS TOLERANCE.
- TURN OFF TURF IRRIGATION ONE WEEK PRIOR TO SCALPING BERMUDA GRASS.

OCTOBER

- LAWN MAINTENANCE - PERENNIAL RYE GRASS SCALP AND LIGHTLY DETHATCH BERMUDA GRASS NO EARLIER THAN SEPTEMBER 25. REPAIR AND ADJUST ROTOR SPRAY HEADS IF NEEDED. PLANT PERENNIAL RYE GRASS AT A RATE OF 15 POUNDS PER 1,000 SQ. FT. DO NOT FERTILIZE OVERSEEDDED RYE GRASS UNTIL AFTER FIRST MOWING
- TRIM RED BIRD OF PARADISE TO 6" HEIGHT BY OCTOBER 15.

NOVEMBER

- LAWN MAINTENANCE - PERENNIAL RYE GRASS WHEN OVERSEEDDED RYE GRASS IS 2", BARLEY MOW THE RYE GRASS NO LOWER THAN 1 ½". ONCE ESTABLISHED (WHEN EACH PLANT HAS 3-4 BLADES) THE MOWER HEIGHT MAY BE LOWERED.

DECEMBER

- LAWN MAINTENANCE - PERENNIAL RYE GRASS FERTILIZE ONCE WITH A 3-1-2 RATIO (EG. 21-7-14)
- SPRAY PRE-EMERGENT (SURFLAN) IN DECOMPOSED GRANITE PLANTING AREAS TO CONTROL WEEDS

NOTES

- TREES WILL NEED TO BE TRIMMED AT LEAST ONCE IN THE SPRING. SOME TREE SPECIES WILL ALSO NEED TO BE PRUNED DURING THE SUMMER AND FALL MONTHS.
- PALM TREES, AGAVES, YUCCAS, AND DESERT SPOON SPECIES WILL NEED TO BE MAINTAINED ON AN INDIVIDUAL BASIS AS NEEDED.
- RAKE DECOMPOSED GRANITE AREAS AT LEAST ONCE A MONTH.
- DO NOT CUT LOWER LEAVES OF THE AGAVE. MAINTAIN NATURAL FORM.

LANDSCAPE MAINTENANCE INTENT

THE PLANT PALETTE SELECTED FOR THIS PROJECT WAS BASED SOLELY ON THE NATURAL CHARACTERISTICS OF EACH PLANT SPECIES. THE PLANTS NATURAL SIZE, SHAPE, LEAF, TEXTURE, AND SEASONAL COLOR ARE ALL IMPORTANT ELEMENTS OF THE LANDSCAPE DESIGN. IN ORDER TO RETAIN THE NATURAL CHARACTERISTICS OF EACH PLANT AND KEEP THE INTEGRITY OF THE LANDSCAPE DESIGN, A SPECIALIZED PRUNING AND MAINTENANCE PROGRAM NEEDS TO BE IMPLEMENTED. IN ORDER TO ACHIEVE THIS OBJECTIVE, WE RECOMMEND TRIMMING INDIVIDUAL PLANTS BACK JUST ONCE A YEAR, AT A SPECIFIED TIME OF YEAR. THIS WILL ALLOW EACH PLANT SPECIES TO RECOVER MUCH QUICKER, WHILE RETAINING THEIR NATURAL SHAPE AND FLOWERING CAPACITY THROUGHOUT THE REMAINDER OF THE YEAR. IF WE ALLOW THE SAME PLANT TO BE TRIMMED ONCE A MONTH, IT WILL NOT ONLY DESTROY THE PLANTS NATURAL SHAPE AND FLOWERING CAPACITY, BUT EVENTUALLY LIMIT ITS ABILITY TO PRODUCE NEW GROWTH AND BECOME WOODY. THIS PROGRAM SHOULD ALSO REDUCE THE ANNUAL MAINTENANCE COSTS FOR ALL SHRUBS AND GROUND COVER WHILE BALANCING THE MAINTENANCE REQUIREMENTS FOR EACH MONTH. PLEASE REFER TO THE PLANT SCHEDULE FOR THE MAINTENANCE REQUIREMENTS OF EACH INDIVIDUAL PLANT.

