



City of Avondale

City Council Online Meeting

Monday, November 1, 2021

Mayor and Council

Kenneth Weise, Mayor

Veronica Malone, Vice Mayor

Tina Conde, Council Member | Pat Dennis, Council Member

Bryan Kilgore, Council Member | Curtis Nielson, Council Member

Mike Pineda, Council Member

Administration

Charles A. Montoya, City Manager

Cherlene Penilla, Assistant City Manager

Tracy Stevens, Deputy City Manager | Lindsey Duncan, Deputy City Manager

Nicholle Harris, City Attorney | Marcella Carrillo, City Clerk

Online Meeting

Join the meeting and view presentations: <https://avondaleaz.zoom.us/j/99706985158>

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City Council Online Meeting Notice & Agenda Monday, November 1, 2021

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WORK SESSION

6:00 PM

CALL TO ORDER BY MAYOR

1. ROLL CALL BY THE CITY CLERK

2. WESTMARC UPDATE

City Council will receive an update from Ms. Sintra Hoffman, President and Chief Executive Officer for WESTMARC, on the achievements of WESTMARC. This item is for discussion only.

3. TRANSIT UPDATE

City Council will receive an update from Public Work's staff on the current state and proposed future of Avondale's Public Transit program. This item is for discussion only.

4. ADJOURNMENT

REGULAR MEETING

7:00 PM

CALL TO ORDER BY MAYOR

PLEDGE OF ALLEGIANCE & MOMENT OF REFLECTION

1. ROLL CALL AND STATEMENT OF PARTICIPATION BY THE CITY CLERK

2. UNSCHEDULED PUBLIC APPEARANCES (time is limited per person. Please state your name.)

3. PRESENTATION ITEMS

a. PROCLAMATION - HONORING ROSALINDA BAYARDO

City Council will present a proclamation to Rosalinda Bayardo on the occasion of her retirement after fifteen years of dedicated service to the Avondale community. This item is for discussion only.

4. CONSENT AGENDA

Items on the consent agenda are of a routine nature or have been previously studied by the City Council at a work session. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

a. BUDGET ADJUSTMENT FOR VARIOUS POSITIONS

City Council will consider a request to authorize two new full-time equivalent (FTE) positions to include a Transit Manager, convert a Lead Planner position into two Project Coordinator positions, and authorize a budget adjustment in the amount of \$137,200 from the Unanticipated Resource appropriation to fund the Transit Manager position. The Council will take appropriate action.

b. BUDGET ADJUSTMENT FOR DONNIE HALE PARK IMPROVEMENTS

City Council will consider a request to: (a) approve funding for the Donnie Hale Park improvements; (b) approve a budget transfer of \$400,000 from the contingency appropriation; and (c) authorize the City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

c. RESOLUTIONS 1091-1121 AND 1092-1121 - FULTON HOMES ACCLAIM MAINTENANCE IMPROVEMENT DISTRICT NO. 24

City Council will consider a request to: (a) approve a Petition for Formation; (b) adopt Resolution 1091-1121, declaring its intention to form the City of Avondale Maintenance Improvement District No. 24, Fulton Homes Acclaim, providing for the assessment; (c) adopt Resolution 1092-1121, declaring its intention to order the improvements within the newly established maintenance improvement district, providing for the assessment, declaring an emergency; and (d) authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

d. ORDINANCE 2057-1121 - ACCEPTING DONATION OF REAL PROPERTY FOR A PUBLIC SEWER LIFT STATION AT PARKSIDE

City Council will consider a request to adopt Ordinance 2057-1121, authorizing the acceptance of real property located approximately 1,050 feet south of Clarendon Avenue and 2,600 feet west of 99th Avenue in the Parkside development and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

e. ORDINANCE 2058-1121 - ACCEPTING DONATION OF REAL PROPERTY FOR A PUBLIC SEWER LIFT STATION AT FULTON HOMES ACCLAIM

City Council will consider a request to adopt Ordinance 2058-1121, authorizing the acceptance of real property located approximately 350 feet north of Thomas Road and 2,100 feet west of 99th Avenue in the Fulton Home Acclaim development and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

f. ORDINANCE 2059-1121- ABANDONMENT OF EL MIRAGE ROAD RIGHT-OF-WAY

City Council will consider a request to adopt Ordinance 2059-1121, authorizing the abandonment of El Mirage Road right-of-way from Illini Street to 3,100 feet south of Illini Street, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

g. ORDINANCE 2060-1121 - ABANDONMENT OF 10TH STREET RIGHT-OF-WAY FOR TRANSITIONAL HOUSING PARCEL

City Council will consider a request to adopt Ordinance 2060-1121, authorizing the abandonment of a portion of N 10th Street right-of-way located between Riley Street and Western Avenue to create a parcel for Transitional Housing and authorize the Mayor or City Manager, City Clerk and City Attorney to execute the necessary documents. The council will take appropriate action.

h. FINAL PLAT - FULTON HOMES ACCLAIM PHASE 1A - APPLICATION PL-21-0069

City Council will consider a request by Ms. Tricia Baird, EPS Group, Inc., for approval of a Final Plat for Fulton Homes Acclaim Phase 1A, approximately 39.94 net acres located at the northwest corner of Thomas Road and 99th Avenue. Consistent with the Preliminary Plat approved by City Council on January 19, 2021, the proposed Final Plat will create 143 single-family residential lots, thirteen (13) common area open space/landscaping tracts, a future well site tract, and a sanitary sewer lift station tract, and dedicate easements as needed to serve the future development. City Council will consider adoption of Resolutions forming a Maintenance Improvement District (MID) for this parcel as a separate agenda item. The Council will take appropriate action.

i. ALAMAR PHASE 3 – PRELIMINARY PLAT – APPLICATION PL-21-0128

City Council will consider a request by Mr. Frank Koo, Wood, Patel & Associates, Inc., for approval of a Preliminary Plat for Alamar Phase 3, a proposed 345-lot single family subdivision on approximately 110.6 gross acres located approximately 1,400 feet north of the northeast corner of El Mirage Road and Southern Avenue. The Council will take appropriate action.

j. ONE ARIZONA DISTRIBUTION OF OPIOID SETTLEMENT FUNDS AGREEMENT

City Council will consider a request to approve participation in the One Arizona Opioid Settlement and authorize the City Attorney to execute the One Arizona Distribution of Opioid Settlement Funds Agreement. The Council will take appropriate action.

5. REGULAR AGENDA

a. PUBLIC HEARING - SIERRA ESTRELLA ENERGY STORAGE FACILITY – CONDITIONAL USE PERMIT – APPLICATION PL-21-0116

City Council will hold a public hearing and consider a request by Ms. Carolyn Oberholtzer, Bergin, Frakes, Smalley & Oberholtzer, for approval of a Conditional Use Permit (CUP) to allow an unstaffed, walled, open-air battery energy storage facility on approximately 11.5 acres of undeveloped/vacant property located west of the northwest corner of Avondale Boulevard and Broadway Road, immediately east of the Rudd (electrical) Substation. The subject site is located approximately 1,350 feet north of Broadway Road and approximately 1,900 feet west of Avondale Boulevard. The property is zoned Diamond P Ranch Planned Area Development (PAD) which allows for electrical energy storage and battery energy storage adjacent to public utility substations subject to City Council approval of a Conditional Use Permit. The Council will take appropriate action.

6. ADJOURNMENT

Council Members of the City of Avondale will attend either in person or by telephone or video conference call. 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 Council Meeting.

Los miembros del Concejo de la Ciudad de Avondale participaran ya sea en persona o por medio de llamada telefonica o por video. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oido, o con necesidad de impresion grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos dias habiles antes de la junta del Concejo.

CITY COUNCIL REPORT

SUBJECT: WESTMARC Update

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Marshall Pimentel, Intergovernmental Affairs Administrator, 623-333-1027

THROUGH: Cherlene Penilla, Assistant City Manager, 623-333-1015

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: Diverse Recreation and Entertainment Opportunities. Avondale provides residents with the ability to connect with amenities, businesses, and their community, enhancing the opportunity to live, work, and enjoy a healthy, active, and affordable lifestyle.

PURPOSE:

City Council will receive an update from Ms. Sintra Hoffman, President and Chief Executive Officer for WESTMARC, on the achievements of WESTMARC. This item is for discussion only.

BACKGROUND:

WESTMARC is a public/private partnership between the public community, business community and the educational sector in the West Valley. WESTMARC supports six issue committees that focus on specific economic development and workforce needs for the region. The goals of WESTMARC include the following: (1) Promote the West Valley with one united voice for economic growth; (2) Position the West Valley for economic vitality and strategic business attraction; and (3) Enhance member value and engagement.

DISCUSSION:

WESTMARC's President and Chief Executive Officer will provide an update to City Council regarding recent achievements of WESTMARC.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

This item is for discussion only.

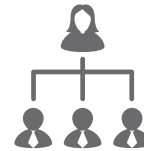
THE WEST VALLEY



THE WEST VALLEY
IS HOME TO 1.7
MILLION RESIDENTS



63% OF RESIDENTS
ARE WORKFORCE
AGE



THE MEDIAN AGE OF
THE WEST VALLEY IS
35 YEARS OLD

2021-2022 WESTMARC GOALS

ENHANCE MEMBER SERVICES

MISSION: POSITION THE WEST VALLEY FOR ECONOMIC DEVELOPMENT OPPORTUNITIES & GROWTH.

- Promote Talented Workforce
- Promote the Greater Maricopa Foreign Trade Zone
- Increase Member Value
- Communicate the West Valley Message with one voice

MARKET THE WEST VALLEY FOR ECONOMIC DEVELOPMENT OPPORTUNITIES

- Strengthen the "Fifteen Communities, One Voice" marketing strategy through consistent, coordinated Marketing Committee activity.
- Elevate West Valley's brand on social media and increase following on all channels.
- Increase regional partnerships on tech talent and young talent attraction strategies.
- Brand West Valley entertainment centers as concentrated areas through West Valley Gems.
- Promote Class A Office attraction with benefits of build to suit focus.
- Promote West Valley Workforce
- Quality of Life & Assets

IMPLEMENT WEST VALLEY PIPELINE WORKFORCE DEVELOPMENT STRATEGY

- Expand awareness of West Valley Pipeline to local job seekers through regional partnerships.
- Highlight targeted West Valley industries through West Valley Industry Spotlight Series.
- Update workforce statistics and information to measure successes from Year 2 Report of West Valley Pipeline.

COMMITTEES

WESTMARC Issue Committees are led by talented and passionate leaders who work collaboratively to move the West Valley and this region forward. As a result, committee meetings are robust, well attended and action oriented. Committee members not only learn, connect and share great ideas, but take action to implement programs and events aimed at strengthening this region.

ECONOMIC DEVELOPMENT

Co-chairs:

Mike Hoover - City of Surprise

Karla Moran - SRP

Recent Topics:

- Phoenix Relocation Source- West Valley cities highlight
- CA insights and West Valley opportunities-ACA
- GPEC pipeline and business attraction initiatives
- ACA Trends & Land use
- Communication, Connectivity, Education & 5G
- West Valley market update-CBRE
- 2021 Legislation & NAIOP member priorities
- Arizona's Energy Future

Key initiatives:

- Greater Maricopa Foreign Trade Zone support and marketing
- West Valley Pipeline implementation – Year 2
- West Valley Open for Business webinar series
- Highway corridor branding collateral with WV economic development directors and SRP

PUBLIC AFFAIRS

Co-chairs:

Chad Guzman - EPCOR Water

Jodi Tas - City of Surprise

Recent Topics:

- 2021 WESTMARC Legislative Agenda
- 2021 Session- Senator Rick Gray
- Water Legislation-CAP
- 2 Part Primary Ballot
- Update from Senator Sinema's office & Senator Mark Kelly
- AZ Corporation Commission Legislation

Key Initiatives:

- 2021 Legislative Agenda
- Continue to build and strengthen WESTMARC relationships with legislators

INFRASTRUCTURE

Co-chairs:

Amy Rosar - Haydon Building Corp.

Jennifer Davidson - City of Avondale

Recent Topics:

- Education connectivity- Triadvocates, NAU
- West Valley water conservation
- MAG Regional Transportation Plan
- ADOT 5 year plan
- Electric Vehicles
- I-17 Broadband Proposal & the Digital Divide
- Surface Water Regulation
- CAP - Colorado River Conditions

Key Initiatives:

- Regional communication & connectivity, smart regions
- Support of infrastructure projects

EDUCATION & WORKFORCE

Co-chairs:

Dr. Roger Freeman - Littleton School District

Haley Fagerlie - Grand Canyon University

Recent Topics:

- Center for the Future of Arizona update
- Young Talent retention – CFA progress meter
- Achieve 60 AZ update
- College Success
- Beat the Odds Academy
- West Valley Industry Spotlight and Job Matching series

Key initiatives:

- West Valley Pipeline implementation- Year 3
- Education Data and Alignment with Achieve 60 & Center for the Future of Arizona Progress Meters
- COVID impacts on education

QUALITY OF LIFE

Co-chairs:

Councilmember Laura Kaino - City of Goodyear

Evelyn Casuga - Center for the Future of Arizona

Recent Topics:

- Healthcare Physician's Recruitment Package
- Arizona Coyotes
- Lower Gila River Collaborative
- Phoenix International Raceway, NASCAR Championship
- Homelessness Initiatives - MAG City of Phoenix Law Enforcement & Homeless Youth Connection
- West Valley Arts Spotlight

Key Initiatives:

- West Valley Gems-weekly spotlight
- IT/tech talent recruitment package
- West Valley Quality of Life Scorecard
- Rio Reimagined/Lower Gila Riva Collaborative support

HEALTHCARE

Co-chairs:

Cheryl Covert - City of Avondale

Tahya Visintainer - Sun Health

Recent Topics:

- Shifting perceptions and narrative of healthcare amid COVID
- Impacts on behavioral health/telemedicine
- Physician recruitment
- University of Phoenix healthcare programs
- Various West Valley City Healthcare Development Updates

Key Initiatives:

- 2021 Healthcare Summit
- West Valley regional healthcare needs assessment and gap analysis
- Physician recruitment strategy

CITY COUNCIL REPORT

SUBJECT: Transit Update

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kirk Beaty, Public Works Director, (623) 333-4417

THROUGH: Tracy Stevens, Deputy City Manager, (623) 333-1014

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Innovative Program and Service Delivery - Avondale will continue to serve as a model of innovative, efficient, and responsive government. Meeting the demands of the City of Avondale's transit customers requires innovative solutions and partnerships. Combining new transit options like microtransit with traditional fixed route buses can provide the City with a cost-effective and efficient transit program that better meets the demands of the customers.

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values. A successful public transit program will provide mobility options for city residents that allow them to connect to city services and private businesses. A successful public transit program that can facilitate the transportation of workers and customers to business locations will aid to attract future businesses which are considering locating in Avondale.
-

PURPOSE:

City Council will receive an update from Public Work's staff on the current state and proposed future of Avondale's Public Transit program. This item is for discussion only.

BACKGROUND:

The Maricopa Association of Governments (MAG) recently completed the Avondale-Goodyear Transit Study. The study provides recommendations that include a range of service improvements and capital investments that the City can move forward for system optimization. Public Work's staff have taken these recommendations to develop the City's transit future through innovative solutions that meet customer's demands.

DISCUSSION:

Over the last several years, several circumstances have impacted public transit programs. The introduction and popularity of on-demand curb to curb services like Uber and Lyft have demonstrated that people want convenient public transportation options. The COVID-19 pandemic has significantly reduced the number of transit riders as commuters transitioned to remote work and no longer travel to their offices, while others were concerned about the overall safety of public transit and the possibility of contracting the virus. People that used transit to access shopping locations now find it more convenient to shop from home and have goods delivered to their doors. These circumstances have resulted in decreased ridership on public transit with an associated increase in operating costs, and Avondale's public transit system is no exception.

In recognizing these changes, the City of Avondale, the City of Goodyear, and the Maricopa Association of Governments conducted the Avondale-Goodyear Transit Study. The study revealed trends in ridership and offered recommendations to improve public transit services in Avondale and the surrounding cities. The Public Works Department is proposing to adopt some of these recommendations as the City prepares for a new future in public transit which could include a modified ZOOM bus service and a new microtransit service.

ZOOM - is currently operating under the existing IGA through June 30, 2022. Public Works is working with Valley Metro and Total Ride to optimize ZOOM by reducing the route to focus on segments with the highest ridership as recommended in the Avondale-Goodyear transit study. Reducing the route will likely reduce costs for the City of Avondale in the future. This substantial change will facilitate a serious discussion with Valley Metro on how ZOOM is operated in Avondale.

Microtransit - The MAG Avondale-Goodyear transit study recommends Avondale implement a microtransit pilot program in northeast Avondale where ZOOM can be potentially eliminated. This service could be called "ZOOM On-Demand" and would operate like an Uber or Lyft-type service where riders can request a ride using a smartphone app. The pilot program would start in July of 2022, and operate over the following year to evaluate its effectiveness. Microtransit offers a cost-effective and flexible public transit option that can be optimized or adjusted to changing demands in a growing city.

BUDGET IMPACT:

No budget impacts as a result of this discussion. Future budget impacts will be included in the Fiscal Year 2023 budget proposal.

RECOMMENDATION:

This item is for information and discussion only.

Avondale Goodyear

TRANSIT STUDY

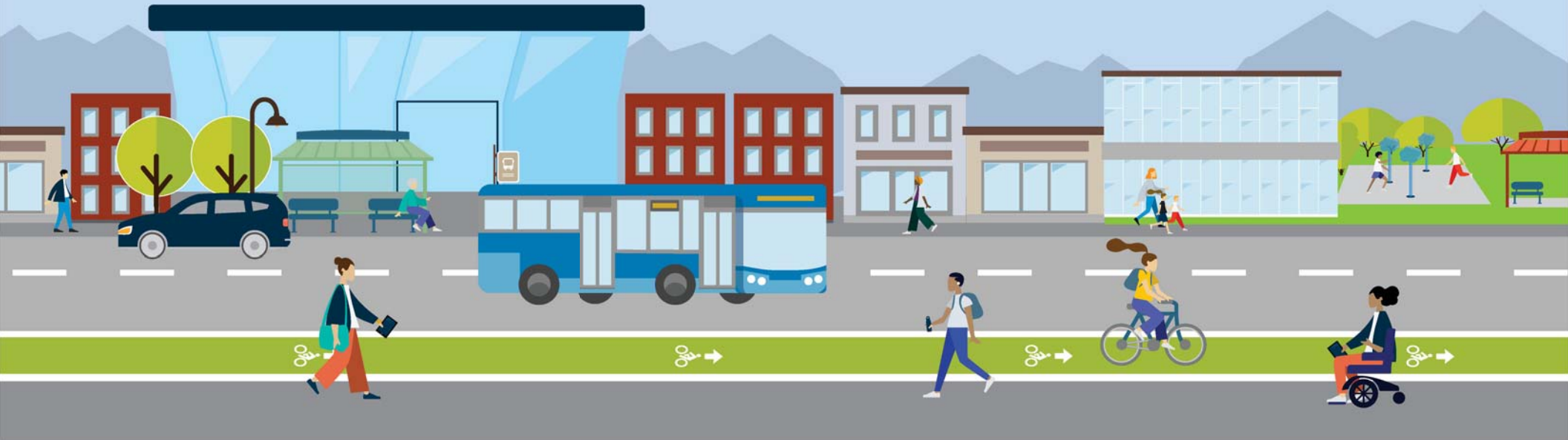


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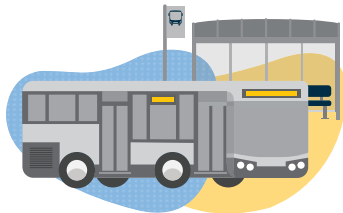
1

**Executive
Summary**



2

**Existing
Transit**



3

**Transit
Demand**



4

**Transit Best
Practices**



5

Recommendations



Executive Summary

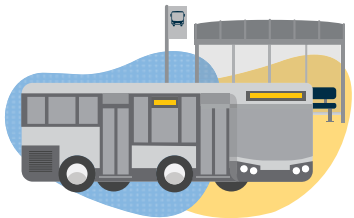


Study Overview

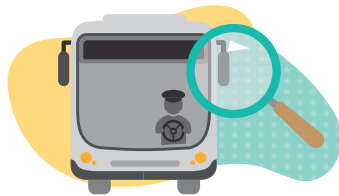
Led by the Maricopa Association of Governments (MAG), the Avondale-Goodyear Transit Study evaluated transit needs for the cities of Avondale and Goodyear. The study examined existing transit services, population and employment conditions, and projected future growth. The study also included a review of transit best practices in similar suburban environments.

The study was initiated during the height of the COVID-19 pandemic, which significantly impacted transit ridership and the ability to conduct direct public outreach. Despite these challenges, community participation remained an important element of the study.

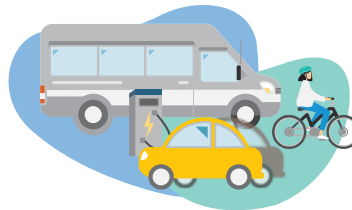
In addition to identifying opportunities for fixed-route bus service improvements, the study also evaluated the suitability for new flexible public transit options and a variety of capital investments.



**Evaluation of
existing transit
services**



**Existing and
future transit
demand analysis**



**Review of national
transit best
practices**



**Community
surveys and
discussions**



**Recommendations
and future
considerations**

Study Timeline

The first phase of the Avondale-Goodyear Transit Study consisted of a comprehensive review of existing transit and market conditions, as well as best practices. This analysis was followed by community and stakeholder outreach that focused on understanding transit needs and desires. Stakeholders representing social service organizations, advocacy groups, educational institutions, recreation centers, and major employers participated in group discussions regarding the transit needs of clients, customers, and employees.

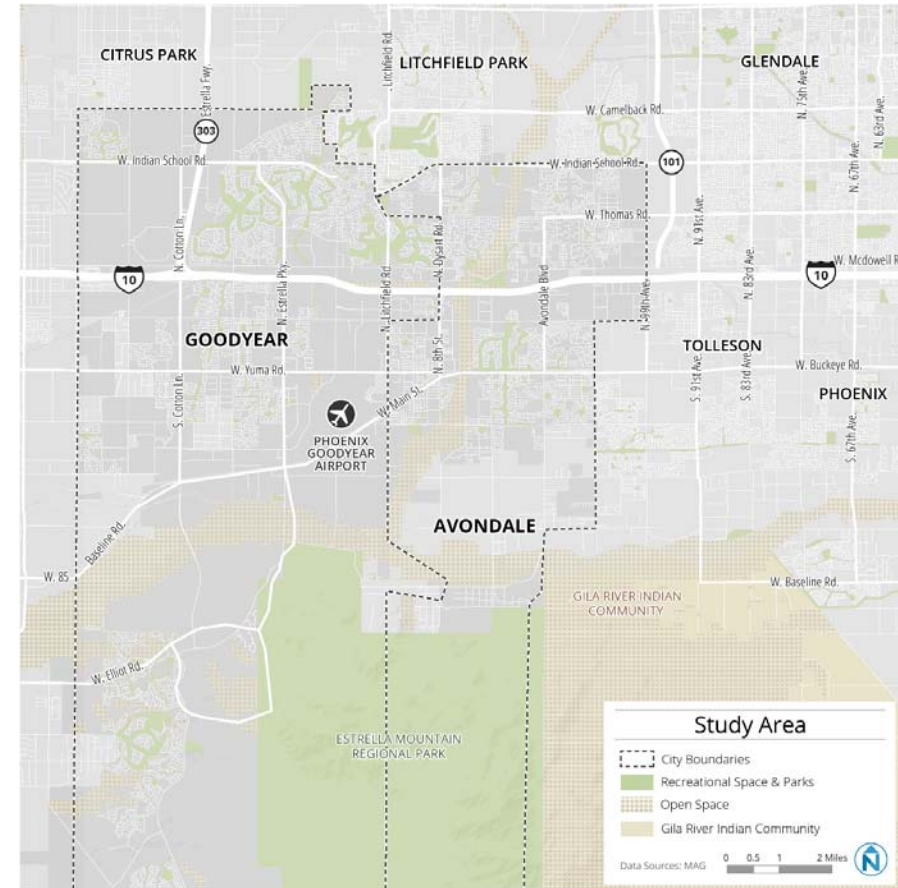
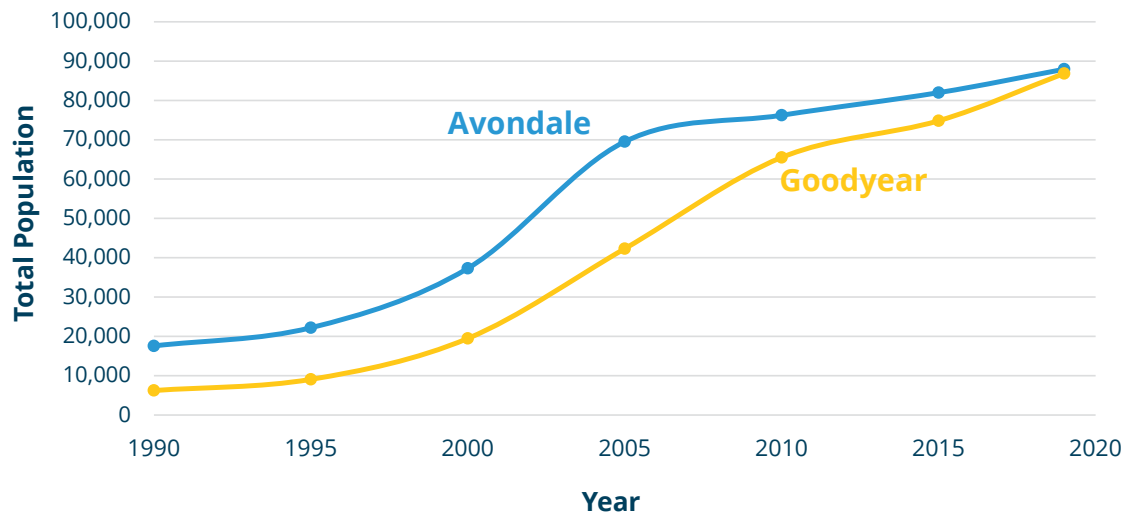
Developed based on findings and feedback, initial recommendations were presented to community members and stakeholders. Next, service and capital recommendations were refined and prioritized over a 20-year planning horizon.



Background

Avondale and Goodyear have both experienced rapid population growth since 1990. Once sparsely populated farming communities, Avondale and Goodyear have transformed into largely residential communities with an increased mix of land uses. As population and employment in both cities have diversified and expanded, so has the demand for transit.

Historical Population Growth in Avondale and Goodyear



Existing Transit

Existing public transportation options in Avondale and Goodyear include fixed-route local and express bus service, paratransit service, on-demand taxi/rideshare service, and vanpool.

Fixed-route service consists of the Avondale ZOOM circulator, Valley Metro local routes that operate along Van Buren Street and McDowell Road, and Valley Metro express routes that connect Avondale and Goodyear park-and-rides with downtown Phoenix.

Paratransit service is available in areas within $\frac{3}{4}$ mile of fixed-route bus service for persons that are unable to use fixed-route bus service due to a disability. Avondale and Goodyear residents eligible for Valley Metro paratransit service also have access to a more flexible on-demand taxi and rideshare service called RideChoice.

A number of Avondale and Goodyear residents are members of Valley Metro vanpools that commute to Phoenix, Tempe, Chandler, and Ajo.



Fixed-route bus



Paratransit



Taxi/rideshare



Vanpool

Transit Needs

Transportation needs vary throughout Avondale and Goodyear due to differences in vehicle ownership, income, age, ability, and other factors.

Many residents and visitors rely on public transit to access employment, education, or other essential services such as grocery stores and medical appointments. Other residents take public transit or are interested in taking public transit to avoid driving or for environmental reasons.

Distinct differences in transit needs and preferences require unique transit services tailored to specific trip purposes and characteristics. A transit user typology was created based on market analysis findings and utilized to establish, develop and validate study recommendations.



Evolving Conditions

RECOVERING RIDERSHIP

In the Phoenix metropolitan area and across the country, riders are returning to transit at different rates, primarily due to the rise of remote work and hesitancy about crowded environments. As of June 2021, Express bus ridership in Avondale and Goodyear is a fraction of pre-pandemic conditions due to its high proportion of office workers employed in Downtown Phoenix. Transit will remain most important for employees who are required to work on-site and for those who do not own or cannot operate a private vehicle.

FUNDING

The Avondale-Goodyear Urbanized Area (UZA) is expected to merge with the Phoenix-Mesa Urbanized Area in 2023, resulting in changes to Federal Transit Administration (FTA) funding. The most significant impact of the change is that Avondale and Goodyear will not be able to use FTA funding for operating expenses.

The half-cent sales tax for transportation in Maricopa County, known as Proposition 400, expires in 2025. An extension of Proposition 400 half-cent sales tax is expected to be on the ballot in November 2022. It also possible that some cities will pursue additional ballot initiatives for new or increased local transit funding.

TRANSIT SERVICE OPTIONS

Transit needs and expectations are evolving due to changes in travel patterns, perceptions, and technology. As transit demand in Avondale and Goodyear evolves, it is important for city officials to explore more flexible alternatives to traditional fixed-route bus service, such as microtransit and micromobility.

Recommendations

SERVICE IMPROVEMENTS



Optimize Avondale ZOOM circulator and extend to existing park-and-rides



Extend Valley Metro fixed-routes to improve regional connectivity



Increase service on Valley Metro fixed-routes

NEW TRANSIT OPTIONS



Pilot microtransit in areas that do not support fixed-route bus service



Partner with major employers to pilot flex routes to business parks

CAPITAL INVESTMENTS



Establish mobility hubs to promote multimodal connectivity

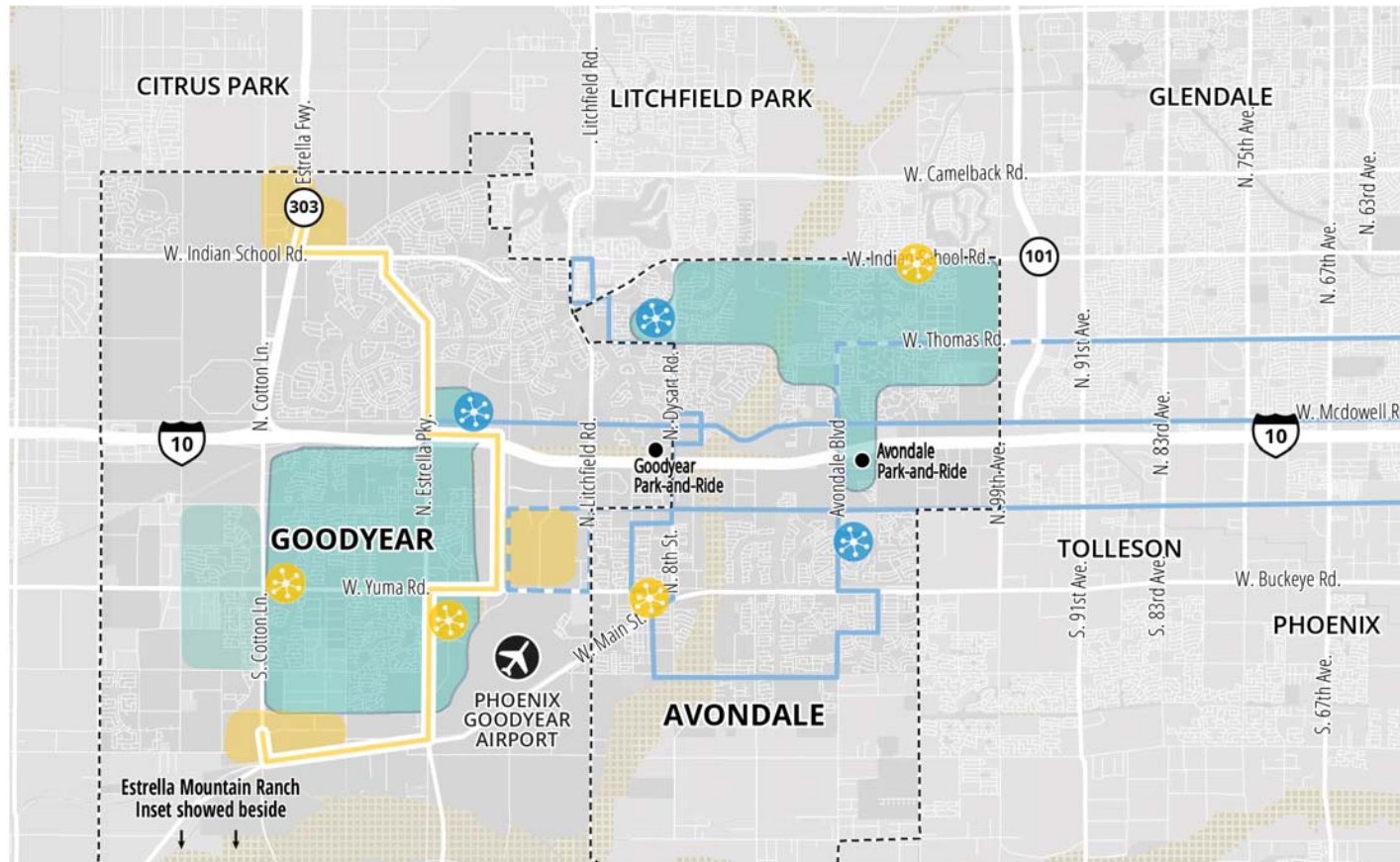


Improve bus stop comfort and safety by introducing enhanced amenities

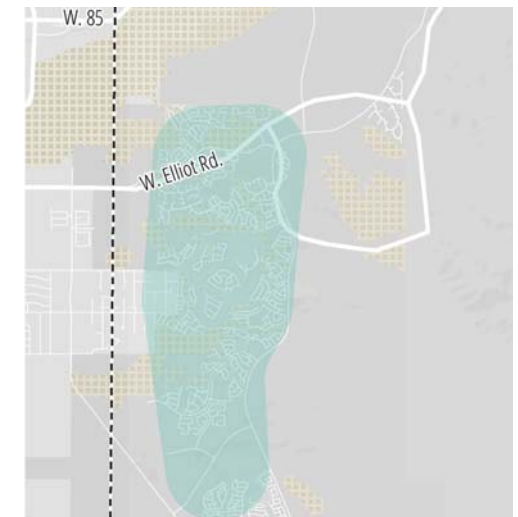


Upgrade amenities at Avondale Park-and-Ride

Recommendations



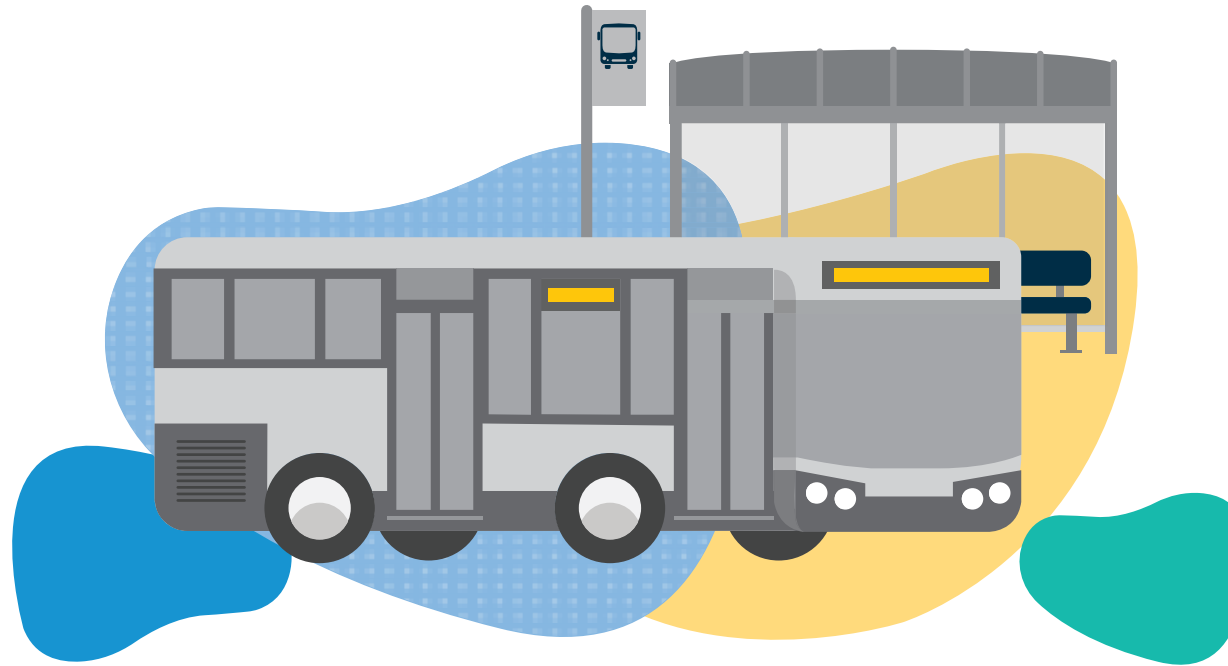
Estrella Mountain Ranch Inset



Future Transit Concepts



Existing Transit

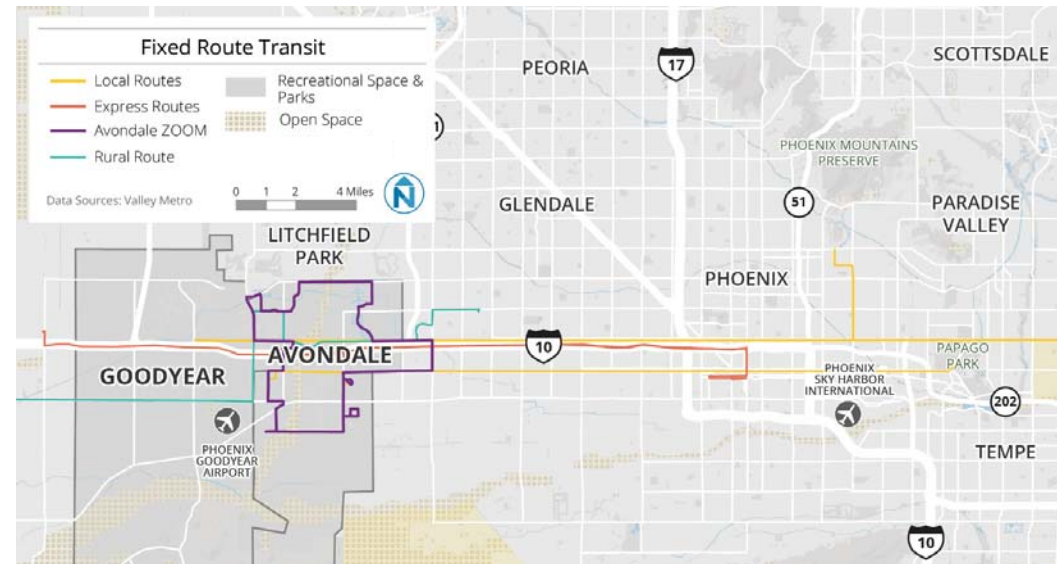


Fixed-Route Transit

SERVICE OVERVIEW

Six transit routes serve the cities of Goodyear and Avondale. The Avondale ZOOM provides local circulation throughout much of Avondale, with stops serving residential, commercial, institutional, and educational areas. Valley Metro local routes operating along Van Buren Street and McDowell Road link Avondale and Goodyear with the greater Phoenix metro area.

Valley Metro express routes connect Avondale and Goodyear park-and-rides with downtown Phoenix during weekday peak periods. Finally, an infrequent rural route connects Ajo and Gila Bend with Avondale, Goodyear, and neighboring West Valley communities.



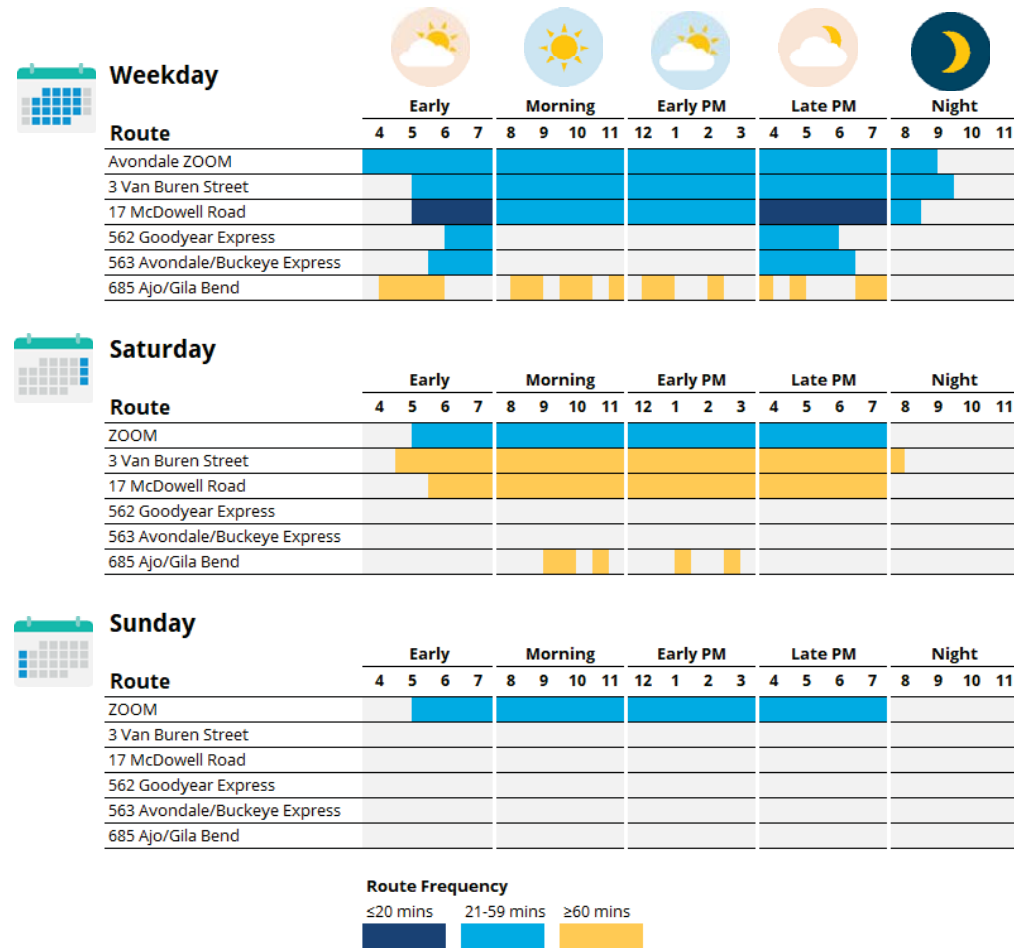
Fixed-Route Transit

SPAN AND FREQUENCY

Avondale ZOOM is the most frequent route in the study area with buses running every 30 minutes on all days of the week.

Within Avondale and Goodyear, Valley Metro Routes 3 Van Buren Street and 17 McDowell Road run every 20-30 minutes on weekdays. Frequencies decrease to 60 minutes on Saturdays. Sunday service is not offered. Both routes have much higher service levels in Phoenix and Scottsdale.

Valley Metro express routes 562 Goodyear Express and 563 Avondale/Buckeye Express connect into downtown Phoenix and run only during peak hours on weekdays.



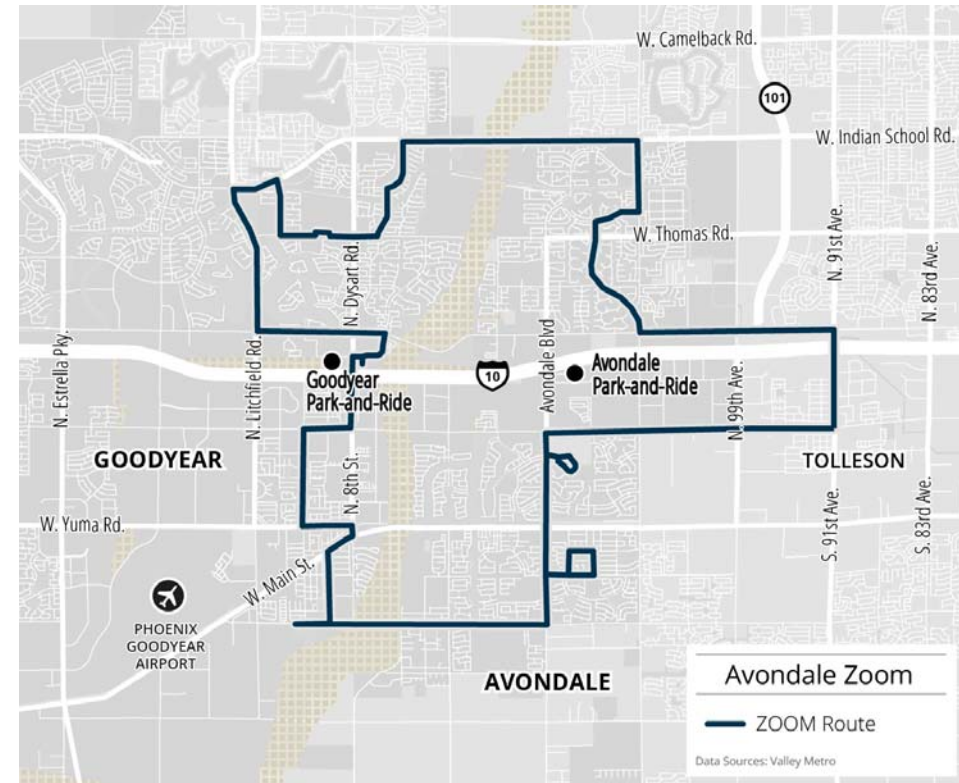
Avondale ZOOM

SERVICE COVERAGE

The Avondale ZOOM is a neighborhood circulator route that operates throughout Avondale along several arterial streets such as Avondale Boulevard, Lower Buckeye Road, Western Avenue, Central Avenue, Van Buren Street, Dysart Road, McDowell Road, Litchfield Road, Thomas Road, Indian School Road, 107th Avenue, McDowell Road, and 91st Avenue. The route also serves portions of eastern Goodyear and western Tolleson. The route runs in clockwise and counter-clockwise loops and is operated by Valley Metro.



Source: City of Avondale



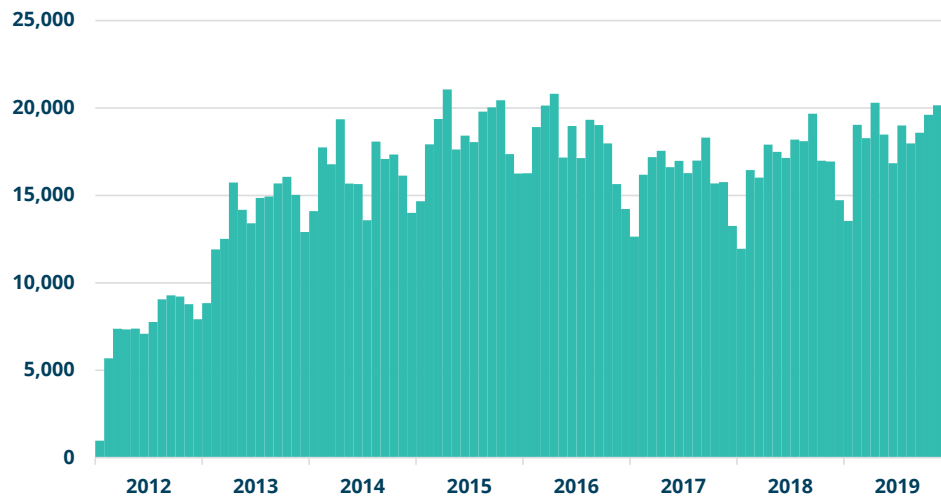
Avondale ZOOM

HISTORICAL RIDERSHIP AND SERVICE MILESTONES

Avondale ZOOM ridership grew from 2012 to 2015 and experienced a slight decline from 2016 to 2018.

The addition of Sunday service followed by the combining of ZOOM North and South routes increased ridership in 2019.

ZOOM Monthly Ridership



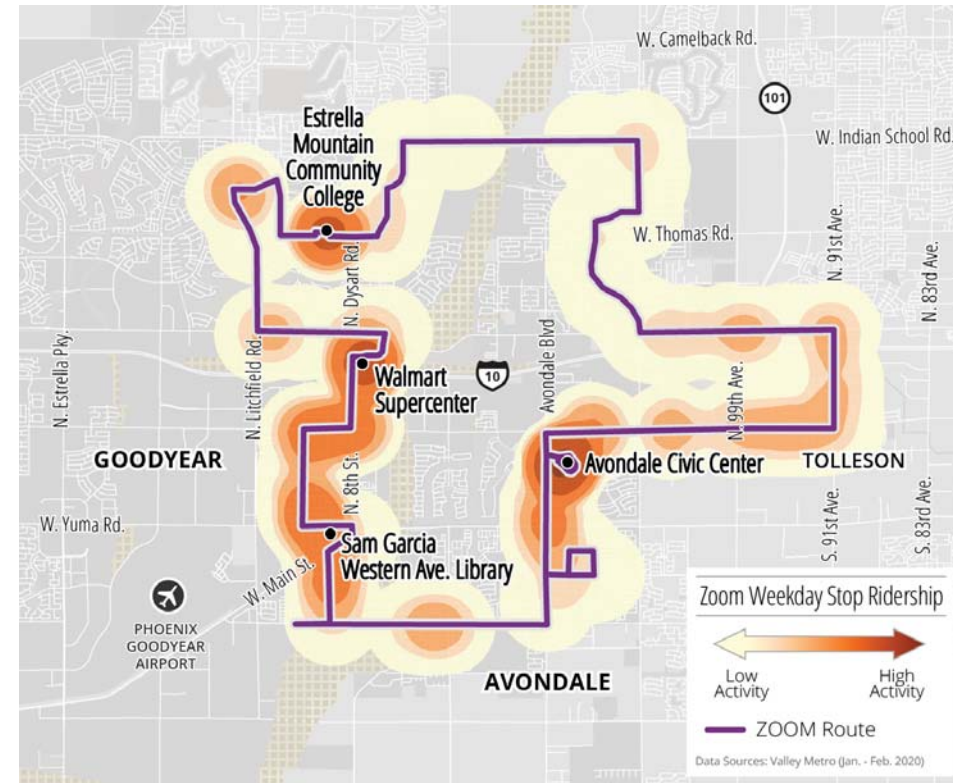
Date	Service Milestone
July 2011	Initial ZOOM (South) route implemented.
July 2012	Saturday service added. Route extended to Tolleson.
January 2014	Route extended to Cashion.
October 2015	Route extended to Goodyear.
October 2017	ZOOM North route added.
April 2019	Sunday service added.
October 2019	ZOOM North and ZOOM South routes combined.
April 2021	Route extended to Avondale Resource Center.