DRIP IRRIGATION WATERING SCHEDULE

DAILY HIGH TEMP.	WATERING HRS.	DAY INTERVAL	EMITTER ALLOCATION
50-75 DEGREES	0.5 HOURS	EVERY 5TH DAY	SEE PLANT SCHEDULE
75-100 DEGREES	1.0 HOURS	EVERY 3RD DAY	SEE PLANT SCHEDULE
100-115 DEGREES	1.5 HOURS	EVERY OTHER DAY	SEE PLANT SCHEDULE

TURF IRRIGATION WATERING SCHEDULE

ALL BERMUDA AND RYE GRASS SHOULD BE DEEP WATERED IN ORDER TO PROMOTE DEEP ROOT GROWTH. ONCE ESTABLISHED, LANDSCAPE MAINTENANCE CONTRACTOR SHALL WATER THE TURF AREAS NO MORE THAN ONCE EVERY OTHER DAY. THE AMOUNT OF WATER APPLIED TO THE TURF AREA SHALL BE DIRECTLY PROPORTIONAL TO THE IRRIGATION SYSTEM'S PRECIPITATION RATE AND THE AMOUNT OF WATER REQUIRED FOR THE BERMUDA GRASS OR RYE GRASS AT A SPECIFIC TIME OF YEAR (SEE SCHEDULE FOR BERMUDA GRASS BELOW).

BERMUDA GRASS - MONTHLY WATER REQUIREMENTS

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	ANNUAL TOTAL
MONTHLY IRRIGATION													
HIGH TURF QUALITY	1.7"	2.4"	4.0"	5.9"	7.3"	7.4"	7.7"	7.3"	5.6"	4.2"	2.5"	1.6"	57.5"
ACCEPTABLE TURF QUALITY	1.4"	2.0"	3.4"	5.2"	6.3"	6.4"	6.7"	6.4"	4.8"	3.6"	2.1"	1.4"	49.9"

NOTE:
TURF GRASS CONSUMPTIVE USE VALUES FOR THE PHOENIX AREAS WERE PROVIDED BY THE UNIVERSITY OF ARIZONA COOPERATIVE EXTENSION SERVICE.



FAIRY DUSTER
IF NEEDED, PRUNE BACK TO 12" IN HEIGHT ON
FEBRUARY 15.



RED BIRD OF PARADISE
IF NEEDED, PRUNE BACK TO 12" IN HEIGHT ON
FEBRUARY 15.



PURPLE MUHLY
PRUNE BACK MUHLENBERGIA TO 6" IN HEIGHT
FEBRUARY 15.



LANTANA
TRIM ALL LANTANA BACK TO 6" IN DIAMETER
ON MARCH 1.

CONCEPTUAL LANDSCAPE MAINTENANCE MANUAL

Kimley»Horn

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1855 West Baseline Road, Suite 200
Mesa, Arizona 85202 (480) 207–2672

	DESIGNED JSG	DRAWN JSG	CHECKED JMB
	SCALE (H): PER PLAN SCALE (V): NONE		
	DATE: NOV. 2020		SHEET NO. L5 of 11 shts
	PROJECT NO. 210430002		
	DWG. NAME 430002LS.DWG		



SMOOTH FACE
HOPI SANDSTONE

SPLIT FACE
BONE

1 CMU BLOCK



CEDAR

TEXTURE PEWTER

2 SITE FURNISHINGS



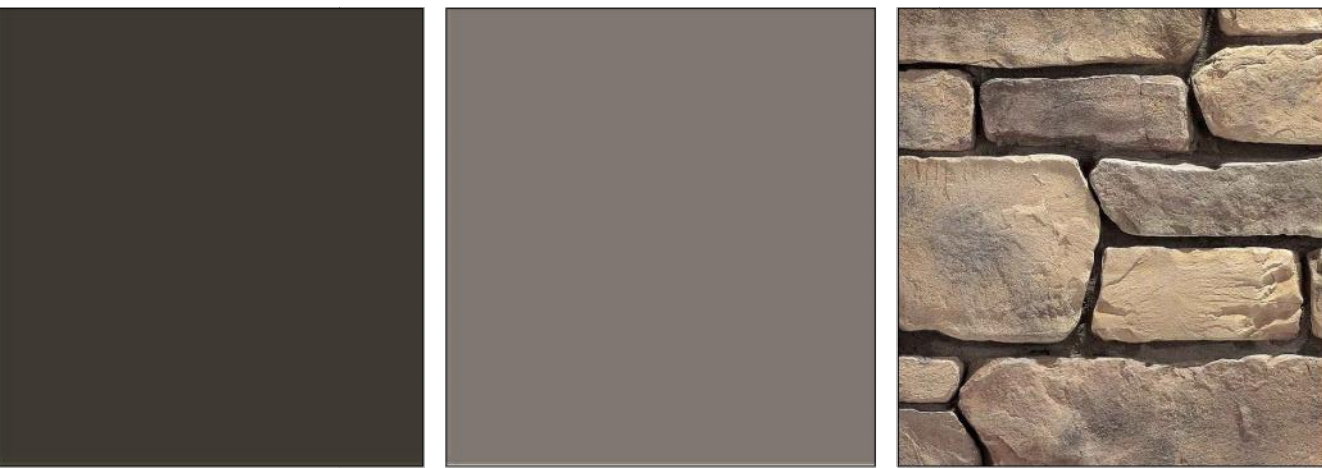
¾ MINUS SADDLEBACK BROWN

3 DECOMPOSE GRANITE



GRAY

4 PRECAST CONCRETE CAP

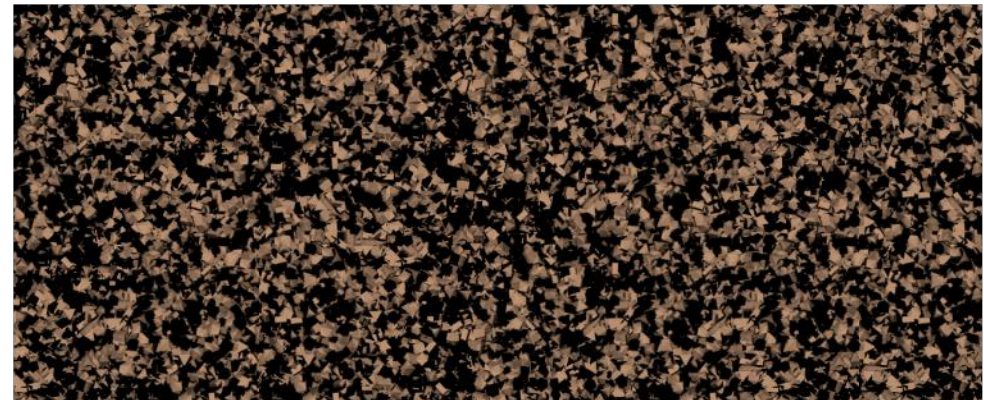


POLIGON-SLATE
FRAME

POLIGON-BUCKSKIN
ROOF

EL DORADO STONE
FIELDLEDGE-UMBRA
COLUMN VENEER

5 RAMADA



POURED RUBBER FALL ATTENUATION SURFACE, COLOR: PEBBLE

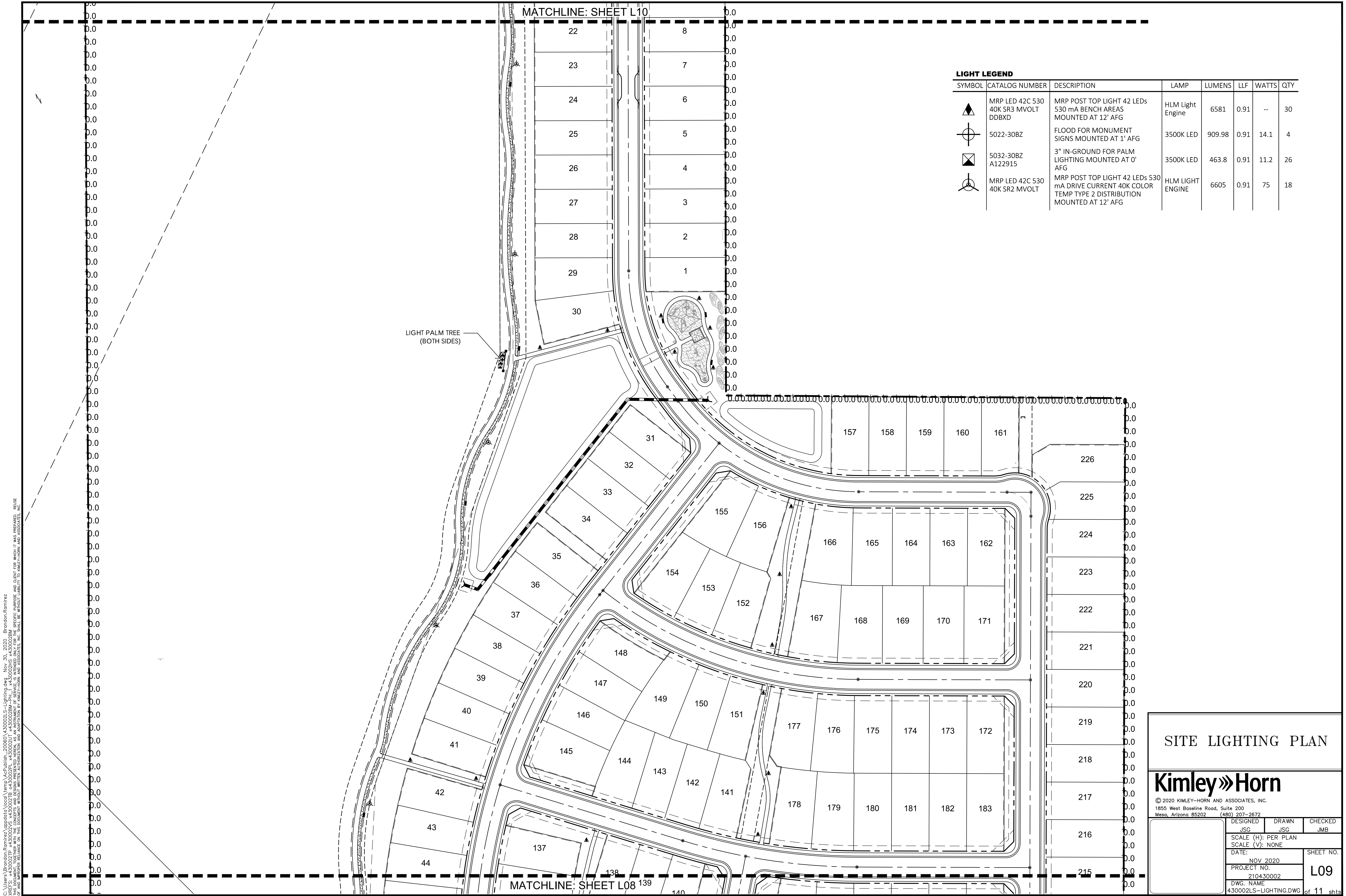