Avondale ZOOM

RIDERSHIP DISTRIBUTION

On weekdays some of the stops with the highest ridership include Avondale Civic Center, Sam Garcia Western Avenue Library, Walmart Supercenter, and Estrella Mountain Community College.

On weekends, the route sees overall lower ridership but the highest ridership stops generally remain the same. However, some stops experience higher ridership on weekends than weekdays, including commercial strip malls such as Avondale Plaza and the Neighborhood Market at Thomas.

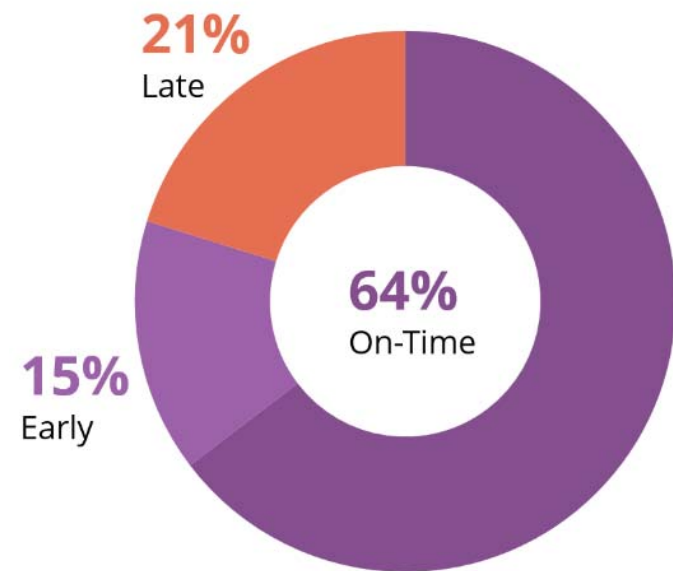


Avondale ZOOM

ON-TIME PERFORMANCE

The Avondale ZOOM has a low on-time performance with 21% of weekday trips arriving late and 15% of trips arriving early.

Factors that limited on-time performance for the Avondale ZOOM include its many turning movements and insufficient time to absorb traffic delays, particularly during peak periods.



Avondale ZOOM

STRENGTHS

Service coverage and days of service have expanded since the initial implementation of the Avondale ZOOM.

Ridership is strong along several segments, including Avondale Boulevard, Western Avenue, Van Buren Street, and Dysart Road. Estrella Mountain Community College and Avondale Civic Center are the most significant ridership generators on the route.

Avondale ZOOM offers daily service and consistent 30-minute frequencies throughout the day.

OPPORTUNITIES

Avondale ZOOM ends service before 8pm on weekends. The route does not directly serve Avondale Park-and-Ride or Goodyear Park-and-Ride. The nearest bus stops are approximately a half-mile from each facility.

Ridership is very low along the northeastern segments of the route, which include Indian School Road, 107th Avenue, and Crystal Gardens Parkway. On-time performance for the route is lower than industry standards.

Avondale ZOOM opportunities are addressed in the short-term recommendations.

Route 3 Van Buren St

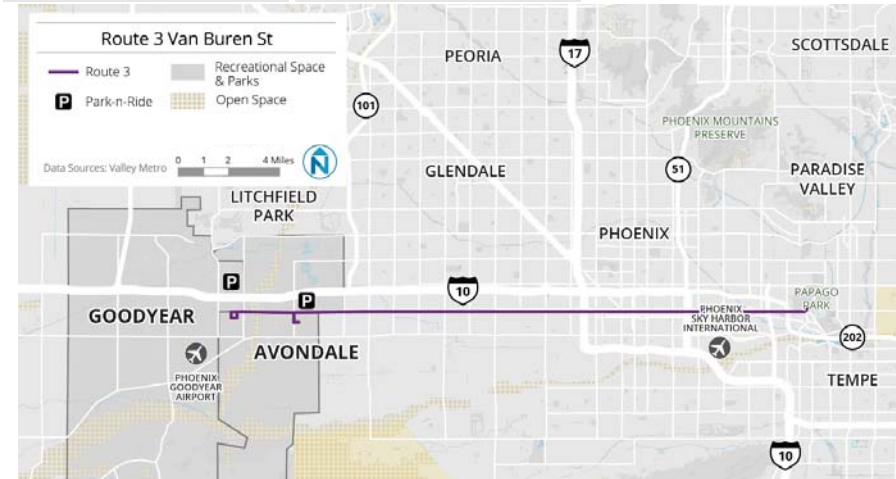
SUMMARY

Valley Metro Route 3 is a local bus route that runs along on Van Buren Street from Avondale to Phoenix Zoo.

In Avondale and Tolleson, Route 3 runs every 30 minutes during weekdays and every 60 minutes on Saturdays. Route 3 has higher frequencies in Phoenix. Route 3 does not extend to Avondale on Sundays.



Source: Valley Metro



Route 17 McDowell Road

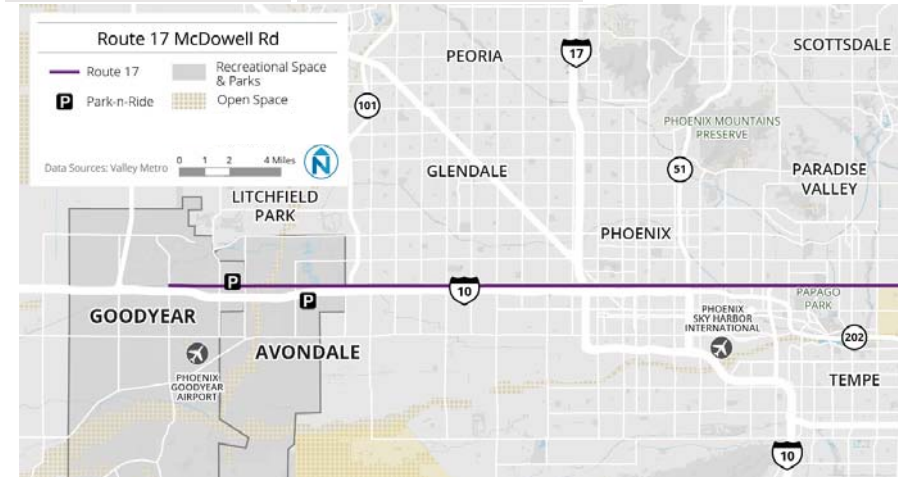
SUMMARY

Valley Metro Route 17 is a local bus route that runs along McDowell Road between Goodyear and Scottsdale, also serving Avondale, Tolleson, and Phoenix.

In Avondale and Goodyear, Route 17 runs every 30 minutes during weekdays and every 60 minutes on Saturdays. Route 17 has higher frequencies in Phoenix. Route 17 does not extend to Avondale and Goodyear Sundays.



Source: Valley Metro



Route 562 Goodyear Express

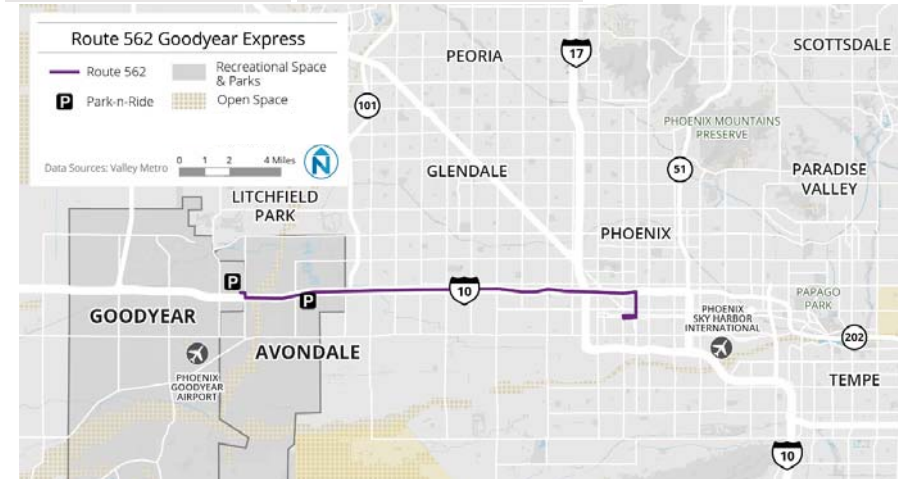
SUMMARY

Valley Metro Route 562 is an express route that connects Goodyear with downtown Phoenix. Route 562 operates non-stop between Goodyear Park-and-Ride and Downtown Phoenix. The route has multiple stops within Downtown Phoenix.

Route 562 operates on weekdays only with three inbound (eastbound) trips during the morning peak period and three outbound (westbound) trips during the afternoon peak period.



Source: Valley Metro



Route 563 Avondale/Buckeye Express

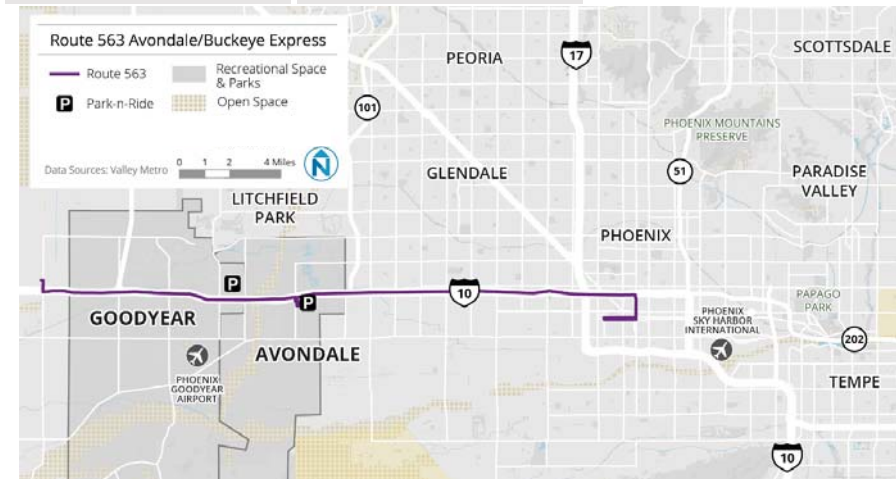
SUMMARY

Valley Metro Route 563 is an express route that connects Buckeye and Avondale with downtown Phoenix. Route 563 operates non-stop between Jackrabbit Park-and-Ride, Avondale Park-and-Ride, and Downtown Phoenix.

Route 563 operates on weekdays only with four inbound (eastbound) trips during the morning peak period and four outbound (westbound) trips during the afternoon peak period.



Source: Valley Metro



Fixed-Route Ridership

RECENT RIDERSHIP TREND

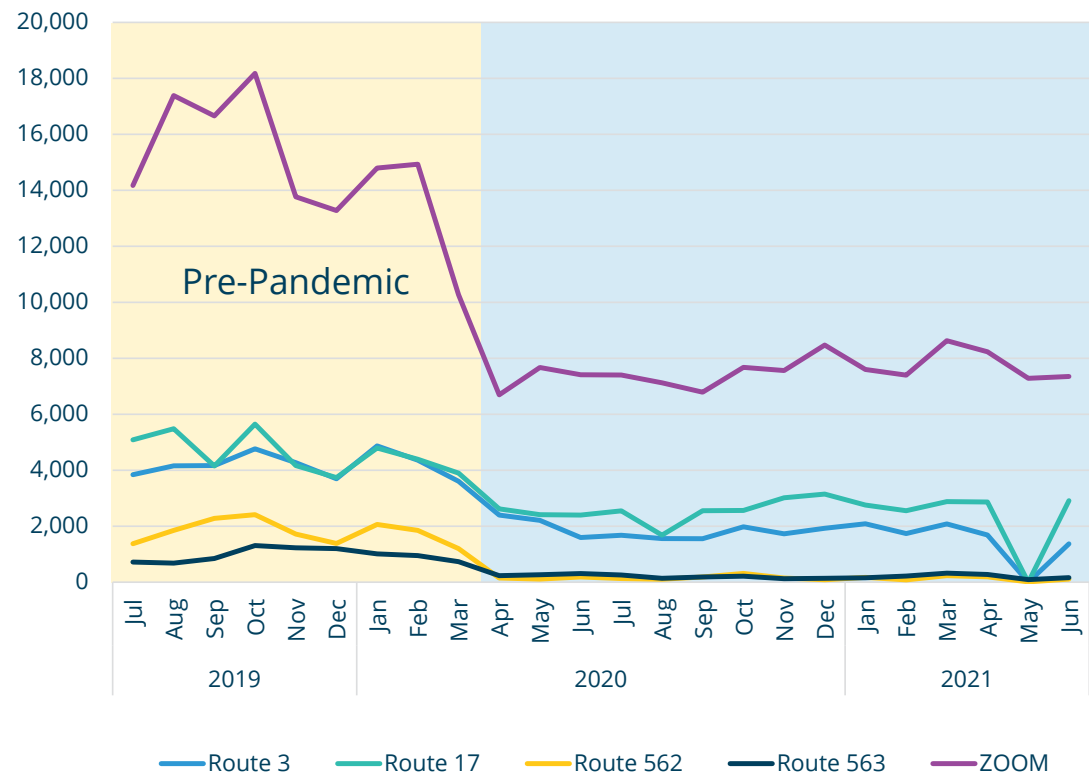
Transit ridership plummeted across the country in Spring 2020 due to pandemic-related restrictions.

Within two months, Avondale ZOOM ridership dropped to 50% of pre-pandemic conditions. Over the next year, ridership increased minimally.

Similarly, ridership on Valley Metro Routes 3 and 17 within Avondale and Goodyear dropped to roughly half of pre-pandemic conditions.

Express Routes 562 and 563 experienced the most significant percent decrease, with ridership falling to only 10-20% of pre-pandemic conditions.

Monthly Ridership by Route

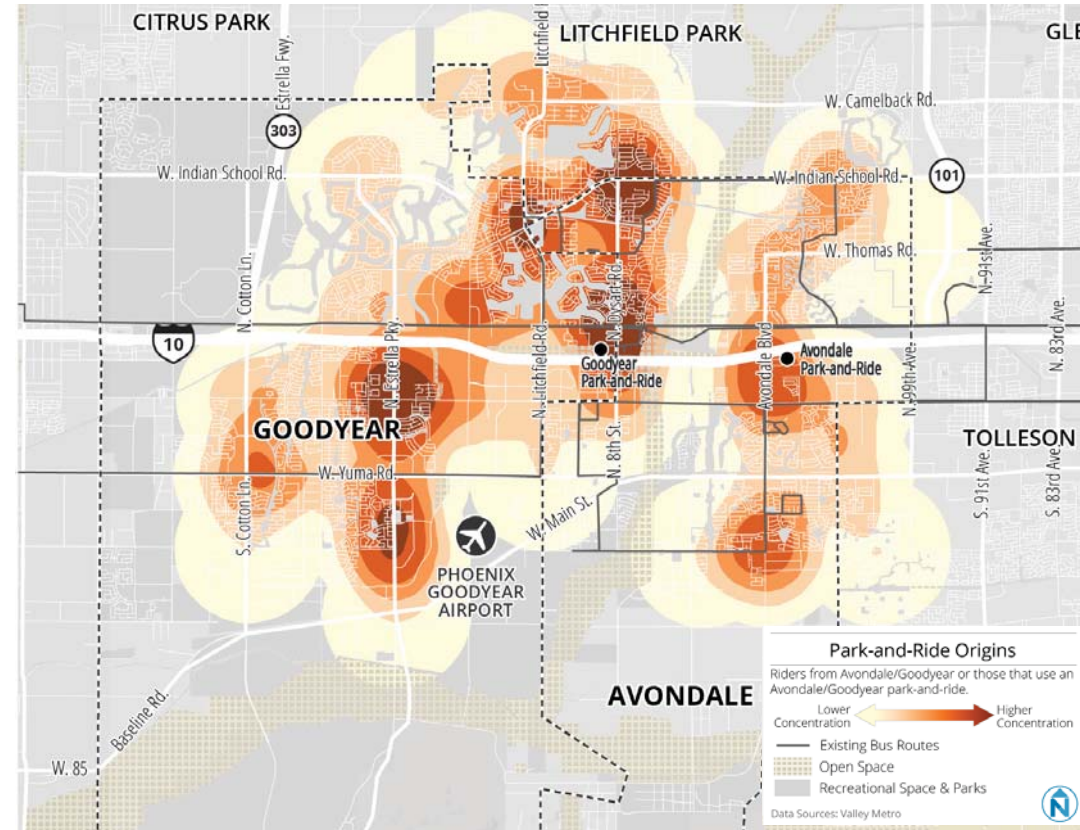
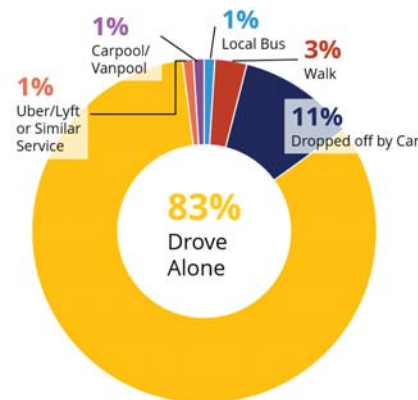


Park-and-Ride Origins

WHERE EXPRESS BUS RIDERS LIVE

Riders who either use the Avondale or Goodyear Park-and-Ride or are from Avondale or Goodyear and use another park-and-ride travel a variety of distances to reach the park-and-rides. While a third of riders travel from within two miles, another third travel two to four miles and another quarter travel five to 10 miles. The highest density of commuter bus riders live along Estrella Parkway, Dysart Road, and Indian School Road east of Litchfield Road.

Most riders (83%) access these services by driving alone and parking, while 11% are dropped off by car. Lack of access to a vehicle can be a large barrier to using commuter services, as they are often difficult to access by foot or bicycle and are often not accessible by local bus.



Route 685 Ajo/Gila Bend

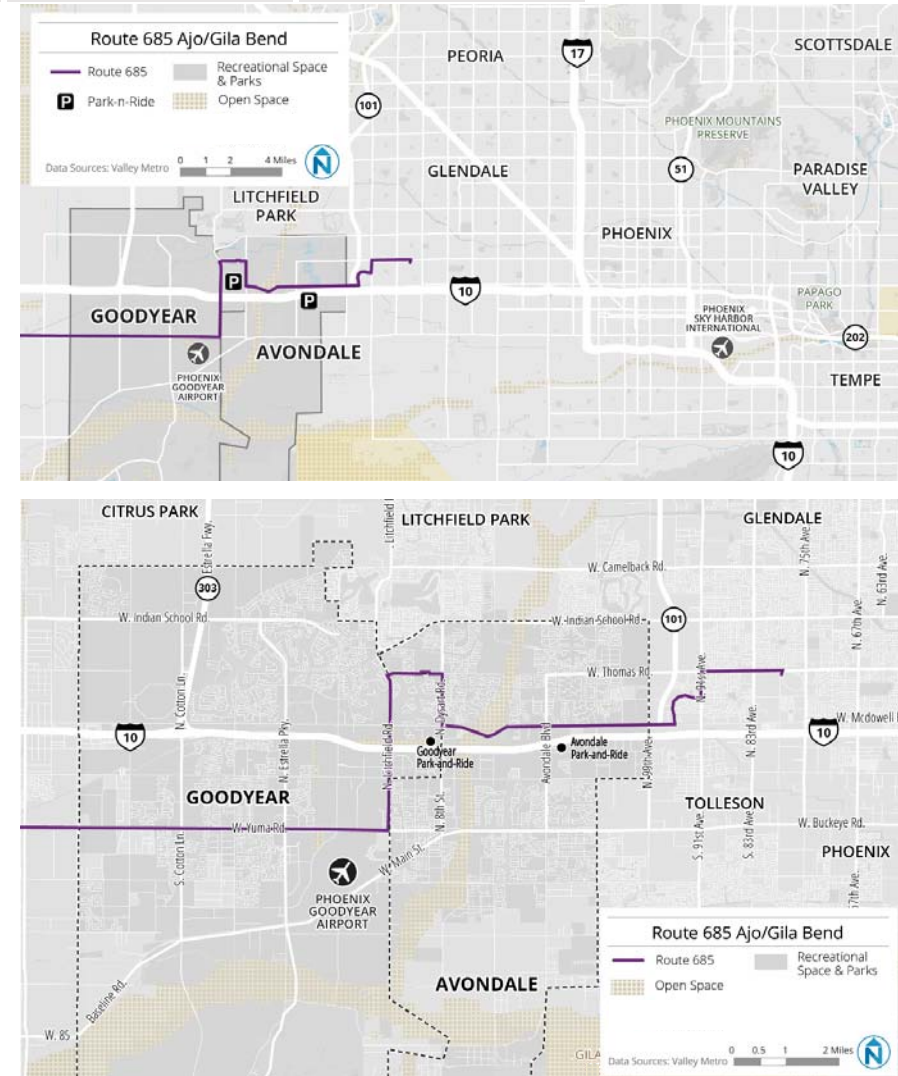
SUMMARY

Route 685 is a rural route operated by Valley Metro that runs between Phoenix and the unincorporated community of Ajo in Pima County via Tolleson, Avondale, Goodyear, and Gila Bend. Route 685 is also a flex route, which means that riders can call ahead and request a pick-up or drop-off within $\frac{3}{4}$ mile from the route.

Route 685 operates on weekdays and Saturdays. Service is infrequent on weekdays with only 5 round-trips between Ajo and Phoenix. An additional four trips are provided between Buckeye Senior Center and Buckeye Municipal Court/Coyote Branch Library. On Saturday, only two round trips between Ajo and Phoenix are provided.



Source: Valley Metro

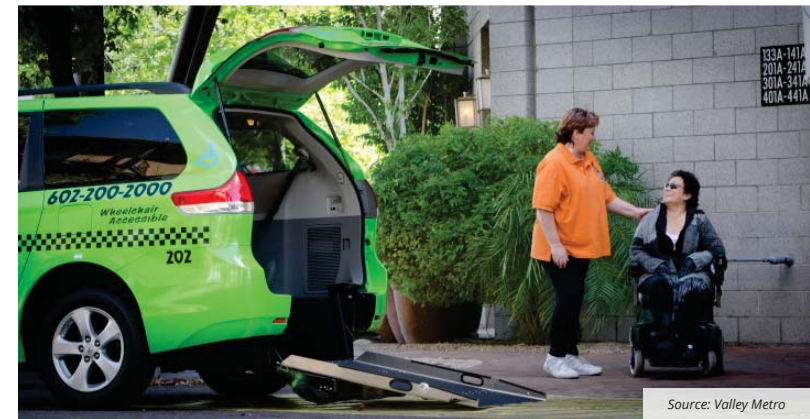
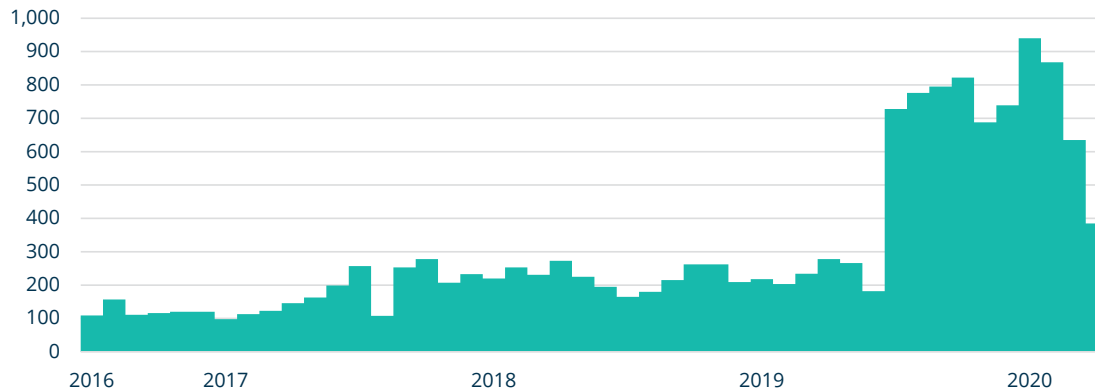


Paratransit

OVERVIEW

Valley Metro provides ADA paratransit service for people with disabilities and senior citizens who are unable to use fixed-route service. In addition to paratransit service, Valley Metro also operates RideChoice which is an on-demand taxi/rideshare program for qualified seniors and people with disabilities. Paratransit ridership has been fast growing in Avondale and Goodyear since the implementation of RideChoice in July 2019 with a monthly peak of 940 trips taken during January 2020.

Historical Paratransit and RideChoice Ridership

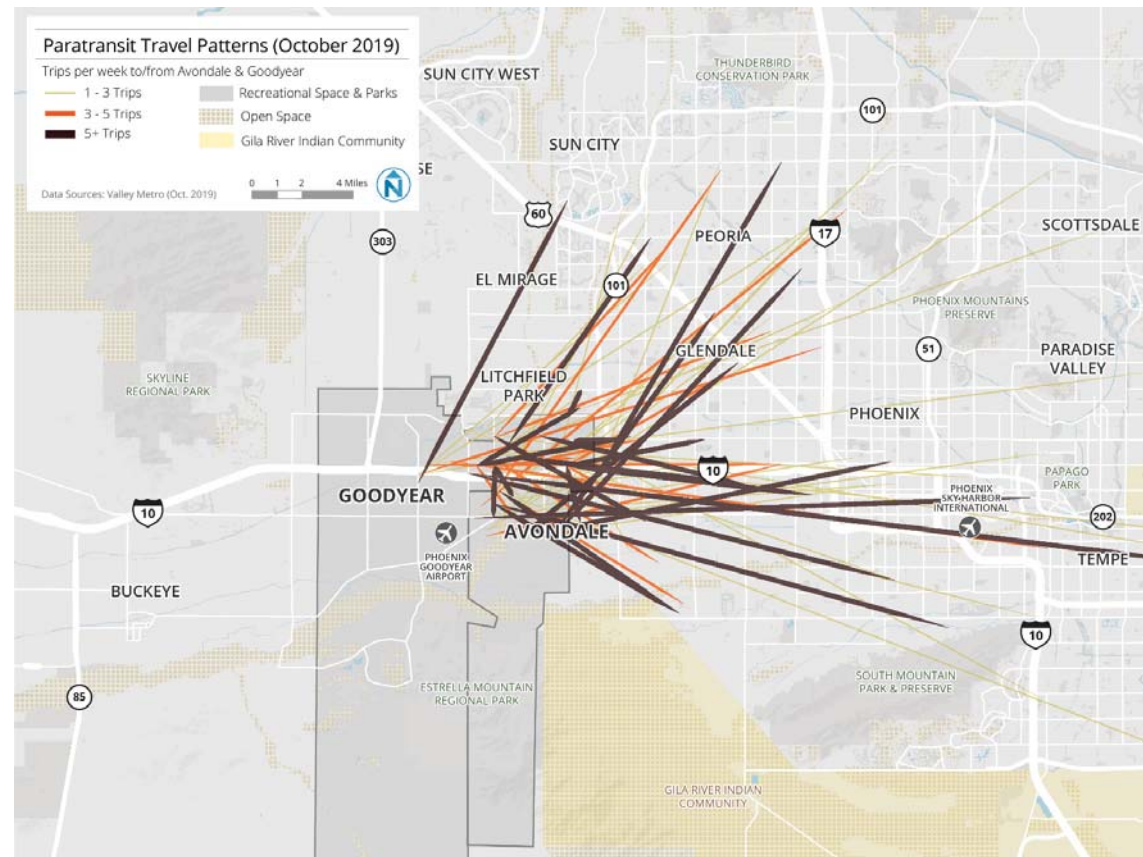


Paratransit

TRAVEL PATTERNS

Most paratransit trips originating in Avondale and Goodyear are to destinations elsewhere in the region. Top origins and destinations for the paratransit trips in Avondale and Goodyear include:

- Avondale Walmart
- Arizona Department of Economic Security
- Abrazo West Campus
- Fenix Group



Vanpool

PROGRAM OVERVIEW

Valley Metro also operates a vanpool service, where six to fifteen members can lease out a van that they use to commute to work together.

Riders pay an average cost of \$5 per person per day, and the fares cover the lease, fuel, maintenance, and insurance of the vehicle.

Currently, Valley Metro operates five different kinds of vehicles that vary in passenger size and comfort levels.

The vanpools are operated on a month-to-month agreement, with the driver overseeing the van maintenance, refueling, cleaning, and collecting fares from the riders.

Benefits of using this service include tax savings, faster commutes via the Valley's extensive network of HOV lanes, less stress, and saving money on car maintenance.



Source: Valley Metro

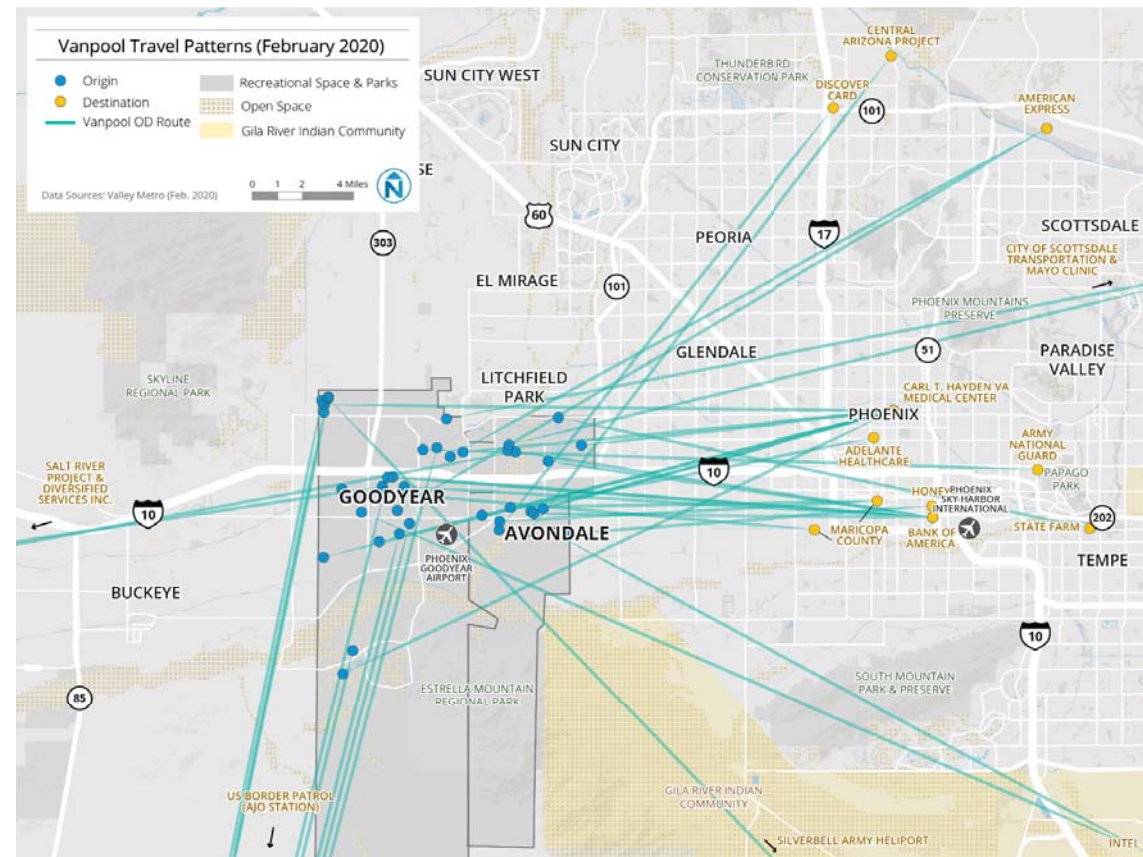
Vanpool

TRAVEL PATTERNS

Most vanpool destinations are located around the core of Phoenix with some destinations in Tempe and Scottsdale.

Popular destinations include:

- Carl T. Hayden VA Medical Center
- Adelante Healthcare, Maricopa County office
- Arizona National Guard Joint Force headquarters
- Downtown Phoenix



Transit Facilities

GOODYEAR PARK-AND-RIDE

Goodyear Park-and-Ride is located north of I-10 near N Dysart Road. The facility opened in 2010 and includes 400 parking stalls, 328 of which are covered. The facility also includes a bus only loop with layover space, a passenger drop-off space, an enclosed passenger waiting area, covered outdoor waiting areas, marked pedestrian crossings, water fountains, restrooms, bike lockers, lighting, and landscaping.

The park-and-ride is served by Route 562 Express which connects Goodyear with downtown Phoenix and operates during weekday peak hours only.



Transit Facilities

AVONDALE PARK-AND-RIDE

Avondale Park-and-Ride is located south of I-10 near N Avondale Boulevard. The facility was built in 2013 and includes approximately 370 parking stalls, 107 of which are covered. The facility provides minimal amenities at the bus pick-up/drop-off area with 10 canopy shelters, benches, six bike lockers, and litter containers.

The park-and-ride is served by Route 563 Express which connects Jackrabbit Park-and-Ride in Buckeye and Avondale Park-and-Ride with downtown Phoenix during weekday peak hours only.



Transit Demand



Transit Demand

OVERVIEW

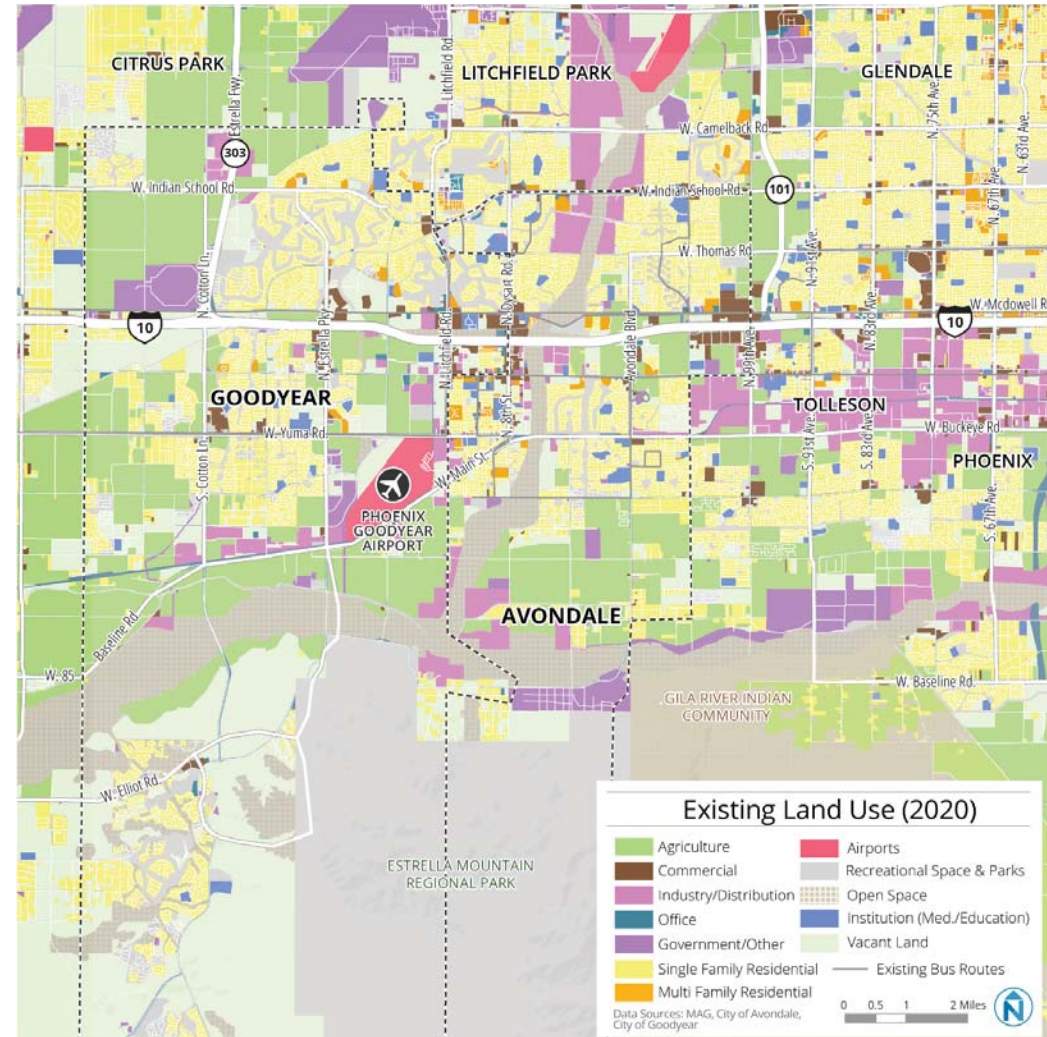
This chapter provides an overview of existing and future transit demand within Avondale and Goodyear. Transit demand is determined according to the following factors:

- Land use
- Walkability
- Place types
- Population
- Demographic and socio-economic characteristics
- Employment
- Activity centers
- Future conditions

By identifying the target market segments for public transit in and around Avondale and Goodyear, this analysis provides a foundational guide for investment and transit service planning priorities for the region.

Land Use

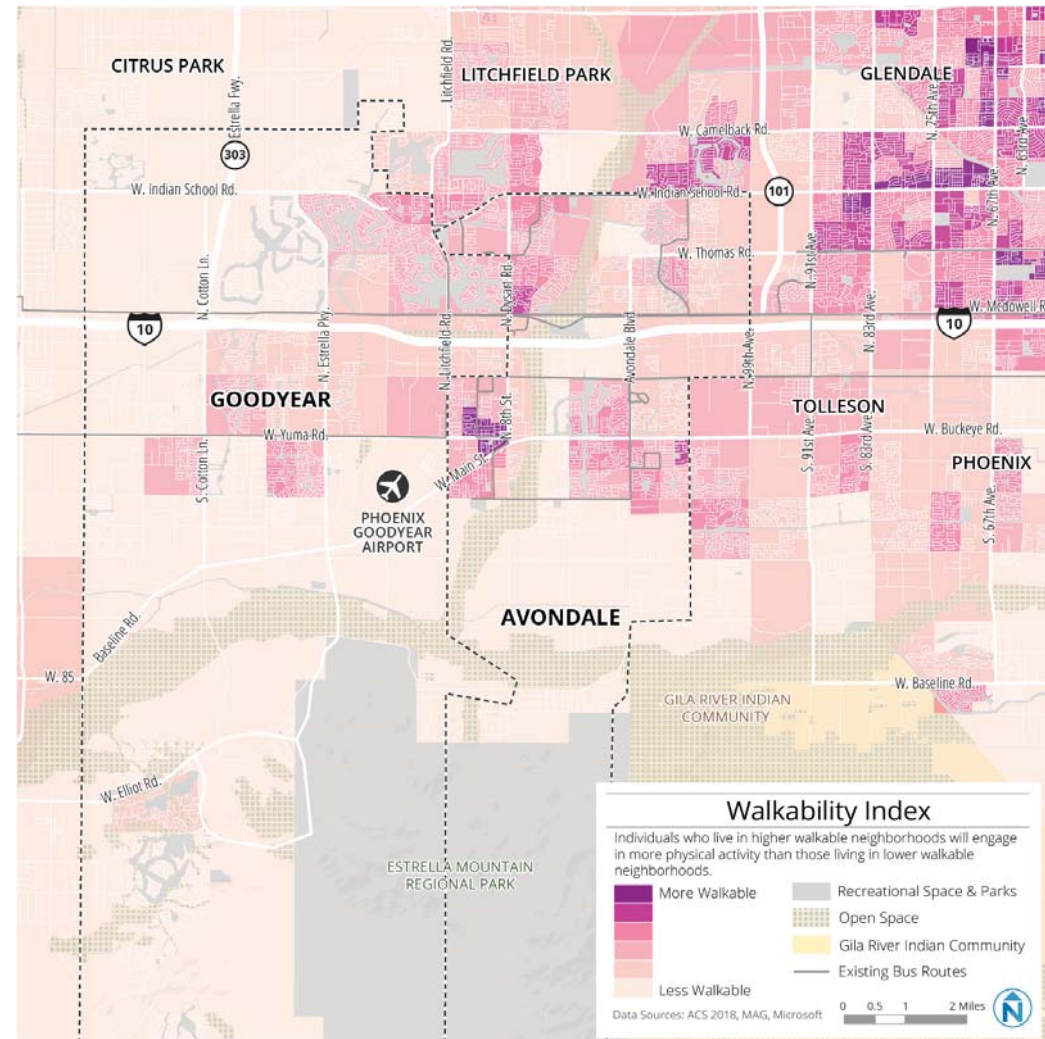
The predominant land use in the cities of Avondale and Goodyear is single-family residential, followed by agriculture. Other major land uses include industrial and commercial.



Walkability

Every transit user is a pedestrian, whether they travel by foot, skateboard, wheelchair, scooter, or other mobility device. Therefore, it is important to understand which areas are most walkable. Walkable areas make transit more accessible and convenient because it is easier to travel between origins, transit stops, and destinations.

Walkability factors include intersection density, the sidewalk network, land use mix, and parking availability.



Place Types

The diversity of land uses in Avondale and Goodyear is part of what draws residents and jobs to these communities. It also explains why the demand for transit varies significantly throughout the study area. To best serve these diverse land use types, a range of transit services may be necessary for different place types. These place types encapsulate the range of land uses in Avondale and Goodyear.



Place Types



Main Street-Oriented Neighborhoods

Main Street-oriented neighborhoods are characterized by grid street networks that facilitate pedestrian access and higher densities that support fixed-route transit. The primary example of this place type is the historic center of Avondale, situated along Western Avenue between Central Avenue and Dysart Road. This area includes a diverse mix of land uses and is served by the Avondale ZOOM.



Grocery Stores, Retail Centers, and Entertainment Districts

Grocery stores, retail centers, and entertainment districts are important transit destinations for employees and visitors. These place types are located along major arterial streets. Retail centers and entertainment districts in Avondale and East Goodyear are served by the Avondale ZOOM and Valley Metro Routes 3 Van Buren Street and 17 McDowell Road, while those in West Goodyear are not served by fixed-route transit.



Major Institutions

Major educational and civic institutions are most active on weekdays, particularly during non-summer months. Estrella Mountain Community College, Avondale Civic Center, libraries, and community centers are vitally important to serve with transit. Most major institutions in Avondale are served by the Avondale ZOOM and Valley Metro routes while many Goodyear institutions are not served by fixed-route transit.

Place Types



Suburban Neighborhoods and Master Planned Communities

Suburban neighborhoods have characterized much of Avondale and Goodyear's growth, and typically have low densities that do not support fixed-route transit. Avondale and Goodyear are also home to master-planned communities that include a range of housing types and amenities. Many cities have turned to microtransit as an alternative to fixed-route transit for these place types.



Distribution Centers

Warehouse and distribution center employment are fast-growing sectors in the West Valley. These job centers are often best served by flexible transit options such as vanpools, employee shuttles aligned with shift changes, and microtransit. Distribution centers in Avondale and Goodyear are concentrated at Goodyear Crossing, Airport Gateway, PV 303, and Avondale Commerce Center business parks.



Parks and Recreation

Popular parks in the study area include Goodyear Community Park, Loma Linda Park, Friendship Park, Festival Fields Park, and Estrella Mountain Regional Park. The future Goodyear Recreation Complex is anticipated to be a major trip generator for the community. Additional recreational opportunities include community centers, neighborhood parks, and pools. Connecting residents, particularly youth and seniors, to recreational opportunities can improve community health.

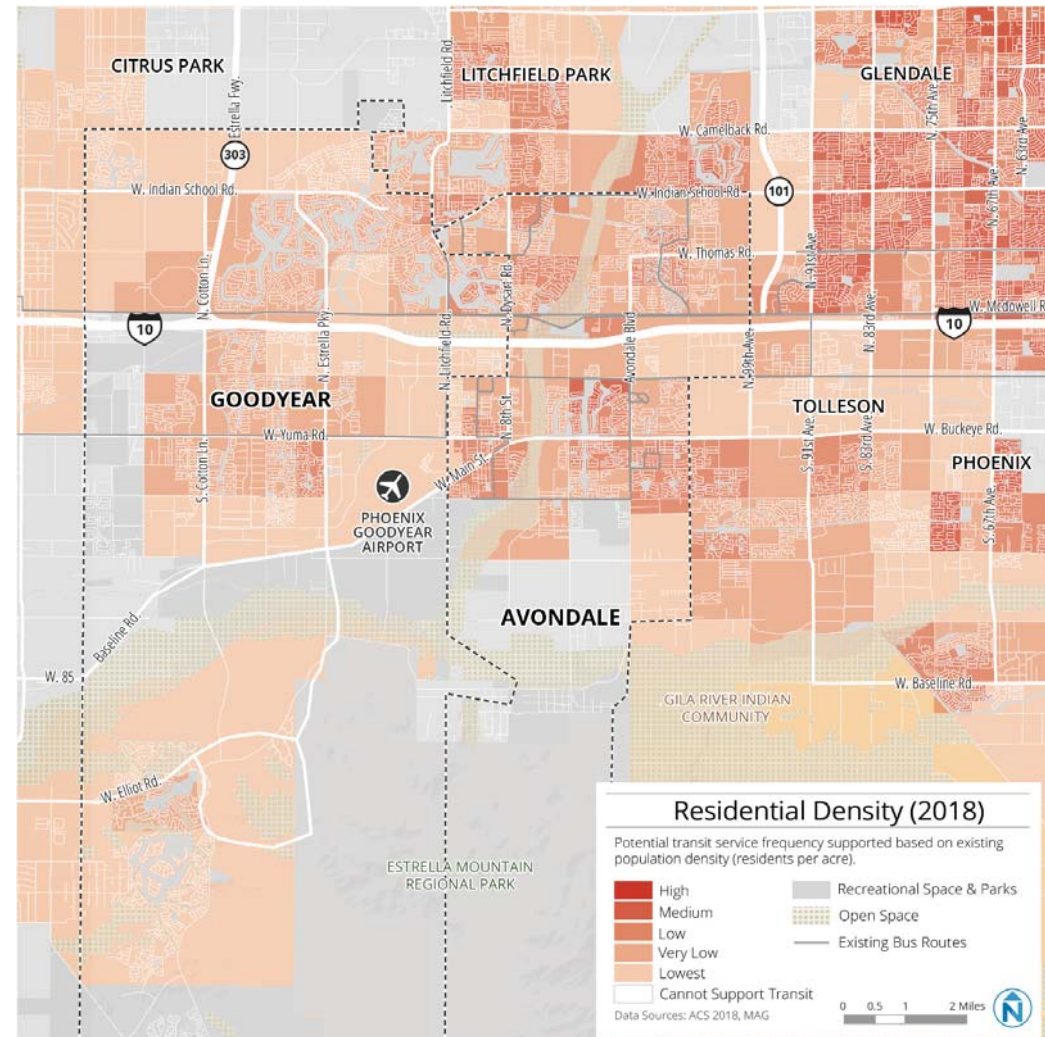
Population

Population density is one of the most important factors in determining the underlying demand for transit. Densely populated areas tend to be more walkable and transit-supportive while sparsely populated areas tend to be more auto-dependent.

As of 2020, Avondale was home to approximately 85,000 people and Goodyear was home to approximately 93,000 people, with residential densities varying from extremely low to medium across the two communities.

Avondale's population densities are highest along Western Avenue, Central Avenue, Coldwater Springs Road, and along Indian School Road.

Residential areas south of Baseline Road in Goodyear do not have sufficient density to support fixed-route transit.



Demographic Characteristics

In addition to population density, demographic characteristics influence people's propensity to use transit. National research shows that many population groups have a higher propensity for transit use than the overall population. Demographic characteristics that may make residents in one community of Avondale or Goodyear more likely to use transit than another include:

- **Seniors:** Goodyear has a large senior community, with 16% of the population being age 65 or older. Avondale's seniors comprise 8% of its population.
- **Young People:** Young people (those aged 16-25) are 1.6 times more likely than the average resident to take transit. In Avondale, 16% of the population is between the ages of 16-25; in Goodyear, 12% of residents are age 16-25.
- **People with Disabilities:** People with disabilities comprise about 8% of Avondale's population and about 4% of Goodyear's population.
- **Race and Ethnicity:** Minority residents generally have higher rates of transit use. The provision of effective transit service to minority populations is particularly important to the Federal Transit Administration and is a requirement under Title VI of the Civil Rights Act of 1964. Approximately 68% of Avondale's population and 45% of Goodyear's population is made up of minority residents, most of whom identify as Hispanic or Latino.

Socioeconomic Characteristics

Socioeconomic characteristics that may make residents in one community of Avondale or Goodyear more likely to use transit than another include:

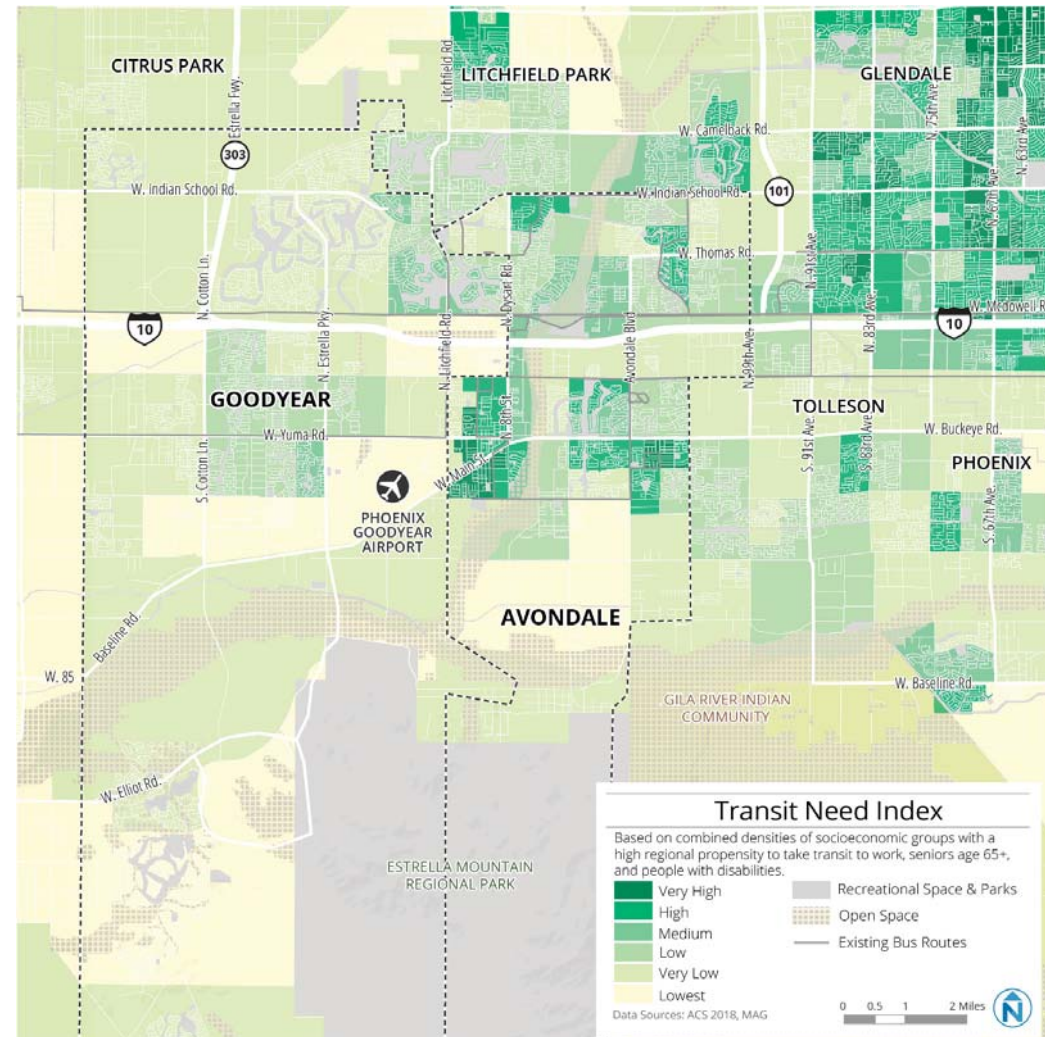
- **Vehicle Ownership and Access:** Households with limited or no access to a personal vehicle, either by choice or by necessity, are more likely to rely on transit. Other households have fewer cars than workers, and one-vehicle households also have higher rates of transit use. In Avondale, 5% of residents live in a household with no vehicle and 30% live in a household with one vehicle. In Goodyear, 2% of residents are in zero-vehicle households, and 26% are in one-vehicle households.
- **Low-Income Residents:** Residents with lower incomes tend to use local transit to a greater extent because it is less expensive than owning and operating a personal vehicle, and many rely on transit as their primary mode of transportation. Members of households earning less than \$35,000 a year use transit to a greater extent than the general population. Residents of low-income households comprise 9% of Avondale's population and about 5% of Goodyear's population.
- **Immigrant Communities:** Residents who are foreign-born are more likely to use public transit relative to the general population. Immigrant communities are more likely to use transit because of the cost burden associated with arriving in a new country and the difficulty in obtaining a vehicle or a driver's license. About 16% of Avondale's population and 12% of Goodyear's population is foreign-born.

Transit Need

To understand where transit need is highest in Avondale and Goodyear, block groups were scored based on their proportion of the demographic and socioeconomic groups that indicate a higher-than-average likelihood to need, or rely on, public transportation.

Based on the densities of socioeconomic groups most likely to rely on transit, transit need is highest in the following areas:

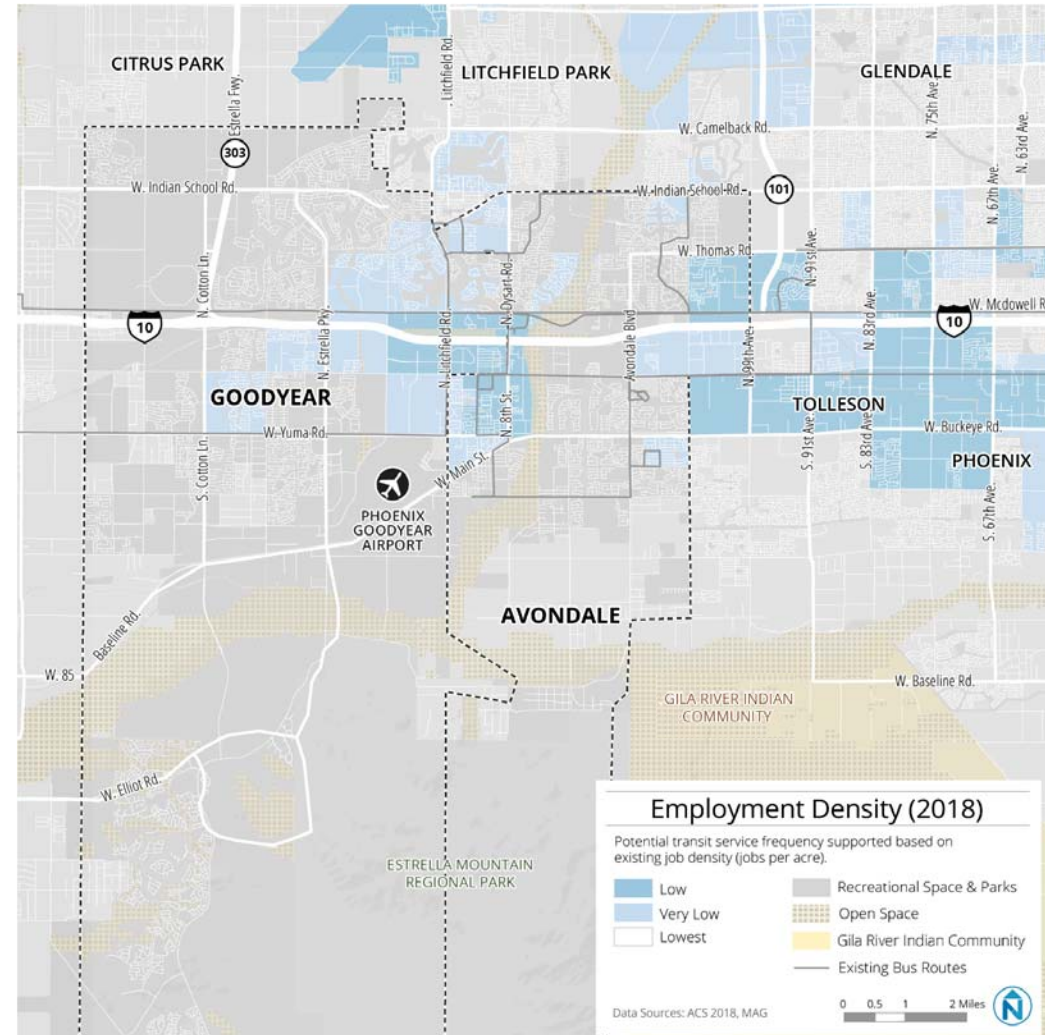
- Old Town Avondale and surrounding neighborhoods
- Along Buckeye Road in Avondale
- Near the intersection of W. Indian School Road and Dysart Road in Avondale
- Coldwater Springs residential community south of Van Buren Street in Avondale
- Near the intersection of Thomas Road and 107th Avenue in Avondale
- Near the intersection of W. Yuma Road and N. Estrella Parkway in Goodyear



Employment

Employment density is also an important indicator of transit demand. Employment density in the study area is highest within a half-mile of the I-10 corridor, particularly between Litchfield Road and the Agua Fria River.

Areas with moderate employment density include Western Avenue in Old Town Avondale, Gateway Crossing and Gateway Pavilions in East Avondale, and Canyon Trails Town Center in Goodyear.



Job Types

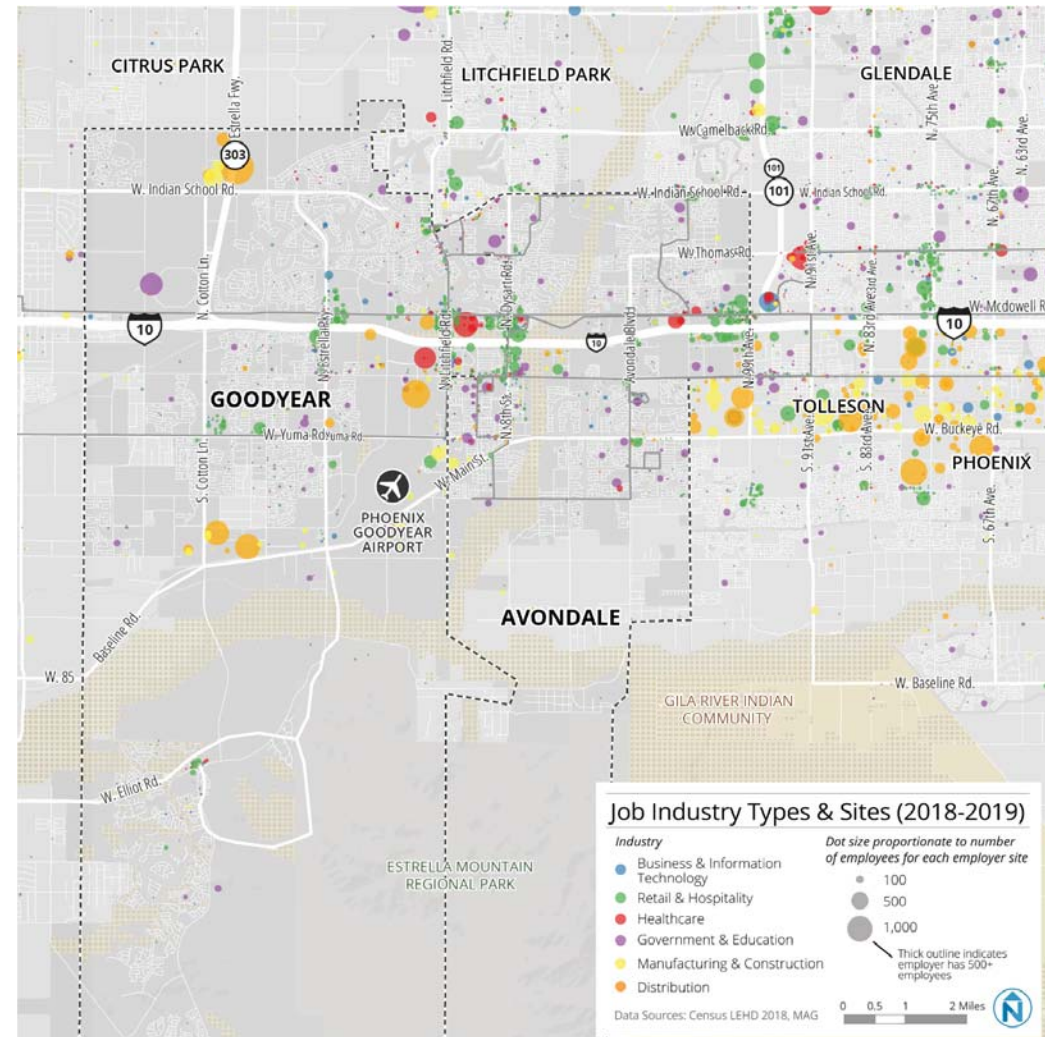
Avondale and Goodyear have diverse employment portfolios.

Distribution and manufacturing jobs are clustered at three industrial parks: PV 303 in northwest Goodyear, Goodyear Crossing along Cotton Lane and County Road 85, and Airport Gateway north of Phoenix-Goodyear Airport.

Retail jobs are concentrated near I-10 along major arterials, including McDowell Road, Van Buren Street, and Dysart Road.

Abrazo West Campus is a major healthcare campus located along McDowell Road in Goodyear. The ten largest employers in the Avondale and Goodyear area are:

- UPS
- Chewy
- Abrazo Healthcare
- Macy's
- Amazon
- State of Arizona Corrections
- Western Regional Medical Center
- Subzero
- Akos
- Walmart



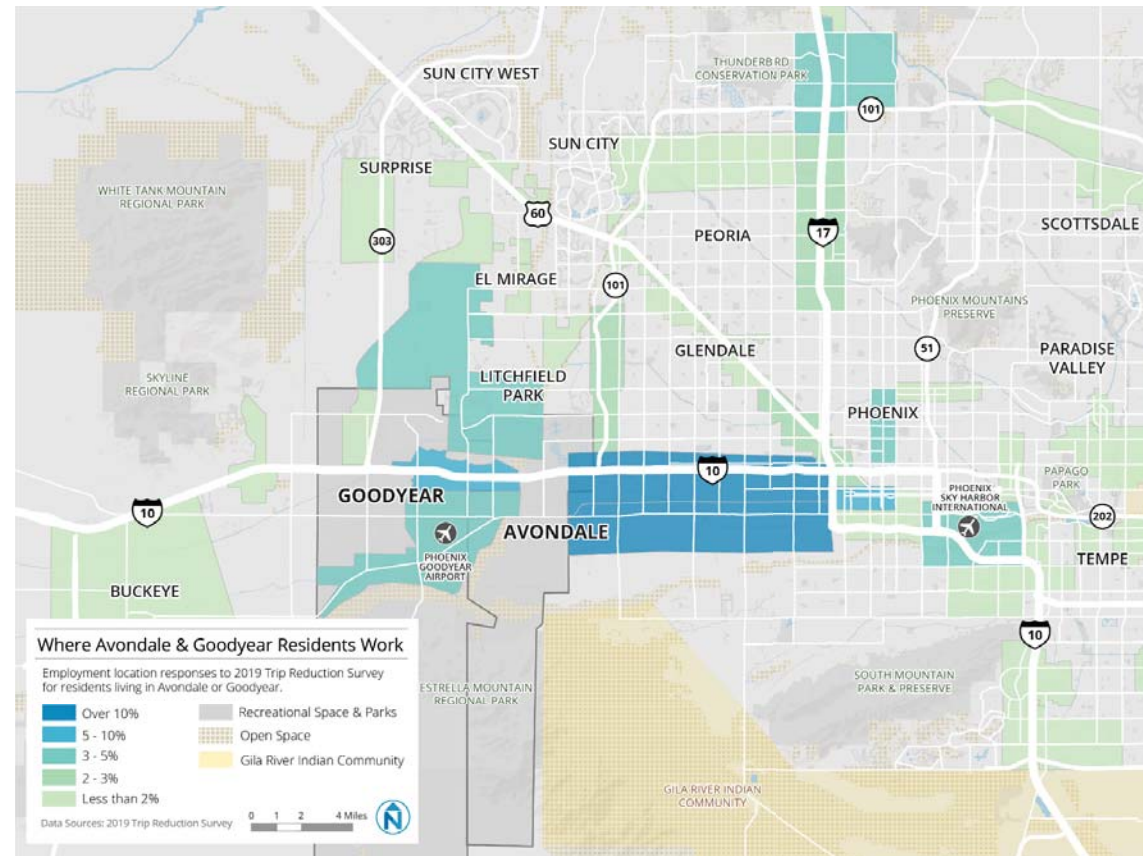
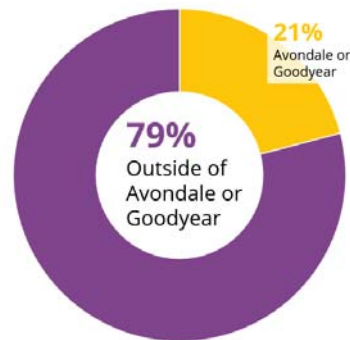
Regional Commute Patterns

WHERE AVONDALE & GOODYEAR RESIDENTS WORK

Nearly four out of five Avondale and Goodyear residents that are employed work in other cities.

Almost a quarter of employees from Avondale and Goodyear worked in the I-10 West Corridor or Southwest Phoenix which border one another.

Where Residents from Avondale or Goodyear Work



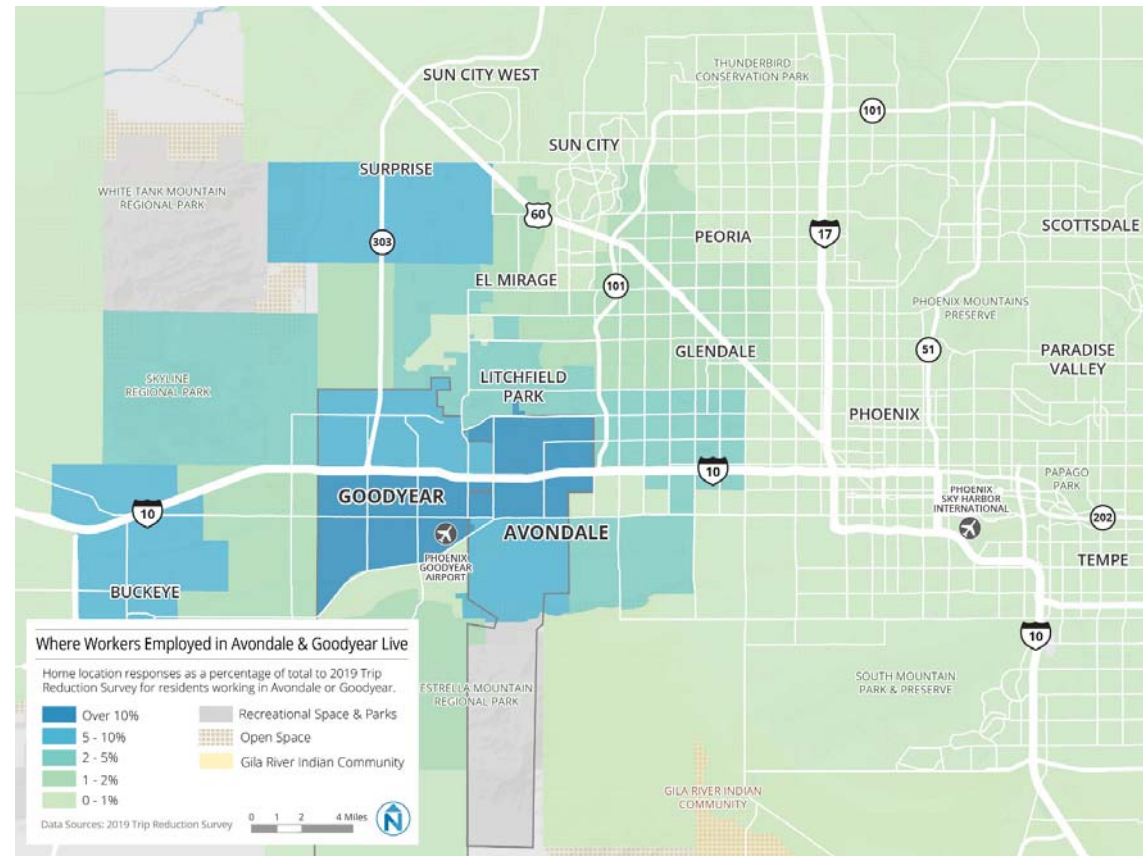
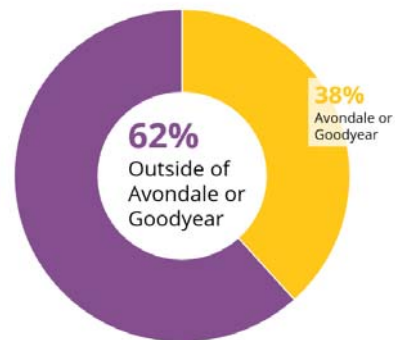
Regional Commute Patterns

WHERE PEOPLE WHO WORK IN AVONDALE & GOODYEAR LIVE

Approximately 38% of people who work in Avondale or Goodyear also live in the area.

Cities with moderate concentrations of people who work in Avondale and Goodyear include Buckeye, Surprise, and Litchfield Park, followed by Glendale and the western edge of Phoenix.

Where Workers Who Work in Avondale or Goodyear Live

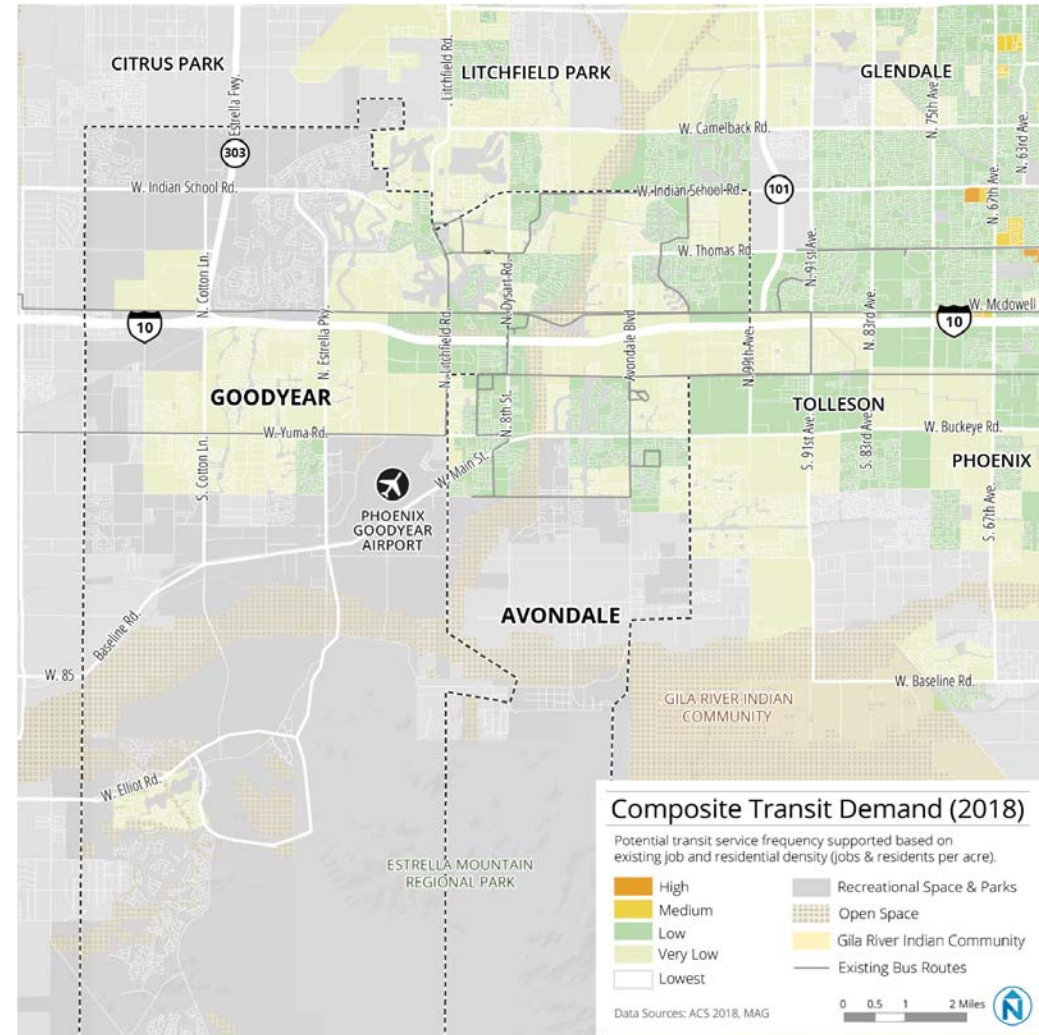


Overall Transit Demand

Population and employment density can be combined to highlight areas with the highest transit demand. Generally, demand for fixed-route transit service is low to very low throughout the majority of Avondale and Goodyear.

Based on this measurement, transit demand is currently highest between Litchfield Road and the Agua Fria River, particularly along the following corridors:

- McDowell Road
- Dysart Road
- Van Buren Street
- Litchfield Road
- Western Avenue
- Thomas Road



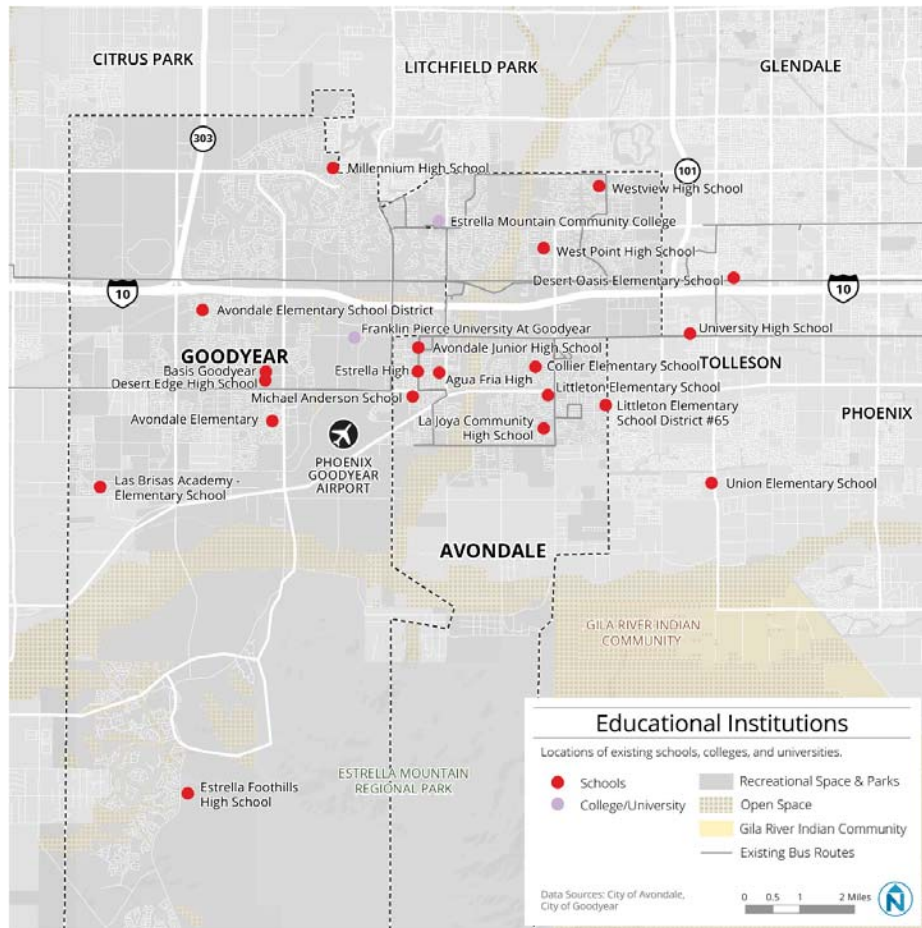
Activity Centers

Activity centers such as shopping centers and grocery stores generate relatively consistent demand for transit throughout the year. Conversely, schools and recreational centers have long periods of reduced transit demand.

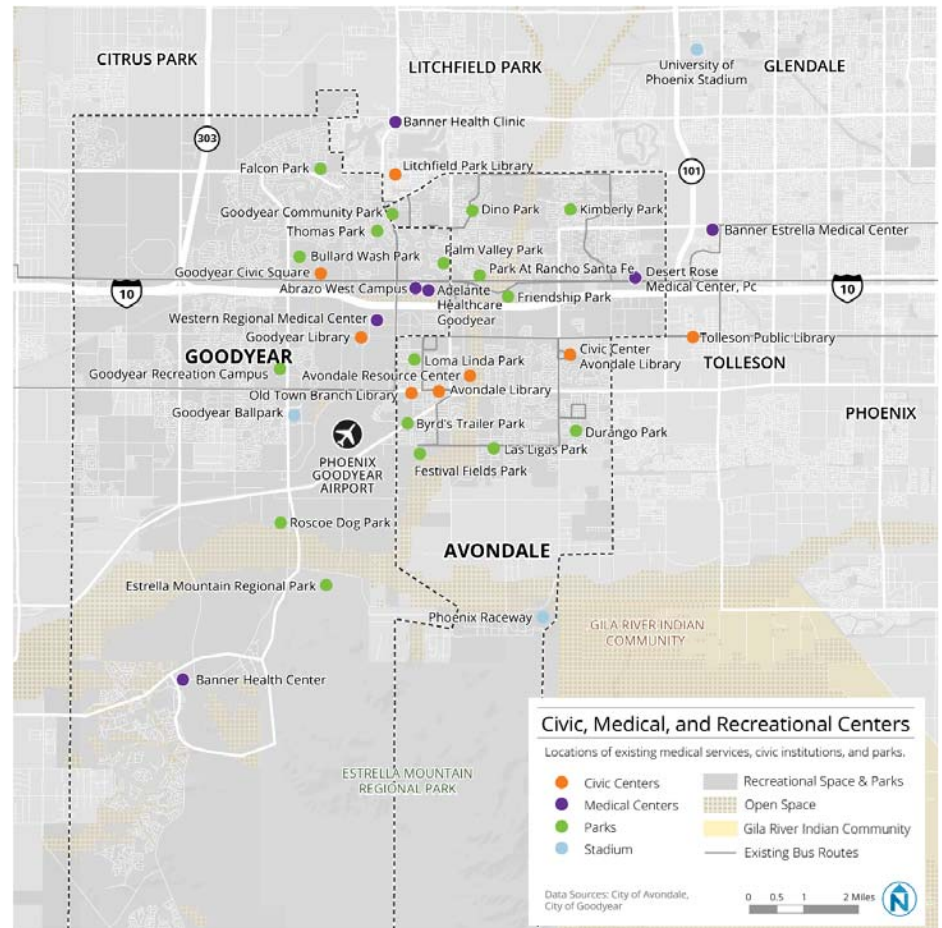
The Avondale ZOOM and Valley Metro fixed routes connect most Avondale residents with many major activity centers.



Shopping Centers and Grocery Stores



Educational Institutions



Civic, Medical, and Recreational Centers

Future Conditions

PROJECTED GROWTH

Rapid population and employment growth is anticipated in Avondale and Goodyear over the next two decades.

Population

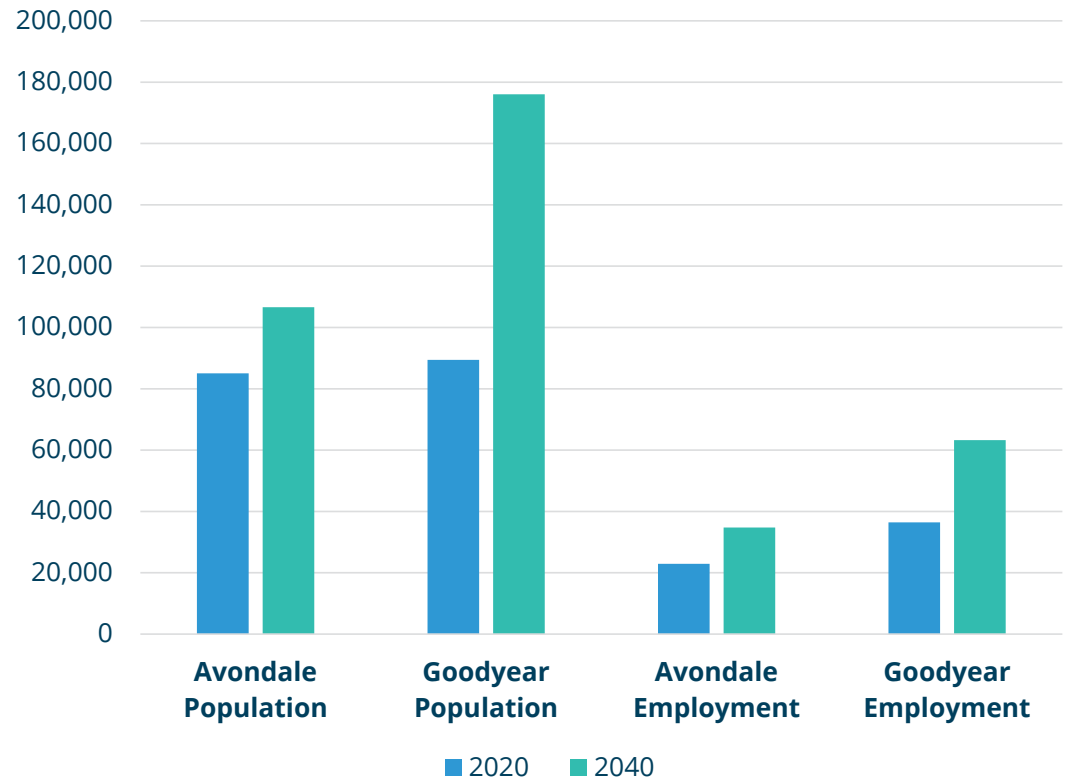
By 2040, Avondale's population is projected to grow by 25% or approximately 20,000 residents. During the same period, Goodyear's population is projected to double.

Employment

Avondale's employment figures are projected to grow by approximately 50% or 35,000 jobs.

The number of jobs in Goodyear is projected to increase by more than 60,000 or roughly 75%.

Projected Population and Employment Growth



Source: MAG

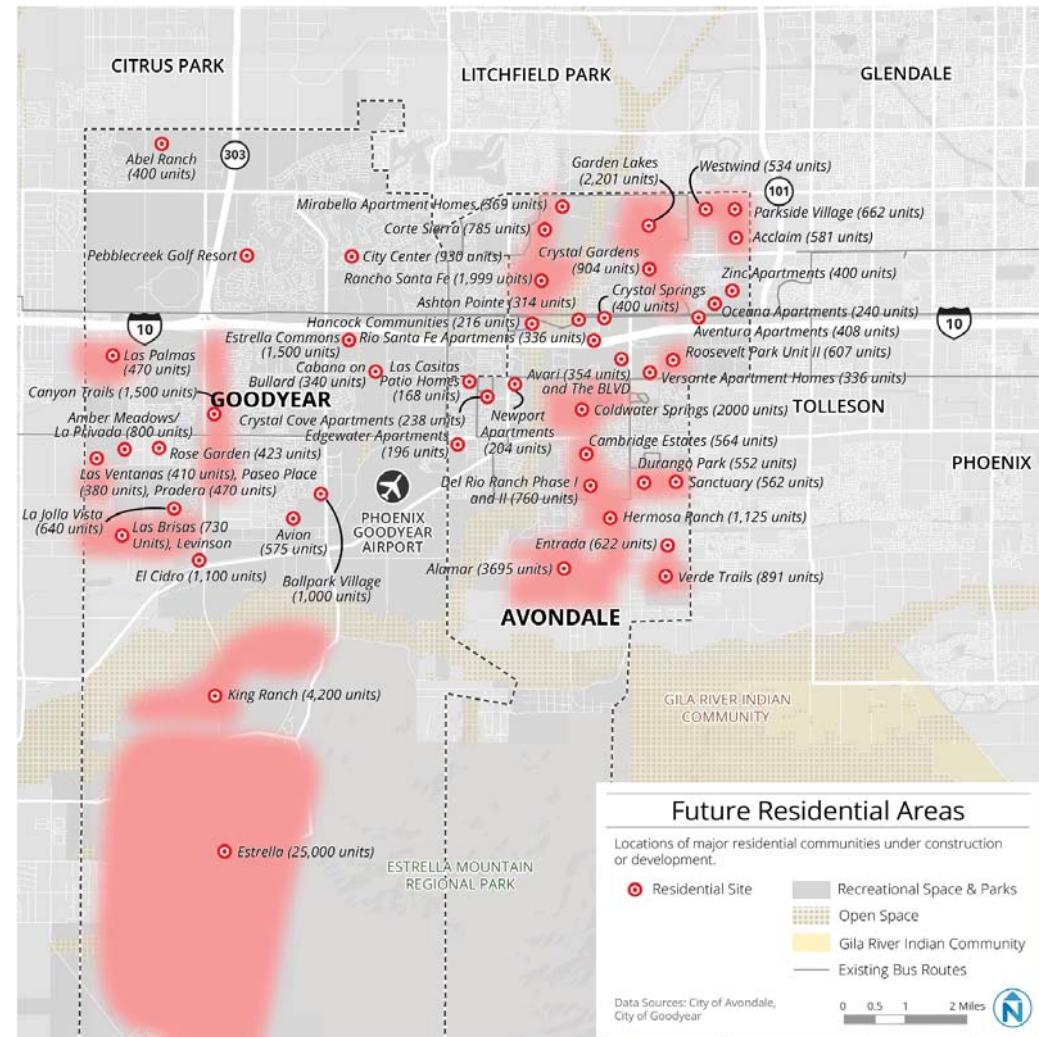
Future Conditions

PLANNED RESIDENTIAL GROWTH

Several multi-family and single-family residential developments are either planned or under construction throughout Avondale and Goodyear.

Several apartments are planned on existing farmland along the eastern edge of Avondale or along major arterials such as McDowell Road, Van Buren Street, and Cotton Lane.

The largest single-family residential developments are Estrella and King Ranch in South Goodyear and Alamar in South Avondale.

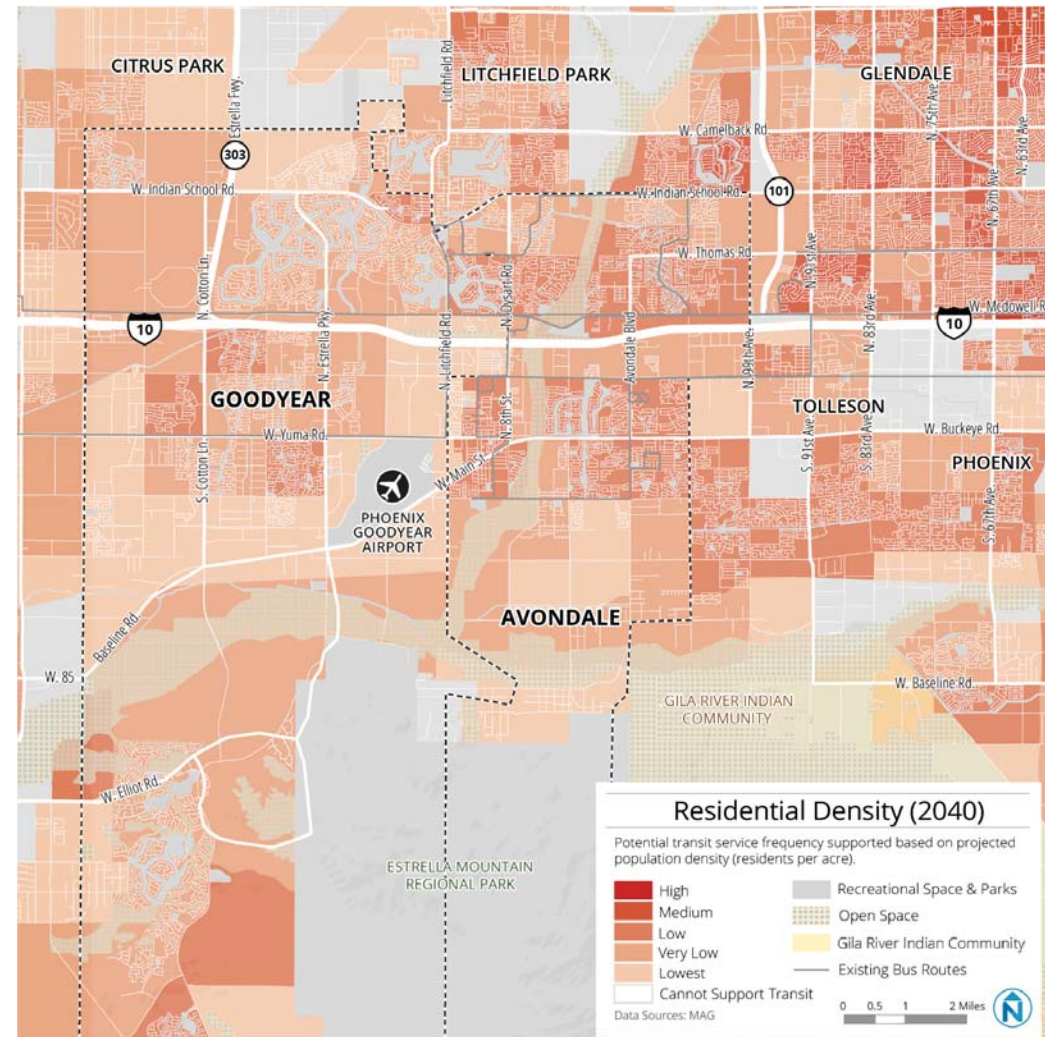


Future Conditions

2040 PROJECTED RESIDENTIAL DENSITY

Residential densities in Avondale are projected to increase as infill development occurs between Indian School Road and Lower Buckeye Road.

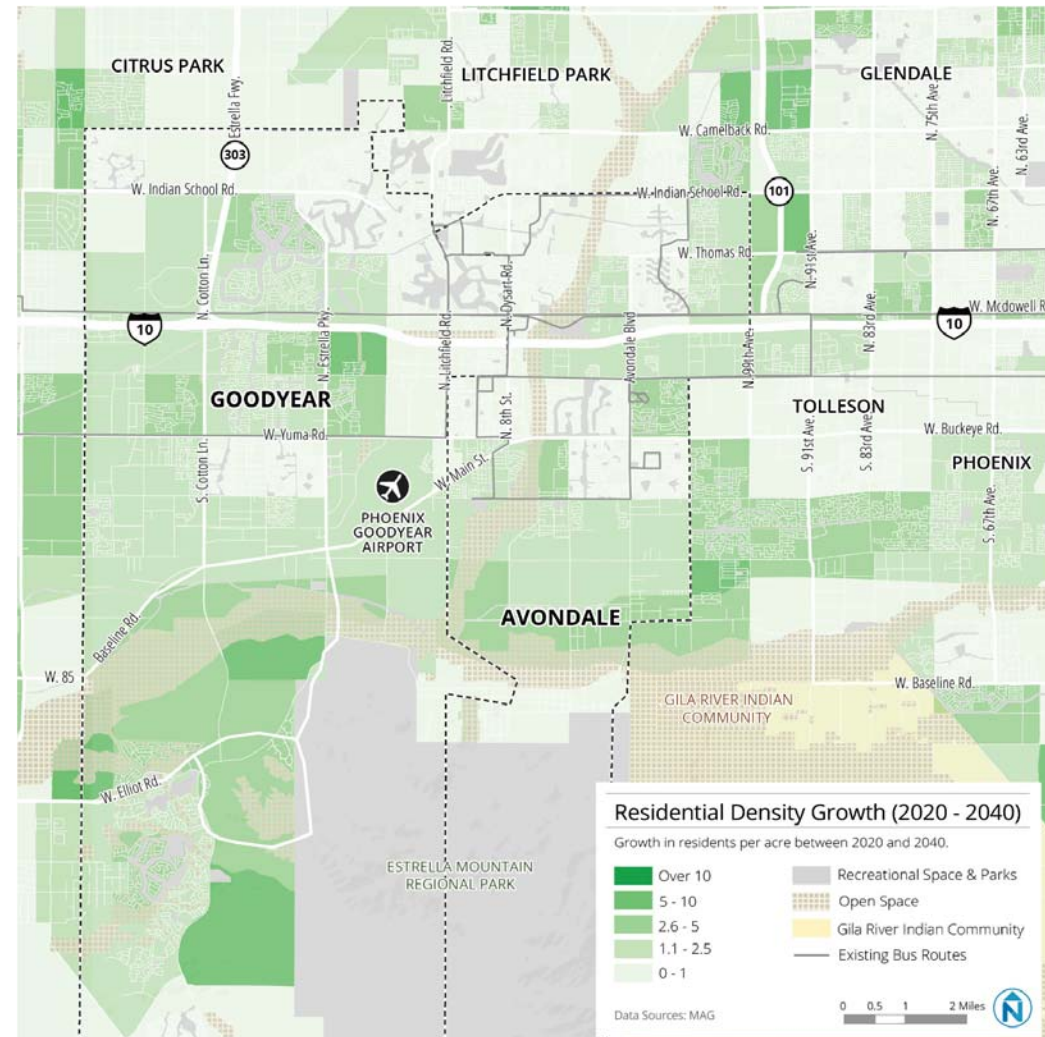
Goodyear is projected to remain significantly lower in residential density than Avondale, however, significant increases are projected east of Estrella Mountain Ranch.



Future Conditions

2040 PROJECTED RESIDENTIAL GROWTH

The most significant increases in residential area projected to occur south of Buckeye Road in Avondale and south of the Gila River in Goodyear.

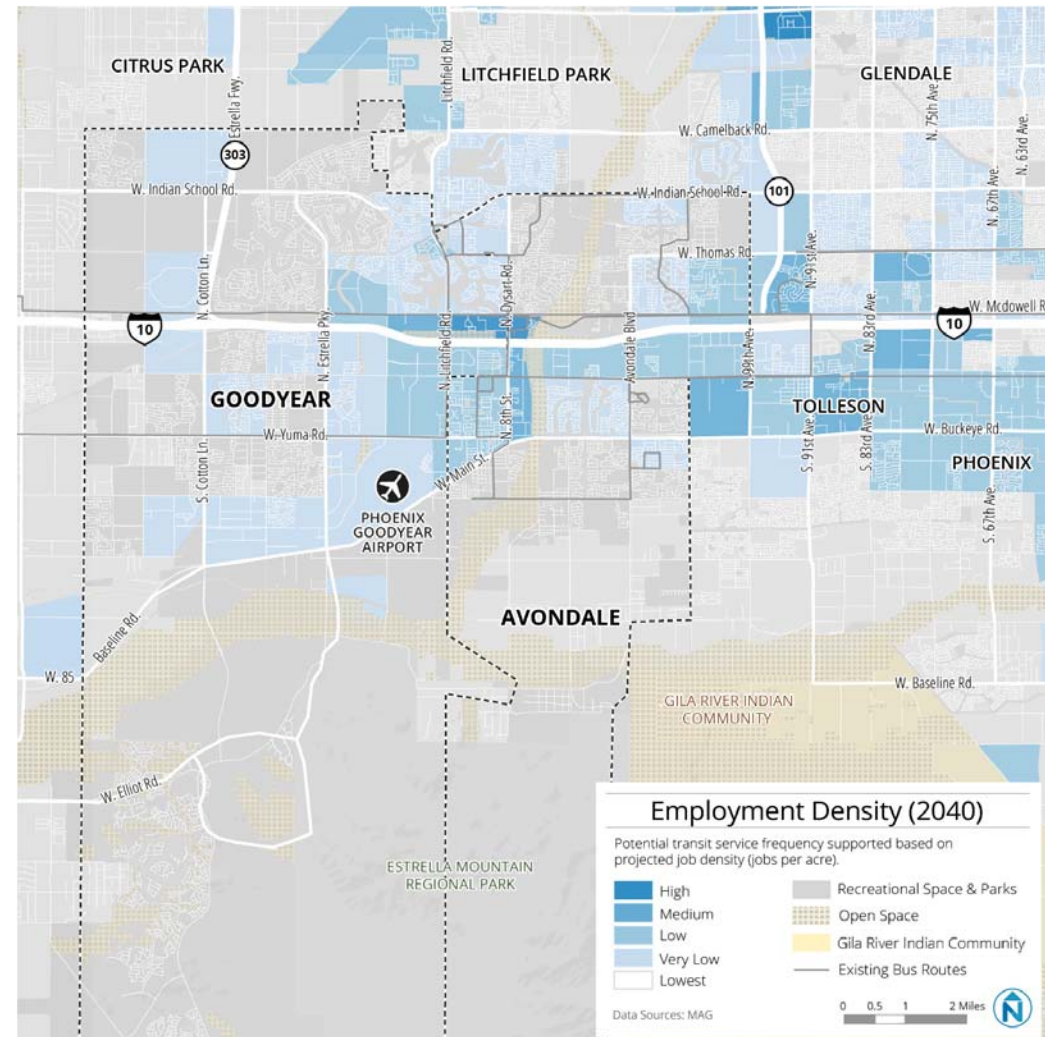


Future Conditions

2040 PROJECTED EMPLOYMENT DENSITY

Employment density is projected to increase along McDowell Road and Dysart Road, which already have the highest densities within Avondale and Goodyear.

As this growth occurs, these areas should be able to support higher levels of fixed-route transit service.