6 ACCESSIBLE PORTION OF PLAYGROUND SURFACE

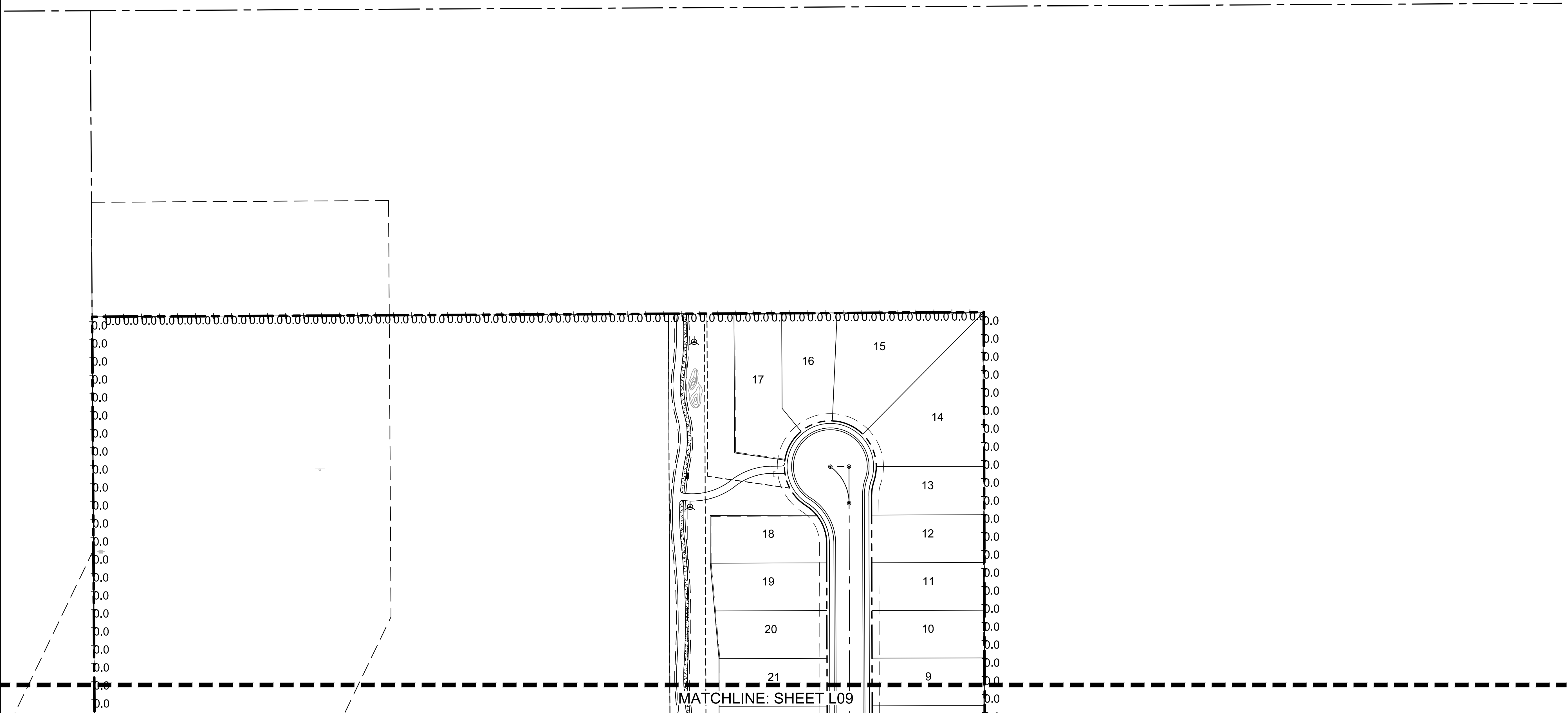
CONCEPTUAL MATERIAL
BOARD

Kimley»Horn

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Mesa, Arizona 85202 (480) 207-2672

	DESIGNED JSG	DRAWN JSG	CHECKED JMB
	SCALE (H): PER PLAN SCALE (V): NONE		
	DATE: NOV 2020		SHEET NO. L6
	PROJECT NO. 210430002		
	DWG. NAME 430002LS.DWG		
			of 11 sheets





SYMBOL	CATALOG NUMBER	DESCRIPTION	LAMP	LUMENS	LLF	WATTS	QTY
	MRP LED 42C 530 40K SR3 MVOLT DBXD	MRP POST TOP LIGHT 42 LEDs 530 mA BENCH AREAS MOUNTED AT 12' AFG	HLM Light Engine	6581	0.91	--	30
	5022-30BZ	FLOOD FOR MONUMENT SIGNS MOUNTED AT 1' AFG	3500K LED	909.98	0.91	14.1	4
	5032-30BZ A122915	3" IN-GROUND FOR PALM LIGHTING MOUNTED AT 0' AFG	3500K LED	463.8	0.91	11.2	26
	MRP LED 42C 530 40K SR2 MVOLT	MRP POST TOP LIGHT 42 LEDs 530 mA DRIVE CURRENT 40K COLOR TEMP TYPE 2 DISTRIBUTION MOUNTED AT 12' AFG	HLM LIGHT ENGINE	6605	0.91	75	18