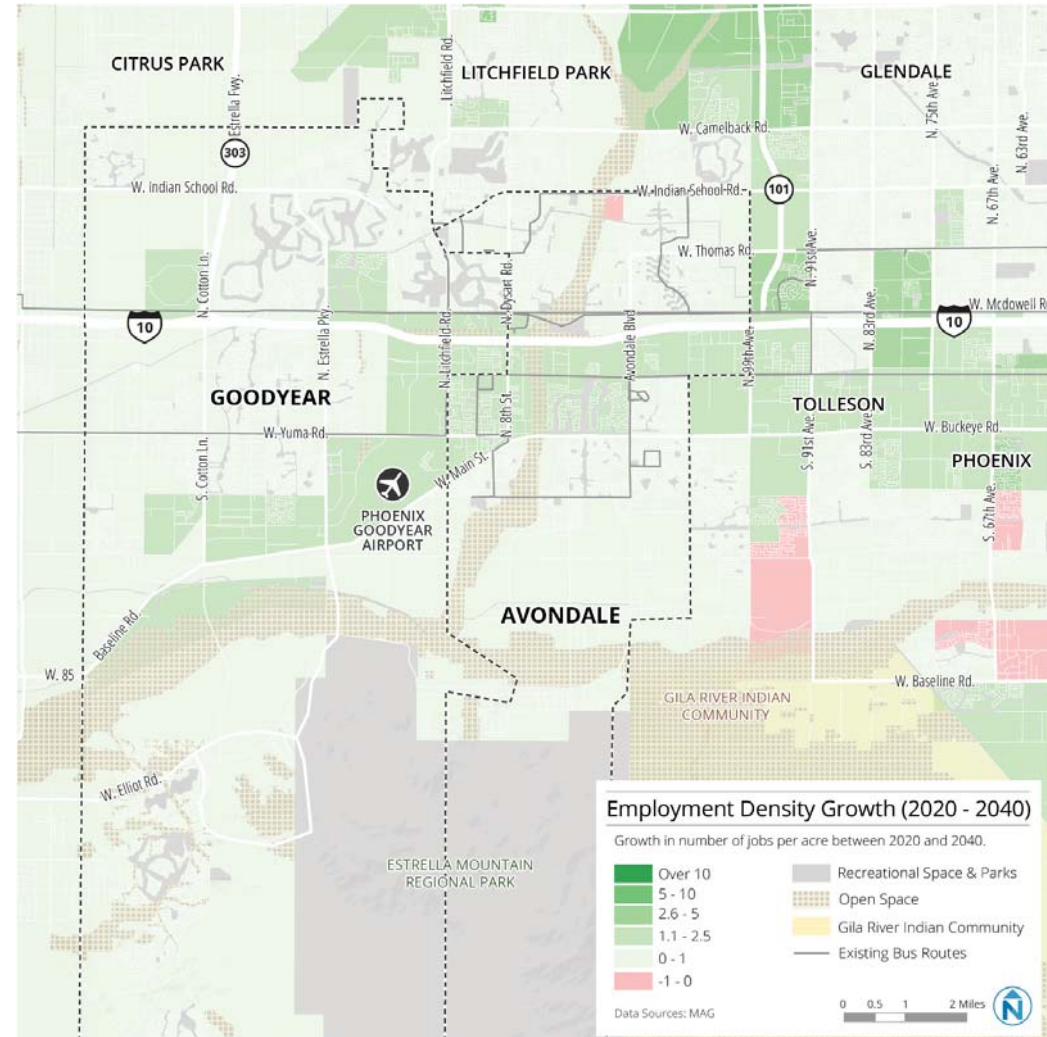


Future Conditions

2040 PROJECTED EMPLOYMENT GROWTH

Future job growth in Avondale and Goodyear is projected to cluster along both sides of the I-10 corridor as well as along Loop 303.

Employment density is also projected to increase between Van Buren Street and County Road 85 in both cities.



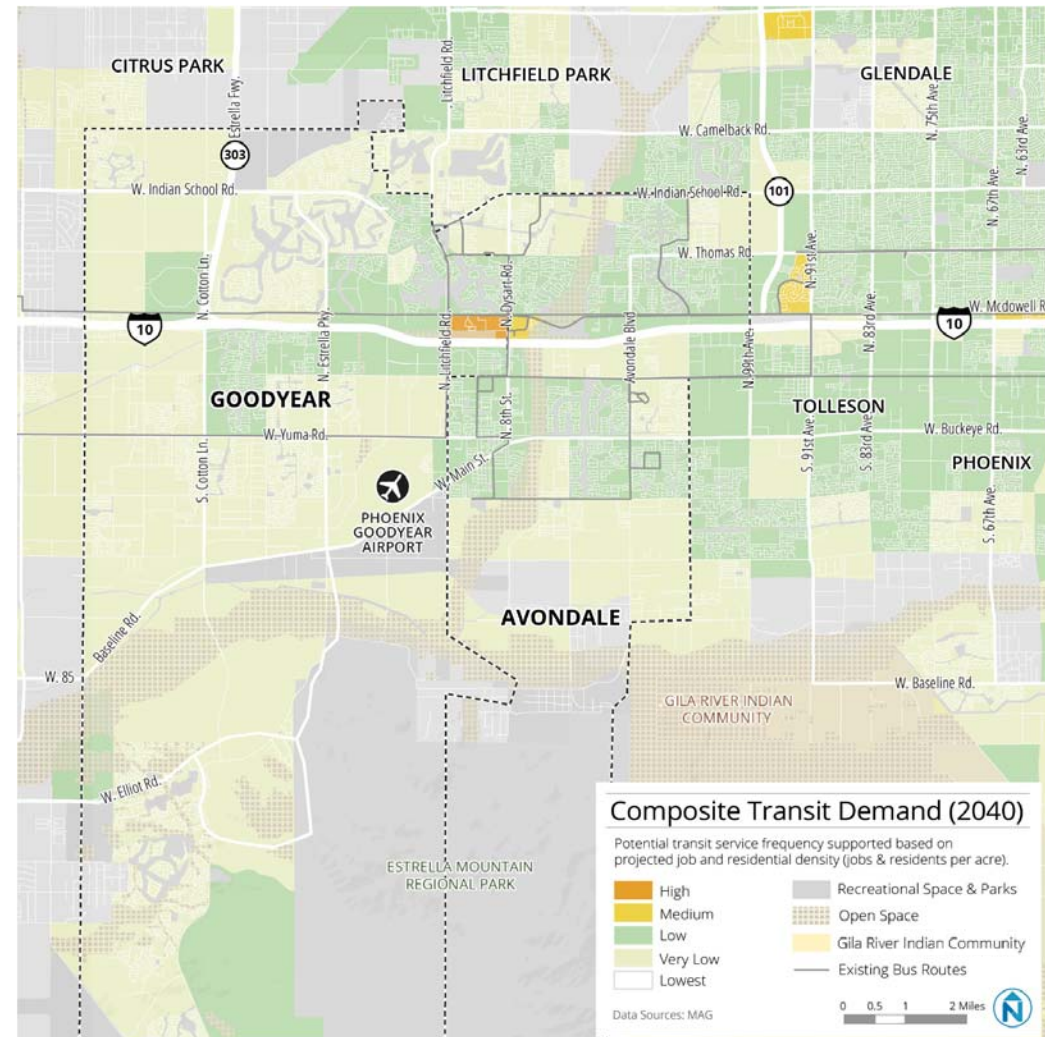
Future Conditions

2040 PROJECTED TRANSIT DEMAND

Projected residential and employment growth will result in high transit demand along McDowell Road east of Litchfield Road that can support high-frequency transit service.

Most of Avondale north of the Gila River and portions of Goodyear will be able to support at least hourly service.

On-demand transit will likely be the most appropriate transit option for North Avondale and the majority of Goodyear.



Transit Best Practices



Transit Best Practices

INTRODUCTION

Microtransit, mobility hubs, and climate-adaptive bus stops are innovative transit services and amenities that have been successfully implemented in communities with similar densities, land use, amenities, or climate as Avondale and Goodyear.

Multiple case studies were developed to gain a better understanding of planning, funding, implementation, policy, performance, and customer feedback.



Source: Nelson\Nygaard

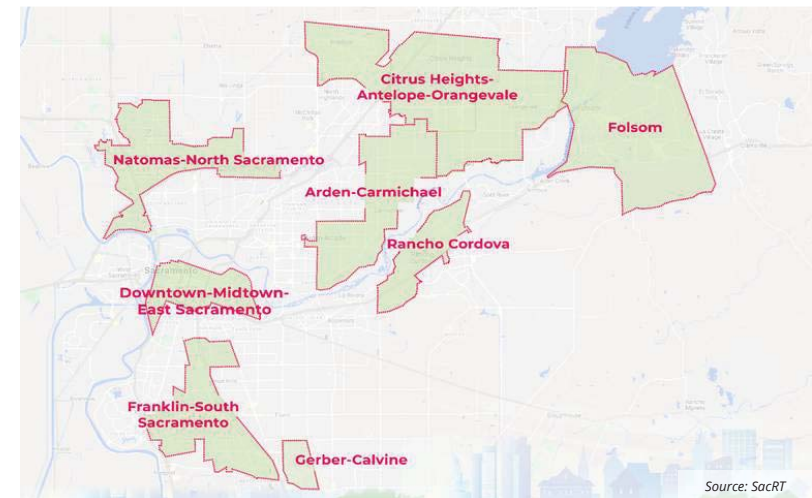
Microtransit

CASE STUDY: SACRT (SACRAMENTO, CA)

Sacramento Regional Transit (SacRT) introduced microtransit service (Smart Ride) in February 2018. Smart Ride offers curb-to-curb and corner-to-corner pickup services. The success of the pilot program resulted in SacRT making the service permanent and expanding to nine zones in the Sacramento Area. The program currently has a fleet of 42 vehicles.

Initially relying on a five-year \$14 million grant, the program received positive feedback from the community and was awarded a \$12 million grant by Sacramento Transportation Authority to implement microtransit service in areas underserved by the fixed-route service.

Riders can use a smartphone application to book service with fares starting at \$2.50 for a single ride with discounted fare for seniors and persons with disabilities. Smart Ride also offers free rides for groups of five or more.



Microtransit

CASE STUDY: ARLINGTON, TX

The City of Arlington partnered with Via and launched a pilot microtransit program in December 2017, after it eliminated its fixed-route bus service. Initially serving a 7.5 sq. mi area around downtown Arlington, the success of the pilot program resulted in the city expanding the service area twice and eventually offering rideshare service to the entire city.

The rideshare program offers both block-to-block and curb-to-curb pickup services. Customers are encouraged to book trips using an app with rides costing between \$3-\$5, depending on the distance traveled. Service is available weekdays from 6 a.m. to 9 p.m. and Saturdays from 9 a.m. to 9 p.m. A fleet of over 70 vans and sedans are dedicated to the rideshare program.

Initial funding for the rideshare program was mostly covered by an FTA grant.



Source: MOD Learning Center



Source: Via

Mobility Hubs

CASE STUDY: COLUMBUS, OH

The City of Columbus launched six mobility hubs in July 2020. The average cost of designing and constructing each mobility hub was just over \$200,000.

Mobility hub amenities include an interactive trip planning kiosk, Wi-Fi, bike racks, bike-share and scooter-share parking, ride-share pick-up/drop-off zones, car share parking, and EV charging stations.

The hubs were built in areas with high pedestrian activity such as the local community college, a branch library, and existing transfer facilities.



Source: Smart Columbus

Mobility Hubs

CASE STUDY: MINNEAPOLIS, MN

Introduced in 2019, a pilot program was launched by the City of Minneapolis to upgrade existing bus stops to mobility hubs.

The mobility hubs are located along high-frequency bus routes and bus rapid transit (BRT) routes. Since 2019, a total of 25 hubs have been built in 14 different neighborhoods across the city.

Amenities incorporated at the mobility hubs include modular street furniture, bike/scooter parking, multi-lingual signage and wayfinding system, information kiosks, and solar phone chargers.

The success of the mobility hubs has resulted in the City of Minneapolis expanding the program. The City of Minneapolis has also made a conscious effort in building partnerships with agencies, local organizations, neighborhood groups, and micromobility providers.



Source: City of Minneapolis



Source: City of Minneapolis

Climate-Adaptive Bus Stops

CASE STUDY: MIAMI, FL

The Miami-Dade County's Department of Transportation and Public Works launched a pilot air-conditioned bus stop in 2016. The bus stop is located at the Hialeah Metrorail Station which is heavily utilized by senior citizens.

The bus stop was built at a cost of \$65,000 and accommodates up to 15 passengers. The bus stop includes automatic sliding doors and real time transit information. The department plans on installing similar amenities at 30 additional existing major bus stops across the county.



Source: Phillip Pessar

Climate-Adaptive Bus Stops

CASE STUDY: DUBAI, U.A.E

The City of Dubai in the United Arab Emirates pioneered in the concept of air-conditioned bus stops to provide relief for transit users from the hot desert climate where average summer temperatures exceed 105 degrees Fahrenheit.

The City of Dubai introduced 50 air-conditioned shelters in 2008 and expanded the program by over 800 shelters in subsequent years. Each bus shelter is designed to accommodate up to 14 passengers. The City of Dubai is in the process of installing solar panels to power shelter lighting and air conditioning.



Source: Gulfnews

Recommendations



Recommendations Summary

A range of service and capital investments are recommended based on the following study efforts:

- Evaluation of existing transit services
- Existing and future transit demand analysis
- Review of transit best practices
- Community surveys and stakeholder discussions

Recommendations are divided into four investment types:

- Improvements to existing transit services
- New transit services
- Improvements to existing capital facilities
- New capital facilities

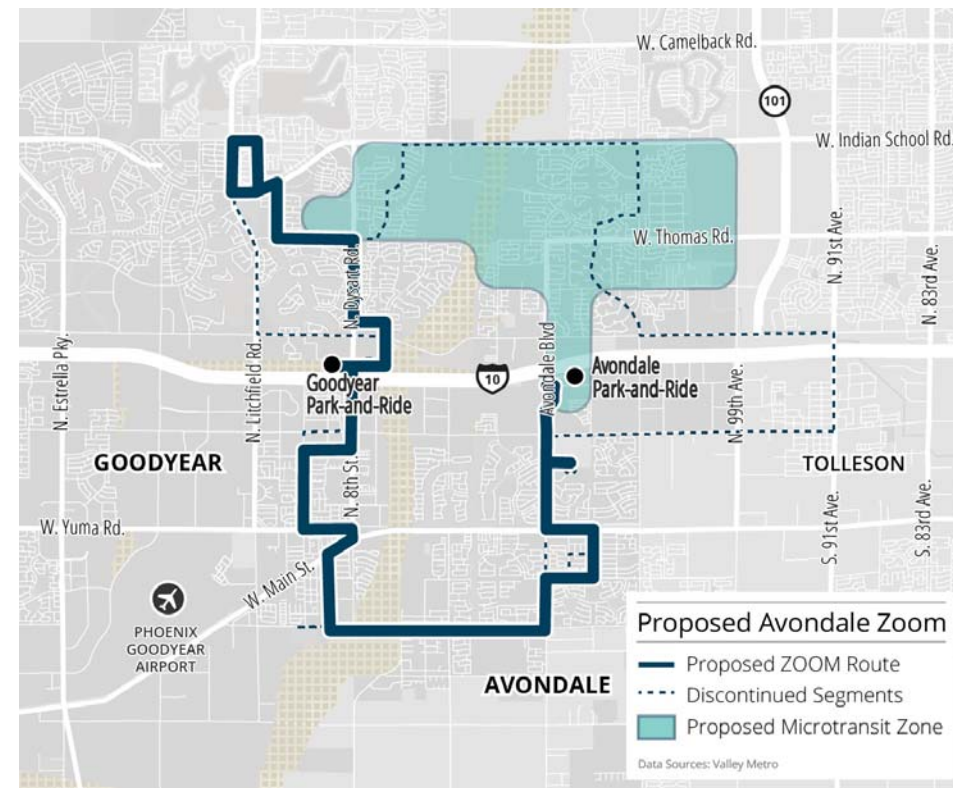
Investment Type	Recommendation
Improvements to Existing Transit Services	Optimize Avondale ZOOM Route
	Extend Valley Metro Route 3
	Extend Valley Metro Route 29
	Upgrade Valley Metro Routes 3 and 17
New Transit Services	North Avondale Microtransit
	Goodyear Microtransit
	Estrella Mountain Ranch Microtransit
	Goodyear Flex Route
Improvements to Existing Capital Facilities	Enhanced bus stops
	Upgrade Avondale Park-and-Ride
New Capital Facilities	Avondale Civic Center Mobility Hub
	Estrella Mountain Community College Mobility Hub
	Old Town Avondale Mobility Hub
	North Avondale Mobility Hub
	Canyon Trails Mobility Hub
	Goodyear Ballpark Mobility Hub

Avondale ZOOM

PROPOSED CHANGES

Proposed changes for the Avondale ZOOM include:

- Streamlining the route to focus on segments with the highest ridership.
- Replacing lower ridership segments of the route with microtransit service.
- Extending service to Goodyear Park-and-Ride to improve connectivity with Valley Metro Express Route 562
- Providing transfer opportunities with proposed microtransit service and at proposed mobility hubs.



Avondale ZOOM

COST ESTIMATES

The proposed ZOOM route is significantly shorter than the existing alignment. This change would reduce the number of vehicles required to operate the service. The number of annual hours would also be decreased by 33%, resulting in an annual operating cost savings of approximately \$1.5 million.

				
Route	Route Length	Vehicles	Annual Hours	Cost
Existing	58 miles	8	45,000	\$4,500,000
Proposed	30 miles	5	30,000	\$3,000,000
SAVINGS		3	15,000	\$1,500,000

Note: An hourly rate of \$100 was used to estimate total operating costs. Costs may be updated by changing this rate and multiplying by annual hours.

Valley Metro

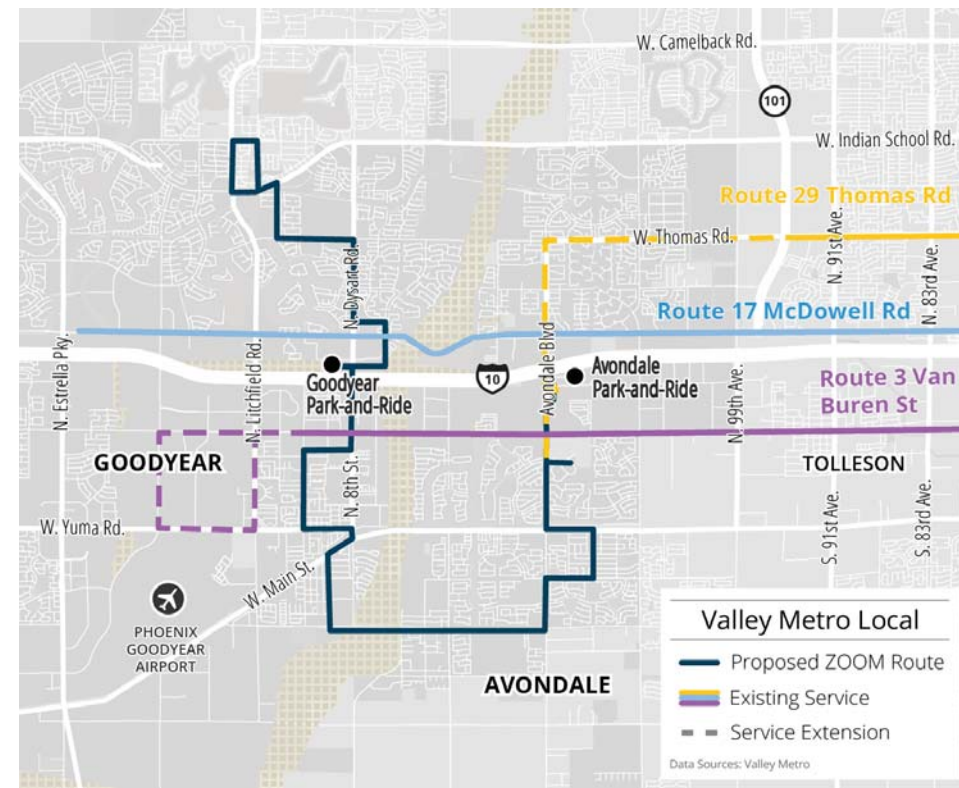
PROPOSED SERVICE EXPANSION

Service expansion is recommended for three Valley Metro routes serving Avondale and Goodyear.

Route 3 should be extended from Van Buren Street and Central Avenue to Yuma Road and Bullard Avenue to provide access to several major employers in Goodyear in the Airport Gateway industrial park. The extension will also provide connectivity with the proposed Goodyear flex route.

The frequency of **Route 17** should be upgraded west of 83rd Avenue to improve access to/from Tolleson, Phoenix, and Scottsdale. Higher frequencies reduce wait times, improve connections, and result in higher ridership over time. Sunday service should also be added to Route 17 to improve access to employment and other activities.

Route 29 should be extended from Thomas Road and 99th Avenue to Avondale Civic Center to improve access to jobs and amenities in Avondale and Phoenix. The extension will also improve connectivity opportunities between transit services at the proposed Avondale Civic Center mobility hub.



Valley Metro

PROPOSED SERVICE EXPANSION

The Route 3 extension would require one additional vehicle and 7,000 additional annual service hours.

The Route 17 frequency upgrade and additional of Sunday service would require 8,000 additional annual service hours.

The Route 29 extension would require two additional vehicles and 14,000 additional annual service hours.

					
Route	Action	Segment Length	Additional Vehicles	Additional Annual Hours	Additional Annual Cost
3	Route Extension	4.9 miles	1	7,000	\$700,000
17	Frequency Upgrade	14.0 miles	0	8,000	\$800,000
29	Route Extension	5.4 miles	2	14,000	\$1,400,000
TOTAL			3	29,000	\$2,900,000

Microtransit

OVERVIEW

Microtransit operates similar to Transportation Network Companies (TNCs) such as Uber and Lyft. Riders typically request service using a smartphone app. Microtransit can provide door-to-door or curb-to-curb trips within a specified service area. Rides are usually shared with others traveling in the same general direction.

Microtransit works best for:

- Serving low-density areas.
- Completing the “first or last mile” of transit trips.
- Riders who prefer not to walk due to uncomfortable weather.
- Providing options for passengers who have limited mobility.

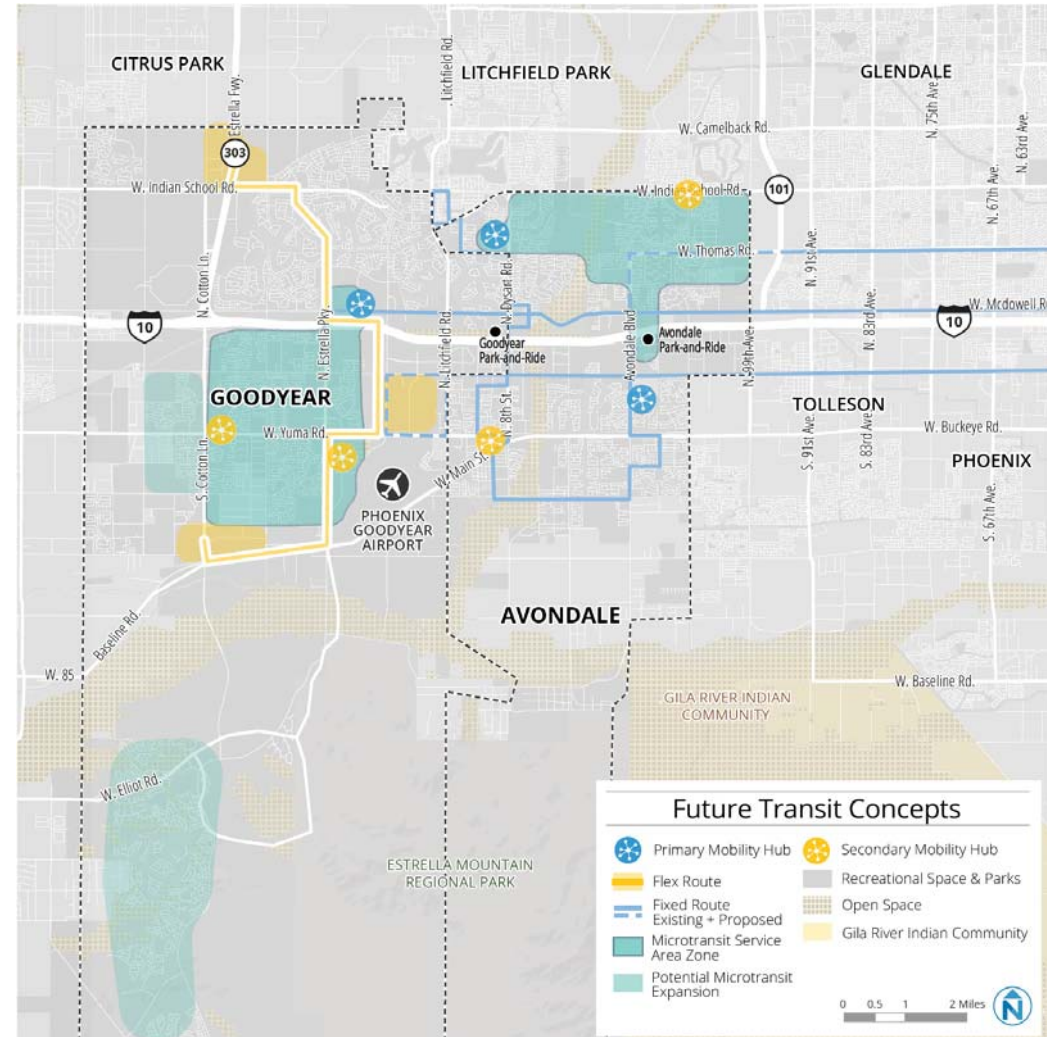


Microtransit

PROPOSED ZONES

A six square mile area in North Avondale is proposed for a microtransit pilot program. This area is currently served by the Avondale ZOOM route but is better suited for microtransit due to its street network, land use, and population density.

Two additional areas that are not suitable for fixed-route service but could potentially support microtransit as infill development continues include Goodyear (between I-10 and County Road 85) and Estrella Mountain Ranch.



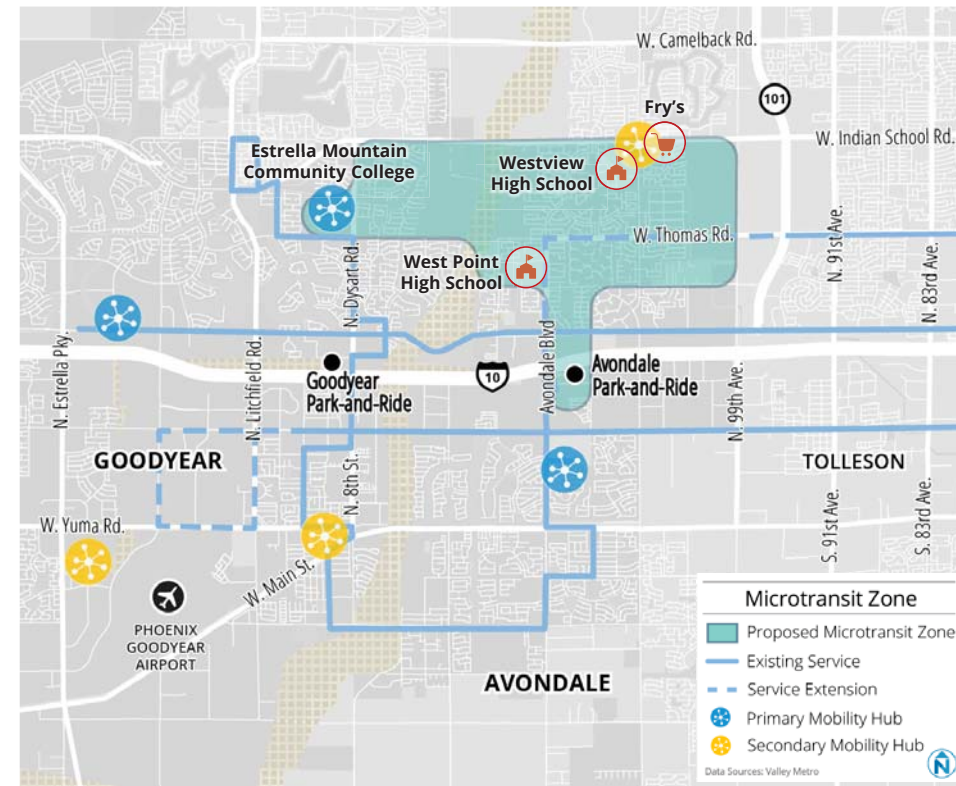
Proposed Microtransit Pilot

NORTH AVONDALE

The proposed North Avondale microtransit zone stretches from Estrella Mountain Community College on the west to North 99th Avenue on the east. The northern boundary of the zone is Indian School Road, and the southern portion extends to the Avondale Park-and-Ride. Approximately 28,000 people live within the proposed North Avondale microtransit zone.

The proposed microtransit zone is currently served by the Avondale ZOOM and Valley Metro Route 17. Valley Metro Route 29 is proposed for extension into the zone.

The proposed microtransit zone would be anchored by proposed mobility hubs at Estrella Mountain Community College, a proposed mobility hub at Indian School Road and 107th Avenue, and the Avondale Park-and-Ride.



Proposed Microtransit Pilot

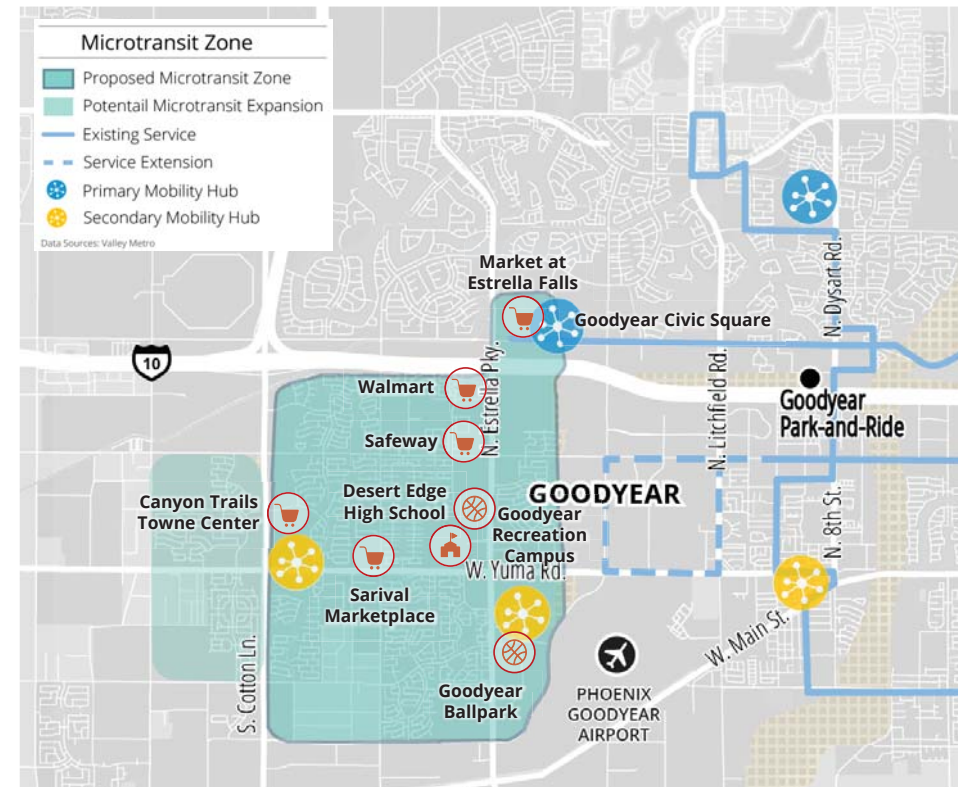
GOODYEAR

Microtransit is a more suitable transit option than fixed-route bus service in areas of Goodyear with low-to-moderate densities. The proposed Goodyear microtransit zone spans 10 square miles and is home to approximately 30,000 residents.

Major activity centers within the zone include the Canyon Trails Towne Center, Goodyear Ballpark, Goodyear Recreation Complex, and the future Goodyear Civic Square. Mobility hubs are proposed for each of these activity centers.

The Goodyear microtransit zone is currently served by Route 17 and would also be served by the proposed flex route.

Over time, the zone could be expanded west of Cotton Lane as infill development increases.



Microtransit Pilot

POTENTIAL PHASING PLAN

Phase	Timeframe	Days	Hours	Fare	Vehicles
1	0 – 6 months	Mon - Fri Sat Sun	7 am – 7 pm	Free	3
2	6 months – 12 months	Mon - Fri Sat Sun	7 am – 7 pm	\$2.00	3
3	Year 2	Mon - Fri Sat Sun	7 am – 7 pm	\$2.00	3
4	Year 3	Mon - Fri Sat Sun	6 am – 8 pm	\$2.00	4
5	Year 4	Mon - Fri Sat Sun	6 am – 8 pm	\$2.00	5

Microtransit Pilot

PHASING PLAN

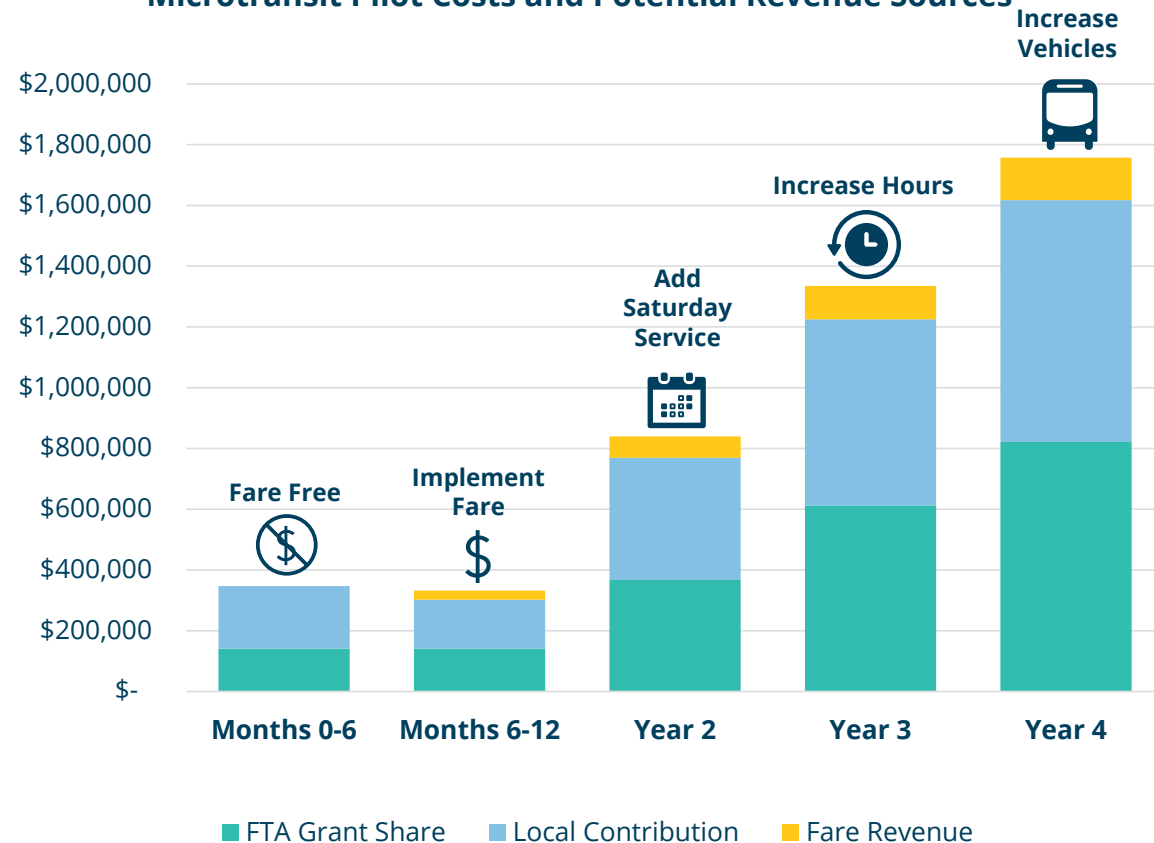
The following phasing plan and cost estimates apply to microtransit pilot programs in Avondale or Goodyear and consist of five phases over a four-year period.

Fare free service is recommended during the first six months of the program. A fare would be introduced during the second phase which would run for an additional six months.

The third phase of the program (Year 2) would see the addition of Saturday service. The fourth phase (Year 3) of the program would see increased hours of service from 12 to 14 hours. The fifth phase (Year 4) of the program would see an expansion in the number of vehicles with the anticipation of increased ridership.

The annual total program cost would increase from 700K in Year 1 to \$1.8M in Year 4. Cost assumptions assume cities would contract with a microtransit provider.

Microtransit Pilot Costs and Potential Revenue Sources



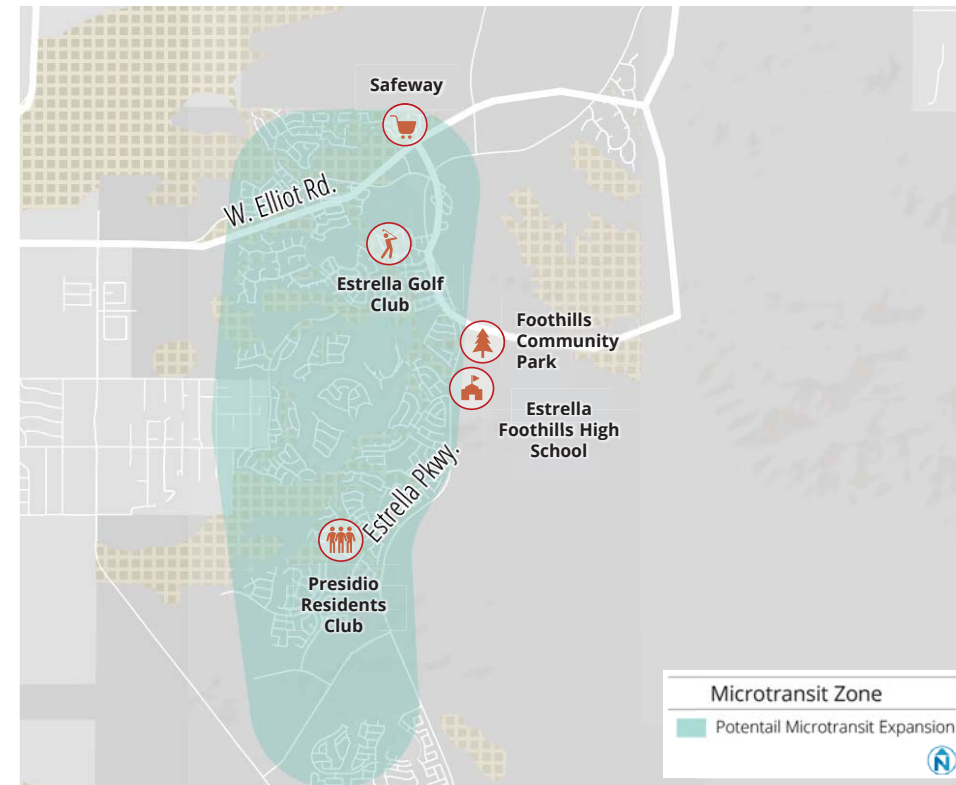
Future Microtransit Zone

ESTRELLA MOUNTAIN RANCH

Estrella Mountain Ranch is a low-density planned community south of the Gila River. The community is isolated from the rest of Goodyear and has a high senior population. Valley Metro does not operate fixed-route bus service in Estrella Mountain Ranch.

The proposed Estrella Mountain Ranch microtransit zone spans 7 square miles and is home to approximately 12,000 residents. Major destinations include Safeway and Estrella Foothills High School.

Infill development is in progress in Estrella Mountain Ranch and higher-density development is planned east of Estrella Parkway and south of Estrella Foothills High School.



Flex Route

OVERVIEW

Flex routes work much like fixed route bus service, with a regular alignment, designated stops, and a published schedule. Unlike fixed route bus service, flex routes allow for deviations off the regular route within specified zones.

Smaller vehicles are typically used for flex routes to provide improved access to areas with challenging pedestrian environments.

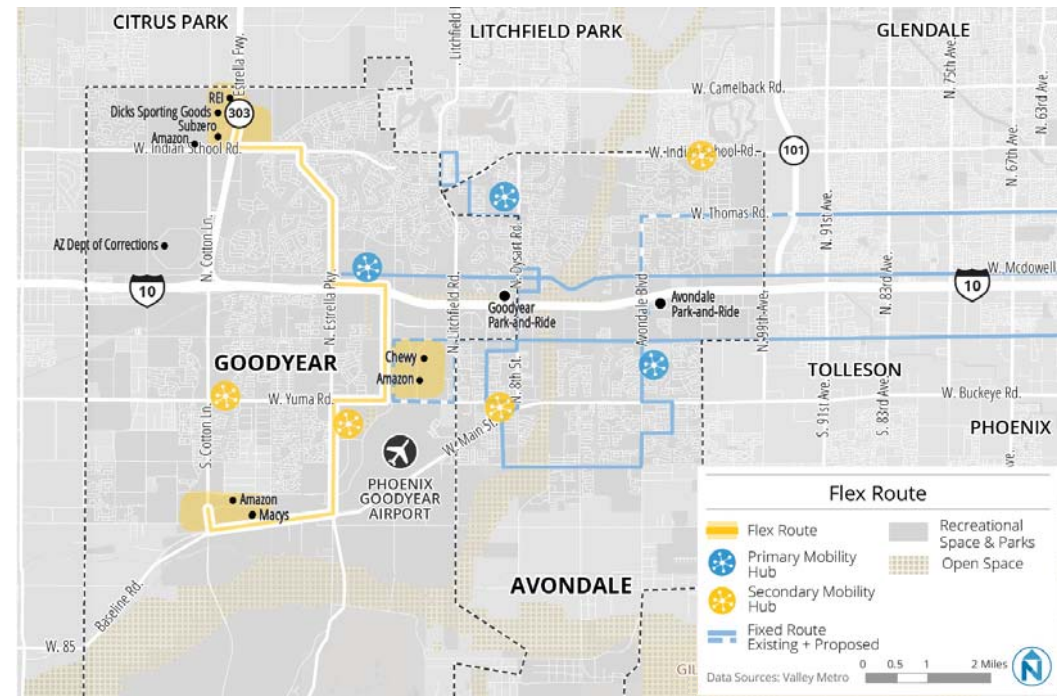


Proposed Flex Route

GOODYEAR

A flex route is recommended to serve several major distribution and manufacturing employers clustered in Goodyear industrial parks. These facilities are difficult to reach with traditional fixed-route transit due to long block lengths and large parking lots.

Timed connections with fixed-routes is crucial to the success of flex routes. In addition, flex routes should be scheduled with major shift changes in mind.



Flex Route

COST ESTIMATES

The proposed Goodyear flex route would run every 30-60 minutes throughout the day using four vehicles. The service would require 16,500 annual service hours with a total cost of approximately \$1.65 million annually assuming the City of Goodyear contracts with Valley Metro.

Partnering with major employers is a potential way of providing the local match necessary to operate flex route service.

Route	Route Length	Vehicles	Annual Hours	Cost
Proposed Flex Route	22 miles	4	16,500	\$1,650,000

Note: An hourly rate of \$100 was used to estimate total operating costs. Costs may be updated by changing this rate and multiplying by annual hours.

Mobility Hubs

Mobility hubs are more than ordinary bus stops or isolated commuter park-and-ride lots. Mobility hubs are facilities that connect multiple modes of sustainable and/or shared transportation, such as:

- Walking
- Cycling
- Transit
- Microtransit
- E-bikes and/or e-scooters
- Vanpools and carpools
- Rideshare
- Taxis

Mobility hubs are recommended at several existing and emerging activity centers in Avondale and Goodyear.



Mobility Hubs

Primary mobility hubs are located at major activity centers. These hubs are located off-street and include a wider range of amenities than secondary mobility hubs.

Secondary mobility hubs can be located on-street or off-street near minor activity centers. Secondary mobility hubs offer fewer amenities than primary hubs.



Primary Mobility Hubs



Bus Stop Amenities



Bike Racks



Bike/Scooter Share



Car Share



EV Charging Station



Lockers



Secondary Mobility Hubs



Mobility Hub Amenities



Sheltered Bus Stops increase comfort and improve the overall transit experience



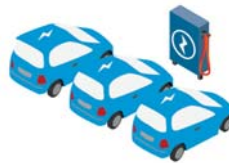
Bike Racks are available for transit riders to securely park their bikes while they switch modes



Bike and/or Scooter Share help transit riders with first and last mile connections



Car Share offers transit riders with the option to rent cars by the hour or for short periods of time



Electric Vehicle Charging Stations at mobility hubs offer a convenient charging spot for riders with electric vehicles



Lockers at mobility hubs provide a convenient option for users to pick up packages on-the-go

Mobility Hubs

Three primary mobility hubs and four secondary mobility hubs are recommended within the study area.



Primary Mobility Hubs

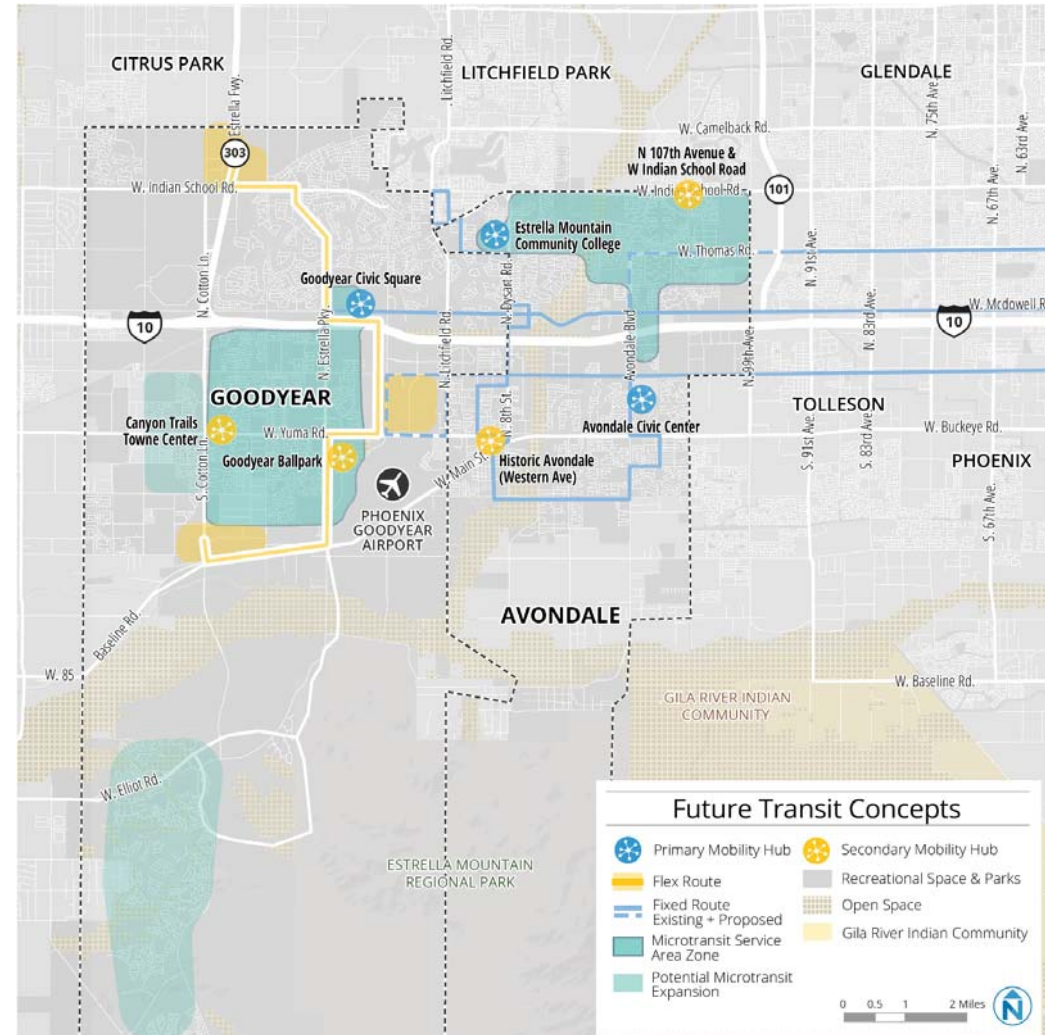
- Avondale Civic Center
- Estrella Mountain Community College
- Goodyear Civic Square*



Secondary Mobility Hubs

- N 107th Avenue & W Indian School Road
- Old Town Avondale (Western Ave)
- Goodyear Ballpark
- Canyon Trails Towne Center

* This site is currently under construction and expected to be built by 2022



Mobility Hubs



AVONDALE CIVIC CENTER

A



Bike/Scooter
share

B

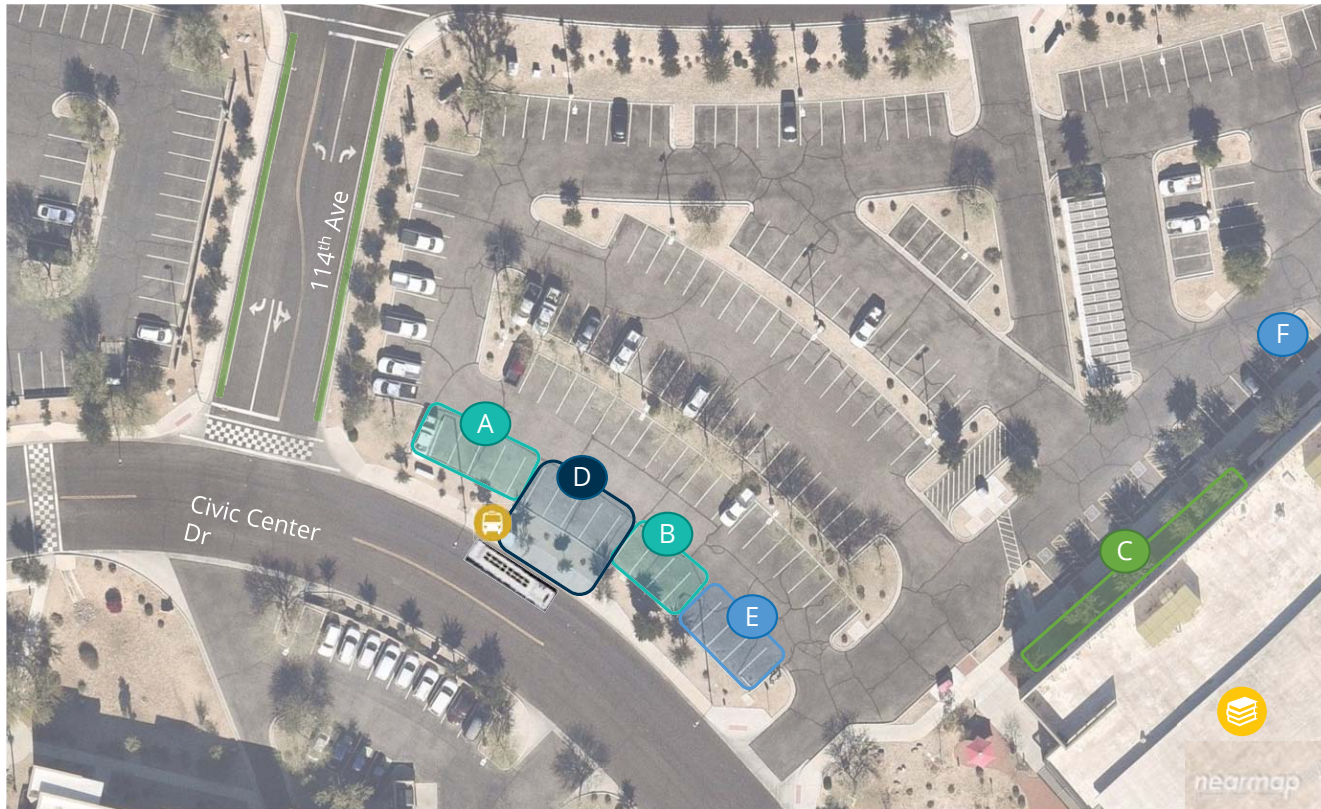


Bike Racks

C



Lockers



D



Bus Stop
Amenities

E



Car Share

F



EV Charging
Station

Mobility Hubs

ESTRELLA MOUNTAIN COMMUNITY COLLEGE

A

Proposed
Mobility
Hub



Estrella
Mountain
Community
College Bus
Stop



B



Proposed
Signalized
Intersection
with
crosswalks

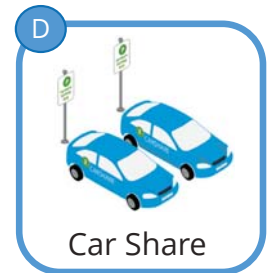
C



Sidewalk
Extension and
Crosswalk

Mobility Hubs

ESTRELLA MOUNTAIN COMMUNITY COLLEGE



Mobility Hubs



GOODYEAR CIVIC SQUARE

A

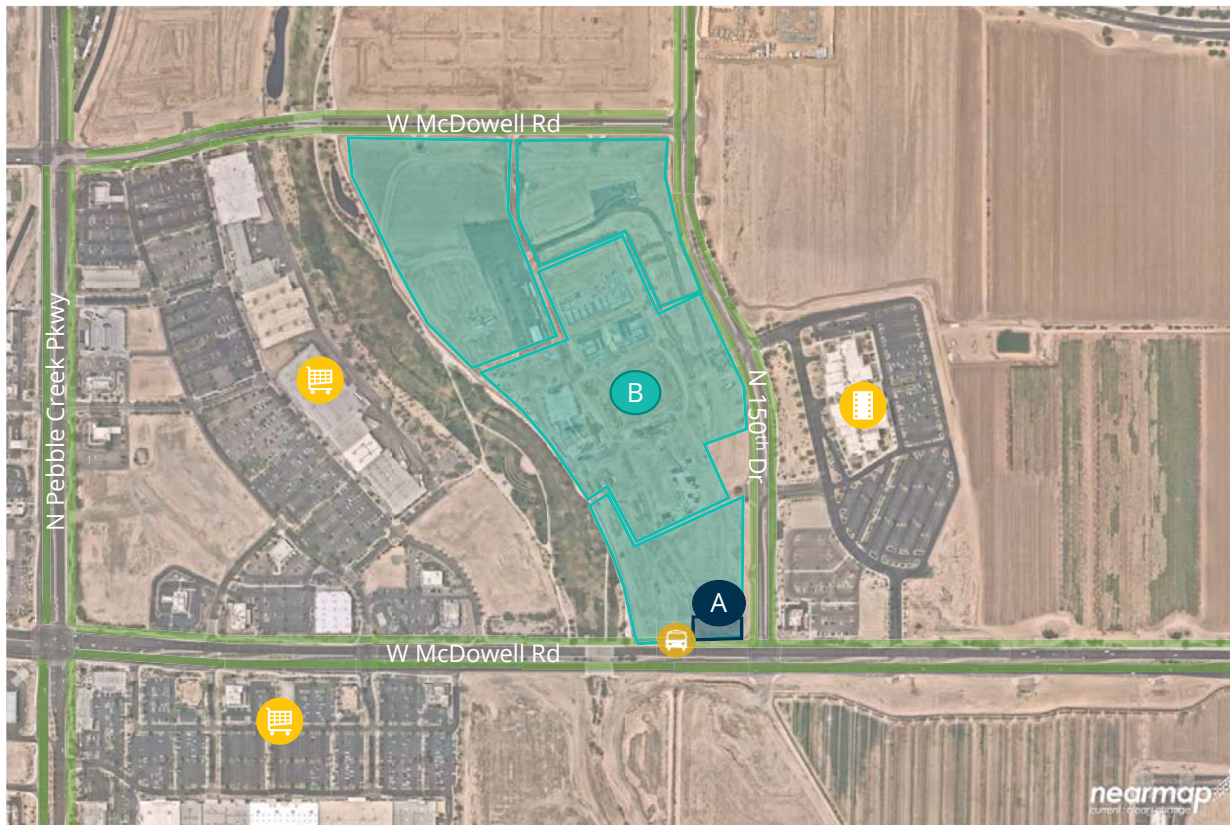
Proposed
Mobility
Hub

B

Proposed
Goodyear Civic
Square



McDowell Rd
& 150th Dr
Bus Stop

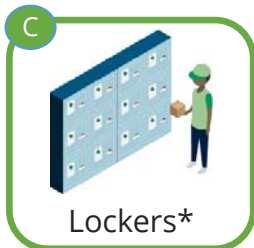
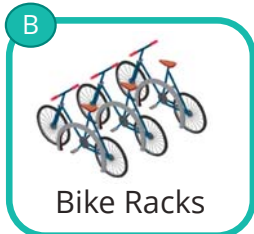


The Goodyear Civic Square is currently under construction and expected to be built by 2022.

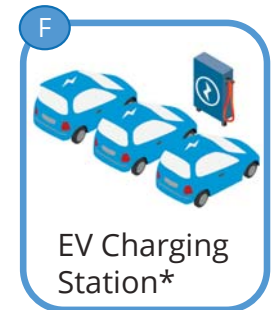
As a result, site locations may change.

Mobility Hubs

GOODYEAR CIVIC SQUARE



* These amenities would be located near the Goodyear Civic Square Parking Garage and Library



Mobility Hubs

NORTH 107TH & WEST INDIAN SCHOOL ROAD

A

Proposed
Mobility
Hub



ZOOM/Valley
Metro Bus
Stops



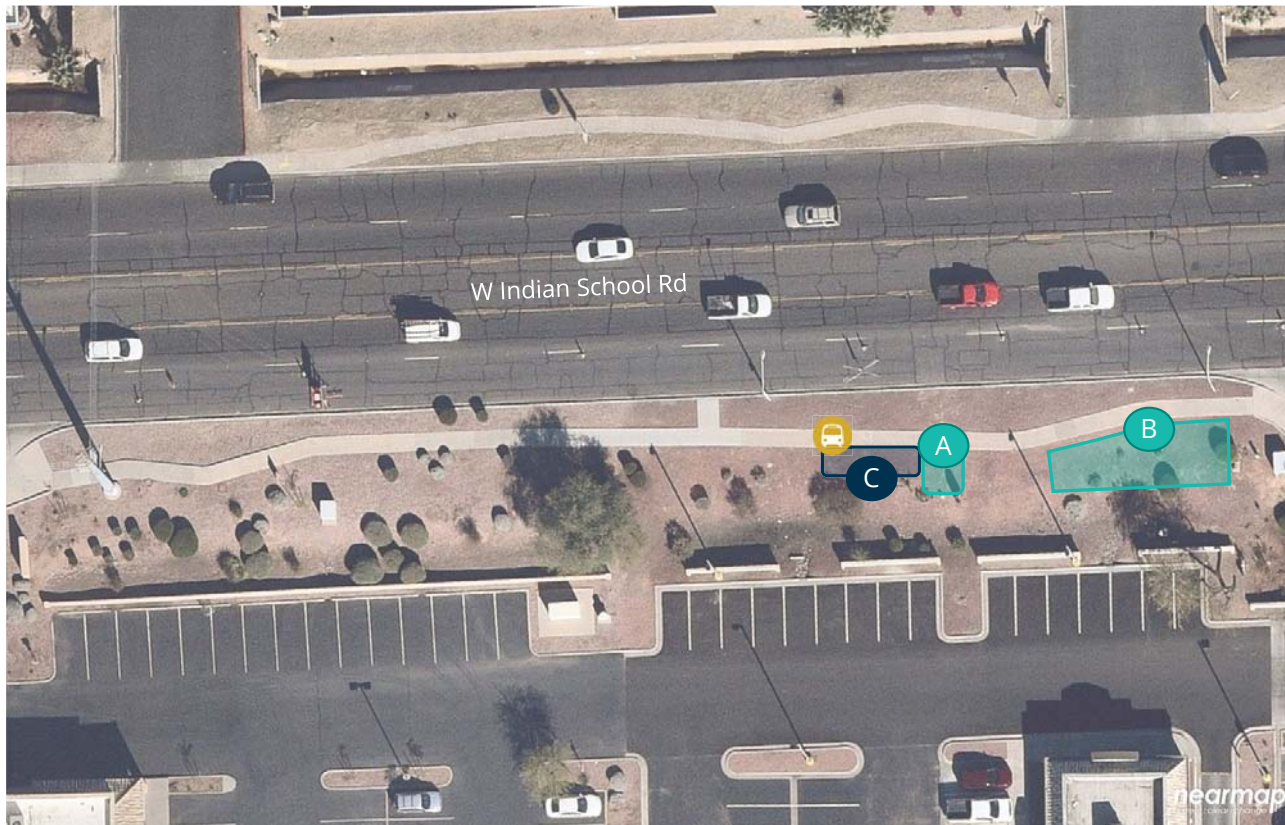
B



Proposed
Pedestrian
Activated
Crosswalk

Mobility Hubs

NORTH 107TH & WEST INDIAN SCHOOL ROAD



Mobility Hubs

OLD TOWN AVONDALE WESTERN AVENUE

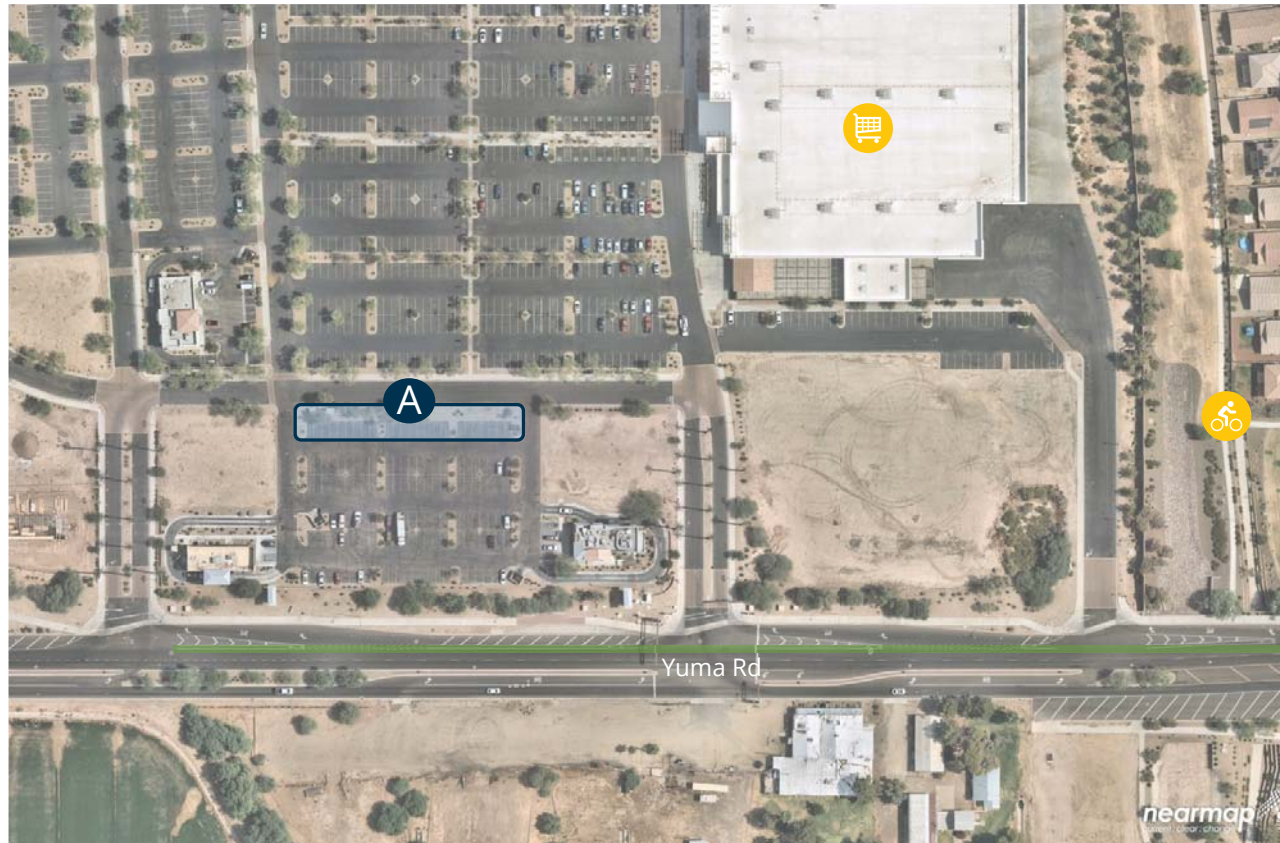


Mobility Hubs

CANYON TRAILS TOWNE CENTER

A

Proposed
Mobility
Hub



Mobility Hubs



CANYON TRAILS TOWNE CENTER

A

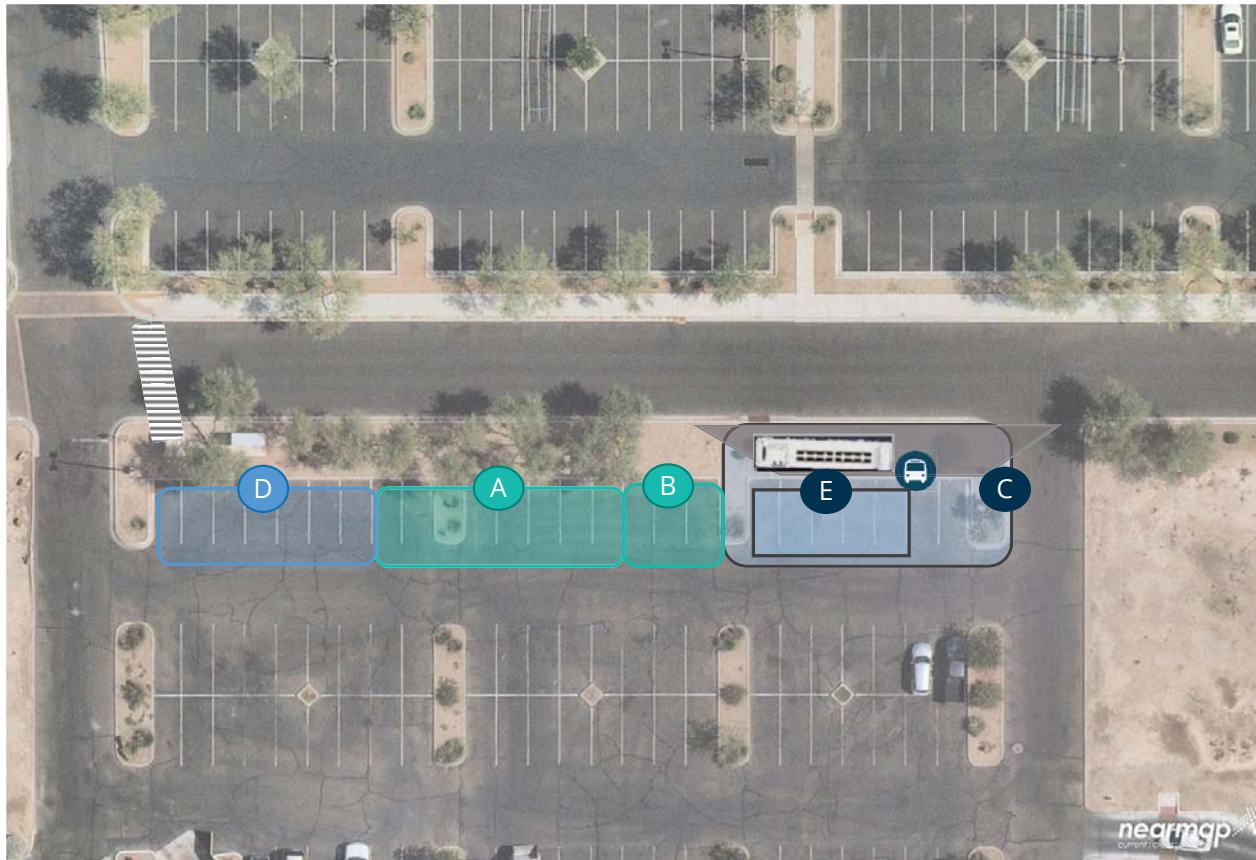


Bike/Scooter
share

B



Bike Racks



C

Proposed
Flex
Route
Pick-
up/Drop-
off Point

D



Car Share

E



Bus Stop
Amenities

Mobility Hubs

GOODYEAR BALLPARK

A



Bike/Scooter
share

B



Bike Racks



C

Proposed
Flex
Route
Pick-
up/Drop-
off Point

D



Car Share

E



EV Charging
Station

Mobility Hubs

SUMMARY TABLE

Type	Location	Transit Options	Destinations
 Primary	Avondale Civic Center	Avondale ZOOM	City Hall, Library
	Estrella Mountain Community College	Avondale ZOOM, Route 685	Estrella Mountain College
	Goodyear Civic Square	Route 17	City Hall, Library, Park
 Secondary	North 107 th Avenue & West Indian School Road	Avondale ZOOM, Route 45	Medical Offices, Westview High School, Fry's
	Goodyear Ballpark	-	Goodyear Ballpark
	Western Avenue	-	Library, Boys and Girls Club
	Canyon Trails Towne Center	-	Target

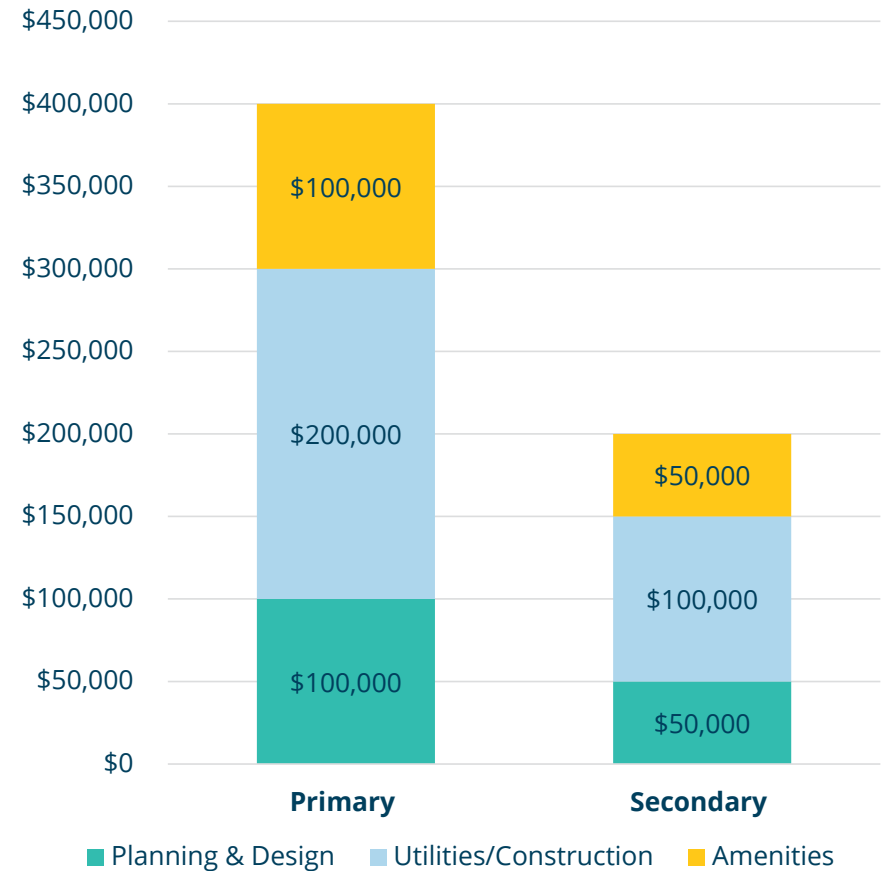
Mobility Hubs

ESTIMATED COSTS

Mobility hub costs are comprised of planning and design, land, utilities/construction, and amenities. Construction costs are comparatively higher for primary hubs due to additional amenities.

Land costs are not estimated as some hubs are proposed on public land while others are on private land. Maintenance and future expansion costs are also not estimated.

Costs for amenities would vary by specific mobility hub location. Estimated costs for unique amenities are included in the following Enhanced Bus Stops section.



Enhanced Bus Stops

In addition to establishing mobility hubs at major activity centers, upgrading typical bus stops can elevate the rider experience, decrease perceived wait times, and increase ridership.

Amenities most valued by transit riders include shelters, seating, lighting, real-time information displays, and wayfinding. Innovative amenities that could counter the region's extreme summer heat include water filling machines and air-conditioned shelters. Solar panels on bus shelters can generate power to run lighting, real-time information displays, and potentially air conditioning.

Bus stops that generate at least 25 boardings per weekday are suitable candidates for bus shelters. Premium amenities such as air conditioning and real-time information display should be reserved for bus stops that generate at least 50 boardings per weekday.

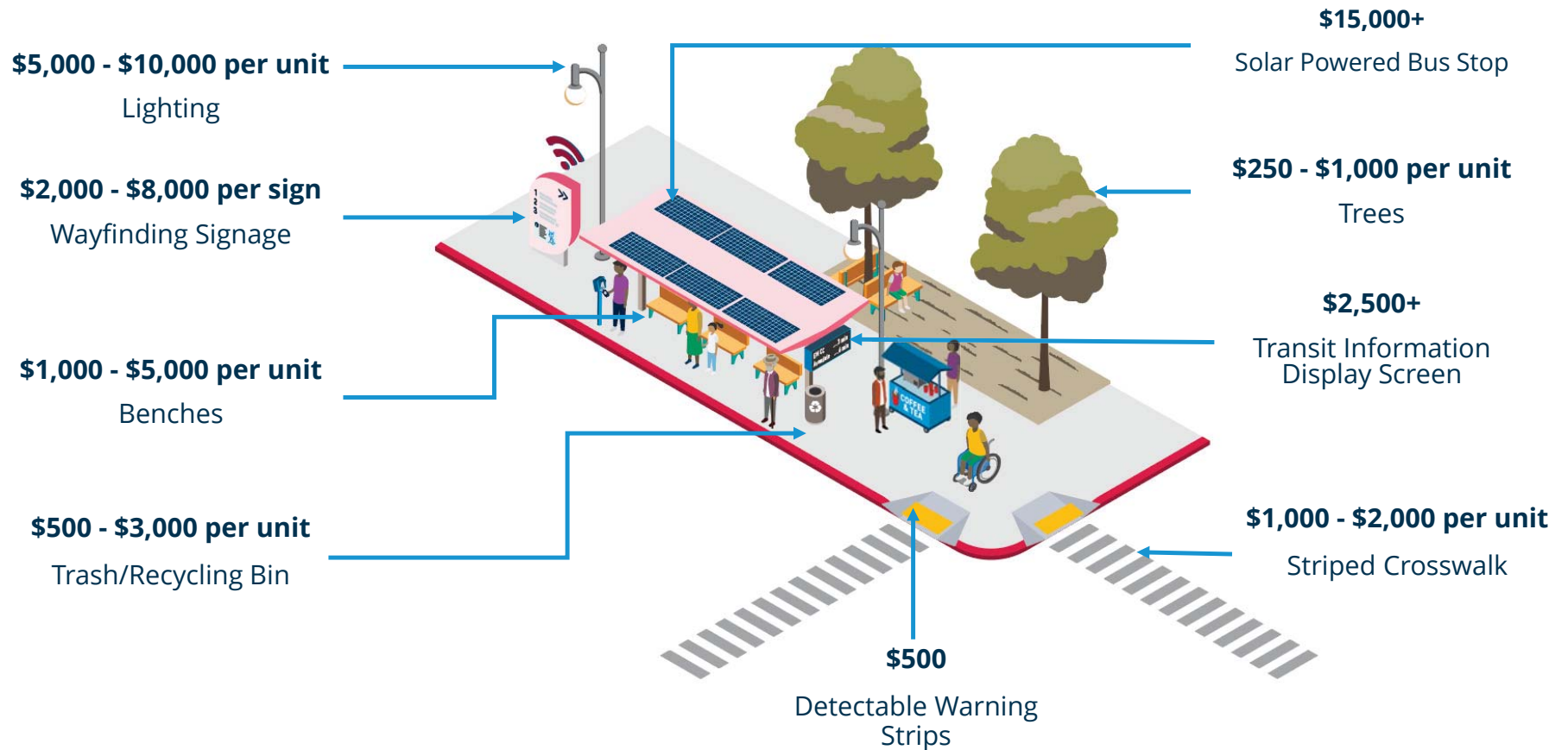


Source: Corpus Christi RTA



Enhanced Bus Stops

COSTS



Avondale Park-and-Ride

UPGRADE OPPORTUNITIES

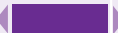
There are multiple opportunities to enhance the passenger experience at the Avondale Park-and-Ride. Recommended improvements include:

- Real-time transit information
- Waiting area with a raised platform for easy boarding
- Canopy shelters for the uncovered car parking stalls
- Public restrooms and water fountains
- Additional bike lockers and bike spaces for bicyclists

FTA 5339 capital formula and competitive grants are the most likely funding source for park-and-ride facility renovations and/or modifications.



Recommendations Phasing

Investment Type	Recommendation	Immediate Priority (2022-2023)	Medium-Term Priority (2024-2029)	Long-Term Priority (2030-2040)
Improvements to Existing Transit Services	Optimize Avondale ZOOM Route			
	Extend Valley Metro Route 3			
	Extend Valley Metro Route 29			
	Upgrade Valley Metro Route 17			
New Transit Services	North Avondale Microtransit			
	Goodyear Microtransit			
	Estrella Mountain Ranch Microtransit			
	Goodyear Flex Route			
Improvements to Existing Capital Facilities	Enhanced bus stops			
	Upgrade Avondale Park-and-Ride			
New Capital Facilities	Avondale Civic Center Mobility Hub			
	Estrella Mountain Community College Mobility Hub			
	Goodyear Civic Square Mobility Hub			
	Old Town Avondale Mobility Hub			
	North Avondale Mobility Hub			
	Canyon Trails Mobility Hub			
	Goodyear Ballpark Mobility Hub			

Service Recommendations

POTENTIAL FUNDING SOURCES

FEDERAL

The Avondale-Goodyear UZA is currently designated as a small urbanized area by the US Census based on its 2010 population. As a small UZA, FTA 5307 formula funding can be used for up to 50% of operational costs. However, the Avondale-Goodyear UZA is expected to merge with the Phoenix-Mesa UZA in 2023, eliminating the ability for both cities to use FTA 5307 formula funding for operating assistance.

STATE

Money from Arizona Lottery ticket sales goes to cities and towns in Maricopa County to maintain and improve their public transportation programs.

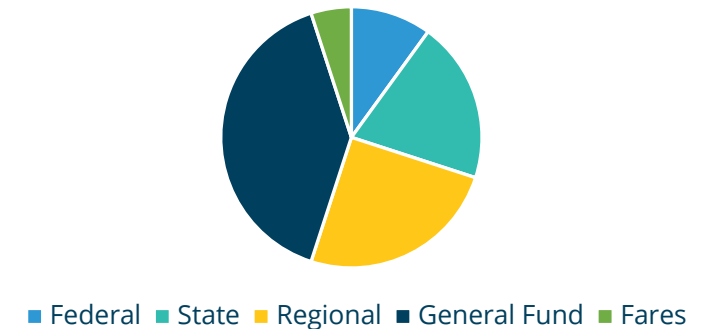
REGIONAL

The half-cent sales tax for transportation in Maricopa County, known as Proposition 400, expires in 2025. An extension is expected to be on the ballot in November 2022.

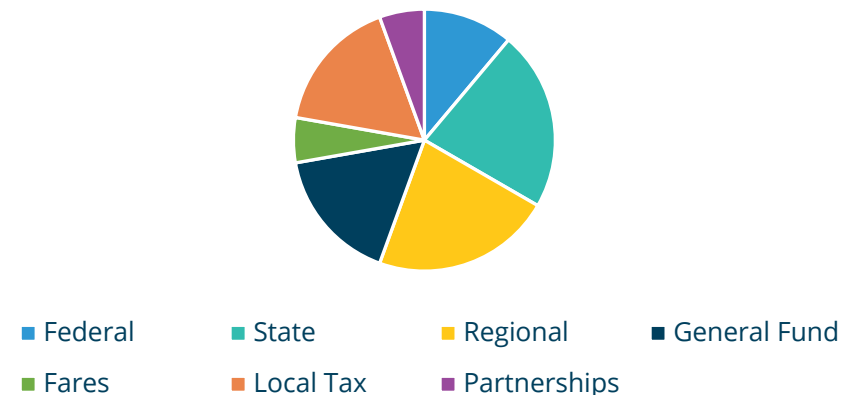
LOCAL

General fund allocation and/or local transit taxes are the primary sources of local funding, followed by fare revenue and advertising. Other potential local funding sources include impact fees and contributions from local partners, such as colleges and major employers.

Traditional Funding Sources for Microtransit and/or Flex Routes



Diversified Funding Sources for Microtransit and/or Flex Routes



Service Recommendations

ESTIMATED COSTS AND POTENTIAL FUNDING SOURCES

Recommendation	FY 2023 Annual Operating Cost	Federal		State	Regional	Local		
		FTA 5307 AZGY UZA 2022-2023	FTA 5307 PHX UZA 2023+	AZ Lottery	Sales Tax 2025+	General Fund / Tax	Fares	Other
Optimize Avondale ZOOM Route	\$3,000,000	✓		✓	✓	✓	✓	✓
Extend Valley Metro Route 3	\$700,000	✓		✓	✓	✓	✓	✓
Extend Valley Metro Route 29	\$1,400,000	✓		✓	✓	✓	✓	✓
Upgrade Valley Metro Route 17	\$800,000	✓		✓	✓	✓	✓	✓
North Avondale Microtransit	\$700,000 - \$1,800,000	✓				✓	✓	✓
Goodyear Microtransit	\$1,000,000	✓				✓	✓	✓
Estrella Mountain Ranch Microtransit	\$500,000	✓				✓	✓	✓
Goodyear Flex Route	\$1,650,000	✓				✓	✓	✓

Capital Recommendations

POTENTIAL FUNDING SOURCES

FEDERAL

The renovation, modification, or construction of park-and-rides and mobility hubs are eligible expenses of FTA 5339 capital formula and competitive funding.

STATE

ADOT also makes uncommitted FTA 5307 and FTA 5339 funding for small urban designated areas (i.e. existing Avondale-Goodyear UZA) available for capital projects such as transit centers and mobility hubs through a competitive process. Avondale and Goodyear will not be eligible for this funding opportunity beyond FY 2023 if they are absorbed into the Phoenix-Mesa UZA.

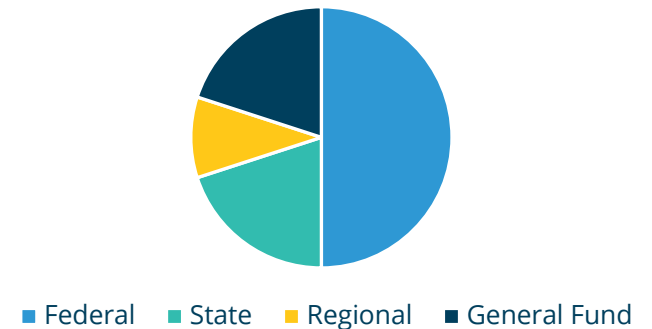
REGIONAL

In addition to typical local funding sources, grant funding for mobility hubs is also available from the Maricopa Association of Governments Active Transportation Design Assistance program.

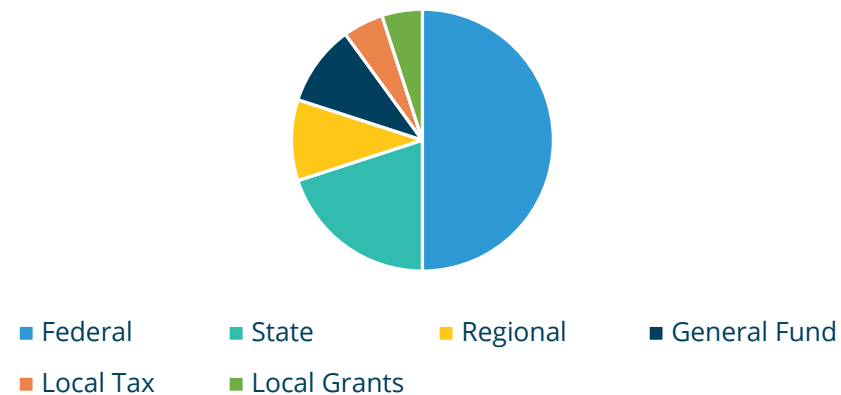
LOCAL

General fund allocation and/or local transit taxes are the primary sources of local funding. Other potential funding includes public-private partnerships.

Traditional Funding Sources for Mobility Hubs



Diversified Funding Sources for Mobility Hubs



Capital Recommendations

ESTIMATED COSTS AND POTENTIAL FUNDING SOURCES

Recommendation	Approximate Capital Cost	Federal			State	Regional	Local	
		FTA 5307 AZGY UZA 2022-2023	FTA 5307 PHX UZA 2023+	FTA 5339	AZ Lottery	Sales Tax 2025+	General Fund / Tax	Other
Enhanced bus stops	TBD	✓	✓		✓	✓	✓	✓
Upgrade Avondale Park-and-Ride	TBD	✓	✓	✓	✓	✓	✓	✓
Avondale Civic Center Mobility Hub	\$400,000	✓	✓	✓	✓	✓	✓	✓
Estrella Mountain CC Mobility Hub	\$400,000	✓	✓	✓	✓	✓	✓	✓
Goodyear Civic Square Mobility Hub	\$400,000	✓	✓	✓	✓	✓	✓	✓
Old Town Avondale Mobility Hub	\$200,000	✓	✓	✓	✓	✓	✓	✓
North Avondale Mobility Hub	\$200,000	✓	✓	✓	✓	✓	✓	✓
Canyon Trails Mobility Hub	\$200,000	✓	✓	✓	✓	✓	✓	✓
Goodyear Ballpark Mobility Hub	\$200,000	✓	✓	✓	✓	✓	✓	✓

Regional funding availability for mobility hubs is to be determined as the Maricopa Association of Governments updates its Regional Transportation Plan. In any case, mobility hubs would likely require a local funding match.

Governance Options

JOINT POWERS ORGANIZATION (JPO) OR INTERGOVERNMENTAL AUTHORITY (IGA)

The Arizona State Legislature – through state statute – created different models for how cities, counties, and other partners may form legal entities to govern transit service. Individual governance models have eligibility constraints and offer different powers and authority.

A subset of cities within a county can use Joint Powers Organizations (JPO) or Intergovernmental Authorities (IGA) to govern and manage transit services. JPO and IGA members collaborate and negotiate functions, roles and terms of their organization and they have authority to develop, operate, and contract for transit services. In Arizona, a JPO or IGA does not have authority to levy taxes.

A JPO or IGA can form a lean and efficient organization that is focused on delivering transit service. However, as noted, a JPO or IGA can not levy taxes and must rely on member contributions, partnerships, and fares for revenue.

More information on JPOs and IGAs can be found in the Arizona Revised Statutes (ARS) 11-951, 11-952 and 40-1152.

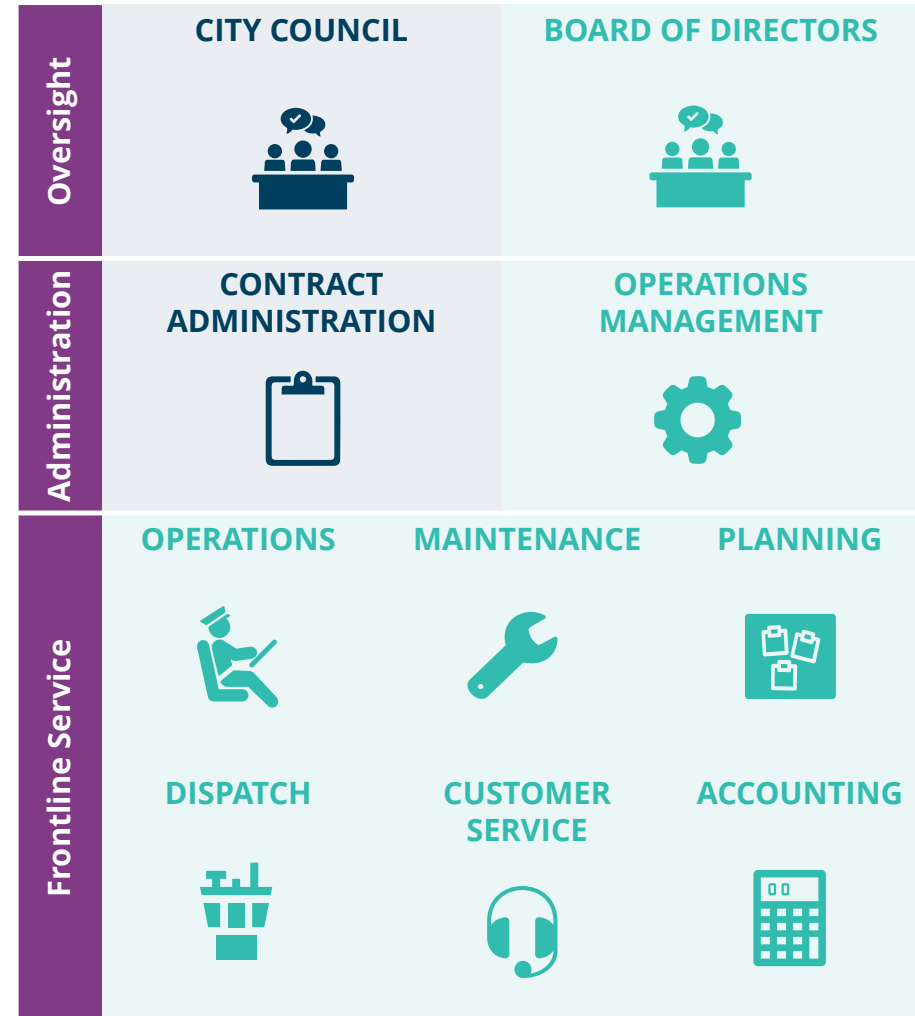
Governance Options

VALLEY METRO PARTNERSHIP

Partnering with Valley Metro reduces administrative and operational responsibilities for the cities of Avondale and Goodyear.

Day-to-day aspects such as operations, supervision, maintenance, and fare collection are managed by the region's established public transportation provider. In addition, Valley Metro provides planning, scheduling, and marketing services.

Disadvantages to the partnership include limited control over service design and a potentially higher cost structure than if either city managed and operated their own service.



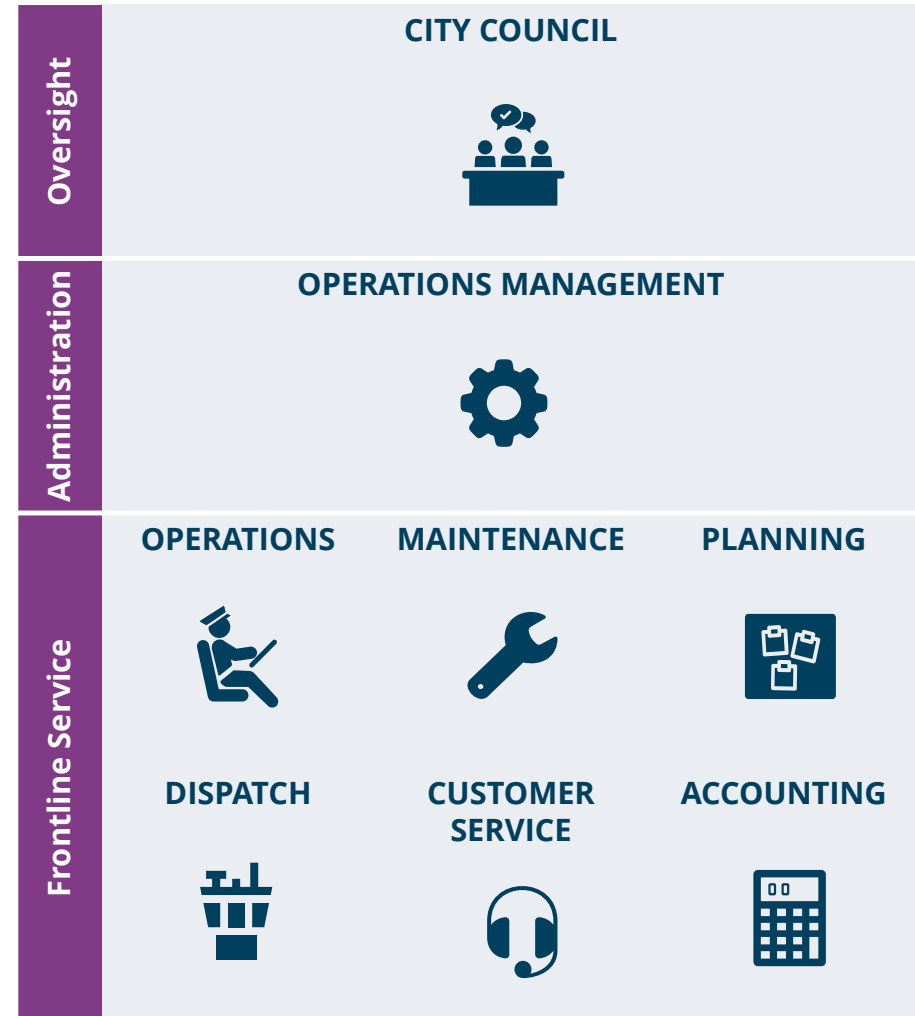
Governance Options

CITY OPERATED

As a sole provider and operator of public transportation, cities would be responsible for all aspects of public transportation services. This includes hiring all employees or contracting with a private transportation operator. In either situation, the City would be responsible for meeting all state and federal requirements.

This would be a significant effort, requiring the creation of new employment positions, the establishment of operating procedures, and the purchase of necessary equipment. Service providers operating a small number of vehicles are held to the same state and federal requirements as the largest public transportation providers.

An advantage of this arrangement is that the City would have complete control of service planning and contracting terms.



Potential Future Study

MICROTRANSIT PILOT IMPLEMENTATION

While this study provides a service plan for microtransit pilot programs in Avondale and Goodyear, additional study would further refine the service area, program parameters, policy options, cost estimates, and funding sources. This information would assist the Cities of Avondale and Goodyear in developing a request for proposal for a prospective microtransit service provider.

TOLLESON / SOUTHWEST PHOENIX

The I-10 West Corridor in Tolleson and Southwest Phoenix is one of the region's primary distribution and manufacturing job centers. This area employs a large share of Avondale and Goodyear residents. The long block lengths and extensive parking lots require fixed-route transit riders to walk a significant distance to reach their place of employment. Serving these areas with flexible transit would greatly improve access to employment. Further study of Tolleson/Southwest Phoenix employee origins and potential flexible transit options is recommended.

Potential Future Study

COMMUTER BUS

The MAG Commuter Bus Feasibility Study completed in 2020 recommended increased service levels to both the Avondale and Goodyear Park-and-Rides into downtown Phoenix, as well as new service serving Phoenix North Central, another large job center where many Avondale and Goodyear residents work.

Commuter bus funding would likely be modified in the upcoming Regional Transportation Plan. The future of commuter and express services, however, is in flux due to changes in office work. More than any other type of transit service, commuter services have seen the largest decreases in ridership due to increased remote work for office employees.

At the time of this report, express services in Avondale and Goodyear operate at the same service levels as before the pandemic yet generate a fraction of the ridership. Future study should explore how demand for these services evolves as commute patterns change in the coming months and years.





Proclamation Honoring Rosalinda Bayardo

November 1, 2021

A proclamation of the Council of the City of Avondale, Arizona, honoring Rosalinda Bayardo for 15 years of dedicated service to the Avondale community.

WHEREAS, Rosalinda Bayardo answered the call to service in 2006, when she was hired with the City Clerk's Office at the City of Avondale, Arizona; and

WHEREAS, Rosalinda began work with the Avondale City Court on November 3, 2008, as a Court Clerk I for the Municipal Court, where she was later promoted to Court Clerk II; and

WHEREAS, fellow employees have embraced Rosalinda as a friend, and

WHEREAS, Rosalinda has demonstrated integrity and professionalism to all customers and has faithfully served the City during periods of transition and growth; and

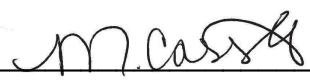
WHEREAS, Rosalinda Bayardo will be greatly missed and warmly remembered as Helpful, Kind, and Professional by those who had the privilege of working with her.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, that the City of Avondale hereby wishes to express its sincere gratitude and appreciation to Rosalinda Bayardo for 15 years of dedicated service to the City of Avondale.



Mayor

Attest:



City Clerk

CITY COUNCIL REPORT

SUBJECT: Budget Adjustment for Various Positions

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Keith Fallstrom, Interim Finance & Budget Director, (623) 333-2016

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Innovative Program and Service Delivery - Avondale will continue to serve as a model of innovative, efficient, and responsive government.

These additional FTEs will help ensure high quality transit and development services.

PURPOSE:

City Council will consider a request to authorize two new full-time equivalent (FTE) positions to include a Transit Manager, convert a Lead Planner position into two Project Coordinator positions, and authorize a budget adjustment in the amount of \$137,200 from the Unanticipated Resource appropriation to fund the Transit Manager position. The Council will take appropriate action.

BACKGROUND:

Staff are recommending additional positions to ensure high quality transit services and to meet the needs of growth and development in the city. Per the city's adopted Financial Policies, requests for additional positions require council approval.

DISCUSSION:

Transit Manager

The city wishes to explore ways to make the best use of its transit program to provide efficient and cost-effective services for Avondale residents, businesses, and visitors. Transit services are complex, requiring coordination with other government agencies and an understanding of the laws and regulations related to transit. Having a dedicated manager for transit will ensure that the city's transit program has the specialized knowledge and expertise to maximize the effectiveness and efficiency of these services for the city. The total cost of the position is projected to be \$137,200. The Transit Fund has an existing fund balance in FY2022 to cover the cost of the position, and appropriation authority will need to be transferred from the Unanticipated Resource appropriation to provide the budget authority for the position.

Project Coordinator

The Project Coordinator positions will act as the single point of contact between the city staff and development clientele/customers for new and existing development projects. The Project Coordinator will serve to assist the Development Review Committee from development project commencement to completion. These positions directly support the development process coordinating review comment letters and meetings, and support the department by monitoring development agreement obligations, cash in lieu agreements and fee in lieu for public arts. For FY2022, the cost of the two Project Coordinator positions would be covered through salary savings from converting a higher paid position, the Division Lead Planner, into two lower paid positions and from vacancy savings in the Development and Engineering Services Department budget.

BUDGET IMPACT:

For FY2022, the expense of the Transit Manager will be paid from fund balance in the Transit Fund. Converting the Lead Planner position to two (2) Project Coordinator positions will not require additional appropriation, as the cost of these positions will be covered in savings from converting a higher paid position to two lower paid positions and from vacancy savings.

RECOMMENDATION:

Staff recommends Council authorize two new full-time equivalent (FTE) positions including a Transit Manager and converting one (1) FTE Lead Planner position to two (2) FTE Project Coordinator position and approve the necessary budget amendment from the Unanticipated Resource appropriation.

CITY COUNCIL REPORT

SUBJECT: Budget Adjustment for Donnie Hale Park Improvements

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Bryan Hughes, Parks & Recreation Director, (623) 333-2411

THROUGH: Tracy Stevens, Deputy City Manager, (623) 333-1014

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Areas:

- Diverse Recreation and Entertainment Opportunities - Avondale provides residents with the ability to connect with amenities, businesses, and their community, enhancing the opportunity to live, work, and enjoy a healthy, active, and affordable lifestyle.

Revitalization of the Donnie Hale Park will improve the parks service delivery area and would be an important step in improving the Cashion neighborhood and be a recreation destination for area residents.

- Natural Resources and Open Spaces - Avondale recognizes the value of its natural resources and promotes environmental sustainability and conservation in its operations, activities, and planning.

The improvements have been designed with sustainability and conservation in mind. Energy-efficient lighting and landscaping will help conserve energy and water usage. Trees at the park will help reduce the urban heat island effect.