SYMBOL	CATALOG NUMBER	DESCRIPTION	LAMP	LUMENS	LLF	WATTS	QTY
	MRP LED 42C 530 40K SR3 MVOLT DBXD	MRP POST TOP LIGHT 42 LEDs 530 mA BENCH AREAS MOUNTED AT 12' AFG	HLM Light Engine	6581	0.91	--	30
	5022-30BZ	FLOOD FOR MONUMENT SIGNS MOUNTED AT 1' AFG	3500K LED	909.98	0.91	14.1	4
	5032-30BZ A122915	3" IN-GROUND FOR PALM LIGHTING MOUNTED AT 0' AFG	3500K LED	463.8	0.91	11.2	26
	MRP LED 42C 530 40K SR2 MVOLT	MRP POST TOP LIGHT 42 LEDs 530 mA DRIVE CURRENT 40K COLOR TEMP TYPE 2 DISTRIBUTION MOUNTED AT 12' AFG	HLM LIGHT ENGINE	6605	0.91	75	18

SITE LIGHTING PLAN

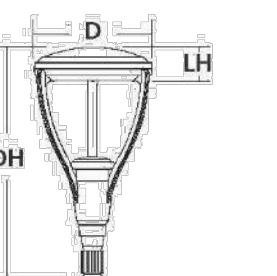
Kimley»»Horn

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1855 West Baseline Road, Suite 200
Mesa, Arizona 85202 (480) 207-2672

DESIGNED JSG	DRAWN JSG	CHECKED JMB
SCALE (H): PER PLAN SCALE (V): NONE		
DATE: NOV 2020		SHEET NO. L10
PROJECT NO. 210430002		
DWG. NAME 430002LS-LIGHTING.DWG		
of 11 sht		



MRP LED LED Area Luminaire



Specifications

EPA: 11.25 ft
Luminaire Height: 8.3 ft
Overall Height: 12.2 ft
Diameter: 18.2 in
Weight (max): 37.5 lbs

Introduction

The Omero™ family of luminaires blends a traditional round clayform with contemporary, low-profile styling to accent architectural elements in a variety of applications.

The MRP LED combines the latest in LED technology with the designer aesthetic of the Omero™ family for stylish, high-performance illumination that lasts. The MRP LED is ideal for replacing 100-250W metal halide in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: MRP LED 42C 700 40K SR5 MVOLT DDBXD

MRP LED	Series	LED	Driver current	Color temperature	Distribution	Voltage	Mounting
MRP LED	42C	42 LED (one edge)	5400 / 550mA 200 / 700mA 3000 / 1000mA (SR)	40K / 4000K 50K / 5000K	SR2 Type II SR3 Type IV SR5 Type IV	MVOLT 120V 277V 240V	Shipped included Shipped separately ¹ Shipped separately ² Shipped separately ³ Shipped separately ⁴ Shipped separately ⁵ Shipped separately ⁶

Control options	Other options	Finish (optional)
Shipped installed PER: NEMA wet location receptacle only (no control) PER5: One-wire receptacle only (no control) PER7: One-wire receptacle only (no control) DM6: 3-30V dimming drive (no control) BL30: 0-10V dimming drive (no control) BL50: 0-10V dimming drive (no control)	SE: Single line (120V, 277V) DF: Double line (240V, 480V) DLE: Diffusionless PMA1003: Partridge dim 100V PMA1003: Partridge dim 50V PMA1003: Partridge dim 10V PMA1003: Partridge dim 1V	00000: Dark bronze 00010: Black 00020: Natural aluminum 00030: White 00040: Textured dark bronze 00050: Textured black 00060: Textured natural aluminum 00070: Textured white