PURPOSE:

City Council will consider a request to: (a) approve funding for the Donnie Hale Park improvements; (b) approve a budget transfer of \$400,000 from the contingency appropriation; and (c) authorize the City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

The Donnie Hale Park revitalization project consists of renovation of the ball field, a new spectator plaza, area lighting, basketball court improvements, new mini pitches (soccer), picnic ramadas, electrical improvements, landscaping, site amenities, and improved connectivity.

DISCUSSION:

Due to increased costs in the current economy, additional funding is necessary to complete the project. Based on the scope of work, an additional \$400,000 will be needed to complete the project.

Staff is recommending approval to authorize a transfer of \$400,000 for the Donnie Hale Park improvements from the contingency appropriation.

BUDGET IMPACT:

Funding for the project is available in the following projects/grants:

- Neighborhood Park Enhancements - \$797,000
- Sports Field Lighting - \$175,000
- LWCF Grant - \$577,216 (expected)
- CDBG - \$136,116

The additional funding for the project will need to be transferred from the contingency appropriation. The additional cost to the general fund will be offset by the moving of the funding of Mountain View Park from the General Fund Capital to the American Rescue Plan Act funds, as the improvements are an eligible use of this funding.

RECOMMENDATION:

Staff is recommending approval to authorize a transfer of \$400,000 for the Donnie Hale Park improvements from the contingency appropriation.

CITY COUNCIL REPORT

SUBJECT: Resolutions 1091-1121 and 1092-1121 - Fulton Homes Acclaim Maintenance Improvement District No. 24

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development & Engineering Services Director, (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME: Creative and Sustainable Community Development

STRATEGY: Develop diverse housing options, to include workforce housing.

STRATEGIC OUTCOME: Creative and Sustainable Community Development

STRATEGY: Maintain and expand quality infrastructure and improve connectivity to City amenities.

PURPOSE:

City Council will consider a request to: (a) approve a Petition for Formation; (b) adopt Resolution 1091-1121, declaring its intention to form the City of Avondale Maintenance Improvement District No. 24, Fulton Homes Acclaim, providing for the assessment; (c) adopt Resolution 1092-1121, declaring its intention to order the improvements within the newly established maintenance improvement district, providing for the assessment, declaring an emergency; and (d) authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

Under provisions of the City Code and Zoning Ordinance, developers are responsible for landscaping development projects prior to issuance of a Certificate of Occupancy. In particular, subdivisions are required to provide landscaping along certain arterial and collector streets and in other locations as provided in the zoning requirements, approval conditions, engineering requests or subdivision requirements. In addition, developers are often required to provide paths, trails, and other usable amenities in common open space areas within a community.

The purpose of the Maintenance Improvement District (MID) is to provide for the operations, maintenance, repair and improvements to landscaping and open space adjacent to designated public roadways and parkways within the proposed district, and private streets within the proposed district, as well as drainage and retention within each proposed district in the event a Homeowner's Association fails. Until such time as the Homeowner's Association fails, and the Council directs City Staff to assume maintenance responsibility, a line item of \$0.00 will display on the homeowners' property tax bills. Pursuant to the provision of A.R.S. 48-574, et. seq., the Mayor and Council are empowered to adopt a Resolution ordering the formation of a MID.

A Resolution of Intention for formation of City of Avondale MID No. 24, Fulton Homes Acclaim, at the northwest corner of Thomas Road and 99th Avenue, is attached. In the case in which all of the property owners have consented to MID formation, the ordinary publication and protest period are not required by law; the Council may then adopt a Resolution ordering the improvements when necessary once the Resolution of Intention is first adopted. The Resolution ordering the improvements finalizes the formation of the MID process. In accordance with State statute, an assessment diagram and map listing each parcel of property within the district has been prepared.

PUBLIC PARTICIPATION:

Public notification is not required for MID applications.

PLANNING COMMISSION ACTION:

The Planning Commission does not review MID applications.

ANALYSIS:

The acceptance of this MID will allow any additional changes associated with the maintenance responsibilities, should the Homeowners' Association fail, to be assessed on the property tax bill for the properties located within the District.

The MID has been approved through the Development and Engineering Services Department, which recommends that City Council formally approve the MID to allow for the taxing district to be recorded and in place in the event the Homeowners' Association fails.

DISCUSSION:

The proposed MID has been reviewed by the City Attorney and is in conformance with the City of Avondale's Subdivision Regulations and State statute governing MID formation.

BUDGET IMPACT:

There is no direct budgetary impact to the City to approve the MID. However, the City would incur the additional charges associated with the maintenance responsibilities should the taxing district not be approved and recorded, and the Homeowners' Association fails.

RECOMMENDATION:

Staff recommends Council adopt a Resolution declaring its intention to create and adopt plans for the City of Avondale MID No. 24, Fulton Homes Acclaim, providing for the assessment, and a second Resolution declaring its intention to order the improvements within the newly established MID, providing for the assessment and declaring an emergency, subject to the following conditions: 1) The final plat for the subdivision must be approved by City Council and recorded with the Maricopa County Recorder's Office prior to recordation of the MID; and 2) The developer must provide a fully executed Petition, Waiver and Consent to Formation of an MID.

RESOLUTION NO. 1091-1121

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, DECLARING ITS INTENTION TO CREATE AN IMPROVEMENT DISTRICT TO OPERATE, MAINTAIN AND REPAIR LANDSCAPING, IRRIGATION, DRAINAGE AND RETENTION FACILITIES AND HARDSCAPE ADJACENT TO DESIGNATED PUBLIC ROADWAYS WITHIN THE PROPOSED DISTRICT AND RELATED FACILITIES AS SHOWN ON THE PLANS, FOR MAINTENANCE WITHIN AN AREA IN THE CITY OF AVONDALE AS DESCRIBED HEREIN; ADOPTING PLANS FOR CITY OF AVONDALE MAINTENANCE IMPROVEMENT DISTRICT NO. 24 - FULTON HOMES ACCLAIM, AS MORE PARTICULARLY DESCRIBED HEREIN, AND DECLARING THE WORK OR IMPROVEMENT TO BE OF MORE THAN LOCAL OR ORDINARY PUBLIC BENEFIT, AND THAT THE COST OF SAID WORK OR IMPROVEMENT SHALL BE ASSESSED UPON A CERTAIN DISTRICT; PROVIDING THAT THE PROPOSED WORK OR IMPROVEMENT SHALL BE PERFORMED UNDER ARIZONA REVISED STATUTES TITLE 48, CHAPTER 4, ARTICLE 2, AND AMENDMENTS THERETO; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Avondale (the “City”) has been presented with a Petition for Formation of a Maintenance Improvement District purporting to be signed by all of the real property owners within the proposed district and, according to ARIZ. REV. STAT. § 48-574(C), the City finds that such ownership has been verified; and

WHEREAS, the Council of the City of Avondale (the “City Council”) desires to declare its intent to form the City of Avondale Maintenance Improvement District No. 24 - Fulton Homes Acclaim (the “Assessment District”) over the area described and depicted on Exhibit A, attached hereto and incorporated herein by reference and including those lots, pieces or parcels of land lying within the Assessment District as shown in more detail on the duplicate diagrams made by or at the direction of the City Engineer showing each separate lot numbered consecutively, the area in square feet of each lot, the area of any building or buildings located on each lot, and the location of the lot in relation to the work proposed to be done (the “Assessment Diagram”) attached hereto as a part of Exhibit A and incorporated herein by reference; and

WHEREAS, the City Council declares that the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district and related facilities in the Assessment District to be of more than local or ordinary public benefit, and further that the cost of said activities shall be assessed on the Assessment District; and

WHEREAS, the City Council declares that the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district and related facilities in the Assessment District are incidental to the maintenance and preservation of the public roadways and parkway and related facilities, has aesthetic value, and maintains and increases the value of property within the Assessment District; and

WHEREAS, the City Council declares that the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district and related facilities preserves and promotes the health, safety, and welfare of those citizens of the City living within the Assessment District as well as preservation of the streets and parkways which may be adversely impacted by drainage and other water formations; and

WHEREAS, the City Council declares that the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district tend to preserve the structural integrity of the public streets and parkway and mitigate flooding of adjacent areas by draining water to and from the public streets and parkway in furtherance of the health, safety and welfare of those citizens of the City living within the Assessment District.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The public interest or convenience requires, and it is the intention of the Mayor and Council of the City of Avondale, Arizona, to order the following work (hereinafter the “Work”) to be performed: The operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district shown on the Assessment Diagram.

SECTION 3. The City Council designates as parkways those streets and rights-of-way areas set forth on the Assessment Diagram in accordance with Title 48, Chapter 4, Article 2, Arizona Revised Statutes, and specifically including those portions of pedestrian facilities, retention, detention and storm water management facilities included within or adjacent to the Assessment District. The public interest and convenience require, and it is the intention of the City Council to order the Work adjacent to the designated parkways to be performed as stated herein. All items of the Work shall be performed as prescribed by the plans showing the engineer’s estimate for the City of Avondale Maintenance Improvement District No. 24 - Fulton Homes Acclaim, filed with the City Clerk prior to the adoption of this Resolution (the “Plans and Specifications”), which are hereby approved and adopted by the City Council and which shall remain on file in the Office of the City Engineer; no assessment for any lot shall exceed its proportion of the estimate. The estimate of the cost and expenses of the work or improvements on file in the offices of the Superintendent of Streets (the City Engineer) and the City Clerk are hereby approved and adopted by the City Council. In addition to the requirements of law, the procedures set forth in

the City Code will be followed regarding acceptance of bids and setting tax levies. For purposes of this Resolution and of all resolutions, ordinances and notices pertaining to this Resolution, the improvement as herein described is hereby designated City of Avondale Maintenance Improvement District No. 24 - Fulton Homes Acclaim.

SECTION 4. In the opinion of the City Council, the Work is of more than local or ordinary public benefit. The City Council hereby orders that all amounts due or to become due with respect to the Work shall be chargeable upon the respective lots, pieces and parcels of land within the Assessment District.

SECTION 5. The City Engineer is hereby authorized and directed to prepare duplicate Assessment Diagrams of the property contained within the Assessment District.

SECTION 6. Any public street or alley within the boundaries of the Assessment District is hereby omitted from the assessment hereafter to be made. Any lot belonging to the United States, the State, a county, city, school district or any political subdivision or institution of the State or county, which is included within the Assessment District shall be omitted from the assessment hereafter made.

SECTION 7. In no event will the City or any officer thereof be liable for any portion of the cost of said Assessment District or for any delinquency of persons or property assessed.

SECTION 8. The City Council shall make annual statements and estimates of the expenses of the Assessment District which shall be provided for by the levy and collection of ad valorem taxes upon the assessed value of all real and personal property in the Assessment District as provided in ARIZ. REV. STAT. § 48-574 and amendments thereto.

SECTION 9. The Work and all proceedings pertaining thereto shall be performed under the provisions of ARIZ. REV. STAT. § 48-574, and all amendments thereto and pursuant to Article I, Section 3 and Article XII, Section 8 of the Avondale City Charter.

SECTION 10. The City Engineer is hereby authorized to fill in any blanks and to make any minor corrections necessary to complete the Plans and Specifications.

SECTION 11. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to execute and submit all documents and any other necessary or desirable instruments and to take all steps necessary to carry out the purpose and intent of this Resolution.

SECTION 12. The immediate operation of the provisions of this Resolution is necessary for the preservation of the public peace, health and safety and an emergency is declared to exist, and this Resolution will be in full force and effect from and after its passage and approval by the City Council as required by law and is exempt from the referendum provisions of the Constitution and laws of the State of Arizona.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
November 1, 2021.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1091-1121

[Legal Description of Assessment District and Assessment Diagram]

See following pages.



Exhibit "A"
Fulton Homes Acclaim
Maintenance Improvement District (MID)

Job No. 20-0146

June 23, 2021

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A MAG NAIL IN PAVEMENT, WITHOUT ID, AT THE SOUTHEAST CORNER OF SAID SECTION 29, FROM WHICH A 3" MARICOPA COUNTY HIGHWAY DEPARTMENT BRASS CAP IN HAND HOLE AT THE EAST QUARTER CORNER OF SAID SECTION 29 BEARS NORTH 0 DEGREES 18 MINUTES 10 SECONDS EAST (BASIS OF BEARING), 2638.01 FEET;

THENCE ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 29, SOUTH 88 DEGREES 51 MINUTES 38 SECONDS WEST, 2208.42 FEET;

THENCE NORTH 0 DEGREES 17 MINUTES 12 SECONDS WEST, 380.04 FEET;

THENCE SOUTH 88 DEGREES 51 MINUTES 38 SECONDS WEST, 352.04 FEET;

THENCE NORTH 0 DEGREES 17 MINUTES 12 SECONDS WEST, 2276.63 FEET, TO THE EAST-WEST MID-SECTION LINE OF SAID SECTION 29;

THENCE ALONG SAID EAST-WEST MID-SECTION LINE OF SECTION 29, NORTH 89 DEGREES 17 MINUTES 09 SECONDS EAST, 2587.39 FEET, TO THE EAST LINE OF SAID SOUTHEAST QUARTER OF SECTION 29;

THENCE ALONG SAID EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 29, SOUTH 0 DEGREES 18 MINUTES 10 SECONDS WEST, 2638.01 FEET TO THE POINT OF BEGINNING.

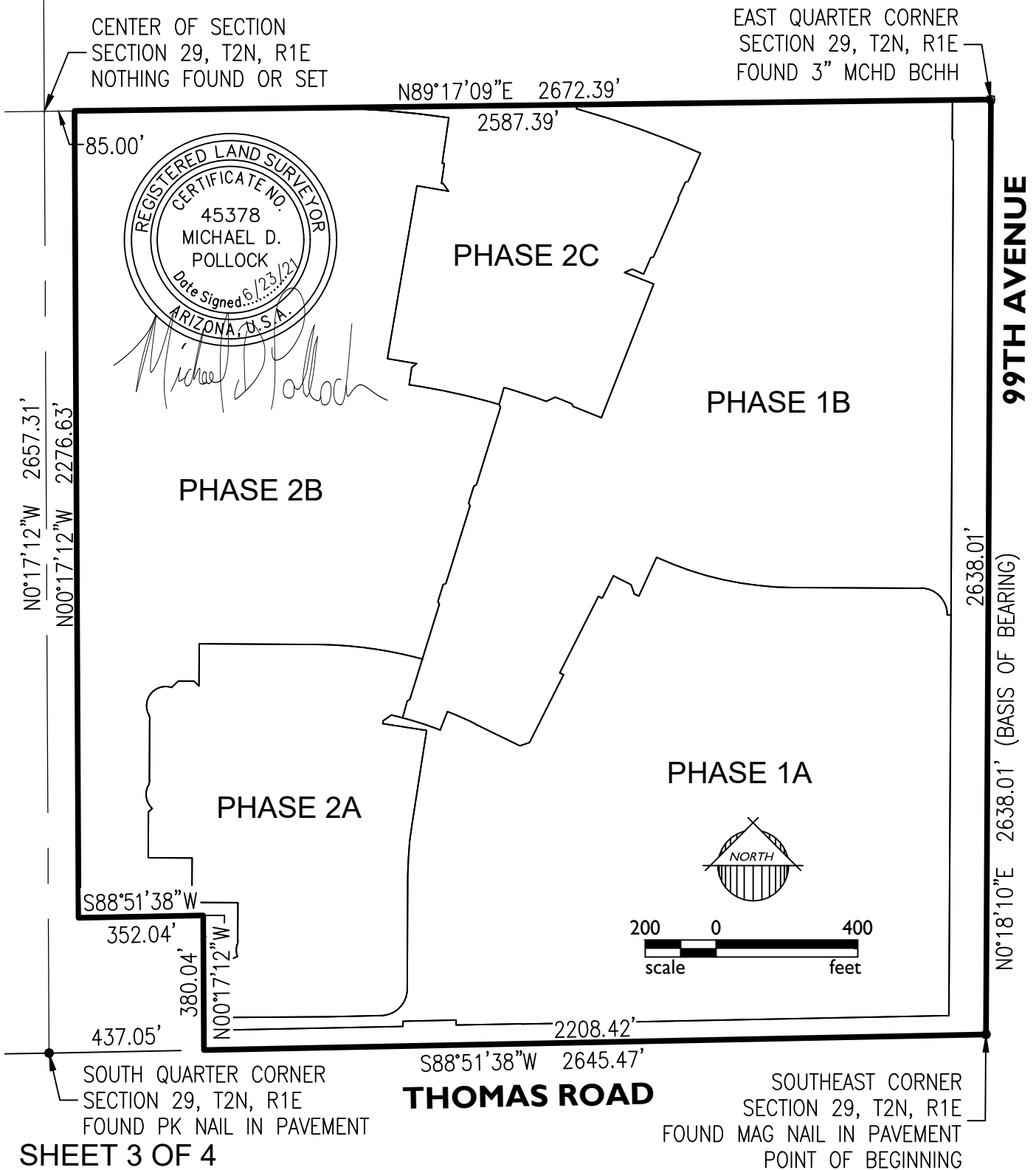


SAID OVERALL PORTION OF LAND CONTAINS 6,679,248 SQUARE FEET OR 153.3344 ACRES, MORE OR LESS, AND BEING SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND/OR RIGHTS-OF-WAYS OF RECORD OR OTHERWISE.

THIS DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE SUBDIVISION REGULATIONS OF THE STATE, COUNTY AND/OR MUNICIPALITY OR ANY OTHER LAND DIVISION RESTRICTIONS.



THIS IMPROVEMENT DISTRICT IS FORMED FOR THE EXPRESS PURPOSE OF PROVIDING THE MAINTENANCE AND OPERATION OF THE SIDEWALKS, LANDSCAPING, LANDSCAPED DRAINAGE FACILITIES, AND RELATED IMPROVEMENTS ADJACENT TO AND ALONG THE PUBLIC ROADWAYS AND PARKWAYS WITHIN THE DISTRICT.



20-0146

MAINTENANCE IMPROVEMENT DISTRICT (MID)



1130 N. Alma School Rd.
Ste. 120 Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com



LOT AREA TABLE		
LOT #	AREA (SF)	AREA (AC)
PHASE 1A	1,712,293	39.3088
PHASE 1B	1,588,657	36.4705
PHASE 2A	668,553	15.3479
PHASE 2B	1,760,385	40.4129
PHASE 2C	550,216	12.6312
RIGHT-OF-WAY	395,563	9.0809

NOTE:

THIS IMPROVEMENT DISTRICT IS FORMED FOR THE EXPRESS PURPOSE OF PROVIDING THE MAINTENANCE AND OPERATION OF THE SIDEWALKS, LANDSCAPING, LANDSCAPED DRAINAGE FACILITIES, AND RELATED IMPROVEMENTS ADJACENT TO AND ALONG THE PUBLIC ROADWAYS AND PARKWAYS WITHIN THE DISTRICT.

SHEET 4 OF 4

20-0146

EXHIBIT "A" - FULTON HOMES ACCLAIM

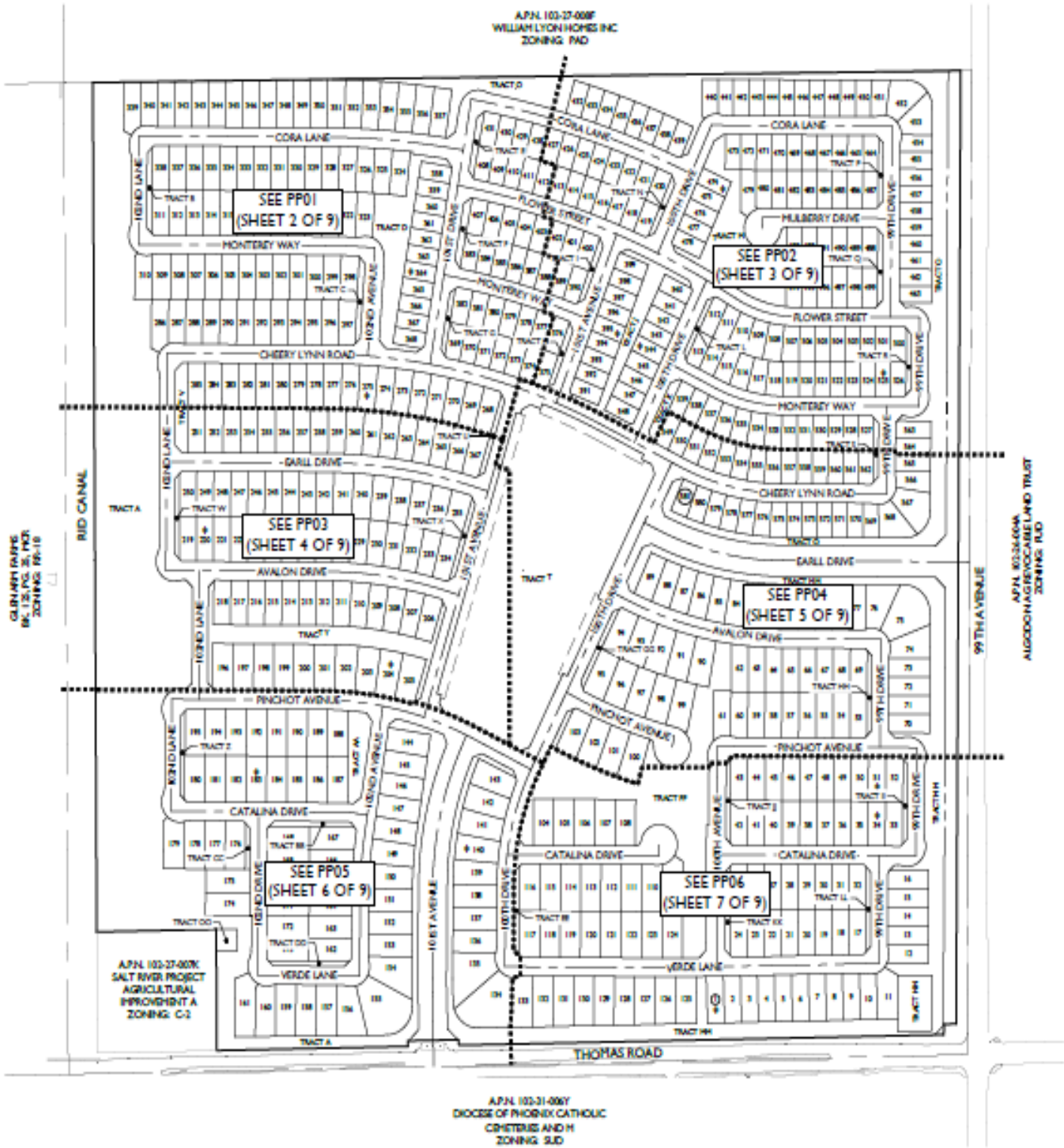
MAINTENANCE IMPROVEMENT DISTRICT (MID)



1130 N. Alma School Rd.
Ste. 120 Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com

PRELIMINARY PLAT FOR FULTON HOMES ACCLAIM

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, T.2 N., R.1 E. OF
THE GILA AND SALT RIVER & MERIDIAN, MARICOPA COUNTY, ARIZONA.



RESOLUTION NO. 1092-1121

RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA DECLARING ITS INTENTION TO ORDER THE IMPROVEMENTS OF A CERTAIN AREA WITHIN THE CORPORATE LIMITS OF THE CITY AND CREATING AN IMPROVEMENT DISTRICT KNOWN AS THE CITY OF AVONDALE MAINTENANCE IMPROVEMENT DISTRICT NO. 24 - FULTON HOMES ACCLAIM; PROVIDING THAT THE COST OF THE MAINTENANCE OF THE LANDSCAPING INCLUDED WITHIN, NEAR, AND ADJACENT TO A PARKWAY AND RELATED FACILITIES TOGETHER WITH APPURTENANT STRUCTURES AS SHOWN ON THE PLANS, SHALL BE ASSESSED UNDER THE PROVISIONS OF TITLE 48, CHAPTER 4, ARTICLE 2, ARIZONA REVISED STATUTES, AS AMENDED; AND DECLARING AN EMERGENCY.

WHEREAS, the Council of the City of Avondale (the “City Council”) has adopted Resolution 1091-1121 declaring its intent to form the City of Avondale Maintenance Improvement District No. 24 – Fulton Homes Acclaim; and

WHEREAS, pursuant to ARIZ. REV. STAT. § 48-574(C), as amended, the City Council has immediate jurisdiction to adopt a resolution ordering the improvements pursuant to ARIZ. REV. STAT. § 48-581, as amended.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE, as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The public interest or convenience require and it is the intention of the City Council to order the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district, and that the cost of such activities, together with appurtenant structures, be assessed upon a certain improvement district to be known as Avondale Maintenance Improvement District No. 24 – Fulton Homes Acclaim (the “District”) as described and depicted on Exhibit A, attached hereto and incorporated herein by reference.

SECTION 3. The estimate of the cost and expenses for the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district, and on file with the

Superintendent of Streets (City Engineer) and the City Clerk is approved and adopted by the City Council.

SECTION 4. The City Council determines that the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district, are of more than local or ordinary public benefit, and are of special benefit to the respective lots, pieces and parcels of land within the real property described herein. The City Council makes and orders the cost and expense for the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district, and related facilities together with appurtenant structures be chargeable upon the District, the area of which is described and depicted as set forth on Exhibit A, and declare that the District benefited by the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district, and related facilities together with appurtenant structures to be assessed, shall pay the costs and expenses thereof in proportion to the benefits derived therefrom.

SECTION 5. The City shall not assess the costs and expenses for the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district, and related facilities together with appurtenant structures, which are for the general public benefit against the respective lots, pieces and parcels of land located within the boundaries of the District and if a portion of the costs and expenses for the maintenance of landscaping is for the general public benefit, the City shall assess the boundaries of the District only that portion of such costs and expenses which benefits the lots, pieces and parcels of land located within the boundaries of the District.

SECTION 6. The costs and expense for the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed district shall be made and all proceedings therein taken; that the Superintendent of Streets of the City (the City Engineer) shall post or cause to be posted notices thereof; that the City Clerk shall certify to the passage of this Resolution of Intention; that the Engineer shall prepare duplicate diagrams of the District to be assessed to pay the costs and expenses thereof, under and in accordance with the provisions of Title 48, Chapter 4, Article 2, Arizona Revised Statutes, as amended.

SECTION 7. The immediate operation of the provisions of this Resolution is necessary for the preservation of the public peace, health and safety and an emergency is declared to exist, and this Resolution will be in full force and effect from and after its passage and approval by the City Council as required by law and is exempt from the referendum provisions of the Constitution and laws of the State of Arizona.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
November 1, 2021.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1092-1121

[Legal Description and Map of Assessment District]

See following pages.



Exhibit "A"
Fulton Homes Acclaim
Maintenance Improvement District (MID)

Job No. 20-0146

June 23, 2021

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A MAG NAIL IN PAVEMENT, WITHOUT ID, AT THE SOUTHEAST CORNER OF SAID SECTION 29, FROM WHICH A 3" MARICOPA COUNTY HIGHWAY DEPARTMENT BRASS CAP IN HAND HOLE AT THE EAST QUARTER CORNER OF SAID SECTION 29 BEARS NORTH 0 DEGREES 18 MINUTES 10 SECONDS EAST (BASIS OF BEARING), 2638.01 FEET;

THENCE ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 29, SOUTH 88 DEGREES 51 MINUTES 38 SECONDS WEST, 2208.42 FEET;

THENCE NORTH 0 DEGREES 17 MINUTES 12 SECONDS WEST, 380.04 FEET;

THENCE SOUTH 88 DEGREES 51 MINUTES 38 SECONDS WEST, 352.04 FEET;

THENCE NORTH 0 DEGREES 17 MINUTES 12 SECONDS WEST, 2276.63 FEET, TO THE EAST-WEST MID-SECTION LINE OF SAID SECTION 29;

THENCE ALONG SAID EAST-WEST MID-SECTION LINE OF SECTION 29, NORTH 89 DEGREES 17 MINUTES 09 SECONDS EAST, 2587.39 FEET, TO THE EAST LINE OF SAID SOUTHEAST QUARTER OF SECTION 29;

THENCE ALONG SAID EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 29, SOUTH 0 DEGREES 18 MINUTES 10 SECONDS WEST, 2638.01 FEET TO THE POINT OF BEGINNING.

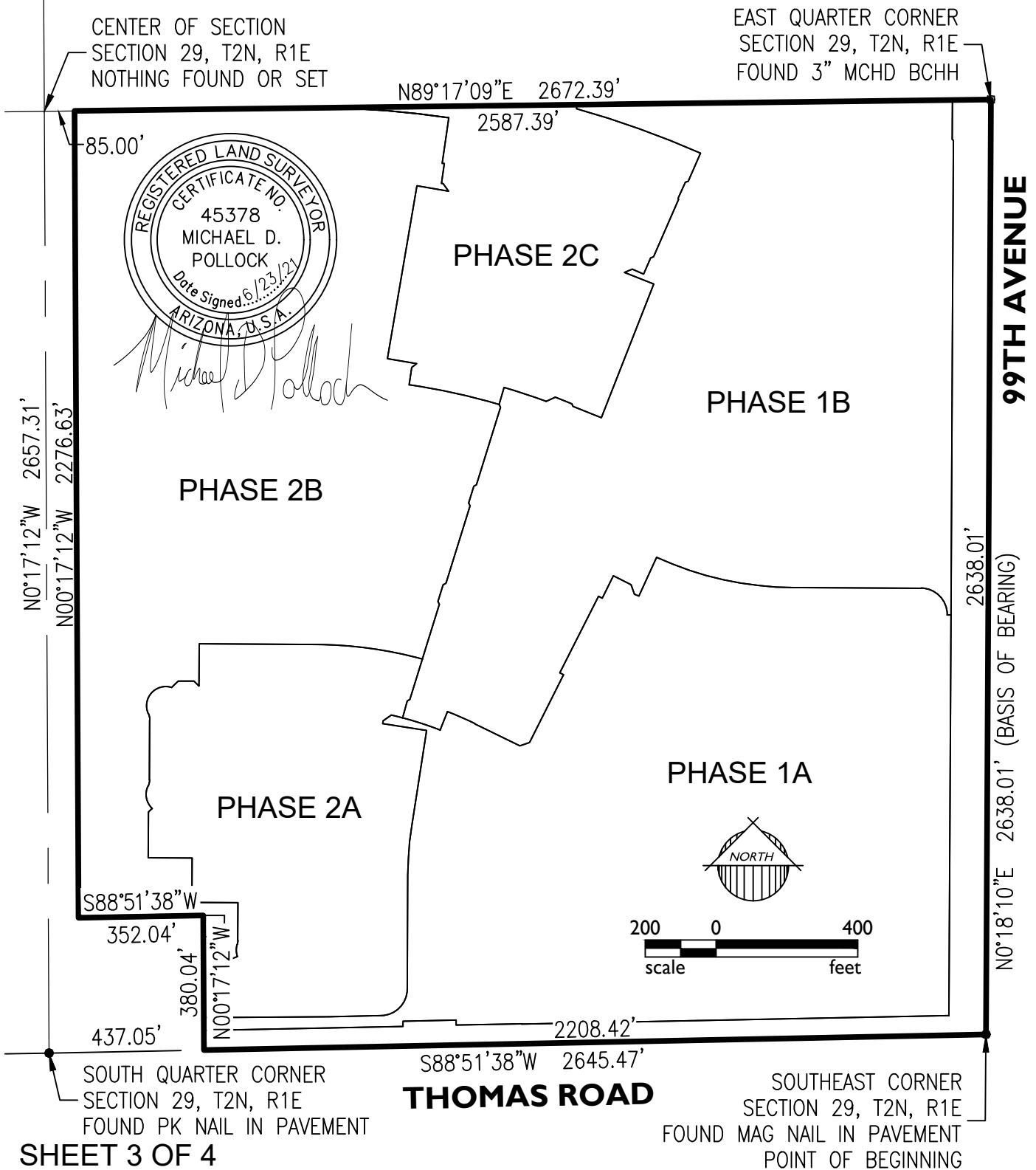


SAID OVERALL PORTION OF LAND CONTAINS 6,679,248 SQUARE FEET OR 153.3344 ACRES, MORE OR LESS, AND BEING SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND/OR RIGHTS-OF-WAYS OF RECORD OR OTHERWISE.

THIS DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE SUBDIVISION REGULATIONS OF THE STATE, COUNTY AND/OR MUNICIPALITY OR ANY OTHER LAND DIVISION RESTRICTIONS.



THIS IMPROVEMENT DISTRICT IS FORMED FOR THE EXPRESS PURPOSE OF PROVIDING THE MAINTENANCE AND OPERATION OF THE SIDEWALKS, LANDSCAPING, LANDSCAPED DRAINAGE FACILITIES, AND RELATED IMPROVEMENTS ADJACENT TO AND ALONG THE PUBLIC ROADWAYS AND PARKWAYS WITHIN THE DISTRICT.



20-0146

MAINTENANCE IMPROVEMENT DISTRICT (MID)



1130 N. Alma School Rd.
Ste. 120 Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com



LOT AREA TABLE		
LOT #	AREA (SF)	AREA (AC)
PHASE 1A	1,712,293	39.3088
PHASE 1B	1,588,657	36.4705
PHASE 2A	668,553	15.3479
PHASE 2B	1,760,385	40.4129
PHASE 2C	550,216	12.6312
RIGHT-OF-WAY	395,563	9.0809

NOTE:

THIS IMPROVEMENT DISTRICT IS FORMED FOR THE EXPRESS PURPOSE OF PROVIDING THE MAINTENANCE AND OPERATION OF THE SIDEWALKS, LANDSCAPING, LANDSCAPED DRAINAGE FACILITIES, AND RELATED IMPROVEMENTS ADJACENT TO AND ALONG THE PUBLIC ROADWAYS AND PARKWAYS WITHIN THE DISTRICT.

SHEET 4 OF 4

20-0146

EXHIBIT "A" - FULTON HOMES ACCLAIM

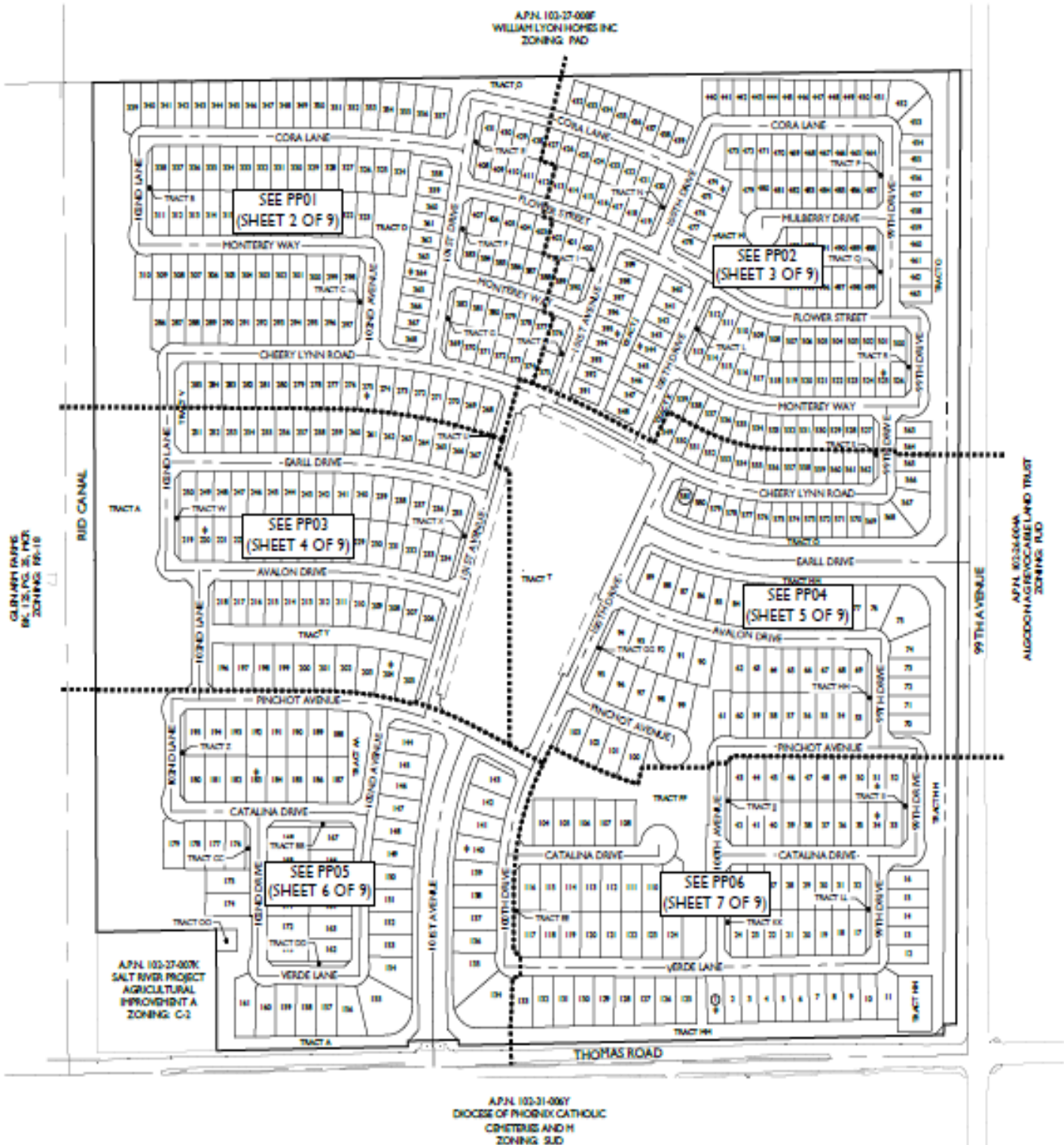
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A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, T.2 N., R.1 E. OF
THE GILA AND SALT RIVER & MERIDIAN, MARICOPA COUNTY, ARIZONA.

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, T.2 N., R.1 E. OF
THE GILA AND SALT RIVER & MERIDIAN, MARICOPA COUNTY, ARIZONA.



**PETITION, WAIVER AND CONSENT TO FORMATION
OF A MUNICIPAL IMPROVEMENT DISTRICT
BY THE CITY OF AVONDALE**

**Maintenance Improvement District No. 24
(FULTON HOMES ACCLAIM)**

To: Honorable Mayor and Council
City of Avondale, Arizona

Pursuant to ARIZ. REV. STAT. § 48-574(C), the undersigned property owners respectfully petition the Council of the City of Avondale, Arizona (the “City Council”) to order the formation of a Municipal Improvement District (the “District”) under ARIZ. REV. STAT. § 48-574, *et seq.* In support of this petition, the undersigned agree to waive certain rights under Arizona Law and to consent to the formation and completion of the District.

1. Area of District. The proposed District is described by a diagram and by a legal description on Exhibit A, attached hereto and incorporated herein by reference. The proposed District consists of $\pm$ 153.3344 acres and is entirely within the corporate boundaries of the City of Avondale.
2. Ownership. The undersigned is the sole owner of the real property within the proposed District.
3. Purpose. The District is proposed to be formed for the purpose of the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed District.
4. Public Convenience and Necessity. The necessity for the proposed District is for the operation, maintenance, repair and improvements of landscape, irrigation, drainage and retention facilities and hardscape adjacent to designated public roadways and parkways within the proposed District by the levying of special assessments in the proposed District.
5. Waiver and Consent. The petitioners, with full knowledge of their rights being waived hereunder, hereby expressly waive all of the following:
 - a. Any and all irregularities, illegalities or deficiencies which may exist in the acts or proceedings resulting in the adoption of the Resolution of Intention and the Resolution Ordering the Work relating to the District.
 - b. All protest rights whatsoever under ARIZ. REV. STAT. §§ 48-579(A) and (B), as amended.
 - c. All objections to the filing of and adoption by the City of the plans and specifications, the Engineer’s estimate and the Assessment Diagram, all of which provide for the completion of the District.

Further, the improvements described above are of more than local or ordinary public benefit. The Engineer's Estimate of the costs and expenses of the improvements are attached as part of Exhibit A.

IN WITNESS WHEREOF, the parties have executed this Petition and Waiver Agreement as of _____, 2021.

"Property Owner"

FULTON HOMES CORPORATION,
an Arizona corporation

(ACKNOWLEDGMENT)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

On, _____ 2021, before me personally appeared _____,
the _____ of FULTON HOMES CORPORATION, an Arizona corporation, whose
identity was proven to me on the basis of satisfactory evidence to be the person who he claims to
be, and acknowledged that he signed the above document on behalf of the corporation.

Notary Public

(Affix notary seal here)

[SIGNATURES CONTINUE ON FOLLOWING PAGE]

ACCEPTED AND APPROVED BY:

“City”

CITY OF AVONDALE,
an Arizona municipal corporation

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

(ACKNOWLEDGMENT)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

On _____, 2021, before me personally appeared Kenneth N. Weise, the Mayor of the CITY OF AVONDALE, an Arizona municipal corporation, whose identity was proven to me on the basis of satisfactory evidence to be the person who he claims to be, and acknowledged that he signed the above document, on behalf of the City of Avondale.

Notary Public

(Affix notary seal here)

**EXHIBIT A
TO
PETITION, WAIVER AND CONSENT TO FORMATION
OF A MUNICIPAL IMPROVEMENT DISTRICT
BY THE CITY OF AVONDALE**

**Maintenance Improvement District No. 24
(Fulton Homes Acclaim)**

[Legal Description, Assessment Diagram and Engineer's Estimate]

(See following pages.)



Exhibit "A"
Fulton Homes Acclaim
Maintenance Improvement District (MID)

Job No. 20-0146

June 23, 2021

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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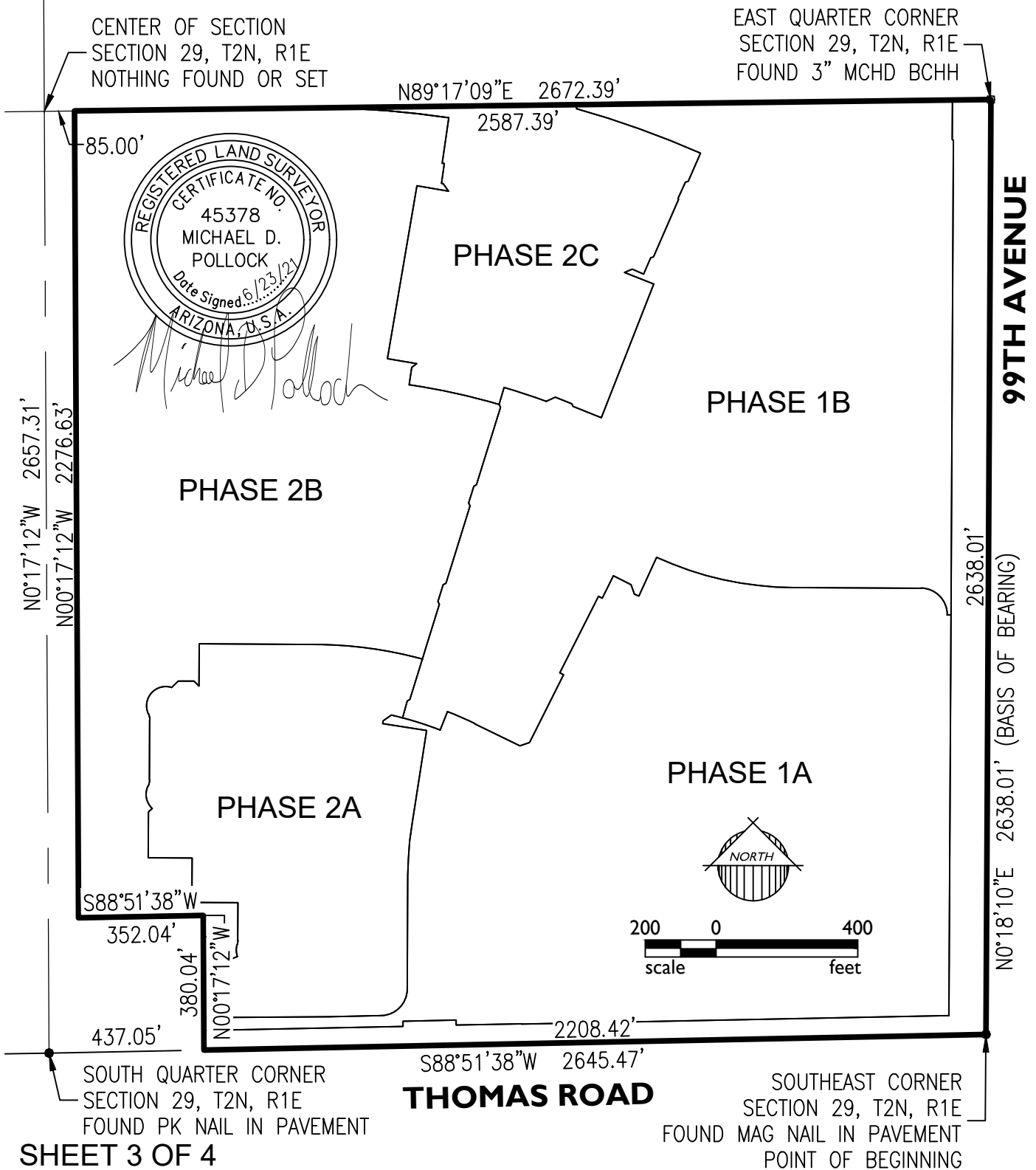


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Jun 23, 2021 10:04am S:\Projects\2020\20-0146\Land Survey\Legals\Acclaim MID All\20-0146 MID.dwg

20-0146

MAINTENANCE IMPROVEMENT DISTRICT (MID)



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PHASE 2C	550,216	12.6312
RIGHT-OF-WAY	395,563	9.0809

NOTE:

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SHEET 4 OF 4

20-0146

EXHIBIT "A" - FULTON HOMES ACCLAIM

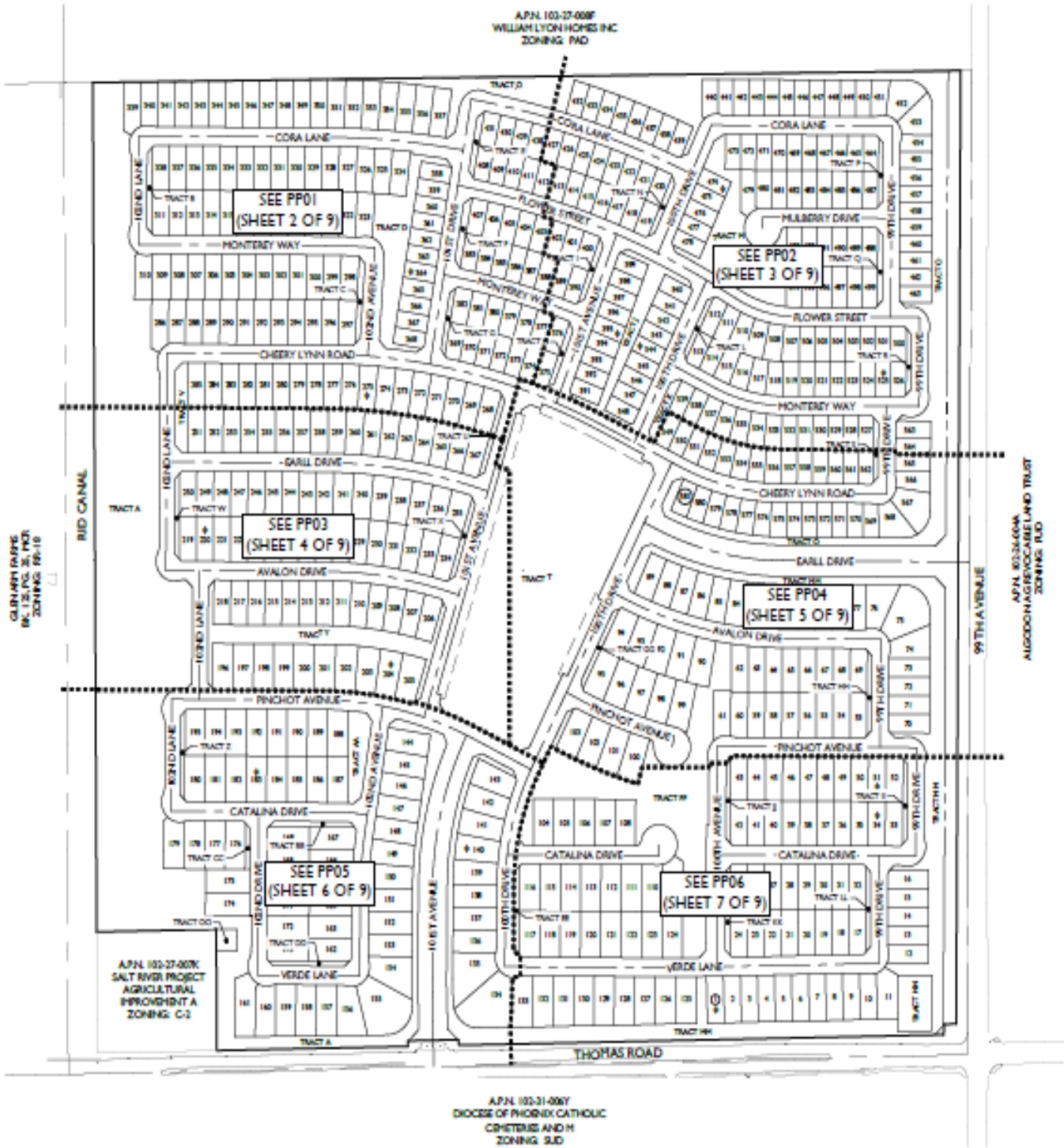
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PRELIMINARY PLAT FOR FULTON HOMES ACCLAIM

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, T.2 N., R.1 E. OF
THE GILA AND SALT RIVER & MERIDIAN, MARICOPA COUNTY, ARIZONA.



Engineer's Estimate

Project Name: Fulton Homes Acclaim
Project Phase: All Phases (Phase 1A, 1B, 2A, 2B, 2C)
EPS Project No.: 20-0146
Date: 9/14/2021



Number of Lots: 581
Gross Area (AC): 153.20

City of Avondale
Maintenance Improvement District No. 21
"Fulton Homes Acclaim" Tracts A - NN

In compliance with the provisions of A.R.S. Title 48, Chapter 4, Article 2, Section §48-574, and all amendments and supplements thereto, we hereby estimate the costs and expenses of said improvements to be as follows:

Area

Right-of-way: 31.91 AC
Tract Area: 35.34 AC

Annual Maintenance Fee

Right-of-way:	31.91	AC	x	\$ 2,000	AC	=	\$ 63,820.00
Tract Area:	35.34	AC	x	\$ 10,500	AC	=	\$ 371,070.00
							<u>\$ 434,890.00</u>

Annual Administrative Fee

\$434,890.00 x 5% = \$ 21,744.50

Total Annual Cost

\$434,890.00 + \$21,744.50 = \$ 456,634.50

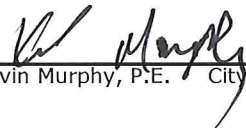
Total Cost per Month

\$456,634.50 / 12 Months = \$ 38,052.88

City of Avondale
Development & Engineering Services
Engineering Division

Dated

9/15/21


By: Kevin Murphy, P.E. City Engineer

CITY COUNCIL REPORT

SUBJECT: Ordinance 2057-1121 - Accepting Donation of Real Property for a Public Sewer Lift Station at Parkside

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development and Engineering Services Director, (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values. Accepting the donation of this parcel will allow permanent ownership and maintenance by the City of a sewer lift station allowing Parkside to develop and build Phases 1 and 2.
-

PURPOSE:

City Council will consider a request to adopt Ordinance 2057-1121, authorizing the acceptance of real property located approximately 1,050 feet south of Clarendon Avenue and 2,600 feet west of 99th Avenue in the Parkside development and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

The City Council approved a Major Amendment to the Parkside Planned Area Development (PAD) by Ordinance No. 2051-0921 on September 20, 2021. The Final Plat for Parkside- Phase 1 was approved by City Council on October 4, 2021.

DISCUSSION:

Under terms of the donation agreement, the City of Avondale will accept the donation of 0.056 acres of real property located 1,050 feet south of Clarendon Avenue and 2,600 feet west of 99th Avenue. The developer of Parkside, William Lyon Homes, Inc., will construct the lift station on this parcel and the City will operate and maintain it upon acceptance of the lift station by the City Engineer.

BUDGET IMPACT:

There is no impact to the budget for this action.

RECOMMENDATION:

Staff recommends the City Council adopt an Ordinance authorizing the acceptance of real property located approximately 1,050 feet south of Clarendon Avenue and 2,600 feet west of 99th Avenue in the Parkside development and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.



DONATION OF REAL PROPERTY FOR A PUBLIC SEWER LIFT STATION



ORDINANCE NO. 2057-1121

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE,
ARIZONA, ACCEPTING THE DEDICATION OF REAL PROPERTY FOR
PUBLIC USE.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The dedication of real property totaling $\pm$ 0.056 acres, generally located approximately 1,050 feet south of Clarendon Avenue and 2,600 feet west of 99th Avenue, as more particularly described and depicted on Exhibit A, attached hereto and incorporated herein by reference, is hereby accepted by the City of Avondale from William Lyon Homes, Inc.

SECTION 2. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps and to execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
November 1, 2021.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2057-1121

[Legal Description and Map]

See following pages.



ONE COMPANY.
INFINITE SOLUTIONS.

**LEGAL DESCRIPTION
LIFT STATION PARCEL
PARKSIDE SUBDIVISION
CITY OF AVONDALE,
MARICOPA COUNTY, ARIZONA**

A PORTION OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 1 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND BRASS CAP FLUSH, ACCEPTED AS THE NORTH QUARTER CORNER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 1 EAST FROM WHICH A FOUND BRASS CAP FLUSH, ACCEPTED AS THE NORTHEAST CORNER OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 1 EAST, THEREOF BEARS N89°40'49"E A DISTANCE OF 2691.83 FEET;

THENCE, ALONG THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 29, S00°16'52"E A DISTANCE OF 2469.22 FEET TO THE POINT OF BEGINNING;

THENCE, LEAVING SAID MID-SECTION LINE OF SECTION 29, N90°00'00"E A DISTANCE OF 47.00 FEET;

THENCE, S00°16'55"E A DISTANCE OF 52.00 FEET;

THENCE, N90°00'00"W A DISTANCE OF 47.00 FEET TO A POINT ON SAID MID-SECTION LINE;

THENCE, ALONG SAID MID-SECTION LINE, N00°16'52"W A DISTANCE OF 52.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A COMPUTED AREA OF 2,444 SQUARE FEET OR 0.056 ACRES, MORE OR LESS AND IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS, OR RIGHTS OF WAY OF RECORD OR OTHERWISE.

THE DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE ANY SUBDIVISION REGULATION OF THE STATE, COUNTY AND/OR MUNICIPALITY OR ANY OTHER LAND DIVISION RESTRICTIONS.

**PREPARED BY:
ATWELL, LLC
4700 E. SOUTHERN AVENUE
MESA, ARIZONA 85206
PROJECT NO. 18000694
AUGUST 2ND, 2021**



INDIAN SCHOOL ROAD

N89°40'49"E 2691.83'

BASIS OF BEARING

N 1/4 SECTION 29, T.2N., R.1E.
FOUND BRASS CAP FLUSH
POINT OF COMMENCEMENT

NE CORNER SECTION 29, T.2N., R.1E.
FOUND BRASS CAP FLUSH

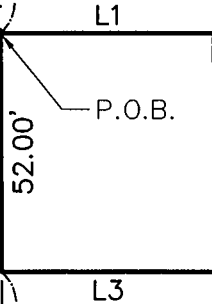
99TH AVE

2469.22'

AREA
0.056 ACRES± OR
2,444 SQ. FT±

MULTIPLE OWNERS
MULTIPLE A.P.N.'S
WESTWIND UNIT 1
BK 436, PG 16 MCR

S00°16'52"E 2656.65'



WILLIAM LYON HOMES INC.
A.P.N. 102-27-008F

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N90°00'00"E	47.00'
L2	S00°16'55"E	52.00'
L3	N90°00'00"W	47.00'

135.44'

CENTER OF SECTION 29, T.2N., R.1E.
NOTHING FOUND NOTHING SET
"CALCULATED POSITION"



Scale: 1"=40'

ALGODON AG REVOCABLE
LAND TRUST
A.P.N. 102-27-007J

JOB NO. 18000694 DATE: 08-02-2021 SHEET 2 OF 2



EXHIBIT "A"
LIFT STATION PARCEL
PARKSIDE SUBDIVISION
CITY OF AVONDALE, ARIZONA

CITY COUNCIL REPORT

SUBJECT: Ordinance 2058-1121 - Accepting Donation of Real Property for a Public Sewer Lift Station at Fulton Homes Acclaim

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development and Engineering Services Director, (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values. Accepting the donation of this parcel will allow permanent ownership and maintenance by the City of a sewer lift station allowing Fulton Homes Acclaim to develop up to 585 residential homes.
-

PURPOSE:

City Council will consider a request to adopt Ordinance 2058-1121, authorizing the acceptance of real property located approximately 350 feet north of Thomas Road and 2,100 feet west of 99th Avenue in the Fulton Home Acclaim development and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

The City Council approved Fulton Home's Acclaim Planned Area Development (PAD) by Ordinance No. 2033-1020 on October 19, 2021.

DISCUSSION:

Under terms of the donation agreement, the City of Avondale will accept the donation of 0.082 acres of real property located 350 feet north of Thomas Road and 2,100 feet west of 99th Avenue. The developer of Acclaim, Fulton Homes Corporation, will construct the lift station on this parcel, and the City will operate and maintain it upon acceptance of the lift station by the City Engineer.

BUDGET IMPACT:

There is no impact to the budget for this action.

RECOMMENDATION:

Staff recommends the City Council adopt an Ordinance authorizing the acceptance of real property located approximately 350 feet north of Thomas Road and 2,100 feet west of 99th Avenue in the Fultom Home Acclaim development and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.



DONATION OF REAL PROPERTY FOR A PUBLIC SEWER LIFT STATION



ORDINANCE NO. 2058-1121

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE,
ARIZONA, ACCEPTING THE DEDICATION OF REAL PROPERTY FOR
PUBLIC USE.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The dedication of real property totaling $\pm$ 0.0822 acres, generally located approximately 350 feet north of Thomas Road and 2,100 feet west of 99th Avenue within the Acclaim residential development, as more particularly described and depicted on Exhibit A, attached hereto and incorporated herein by reference, is hereby accepted by the City of Avondale from Fulton Homes Corporation.

SECTION 2. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps and to execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
November 1, 2021.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2058-1121

[Legal Description and Map]

See following pages.



Exhibit "A"
Fulton Homes Acclaim
Tract OO - Sanitary Sewer Lift Station

Job No. 20-0146

August 10, 2021

A portion of the Southeast quarter of Section 29, Township 2 North, Range 1 East of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at a MAG nail in pavement, without ID, at the Southeast corner of said Section 29, from which a PK nail in pavement, without ID, at the South quarter corner of said Section 29 bears South 88 degrees 51 minutes 38 seconds West (Basis of Bearing), 2645.47 feet;

thence along said South line of the Southeast quarter, South 88 degrees 51 minutes 38 seconds West, 2208.42 feet;

thence leaving said South line, North 0 degrees 17 minutes 12 seconds West, 320.04 feet to the POINT OF BEGINNING;

thence continuing North 0 degrees 17 minutes 12 seconds West, 60.00 feet;

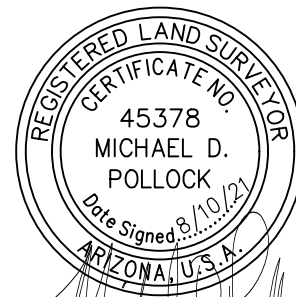
thence South 89 degrees 42 minutes 00 seconds East, 60.00 feet;

thence South 0 degrees 18 minutes 00 seconds West, 60.00 feet;

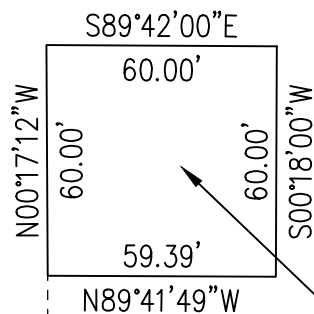
thence North 89 degrees 41 minutes 49 seconds West, 59.39 feet to the POINT OF BEGINNING.

Said overall portion of land contains 3,582 square feet or 0.0822 acres, more or less, and being subject to any easements, restrictions, and/or rights-of-ways of record or otherwise.

This description shown hereon is not to be used to violate subdivision regulations of the state, county and/or municipality or any other land division restrictions.



Aug 10, 2021 10:53am S:\Projects\2020\20-0146\Land Survey\Legals\Sewer Lift Station\20-0146 Tract 00 (Lift Station).dwg



TRACT OO
TOTAL LAND AREA:
3,582 Square Feet
0.0822± Acres, more or less

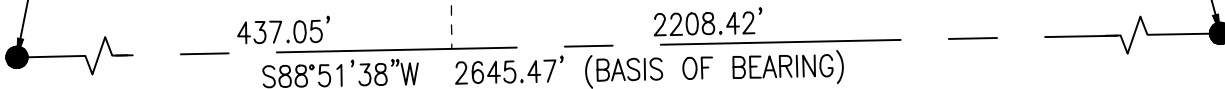
TIE
N0°17'12"W 320.04'



25 0 50
scale feet

SOUTH QUARTER CORNER
SECTION 29, T2N, R1E
FOUND PK NAIL IN PAVEMENT, NO ID

SOUTHEAST CORNER
SECTION 29, T2N, R1E
FOUND MAG NAIL IN PAVEMENT, NO ID
POINT OF COMMENCEMENT



THOMAS ROAD

20-0146

TRACT OO - SANITARY SEWER LIFT STATION

EXHIBIT "A"



1130 N. Alma School Rd.
Ste. 120 Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com

CITY COUNCIL REPORT

SUBJECT: Ordinance 2059-1121- Abandonment of El Mirage Road Right-of-Way

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development and Engineering Services Director, (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values. The approval of this agenda item will help maintain and expand quality infrastructure and improve connectivity for City residents in the Alamar development.
-

PURPOSE:

City Council will consider a request to adopt Ordinance 2059-1121, authorizing the abandonment of El Mirage Road right-of-way from Illini Street to 3,100 feet south of Illini Street, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

On July 30, 1921, Maricopa County designated El Mirage Road right-of-way (ROW) between Lower Buckeye Road and Broadway Road as recorded in Book 2, Page 14 in the Maricopa County Recorder's Office. Additional El Mirage Road ROW south of Broadway Road was dedicated by Docket 6489, Page 491; Docket 6544, Page 208; Docket 6607, Page 675 and Docket 10087, Page 276. This ROW was automatically conveyed to the City of Avondale when the City annexed Lakin Ranch through Ordinance No. 1652-518 adopted by City Council on May 21, 2018.

DISCUSSION:

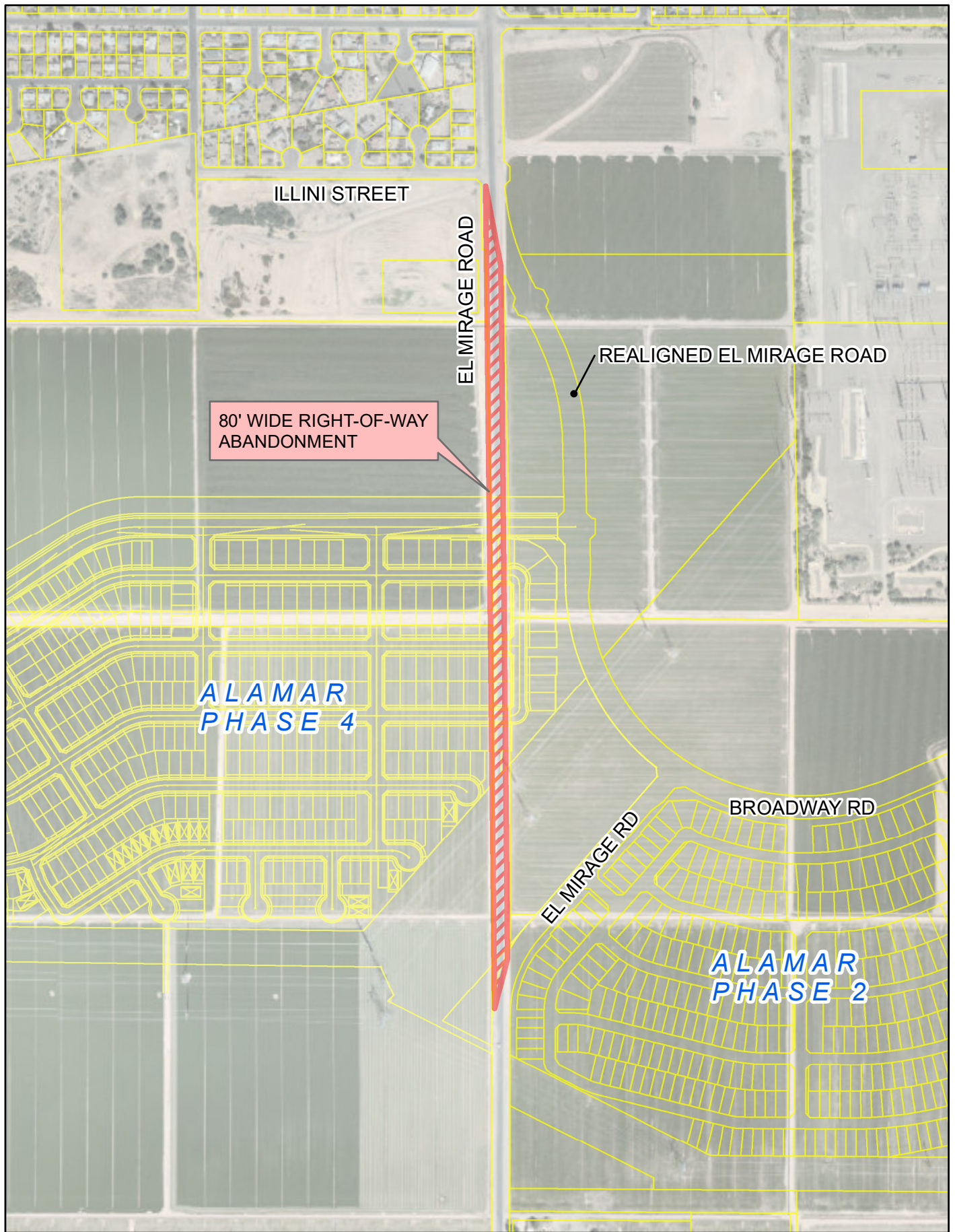
The developer of Alamar, Brookfield Lakin LLC, is requesting the City to abandon a portion of El Mirage Road ROW in order for the Alamar Phase 4 replat to move forward for City Council approval. In February 2022, the construction of the new El Mirage Road alignment will be completed and tied into existing El Mirage Road at Illini Street and approximately 3,100 feet to the south of Illini Street.

BUDGET IMPACT:

There is no impact to the budget for this action.

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance authorizing the abandonment of El Mirage Road right-of-way, located between Illini Street and 3,100 feet south of Illini Street, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.



EL MIRAGE ROAD RIGHT-OF-WAY TO BE ABANDONED

ORDINANCE NO. 2059-1121

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, ABANDONING WHATEVER RIGHT, TITLE, OR INTEREST IT HAS IN CERTAIN HIGHWAY EASEMENTS, GENERALLY LOCATED SOUTH OF ILLINI STREET AND CONTINUING 3100 FEET TO THE SOUTH.

WHEREAS, the City of Avondale (the “City”) is the owner of several easements for highway purposes over certain real property situated within Maricopa County, Arizona, generally located south of Illini Street and continuing 3100 feet to the South, commonly known as El Mirage Road (the “Highway Easements”); and

WHEREAS, the City of Avondale acquired the Highway Easements by way of (i) that certain Easement for Highway Purposes, dated March 21, 1967, from Maricopa County, Arizona (“Maricopa County”), recorded in Docket 6489, page 491, in the records of Maricopa County, (ii) that certain Easement for Highway Purposes, dated April 11, 1967, from Maricopa County, recorded in Document 6544, page 208, in the records of Maricopa County, (iii) that certain Easement for Highway Purposes, dated May 23, 1967 from Maricopa County, recorded in Docket 6607, page 675 in the records of Maricopa County, (iv) that certain Easement and Agreement for Highway Purposes, dated April 2, 1973 from Maricopa County, Arizona, recorded in Document 10087, page 276 in the records of Maricopa County, Arizona, attached hereto as Exhibit A, and incorporated herein by reference; and

WHEREAS, pursuant to Article I, Section 3 of the Avondale City Charter, the City may extinguish the Highway Easements as the City’s interests may require; and

WHEREAS, the Council of the City of Avondale (i) has determined that the Highway Easements no longer have a useful purpose or value and (ii) desires to abandon whatever right, title, or interest it has in the Highway Easements.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The Highway Easements, as more particularly described and depicted in Exhibit B, attached hereto and incorporated herein by reference, are hereby abandoned (the “Abandoned Roadway”).

SECTION 3. Upon recordation of this Ordinance in the office of the Maricopa County Recorder, the Abandoned Roadway shall vest in the owners of the land abutting the Abandoned Roadway.

SECTION 4. The Mayor, the City Manager, the City Attorney and the City Clerk are hereby authorized and directed to take all steps and execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, November 1, 2021.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2059-1121

[Easement and Agreements for Highway Purposes]

See following pages.

DKT 6489 PAGE 491

STATE OF ARIZONA } ss. * I hereby certify that the within instrument was filed and recorded
County of Maricopa }
MAR 22 '67-10 95 IN DOCKET & Page DKT 6489 PAGE 491 and indexed in

Fee No.

51105

01-DEED

MARICOPA CO. BD. OF SUPERVISORS

When recorded, return to:
Maricopa County Board of Supervisors

Witness my hand and official seal.

By

Deputy Recorder

Compared
Photostated
Fee:

M/C

NO CHARGE

Recorded at Request of
Board of Supervisors.

EASEMENT FOR HIGHWAY PURPOSES

ITEM NO. G-2205 500-64-2A

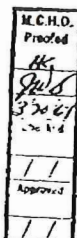
R/W 73-270, El Mirage Road

LUCY T. BOHNE, a widow

GRANTORS,

for and in consideration of the sum of One Dollar and other valuable consideration, receipt of which is hereby acknowledged, do hereby grant to MARICOPA COUNTY, a political subdivision of the State of Arizona, its successors, and assigns, a permanent easement and right-of-way, for the following purposes, namely: The right to enter upon the hereinafter described land and grade, level, fill, drain, pave, build, maintain, repair and rebuild a road or highway, including incidental purposes consistent therewith, together with such bridges, culverts, ramps and cuts as may be necessary, on, over, under, and across the ground embraced within the right-of-way situated in the County of Maricopa, State of Arizona, and described as follows:

The West Seven (7) feet of the East Forty (40) feet of the Northeast One-quarter of the Southeast One-quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) of Section Twenty-three (23), Township One (1) North, Range One (1) West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.



To have and to hold the said easement and right-of-way unto Maricopa County, a political subdivision of the State of Arizona and unto its successors and assigns forever, together with the right of ingress and egress to permit the economical operation and maintenance of said public highway and all incidents thereto, and together with the right to authorize, permit, and license the use thereof for utilities or other public purposes not inconsistent with its primary use as a highway.

And the Grantors hereby covenant that they are lawfully seized and possessed on this aforementioned tract or parcel of land; that they have a good and lawful right to sell and convey it; and that they will warrant the title and quiet possession thereto against the lawful claim of all persons.

The said easement to include the right to cut back and trim such portion of the branches and tops of the trees now growing or that may hereafter grow upon the above described premises, as may extend over said right-of-way, so as to prevent the same from interfering with the efficient maintenance and operation of said public highway.

In the event the right, privilege and easement herein granted shall be abandoned and permanently cease to be used for the purposes herein granted all rights herein granted shall cease and revert to the grantors, their heirs or assigns.

Wherever in the foregoing instrument the plural is used, it will be read as singular when necessary, and wherever words indicating gender are employed they will apply to either masculine, feminine or neuter as the context requires.

Dated this 21st day of March, 1967

(Seal)

(Seal)

(Seal)

(Seal)

STATE OF ARIZONA } ss.
County of MARICOPA }

This instrument was acknowledged before me this 21st day of

March, 1967 by *Lucy T. Bohné*

a widow

FORM 95-18 (REV. 7-26-63)

My commission expires *My Commission Expires June 22, 1970*

Notary Public

19670428_DKT_6544_208 Unofficial Document

STATE OF ARIZONA
County of Maricopa
APR 28 '67-11 25 IN DOCKET & Page 6544 208-209
MARICOPA CO. BD. OF SUPERVISORS
When recorded, return to:
Maricopa County Board of Supervisors
NO CHARGE
Recorded at Request of
Board of Supervisors.
I hereby certify that the within instrument was filed and recorded
and indexed in
Witness my hand and official seal.
County Recorder
Deputy Recorder
Fee No.
DEED
76274
Compared
Photostated
Fee:
3/2

EASEMENT FOR HIGHWAY PURPOSES

ITEM NO. G-2204 R/W 73-270, El Mirage Road
LAKIN CATTLE COMPANY

GRANTORS,

for and in consideration of the sum of One Dollar and other valuable consideration, receipt of which is hereby acknowledged, do hereby grant to MARICOPA COUNTY, a political subdivision of the State of Arizona, its successors, and assigns, a permanent easement and right-of-way, for the following purposes, namely: The right to enter upon the hereinafter described land and grade, level, fill, drain, pave, build, maintain, repair and rebuild a road or highway, including incidental purposes consistent therewith, together with such bridges, culverts, ramps and cuts as may be necessary, on, over, under, and across the ground embraced within the right-of-way situated in the County of Maricopa, State of Arizona, and described as follows:

500-66-7 - The East Seven (7) feet of the West Forty (40) feet of the West One-half of the Southwest One-quarter (W $\frac{1}{2}$ of SW $\frac{1}{4}$) of Section Twenty-four (24).

500-64-1 - The West Seven (7) feet of the East Forty (40) feet of the South One-half of the South One-half (S $\frac{1}{2}$ of S $\frac{1}{2}$) of Section Twenty-three (23).

500-72-1 - The East Forty (40) feet of the Northeast One-quarter of the Northeast One-quarter (NE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section Twenty-six (26); all being in Township One (1) North, Range One (1) West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

To have and to hold the said easement and right-of-way unto Maricopa County, a political subdivision of the State of Arizona and unto its successors and assigns forever, together with the right of ingress and egress to permit the economical operation and maintenance of said public highway and all incidents thereto, and together with the right to authorize, permit, and license the use thereof for utilities or other public purposes not inconsistent with its primary use as a highway.

And the Grantors hereby covenant that they are lawfully seized and possessed on this aforementioned tract or parcel of land; that they have a good and lawful right to sell and convey it; and that they will warrant the title and quiet possession thereto against the lawful claim of all persons.

The said easement to include the right to cut back and trim such portion of the branches and tops of the trees now growing or that may hereafter grow upon the above described premises, as may extend over said right-of-way, so as to prevent the same from interfering with the efficient maintenance and operation of said public highway.

In the event the right, privilege and easement herein granted shall be abandoned and permanently cease to be used for the purposes herein granted all rights herein granted shall cease and revert to the grantors, their heirs or assigns.

Wherever in the foregoing instrument the plural is used, it will be read as singular when necessary, and wherever words indicating gender are employed they will apply to either masculine, feminine or neuter as the context requires.

Dated this 11th day of April, 1967
(Seal) (Seal) (Seal)

STATE OF ARIZONA
County of MARICOPA

This instrument was acknowledged before me this 17th day of

1967 by

President of Lakin Cattle Co.

FORM 95 10 - REV. 7-28-63

My commission expires May 22, 1970

Notary Public

DKT 6544 PAGE 209

STATE OF ARIZONA

County of Maricopa } ss.Before me, John W. Sullivan, Notary Public in and for said County,State of Arizona, on this day personally appeared Charles A. Lakin

known to me to be the person whose name is

subscribed to the foregoing instrument as Presidentof the Corporation described in the foregoing instrument, and as such officeracknowledged to me that he executed the same for said Corporation, for the purpose and consideration therein expressed, as its free act and deed and by each of them voluntarily executed.Given under my hand and seal of office, this 11th day of April, A.D., 1967

Notary Public

(My Commission Expires June 22, 1970)

99-20

Unofficial Document



STATE OF ARIZONA } ss. I hereby certify that the within instrument was filed and recorded
County of Maricopa }
IN DOCKET & Page and indexed in
1967 JUN 13 11 14
MARICOPA CO. BD. OF SUPERVISORS
When recorded, return to:
Maricopa County Board of Supervisors
NO CHARGE
Recorded at Request of
COUNTY SUPERVISORS
Witness my hand and official seal.
CLIFFORD H. WARD County Recorder
By [Redacted] Deputy Recorder
Fee No. 106178
MI-DEED
Compared Photostated Fee: n/c

EASEMENT FOR HIGHWAY PURPOSES

ITEM NO. G-2202 & G-2203

R/W 73-270, El Mirage Road

LEO S. ACCOMAZZO AND ELIZABETH ACCOMAZZO, his wife

GRANTORS,

for and in consideration of the sum of One Dollar and other valuable consideration, receipt of which is hereby acknowledged, do hereby grant to MARICOPA COUNTY, a political subdivision of the State of Arizona, its successors, and assigns, a permanent easement and right-of-way, for the following purposes, namely: The right to enter upon the hereinafter described land and grade, level, fill, drain, pave, build, maintain, repair and rebuild a road or highway, including incidental purposes consistent therewith, together with such bridges, culverts, ramps and cuts as may be necessary, on, over, under, and across the ground embraced within the right-of-way situated in the County of Maricopa, State of Arizona, and described as follows:

500-72-6 - The East Forty (40) feet of the Northeast One-quarter of the Southeast One-quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) of Section Twenty-six (26), Township One (1) North, Range One (1) West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;
EXCEPT the South Sixty-six (66) feet thereof.

500-71-2 & 3; 500-70-3 - The West Forty (40) feet of the West One-half of the Northwest One-quarter (W $\frac{1}{2}$ of NW $\frac{1}{4}$) and the West Forty (40) feet of the Northwest One-quarter of the Southwest One-quarter (NW $\frac{1}{4}$ of SW $\frac{1}{4}$); all being a part of Section Twenty-five (25), Township One (1) North, Range One (1) West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;
EXCEPT the South Sixty-six (66) feet of said (NW $\frac{1}{4}$ of SW $\frac{1}{4}$).

The East Forty(40) feet of the Southeast One-quarter of the Northeast One-quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section Twenty-six(26), Township One(1) North, Range One(1) West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

To have and to hold the said easement and right-of-way unto Maricopa County, a political subdivision of the State of Arizona and unto its successors and assigns forever, together with the right of ingress and egress to permit the economical operation and maintenance of said public highway and all incidents thereto, and together with the right to authorize, permit, and license the use thereof for utilities or other public purposes not inconsistent with its primary use as a highway.

And the Grantors hereby covenant that they are lawfully seized and possessed on this aforementioned tract or parcel of land; that they have a good and lawful right to sell and convey it; and that they will warrant the title and quiet possession thereto against the lawful claim of all persons.

The said easement to include the right to cut back and trim such portion of the branches and tops of the trees now growing or that may hereafter grow upon the above described premises, as may extend over said right-of-way, so as to prevent the same from interfering with the efficient maintenance and operation of said public highway.

In the event the right, privilege and easement herein granted shall be abandoned and permanently cease to be used for the purposes herein granted all rights herein granted shall cease and revert to the grantors, their heirs or assigns.

Wherever in the foregoing instrument the plural is used, it will be read as singular when necessary, and wherever words indicating gender are employed they will apply to either masculine, feminine or neuter as the context requires.

Dated this 23rd day of May, 1967

(Seal)

(Seal)

(Seal)

(Seal)

STATE OF ARIZONA } ss.
County of MARICOPA }

This instrument was acknowledged before me this 23rd day of

May, 1967 by Leo S. Accomazzo

VXX 28200103

VY10087 Document

I do hereby certify that the within named instrument was recorded at

MARICOPA CO. BD. OF SUPER

10087 276-277 Records of Maricopa County, Arizona APR 11 1973
WITNESS my hand and official seal the day and year aforesaid

PAUL N. MARSTON

By

County Recorder

Deputy Recorder

When recorded return to: MARICOPA COUNTY BOARD OF SUPERVISORS

EASEMENT AND AGREEMENT FOR HIGHWAY PURPOSES 500-65-2W
500-64-Pt. 2C

Project No. DD-5105

Item No. Z-72-62A

Lucy Tolleson Bohne, a widow

GRANTORS,

for and in consideration of the sum of One Dollar and other valuable consideration, receipt of which is hereby acknowledged, do hereby grant to MARICOPA COUNTY, a political subdivision of the State of Arizona, its successors, and assigns, a permanent easement and right-of-way, for the following purposes, namely: The right to enter upon the hereinafter described land and grade, level, fill, drain, pave, build, maintain, repair and rebuild a road or highway, including incidental purposes consistent therewith, together with such bridges, culverts, ramps and cuts as may be necessary, on, over, under, and across the ground embraced within the right-of-way situated in the County of Maricopa, State of Arizona, and described as follows:

The West Fifteen(15) feet of the East Fifty-five(55) feet of the South 110 feet of the North 220 feet of the West 295 feet of the East 328 feet of the following described property: The Southeast one-quarter of the Southeast one-quarter of the Northeast one-quarter(SE $\frac{1}{4}$ of SE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section Twenty-three(23), Township One(1) North, Range One(1) West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.
EXCEPT the North one(1) acre.

ALSO, the West Fifteen(15) feet of the East Fifty-five(55) feet of the North 335 feet of the South one-half of the North one-half of the Southeast one-quarter(S $\frac{1}{2}$ of N $\frac{1}{2}$ of SE $\frac{1}{4}$) of said Section 23.

ALSO, the North Twenty-five(25) feet of that part of the North 335 feet of the South one-half of the North one-half of the Southeast one-quarter(S $\frac{1}{2}$ of N $\frac{1}{2}$ of SE $\frac{1}{4}$) of said Section 23 which lies adjacent to and Southerly of the extreme Southern line of LUCY T. HOMESITES UNIT TWO, a subdivision of part of the North one-half of the Southeast one-quarter(N $\frac{1}{2}$ of SE $\frac{1}{4}$) of said Section 23 and recorded in Book 142 of Maps, page 26 of M.C.R.

(Note: to provide the South one-half of ILLINI STREET as shown on said plat.)

M.C.R.
Proposed
6/21
8/11
3/21/53
C.M.H.
8/11
1/2/54
Approved
8/11
1/3/54
JH

To have and to hold the said easement and right-of-way unto Maricopa County, a political subdivision of the State of Arizona and unto its successors and assigns forever, together with the right of ingress and egress to permit the economical operation and maintenance of said public highway and all incidents thereto, and together with the right to authorize, permit, and license the use thereof for utilities or other public purposes not inconsistent with its primary use as a highway.

And the Grantors hereby covenant that they are lawfully seized and possessed on this aforementioned tract or parcel of land; that they have a good and lawful right to sell and convey it; and that they will warrant the title and quiet possession thereto against the lawful claim of all persons, subject to easements of record.

The said easement to include the right to cut back and trim such portion of the branches and tops of the trees now growing or that may hereafter grow upon the above described premises, as may extend over said right-of-way, so as to prevent the same from interfering with the efficient maintenance and operation of said public highway.

In the event the right, privilege and easement herein granted shall be abandoned and permanently cease to be used for the purposes herein granted all rights herein granted shall cease and revert to the grantors, their heirs or assigns.

Wherever in the foregoing instrument the plural is used, it will be read as singular when necessary, and wherever words indicating gender are employed they will apply to either masculine, feminine or neuter as the context requires.

(See Reverse Side For Agreement and Signatures)

JVS 15200117

100876 277

NOW THEREFORE, in consideration of the same and further consideration hereinafter set forth, it is agreed, that this instrument contains the entire agreement between the parties hereto there being no further consideration paid than herein specified.

THE COUNTY OF MARICOPA AGREES:

A. To use the above described land for the general welfare and benefit of the public.

THE GRANTOR AGREE S:

1. To grant an easement for the above described land to the County of Maricopa for the general welfare and benefit of the public.
2. That acceptance of this dedication in no way obligates Maricopa County to construct or maintain a roadway within the right-of-way granted by this document.
3. It is further agreed that any existing encroachments within the right-of-way granted by this easement will be removed or relocated to Grantor's remaining property at no expense to County.

Unofficial Document

Dated this 2nd day of April, 1973

Grantor

Grantor

Grantor

Grantor

STATE OF ARIZONA

COUNTY OF MARICOPA

ss.

Subscribed and sworn to before me this 2nd day of April, 1973

My commission expires My Commission Expires Feb. 7, 1976

Notary Public

Recommended for approval: W. H. K. K. K.
Right of Way Agent

ACCEPTED:
MARICOPA COUNTY BOARD OF
SUPERVISORS

by [Signature]
Chairman of the Board

ATTTEST:

Clerk of Board of Supervisors

Date April 9, 1973

EXHIBIT B
TO
ORDINANCE NO. 2059-1121

[Legal Description and Map of Abandoned Roadway]

See following pages.

EXHIBIT "A"

**LEGAL DESCRIPTION
Alamar
El Mirage Road Right-of-Way Abandonment**

A portion of that certain County Road, recorded in Book 2, page 14, Maricopa County Records (MCR), that certain Easement for Highway Purposes, recorded in Docket 6489, page 491, MCR, that certain Easement for Highway Purposes, recorded in Docket 6544, page 208, MCR, that certain Easement for Highway Purposes, recorded in Docket 6607, page 675, MCR and that certain Easement and Agreement for Highway Purposes, recorded in Docket 10087, page 276, MCR, lying within Sections 23, 24, 25 and 26, Township 1 North, Range 1 West, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the northwest corner of said Section 25, a 3-inch Maricopa County Department of Transportation (MCDOT) brass cap in handhole from which the north quarter corner of said Section 25, a 2-inch iron pipe with no identification, bears South 89°37'21" East (basis of bearing), a distance of 2611.55 feet;

THENCE along the north line of said Section 25, South 89°37'21" East, a distance of 40.00 feet, to the east line of the west 40 feet of said Section 25 and the **POINT OF BEGINNING**;

THENCE along said east line, South 00°07'07" West, a distance of 1455.31 feet, to the northerly right-of-way line of El Mirage Road, Alamar-Phase 2, recorded in Book 1537, page 35, MCR and a point of intersection with a non-tangent curve;

THENCE leaving said east line, along said northerly right-of-way line, southerly along said non-tangent curve to the left, having a radius of 600.00 feet, concave easterly, whose radius bears South 59°57'18" East, through a central angle of 29°49'01", a distance of 312.24 feet, to the west line of the east 40 feet of said Section 26 and a point of intersection with a non-tangent line;

THENCE leaving said northerly right-of-way line, along said west line, North 00°07'07" East, a distance of 1753.23 feet, to the southerly prolongation of the west line of the east 40 feet of said Section 23;

THENCE leaving said west line, along said prolongation, North 01°10'37" West, a distance of 0.23 feet, to the south line of said Section 23;

THENCE leaving said prolongation, along the west line of the east 40 feet of said Section 23, North 01°10'37" West, a distance of 1625.84 feet, to the south line of said certain Easement and Agreement for Highway Purposes (Easement and Agreement), recorded in Docket 10087, page 276, MCR;

THENCE leaving said west line, along said south line, North 89°49'25" West, a distance of 15.00 feet, to the southwest corner of said certain Easement and Agreement;

THENCE leaving said south line, along the west line of said certain Easement and Agreement, North 01°10'37" West, a distance of 290.96 feet, to the westerly right-of-way line of said El Mirage Road;

Legal Description
Alamar
El Mirage Road Right-of-Way Abandonment

Revised March 4, 2021
February 24, 2021
WP#174612.09
Page 2 of 4

THENCE leaving said west line, along said westerly right-of-way line, South 46°24'19" East, a distance of 8.50 feet, to a point of intersection with a non-tangent curve;

THENCE southerly along said non-tangent curve to the left, having a radius of 1150.00 feet, concave easterly, whose radius bears North 86°23'24" East, through a central angle of 20°23'07", a distance of 409.16 feet, to the east line of the west 40 feet of said Section 24 and a point of intersection with a non-tangent line;

THENCE leaving said westerly right-of-way line, along said east line, South 01°10'37" East, a distance of 1515.14 feet, to the northerly prolongation of the east line of the west 40 feet of said Section 25;

THENCE leaving said east line, along said prolongation, South 00°07'07" West, a distance of 0.63 feet, to the **POINT OF BEGINNING**.

Containing 258,840 square feet or 5.9422 acres, more or less.

Subject to existing right-of-ways and easements.

This parcel description is based on client provided information and is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of July, 2018. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

Y:\WP\Parcel Descriptions\2017\174612.09 Alamar El Mirage Road Right-of-Way Abandonment L51R01 03-04-21.docx



23

24

EAST 1/4 CORNER OF SECTION 23 AND WEST 1/4
CORNER OF SECTION 24, T1N, R1W
3" COA BCH 1.21' NORTH AND 0.13' WEST OF
SECTION CORNER

7' HWE
DKT 6489, PG 491,
MCR

15' HWE

DKT 10087, PG 276,
MCR

7' HWE

DKT 6544, PG 208,
MCR

66' COUNTY ROAD

BK 2, PG 14,
MCR

66' COUNTY ROAD

BK 2, PG 14,
MCR

40' HWE
DKT 6544,
PG 208,
MCR

40' HWE
DKT 6607, PG 675,
MCR

DETAIL "A"

SEE SHEET 4

7' HWE

DKT 6544, PG 208,
MCR

SOUTHEAST CORNER OF SECTION 23,
SOUTHWEST CORNER OF SECTION 24,
NORTHWEST CORNER OF SECTION 25,
NORTHEAST CORNER OF SECTION 26,
T1N, R1W

3" MCDOT BCH
POC 2571.55'

BROADWAY ROAD

S89°37'21"E 2611.55'
(BASIS OF BEARING)

DETAIL "B"

SEE SHEET 4

SOUTH 1/4 CORNER OF SECTION 24,
NORTH 1/4 CORNER OF SECTION 25,
T1N, R1W
2" IP W/ NO ID

ALAMAR - PHASE 2
RECORDED IN
BOOK 1537, PAGE 35,
MCR

WEST 1/4 CORNER SECTION 25,
EAST 1/4 CORNER SECTION 26,
T1N, R1W
3" MCHD BCH

SOUTHEAST CORNER OF SECTION 24,
NORTHEAST CORNER OF SECTION 25,
T1N, R1W

MCDOT BCH STAMPED 26411 2011

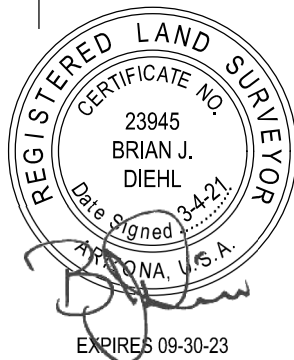
EAST 1/4 CORNER SECTION 24, T1N, R1W
3" MCDOT BCH STAMPED T1N R1W 2W
S24 19 2011

EAST 1/4 CORNER
SECTION 25, T1N, R1W
3" MCDOT BCH
STAMPED T1N R1W
S25 S30 RLS 33310

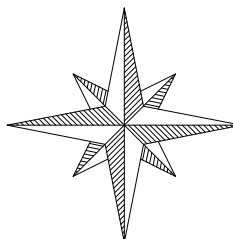
26

25

**WOOD
PATEL**



N



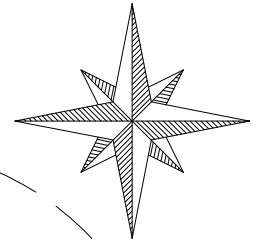
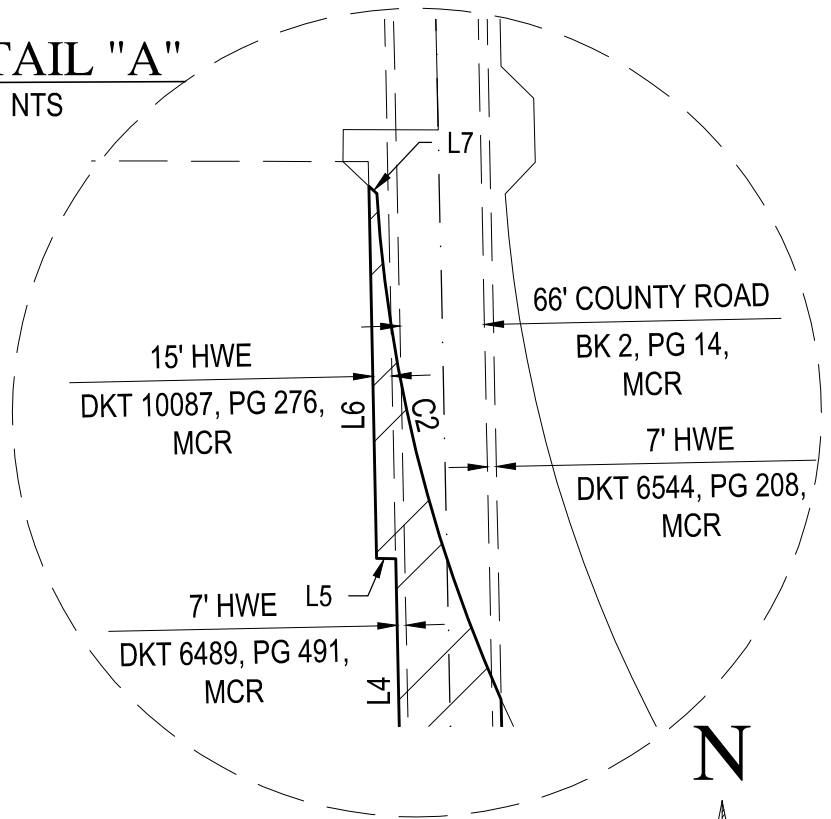
ALAMAR
EL MIRAGE ROAD
RIGHT-OF-WAY ABANDONMENT
REVISED 3/4/2021
WP# 174612.09
PAGE 3 OF 4
NOT TO SCALE

Z:\2017\174612\Survey\Legal\4612-L51R01.dwg

DETAIL "A"

NTS

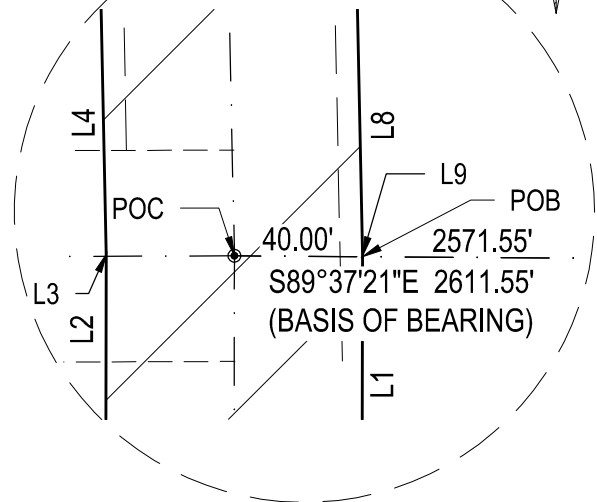
LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°07'07"W	1455.31'
L2	N00°07'07"E	1753.23'
L3	N01°10'37"W	0.23'
L4	N01°10'37"W	1625.84'
L5	N89°49'25"W	15.00'
L6	N01°10'37"W	290.96'
L7	S46°24'19"E	8.50'
L8	S01°10'37"E	1515.14'
L9	S00°07'07"W	0.63'



DETAIL "B"

NTS

CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	29°49'01"	600.00'	312.24'
C2	20°23'07"	1150.00'	409.16'



EXPIRES 09-30-23

ALAMAR
EL MIRAGE ROAD
RIGHT-OF-WAY ABANDONMENT
REVISED 3/4/2021
WP# 174612.09
PAGE 4 OF 4
NOT TO SCALE

Z:\2017\174612\Survey\Legal\4612-L51R01.dwg

CITY COUNCIL REPORT

SUBJECT: Ordinance 2060-1121 - Abandonment of 10th Street Right-of-Way for Transitional Housing Parcel

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development and Engineering Services Director, (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-2011

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: Innovative Program and Service Delivery. Avondale will continue to serve as a model of innovative, efficient, and responsive government. Approval of this ordinance will allow the City through the Neighborhood and Family Services department to provide an innovation program of transitional housing for the Avondale community and deliver a service to community members waiting for completion of their affordable housing.

PURPOSE:

City Council will consider a request to adopt Ordinance 2060-1121, authorizing the abandonment of a portion of N 10th Street right-of-way located between Riley Street and Western Avenue to create a parcel for Transitional Housing and authorize the Mayor or City Manager, City Clerk and City Attorney to execute the necessary documents. The council will take appropriate action.

BACKGROUND:

On May 1, 1989, Maricopa County Flood Control District conveyed land ownership through a Special Warranty Deed to the City of Avondale designating N 10th Street right-of-way (ROW) between E Riley Drive and E Western Avenue as recorded in Document No. 89-216356 recorded on May 11, 1989. Subsequently, a warranty deed from T.P.I. Land Investors II Limited Partnership, Ltd. conveyed land ownership to the City of Avondale dated July 20, 1989 and recorded July 26, 1989 in Document No. 89-343607.

DISCUSSION:

The City is requesting the abandonment of a portion of N 10th Street right-of-way located between Riley Street and Western Avenue to create a parcel for Transitional Housing. The existing 10th Street right-of-way includes an abandoned parking lot for the old Coldwater Park no longer existing, and a portion of this parking lot will be renovated and repurposed for Transitional Housing.

BUDGET IMPACT:

There is no impact to the budget for this action.

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance authorizing the abandonment of a portion of N 10th Street right-of-way located between Riley Street and Western Avenue to create a parcel for Transitional Housing and authorize the Mayor, City Clerk and City Attorney to execute the necessary documents.



N. ELISEO C

E. RILEY DR.

N. ELISEO C FELIX JR WAY

E. WESTERN AVE.

Proposed Transitional Housing Parcel

ORDINANCE NO. 2060-1121

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, PROVIDING FOR THE ABANDONMENT OF A PORTION OF 10TH STREET RIGHT-OF-WAY AND CAUSING THE RIGHT-OF-WAY TO BE RETURNED TO THE LARGER CITY PARCEL FOR OTHER PUBLIC USE.

WHEREAS, Article I, Section 3 of the Avondale City Charter authorizes the City of Avondale (the “City”) to dispose of its acquired property as the City’s interests may require; and

WHEREAS, a private property owner conveyed the 10th Street right-of-way between Riley Drive and Western Avenue to the City by Quit Claim Deed, recorded at Document No. 89-343606 (the “Right-of-Way”); and

WHEREAS, the City did not use the Right-of-Way, but has installed a roadway and provided for vehicular access to the adjacent City parcel via another route, and now desires to use the Right-of-Way for another public use; and

WHEREAS, the Council of the City of Avondale has determined that it is necessary and appropriate to abandon the use of the Right-of-Way as a roadway. The Right-of-Way is described in Exhibit A, attached hereto and incorporated herein by reference; and

WHEREAS, the City is authorized to vacate and abandon rights-of-way pursuant to ARIZ. REV. STAT. §§ 9-240(B)(3)(e) and 28-7205; and

WHEREAS, the Council of the City of Avondale desires to repurpose the use of the Right-of-Way.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The Right-of-Way, as more particularly described and depicted in Exhibit A, attached hereto and incorporated by reference, is hereby (i) declared to be no longer necessary for public use as a roadway and (ii) abandoned for that purpose.