Accessories

BL10215 BL: 15' (4.57m) (10' (3.05m) (15' (4.57m) (20' (6.10m) (25' (7.62m) (30' (9.14m) (35' (10.67m) (40' (12.20m) (45' (13.72m) (50' (15.24m) (55' (16.76m) (60' (18.29m) (65' (19.81m) (70' (21.34m) (75' (22.86m) (80' (24.38m) (85' (25.91m) (90' (27.43m) (95' (28.96m) (100' (30.48m) (105' (32.01m) (110' (33.53m) (115' (35.06m) (120' (36.58m) (125' (38.11m) (130' (39.63m) (135' (41.16m) (140' (42.68m) (145' (44.21m) (150' (45.73m) (155' (47.26m) (160' (48.78m) (165' (50.30m) (170' (51.81m) (175' (53.34m) (180' (54.86m) (185' (56.38m) (190' (57.91m) (195' (59.44m) (200' (60.96m) (205' (62.48m) (210' (64.01m) (215' (65.54m) (220' (67.06m) (225' (68.59m) (230' (69.62m) (235' (71.15m) (240' (72.68m) (245' (73.71m) (250' (74.74m) (255' (75.77m) (260' (76.80m) (265' (77.83m) (270' (78.86m) (275' (79.89m) (280' (80.92m) (285' (81.95m) (290' (82.98m) (295' (84.01m) (300' (85.04m) (305' (86.07m) (310' (87.10m) (315' (88.13m) (320' (89.16m) (325' (90.19m) (330' (91.22m) (335' (92.25m) (340' (93.28m) (345' (94.31m) (350' (95.34m) (355' (96.37m) (360' (97.40m) (365' (98.43m) (370' (99.46m) (375' (100.49m) (380' (101.52m) (385' (102.55m) (390' (103.58m) (395' (104.61m) (400' (105.64m) (405' (106.67m) (410' (107.70m) (415' (108.73m) (420' (109.76m) (425' (110.79m) (430' (111.82m) (435' (112.85m) (440' (113.88m) (445' (114.91m) (450' (115.94m) (455' (116.97m) (460' (118.00m) (465' (119.03m) (470' (120.06m) (475' (121.09m) (480' (122.12m) (485' (123.15m) (490' (124.18m) (495' (125.21m) (500' (126.24m) (505' (127.27m) (510' (128.30m) (515' (129.33m) (520' (130.36m) (525' (131.39m) (530' (132.42m) (535' (133.45m) (540' (134.48m) (545' (135.51m) (550' (136.54m) (555' (137.57m) (560' (138.60m) (565' (139.63m) (570' (140.66m) (575' (141.69m) (580' (142.72m) (585' (143.75m) (590' (144.78m) (595' (145.81m) (600' (146.84m) (605' (147.87m) (610' (148.90m) (615' (149.93m) (620' (150.96m) (625' (151.99m) (630' (153.02m) (635' (154.05m) (640' (155.08m) (645' (156.11m) (650' (157.14m) (655' (158.17m) (660' (159.20m) (665' (160.23m) (670' (161.26m) (675' (162.29m) (680' (163.32m) (685' (164.35m) (690' (165.38m) (695' (166.41m) (700' (167.44m) (705' (168.47m) (710' (169.50m) (715' (170.53m) (720' (171.56m) (725' (172.59m) (730' (173.62m) (735' (174.65m) (740' (175.68m) (745' (176.71m) (750' (177.74m) (755' (178.77m) (760' (179.80m) (765' (180.83m) (770' (181.86m) (775' (182.89m) (780' (183.92m) (785' (184.95m) (790' (185.98m) (795' (187.01m) (800' (188.04m) (805' (189.07m) (810' (190.10m) (815' (191.13m) (820' (192.16m) (825' (193.19m) (830' (194.22m) (835' (195.25m) (840' (196.28m) (845' (197.31m) (850' (198.34m) (855' (199.37m) (860' (200.40m) (865' (201.43m) (870' (202.46m) (875' (203.49m) (880' (204.52m) (885' (205.55m) (890' (206.58m) (895' (207.61m) (900' (208.64m) (905' (209.67m) (910' (210.70m) (915' (211.73m) (920' (212.76m) (925' (213.79m) (930' (214.82m) (935' (215.85m) (940' (216.88m) (945' (217.91m) (950' (218.94m) (955' (219.97m) (960' (221.00m) (965' (222.03m) (970' (223.06m) (975' (224.09m) (980' (225.12m) (985' (226.15m) (990' (227.18m) (995' (228.21m) (1000' (229.24m) (1005' (230.27m) (1010' (231.30m) (1015' (232.33m) (1020' (233.36m) (1025' (234.39m) (1030' (235.42m) (1035' (236.45m) (1040' (237.48m) (1045' (238.51m) (1050' (239.54m) (1055' (240.57m) (1060' (241.60m) (1065' (242.63m) (1070' (243.66m) (1075' (244.69m) (1080' (245.72m) (1085' (246.75m) (1090' (247.78m) (1095' (248.81m) (1100' (249.84m) (1105' (250.87m) (1110' (251.90m) (1115' (252.93m) (1120' (253.96m) (1125' (254.99m) (1130' (256.02m) (1135' (257.05m) (1140' (258.08m) (1145' (259.11m) (1150' (260.14m) (1155' (261.17m) (1160' (262.20m) (1165' (263.23m) (1170' (264.26m) (1175' (265.29m) (1180' (266.32m) (1185' (267.35m) (1190' (268.38m) (1195' (269.41m) (1200' (270.44m) (1205' (271.47m) (1210' (272.50m) (1215' (273.53m) (1220' (274.56m) (1225' (275.59m) (1230' (276.62m) (1235' (277.65m) (1240' (278.68m) (1245' (279.71m) (1250' (280.74m) (1255' (281.77m) (1260' (282.80m) (1265' (283.83m) (1270' (284.86m) (1275' (285.89m) (1280' (286.92m) (1285' (287.95m) (1290' (288.98m) (1295' (290.01m) (1300' (291.04m) (1305' (292.07m) (1310' (293.10m) (1315' (294.13m) (1320' (295.16m) (1325' (296.19m) (1330' (297.22m) (1335' (298.25m) (1340' (299.28m) (1345' (300.31m) (1350' (301.34m) (1355' (302.37m) (1360' (303.40m) (1365' (304.43m) (1370' (305.46m) (1375' (306.49m) (1380' (307.52m) (1385' (308.55m) (1390' (309.58m) (1395' (310.61m) (1400' (311.64m) (1405' (312.67m) (1410' (313.70m) (1415' (314.73m) (1420' (315.76m) (1425' (316.79m) (1430' (317.82m) (1435' (318.85m) (1440' (319.88m) (1445' (320.91m) (1450' (321.94m) (1455' (322.97m) (1460' (324.00m) (1465' (325.03m) (1470' (326.06m) (1475' (327.09m) (1480' (328.12m) (1485' (329.15m) (1490' (330.18m) (1495' (331.21m) (1500' (332.24m) (1505' (333.27m) (1510' (334.30m) (1515' (335.33m) (1520' (336.36m) (1525' (337.39m) (1530' (338.42m) (1535' (339.45m) (1540' (340.48m) (1545' (341.51m) (1550' (342.54m) 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Exhibit H

Certificates of Adequate School Facilities

Littleton Elementary School District

Tolleson Union High School District



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for PAD amendment to the 2017 Del Rio Ranch Ph. III PAD has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Del Rio Ranch Phase III Project Manager: Keith Nichter Kimley-Horn, Reviewer: Ken Galica
Request: PAD amendment for new site plan Acreage/Parcel Size: +/-176.35 Acres
Current Density Allowed: 2.78 du/ac (491 lots) Density Proposed: 2.95 du/ac
Total number of residential units proposed: 521 lots

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes Yes No

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed?

Yes No N

If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes Y No

If answered yes, please explain below:

There is an Impact Agreement in place between Littleton ESD and Triple G Grams/Del Rio Dairy for the Del Rio Ranch development signed on 7/24/2003. The District expects the agreement will remain in effect.

*****If additional writing space is needed, please attach pages to this form*****

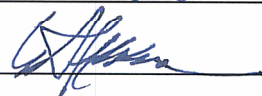
Date Reviewed: 1/28/2021

School District: Littleton Elementary School District #65

District Superintendent: Dr. Roger Freeman

Phone #: (623) 478-5611

E-mail: freeman.roger@littletonaz.org

Signature: 

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
www.avondale.org/developmentservices



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Yes ☒ No ☐

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Is a school site within the proposed development needed?

Yes ☐ No ☒

If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☐ No ☒

If answered yes, please explain below:

****If additional writing space is needed, please attach pages to this form****

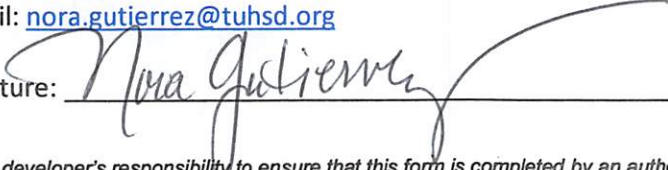
Date Reviewed: February 2, 2021

School District: Tolleson Union High School District #214

District Superintendent: Nora Gutierrez

Phone #: 623-478-4001

E-Mail: nora.gutierrez@tuhsd.org

Signature: 

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