SECTION 3. Upon recordation of this Ordinance in the office of the Maricopa County Recorder, the Right-of-Way designation as a roadway shall be forever extinguished, and all right and title to the real property described therein shall vest in the City.

SECTION 4. The Mayor, the City Manager or authorized designee, the City Clerk and the City Attorney are hereby authorized and directed to take all steps and execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, November 1, 2021.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2060-1121

[Legal Description and Map of Abandoned Roadway]

See following pages.



DATE: August 06, 2021
LOCATION: 10th Street & Riley
Drive, Maricopa
County, Arizona
City of Avondale

DESCRIPTION Right of Way
OF LEGAL:

PAGE NO. 1 OF 1

LEGAL DESCRIPTION
OF A
PARCEL OF LAND

A Parcel of Land in the Southwest Quarter (SW 1/4) of Section Eleven (11), Township One (1) North, Range One (1) West, of the Gila & Salt River Meridian, Maricopa County, Arizona and being more particularly described as follows:

Commencing at a found City of Avondale Brass Cap in Hand Hole at the intersection of Western Avenue and Dysart Road, being the Southwest Corner (SW) of Section 11 from which a found City of Avondale brass cap in a hand hole at the West quarter corner of said Section 11, bears North 00°01'11" East, a distance of 2,644.68 feet;

THENCE along said line North 01 degrees 00 minutes 11 seconds East, a distance of 1322.27 feet to the intersection of Dysart Road and Riley Drive;

THENCE along said centerline of Riley Drive South 89 degrees 48 minutes 20 seconds East, a distance of 1535.81 feet;

THENCE departing said line South 00 degrees 11 minutes 40 seconds West a distance of 302.19 feet to the **Point of Beginning**;

THENCE South 89 degrees 59 minutes 05 seconds East a distance of 45.00 feet;

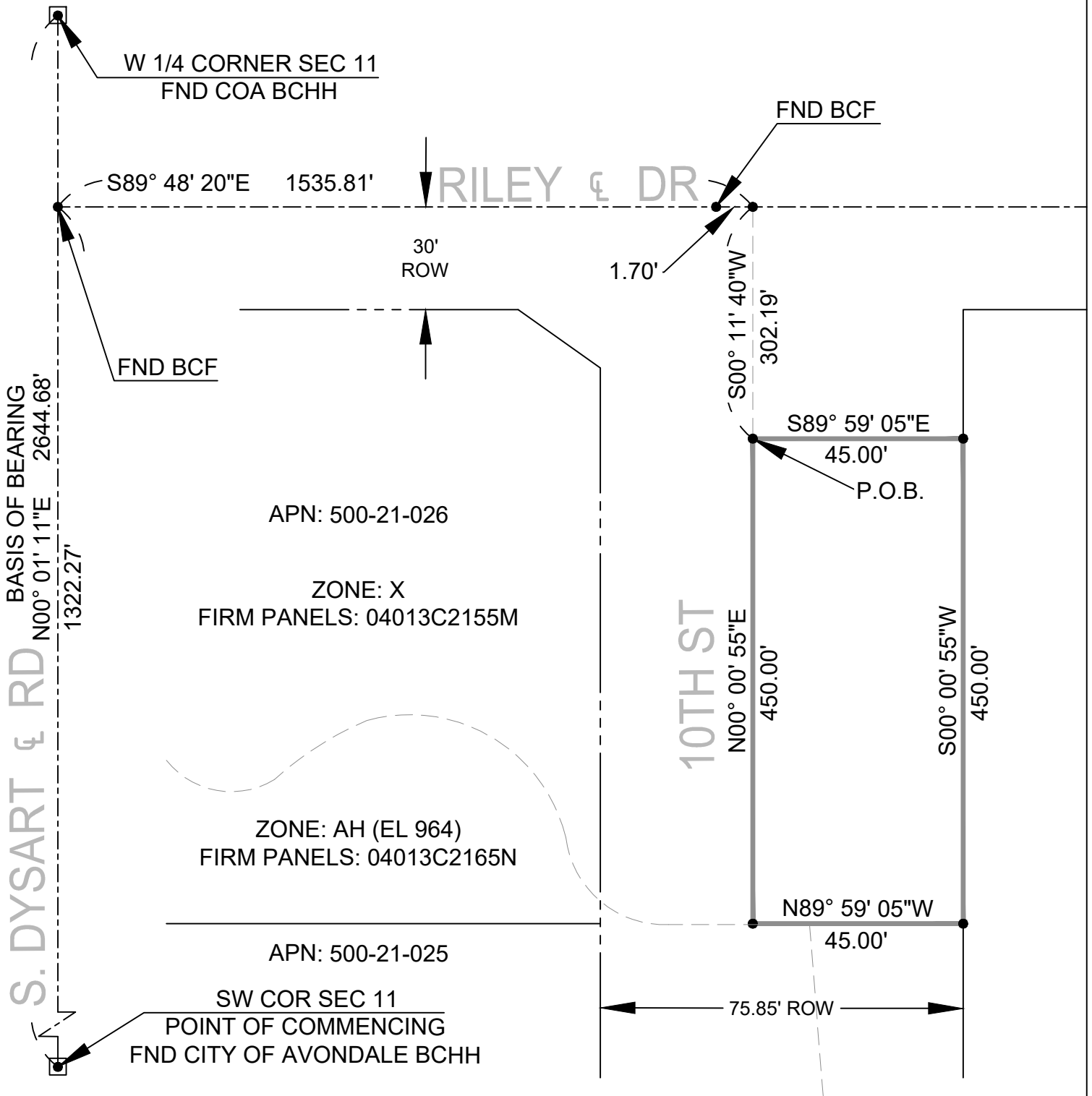
THENCE South 00 degrees 00 minutes 55 seconds West a distance of 450.00 feet;

THENCE North 89 degrees 59 minutes 05 seconds West a distance of 45.00 feet;

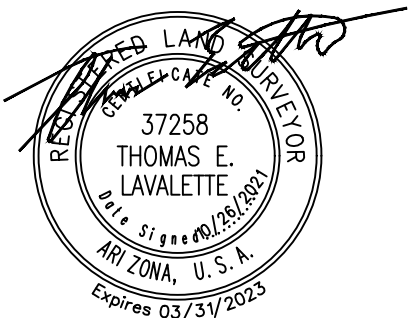
THENCE North 00 degrees 00 minutes 55 seconds East a distance of 450.00 feet to the **Point of Beginning**;

Said parcel containing 20250 sqft or 0.46 acres more or less

EXHIBIT "A"



SCALE:
NTS
T1N, R1W



PROJECT: 2021-M-68	
DATE: 10-26-2021	CHKD BY: TL
DRN BY: BL	SCALE: N.T.S.
TITLE: RIGHT OF WAY CITY OF AVONDALE RESOURCE CENTER	
SHEET NO: 1 OF 1	

CITY COUNCIL REPORT

SUBJECT: Final Plat - Fulton Homes Acclaim Phase 1A - Application PL-21-0069

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development & Engineering Services Director, (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME: Creative and Sustainable Community Development

STRATEGY: Develop diverse housing options, to include workforce housing.

STRATEGIC OUTCOME: Creative and Sustainable Community Development

STRATEGY: Maintain and expand quality infrastructure and improve connectivity to City amenities.

PURPOSE:

City Council will consider a request by Ms. Tricia Baird, EPS Group, Inc., for approval of a Final Plat for Fulton Homes Acclaim Phase 1A, approximately 39.94 net acres located at the northwest corner of Thomas Road and 99th Avenue. Consistent with the Preliminary Plat approved by City Council on January 19, 2021, the proposed Final Plat will create 143 single-family residential lots, thirteen (13) common area open space/landscaping tracts, a future well site tract, and a sanitary sewer lift station tract, and dedicate easements as needed to serve the future development. City Council will consider adoption of Resolutions forming a Maintenance Improvement District (MID) for this parcel as a separate agenda item. The Council will take appropriate action.

BACKGROUND:

The Fulton Homes Acclaim project is 153.2 gross acres in size and is located at the northwest corner of Thomas Road and 99th Avenue. The property was annexed to the City in October 1989 with an initial zoning of Agricultural (AG), then rezoned to Community Commercial (C-2) in January 2001. It was rezoned again to the Fulton Homes Acclaim Planned Area Development (PAD) in October 2020. The approved PAD included two (2) phases of development: Phase 1 (83.7 acres with 285 single-family residential lots) and Phase 2 (69.5 acres with 296 single-family residential lots). The project has since been modified to split Phase 1 into two sub-phases (1A and 1B) and Phase 2 into three sub-phases (2A, 2B, and 2C). The Final Plat for Phase 1A is the first to be presented to City Council for approval and is shown in Exhibits A and B.

A Preliminary Plat for the full Fulton Homes Acclaim project was approved by City Council on January 19, 2021. The approved Preliminary Plat (Exhibit E) divides the full project into 581 single-family residential lots in conformance with the approved PAD.

The Fulton Homes Acclaim property is designated Medium Density Residential (MDR) on the General Plan

2030 Land Use Map (Exhibit C). The MDR designation allows for development of planned detached single-family residential communities with larger setbacks and neighborhood facilities. The designation allows a density of 2.5 to 4 dwelling units/acre, with 2.5 units/acre as the target. The approved Fulton Homes Acclaim PAD zoning is in conformance with the MDR designation.

The existing uses and zoning of surrounding properties include:

NORTH of the Osborne Road Alignment: Parkside Planned Area Development (PAD), a master planned 155-acre residential, mixed use, and office development with 662 single-family lots, 21.33 acres of Mixed Use, and 10.0 acres of planned Office adjacent to the Osborn Road alignment on the east end of the project.

EAST of 99th Avenue: An undeveloped 141.42-acre property located in City of Phoenix's jurisdiction. The property is zoned Planned Unit Development – Mixed Use which allows for a combination of residential, commercial, and retail uses. The property is currently being farmed and a time frame for development is unknown.

SOUTH of Thomas Road: A 68.5-acre property zoned Agricultural (AG) with a Special Use District (SUD) overlay for the Holy Cross Cemetery and Mortuary use, which occupies the site.

WEST: Glenarm Farms, a 149-acre single-family development zoned RR-18 (Rural Residential, minimum 18,000 square foot lot area). The community is fully developed with 150 lots, many with accessory structures for the keeping of horses and livestock.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Final Plat for Fulton Homes Acclaim Phase 1A (Exhibit F). In conformance with the approved Fulton Homes Acclaim Preliminary Plat, the proposed Final Plat subdivides the 39.94 net-acre phase into a total of 143 single-family residential lots. The lots created within this phase are a mix of two minimum lot sizes, including 89 minimum 50 feet by 120 feet (6,000 square foot) lots; and 54 minimum 60 feet by 125 feet (7,500 square foot) lots.

Additionally, the proposed Final Plat creates thirteen (13) common area tracts (Tracts A, EE-MM, PP-QQ, and T) for active and passive open space totaling approximately 7.06 acres. Open spaces within this phase of development include:

- A neighborhood park within Tract FF, featuring a half basketball court, ramada, tot lot, multi-use turf area, and pedestrian trail.
- A pedestrian trail within Tract A.
- Common parking in Tract T, adjoining Acclaim's central park (the park itself will be constructed in a later phase of the project).
- Landscaping and drainage features across multiple tracts.

In addition to open space tracts, the Final Plat creates Tract NN to accommodate a future well site to be dedicated to SRP, and Tract OO to accommodate a sanitary sewer lift system.

Access to Fulton Homes Acclaim Phase 1A will be provided directly from Thomas Road, via the proposed 101st Avenue. All streets within the interior of the project will be public. The developer will be responsible for the construction of all water and sewer infrastructure needed to serve the planned development.

The Fulton Homes Acclaim Homeowners Association will be responsible for maintaining all open space areas, landscape tracts, and right-of-way landscaping. City Council will consider adoption of a Resolution forming a Maintenance Improvement District (MID) for the Fulton Homes Acclaim Phase 1A subdivision as a separate agenda item. The MID mechanism allows the City to assume maintenance responsibilities for the community's open space, and landscaping in the event that the HOA goes defunct, providing for an assessment of residents to cover the maintenance costs.

PUBLIC PARTICIPATION:

Public notification is not required for Final Plat applications.

PLANNING COMMISSION ACTION:

The Planning Commission does not review Final Plat applications.

ANALYSIS:

The proposed Final Plat has been reviewed by the City's contracted Registered Land Surveyor, and the document has been confirmed as geometrically accurate and in conformance with Arizona Statutes governing the subdivision of real property.

- The proposed Final Plat is in conformance with the City of Avondale Zoning Ordinance, Subdivision Regulations and Fulton Homes Acclaim Planned Area Development (PAD), as amended, and meets all conditions of these prior approvals.
- The proposed Final Plat conforms to the approved Preliminary Plat for Fulton Homes Acclaim and dedicates easements as necessary to serve the future development.
- All conditions of Fulton Homes Acclaim Preliminary Plat approval that are required to be completed prior to Final Plat approval have been completed.

DISCUSSION:

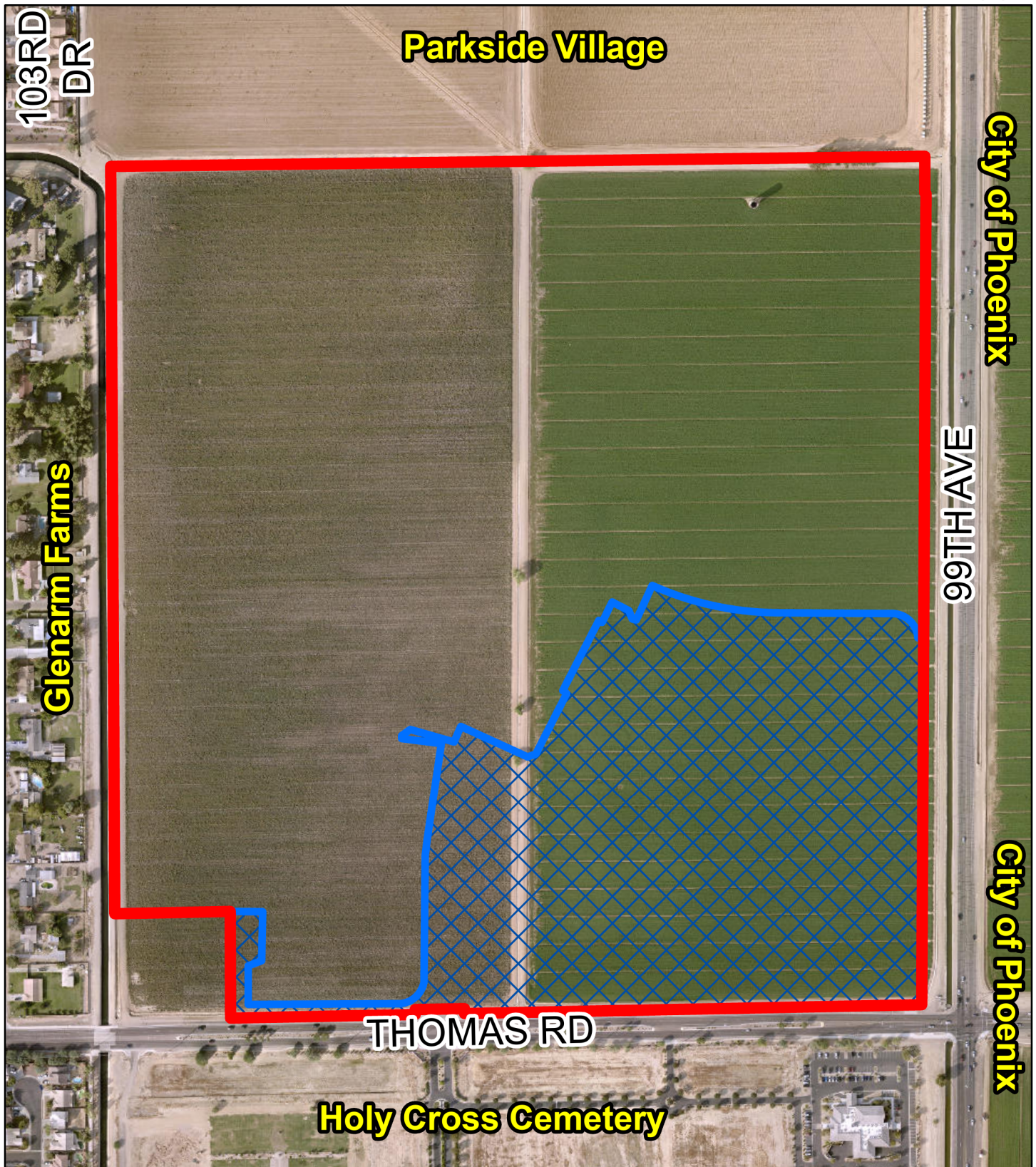
The proposed Final Plat is in conformance with the City of Avondale Zoning Ordinance and Subdivision Regulations. The proposed Final Plat is in conformance with the Fulton Homes Acclaim PAD Development Plan, including conditions of approval. The proposed Final Plat is in conformance with the approved Fulton Homes Acclaim Preliminary Plat, including conditions of approval. The conditions of approval are reasonable to ensure conformance with the provisions as outlined in the Avondale Zoning Ordinance and all other applicable City codes, ordinances, and policies.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

No public hearing is required. The City Council will **APPROVE** Application PL-21-0069 Fulton Homes Acclaim Phase 1A, a request for approval of the Final Plat for Fulton Homes Acclaim Phase 1A, subject to the following one (1) condition of approval: (1) The recorded plat shall be in conformance with the Fulton Homes Acclaim Phase 1A Final Plat submitted on September 9, 2021.



Parkside Village

City of Phoenix

City of Phoenix

103RD
DR

Glenarm Farms

99TH AVE

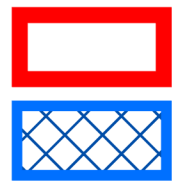
THOMAS RD

Holy Cross Cemetery

Aerial Photograph



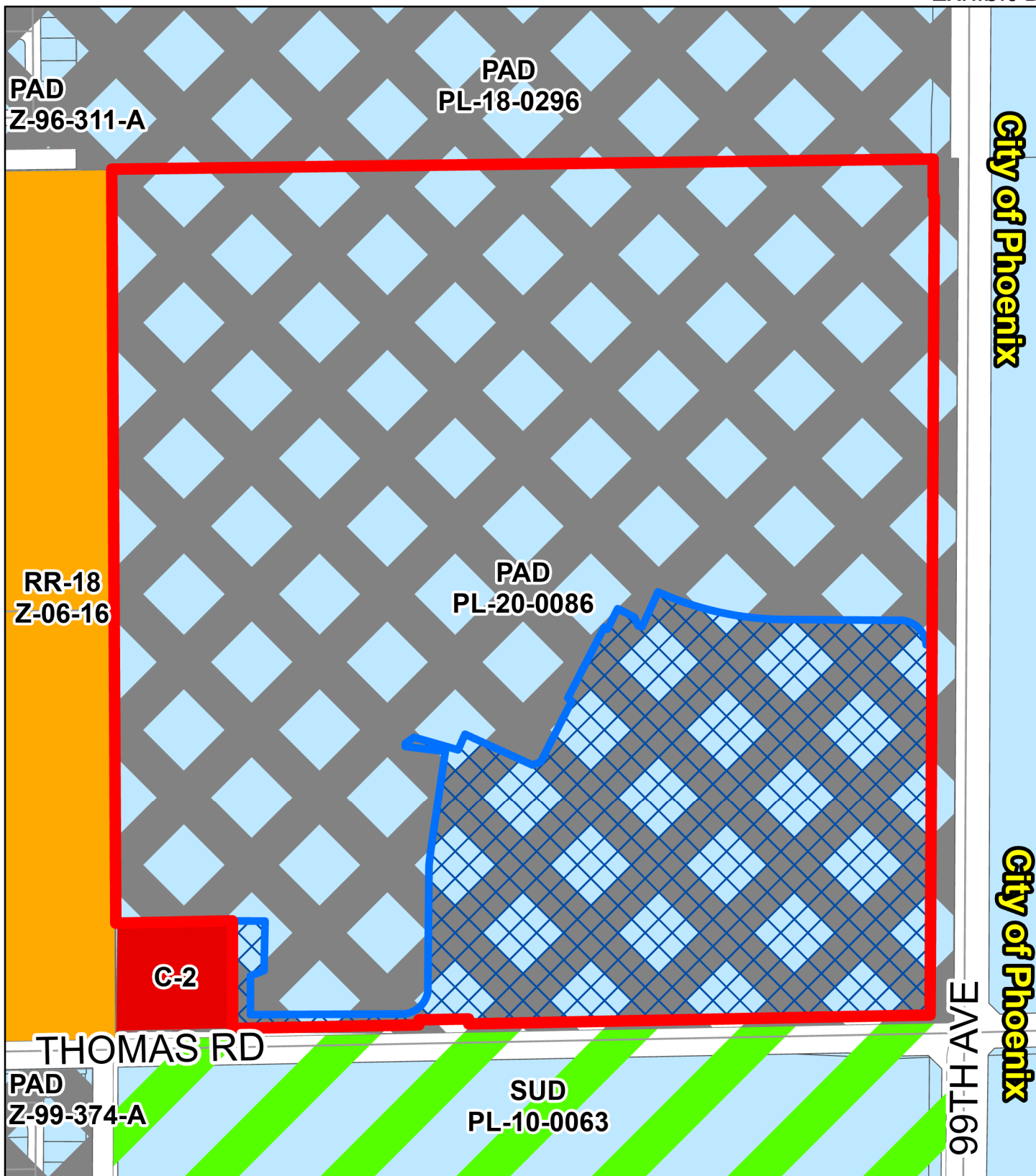
Avondale



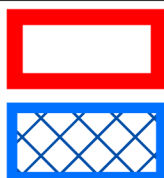
Fulton Homes Acclaim

Fulton Homes Acclaim Phase 1A





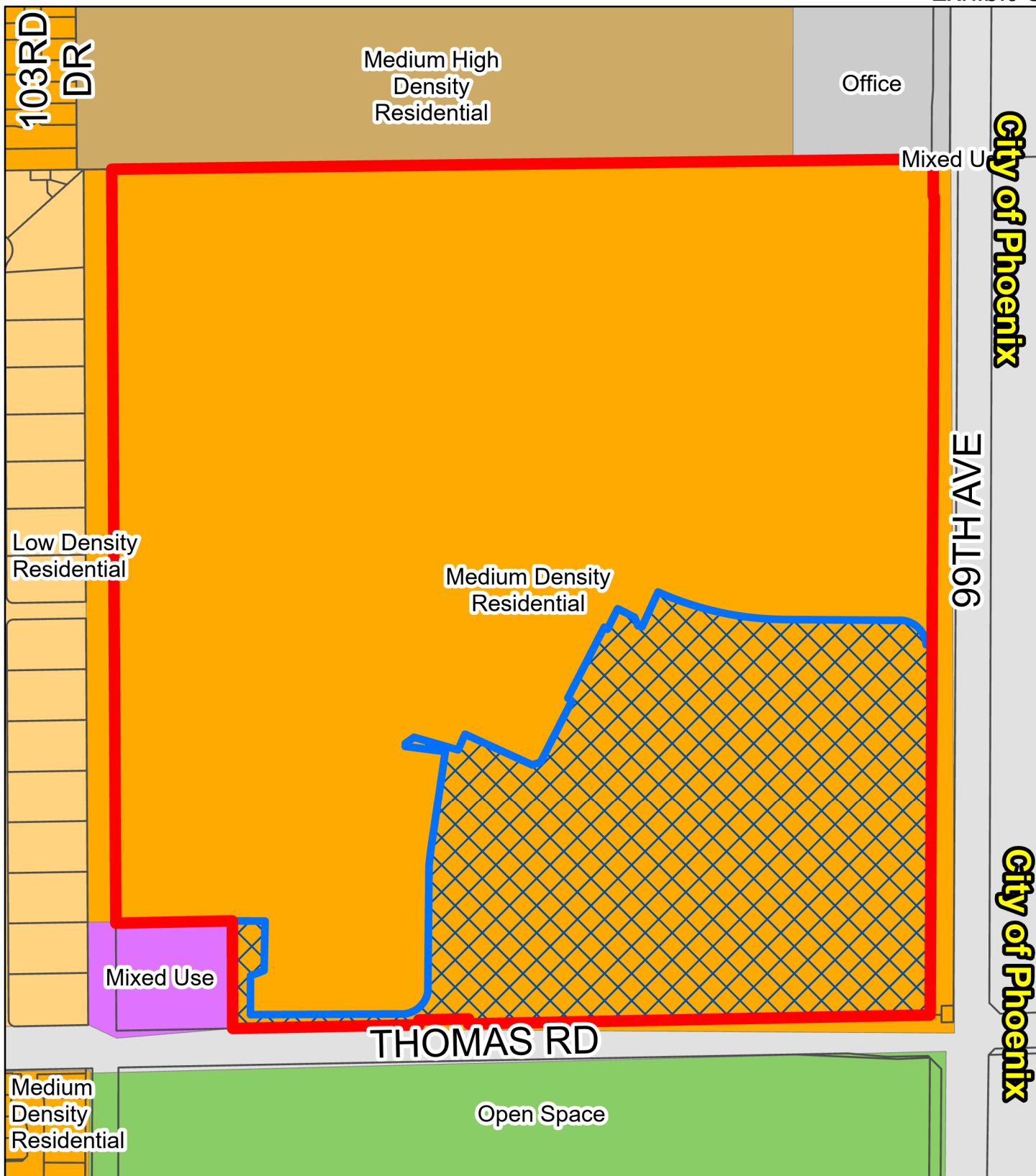
Zoning Vicinity



Fulton Homes Acclaim

Fulton Homes Acclaim Phase 1A

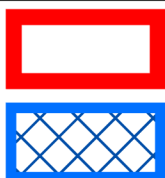




City of Phoenix

City of Phoenix

General Plan Land Use



Fulton Homes Acclaim

Fulton Homes Acclaim Phase 1A



SUMMARY OF RELATED FACTS

APPLICATION PL-21-0069

THE PROPERTY	
PARCEL SIZE (TOTAL FOR FULTON HOMES ACCLAIM)	153.2 gross acres
PARCEL SIZE (PROPOSED PHASE 1A)	39.94 gross acres
LOCATION	Northwest corner of Thomas Road and 99 th Avenue
PHYSICAL CHARACTERISTICS	The rectangular site is relatively flat, sloping generally east to west with a Roosevelt Irrigation District (RID) canal bounding the property to the west. East of the RID Canal a portion of the project is encumbered by FEMA designated floodplain area; the applicant is addressing the condition through a CLOMR process with the City's assistance. Above-ground utilities, including power lines and a Salt River Project (SRP) lateral canal run along the property's 99th Avenue frontage. There is an existing SRP well site at the southeast corner of the site, which will be relocated with a future City CIP project when 99th Avenue is widened to its ultimate section.
EXISTING LAND USE	The entire site is currently used for agricultural production.
EXISTING ZONING	Fulton Homes Acclaim Planned Area Development (PAD)
ZONING HISTORY	The property was annexed and rezoned to Agricultural (AG) in October 1989, then rezoned to Community Commercial (C-2) in January 2001. It was rezoned again to Fulton Homes Acclaim PAD in October 2020. The approved Roosevelt Park PAD included 581 single-family residences in two phases of development (1 and 2). Those phases have been further divided into five sub-phases (1A, 1B, 2A, 2B, and 2C). A Preliminary Plat for the full Fulton Homes Acclaim project was approved by City Council on January 19, 2021. Phase 1A is the first to seek approval of a Final Map.

SURROUNDING ZONING AND LAND USE	
NORTH OF OSBORNE ROAD ALIGNMENT	Parkside Planned Area Development (PAD), a master planned 155-acre residential, mixed use, and office development with 662 single-family lots, 21.33 acres of Mixed Use, and 10.0 acres of planned Office adjacent to the Osborn Road alignment on the east end of the project.
EAST OF 99 TH AVENUE	An undeveloped 141.42-acre property located in City of Phoenix's jurisdiction. The property is zoned Planned Unit Development – Mixed Use which allows for a combination of residential, commercial, and retail uses. The property is currently being farmed and a time frame for development is unknown.
SOUTH OF THOMAS ROAD	A 68.5-acre property zoned Agricultural (AG) with a Special Use District (SUD) overlay for the Holy Cross Cemetery and Mortuary use, which occupies the site.

WEST	Glenarm Farms, a 149-acre single-family development zoned RR-18 (Rural Residential, minimum 18,000 square foot lot area). The community is fully developed with 150 lots, many with accessory structures for the keeping of horses and livestock.
<i>GENERAL PLAN</i>	
Fulton Homes Acclaim is designated Medium Density Residential (MDR). The MDR designation allows for planned detached single-family residential communities with larger setbacks and neighborhood facilities, in a density range of 2.5 to 4 dwelling units per acre (2.5 du/acre target density).	

<i>PUBLIC SCHOOLS</i>	
SCHOOL DISTRICT(S)	Pendergast Elementary School District and Tolleson Union High School District
ELEMENTARY SCHOOLS	Rio Vista Elementary School
HIGH SCHOOL	Westview High School
99th Avenue	
Classification	Arterial (6-lane)
Existing half-street ROW	55 feet
Standard half-street ROW	70 feet
Existing half-street improvements	Two (2) travel lanes and half-center turn lane
Standard half-street improvements	Three (3) travel lanes, deceleration lane (when warranted), half landscaped median, bike lane, sidewalk, curb, gutter, street lights, landscaping, and undergrounding of above-ground utilities and irrigation channels.

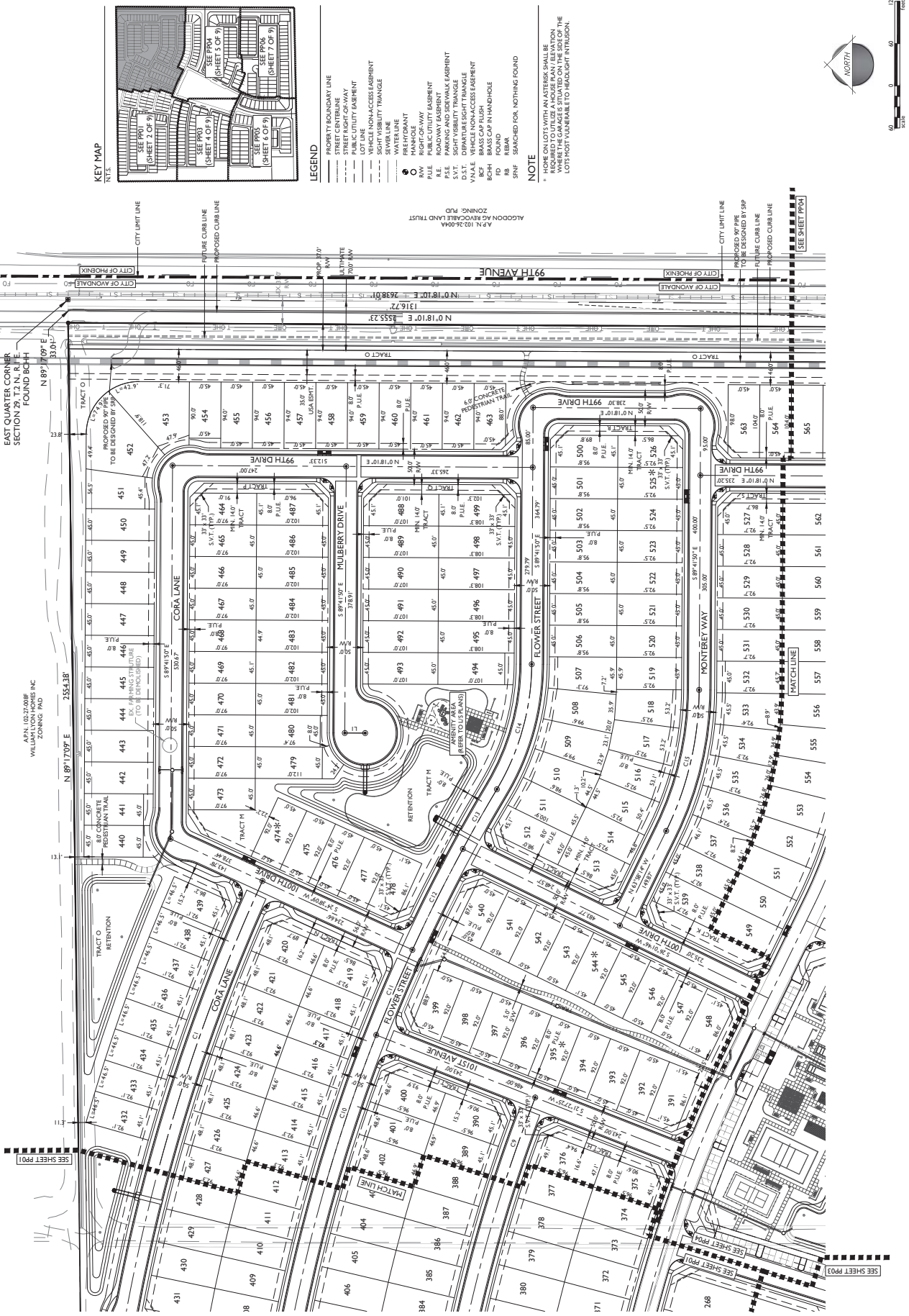
Thomas Road	
Classification	Arterial (4-lane)
Existing half-street ROW	55 feet
Standard half-street ROW	55 feet
Existing half-street improvements	Two (2) travel lanes, curb, gutter, bike lane, median landscaping
Standard half-street improvements	Two (2) travel lanes, dedicated left-turn lane, sidewalk, curb, gutter, median and back of sidewalk landscaping, street lights

<i>UTILITIES</i>	
Future development on the site will access existing 16-inch water line in Thomas Avenue. Sewer service to the site will be accommodated by an existing 12-inch main line in Thomas Road. Salt River Project (SRP) provides electrical service in this portion of the City.	

Exhibit E

Approved Preliminary Plat

Fulton Homes Acclaim Phase 1A

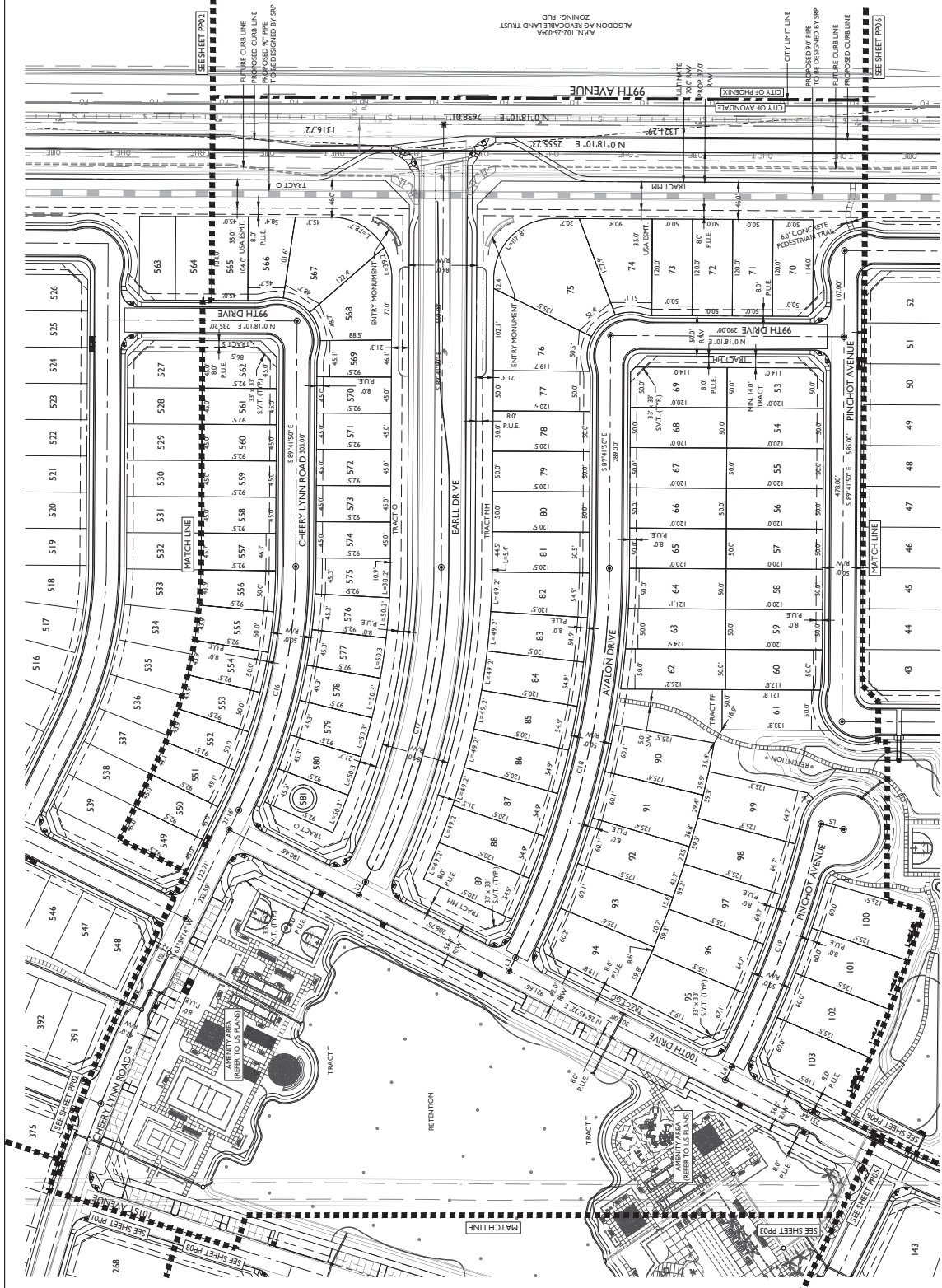
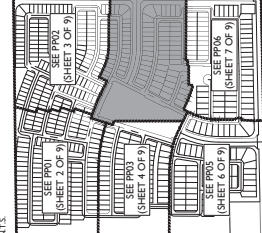




NOTE
* HOME ON LOTS WITH AN ATTACHED GARAGE SHALL BE REQUIRED TO BUILD A HOUSE RAMP ELEVATION TO BE DESIGNED BY SGP. THE LOTS MOST VULNERABLE TO HEADLIGHT INTRUSION.

- LEGEND
- PROPERTY BOUNDARY LINE
 - STREET CENTRELINE
 - STREET RIGHT-OF-WAY
 - PUBLIC UTILITY EASEMENT
 - VEHICLE NON-ACCESS EASEMENT
 - SIGHT VISIBILITY TRIANGLE
 - WATERLINE
 - FIRE HYDRANT
 - MANHOLE
 - P.A. PUBLIC UTILITY EASEMENT
 - R.E. ROADWAY EASEMENT
 - P.E. PARKING AND SIDEWALK EASEMENT
 - D.S.T. DRAINAGE SIGHT TRIANGLE
 - V.N.A.E. VEHICLE NON-ACCESS EASEMENT
 - B.C.F. BRASS CAP FLUSH
 - R.D. ROADWAY DRAINAGE
 - R.B. REBAR
 - S.P.N. SEARCHED FOR NOTHING FOUND

KEY MAP



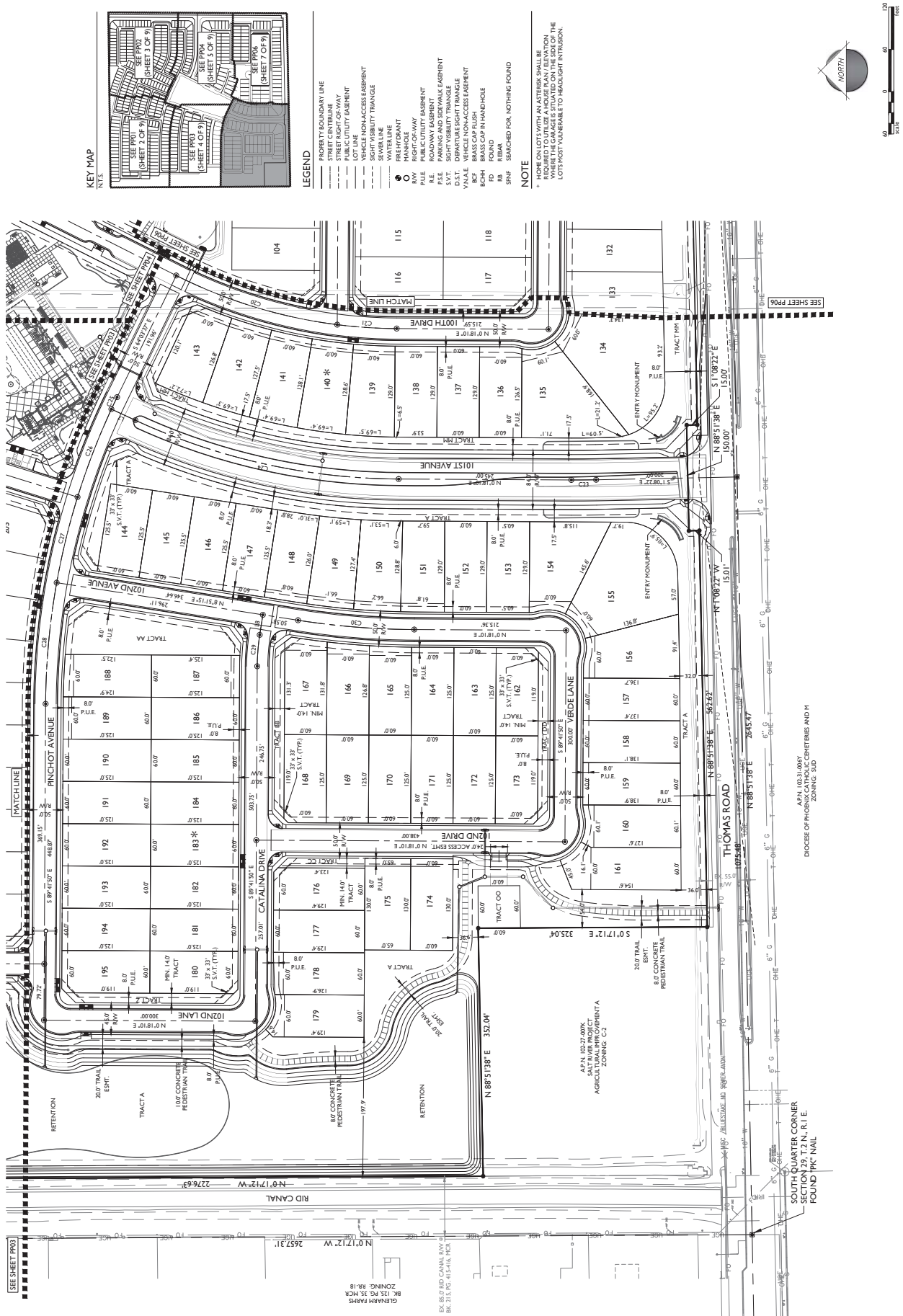




Exhibit F

Final Plat

Fulton Homes Acclaim Phase 1A



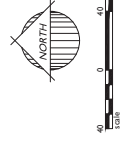


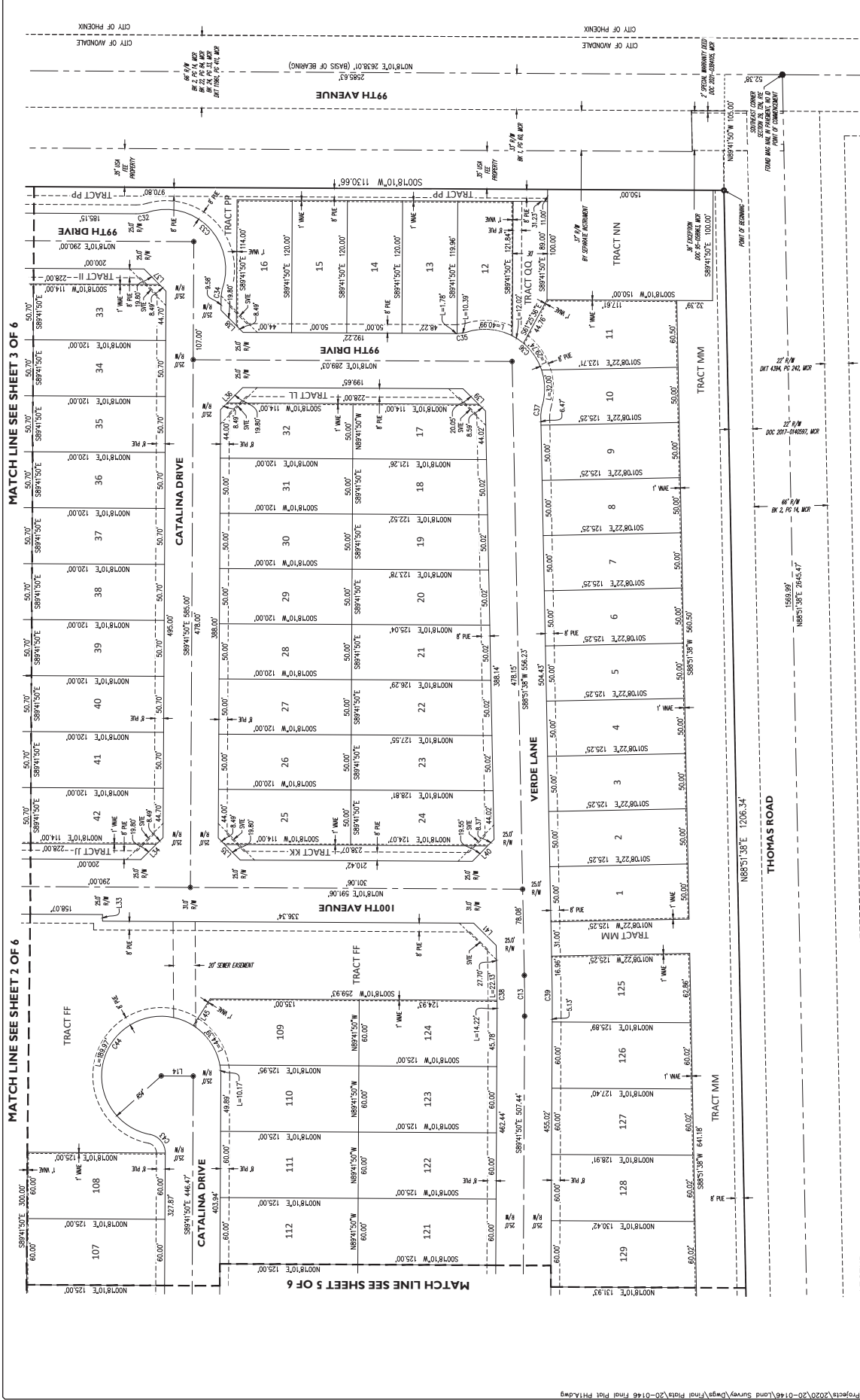
	MCF	MARICOPA COUNTY RECORDER	BOUNDARY LINE
■ FIND MON. IN HANDHOLE AS NOTED	DOC.	DOCUMENT	PARCEL LINE
◆ FIND MON. FLUSH AS NOTED	DKT.	DOCKET	SECTION LINE
◇ FIND PIPE AS NOTED	BK.	BOOK	MI-SECTION LINE
● FIND MON. AS NOTED	R/W	RIGHT OF WAY	QUARTER-SECTION LINE
○ FIND MON. AS NOTED	PUE	PUBLIC UTILITY EASEMENT	CENTER LINE ROAD
○ FIND MON. MONUMENT	VME	VEHICULAR NON-EASEMENT	EXISTING R/W
BOH/ BRASS CAP IN HAND HOLE	SVE	SOFT VISIBILITY TRIANGLE EASEMENT	EASEMENT LINE
BO/ BRASS CAP FLUSH	SD	SEWER DRAINAGE EASEMENT	
BC/ BRASS CAP			
BC/ BRASS CAP			

1. COMMON AREAS MAY INCLUDE OPEN SPACE, LANDSCAPING, PEDESTRIAN PATHS AND/OR AMENITIES.
2. SPECIFIC EASEMENTS THAT ARE BEING DEDICATED AS PART OF THIS PLAT ARE FULLY Delineated ON THE PLAT SHEETS.
3. ** EASEMENTS LISTED ABOVE (SHOWN WITH AN ASTERISK **) ONLY AFFECT A PORTION OF THE TRACT WITH WHICH THEY ARE LISTED, AND ARE FULLY Delineated WITHIN THE PLAT. OTHER "USES" LISTED ABOVE ARE FULLY Delineated ON THE PLAT SHEETS.

LOT AREA TABLE	
LOT #	AREA (AC)
51	6.684
52	6.066
53	5.982
54	6.000
55	6.000
56	6.000
57	6.000
58	6.000
59	6.000
60	5.990
61	6.164
62	6.367
63	6.131
64	6.019
65	6.000
66	6.000
67	6.000
68	5.982
69	5.982
70	5.982
71	6.000
72	6.000
73	6.000
74	6.037
75	6.127
76	6.127
77	6.023
78	6.023
79	6.025
80	6.025
81	6.025
82	6.307
83	6.307
84	6.307
85	6.307
86	6.307
87	6.307
88	6.307
89	6.307
90	7.997
91	7.890
92	7.890
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94	7.891
95	7.992
96	7.817
97	7.817
98	7.817
99	7.999
100	7.999

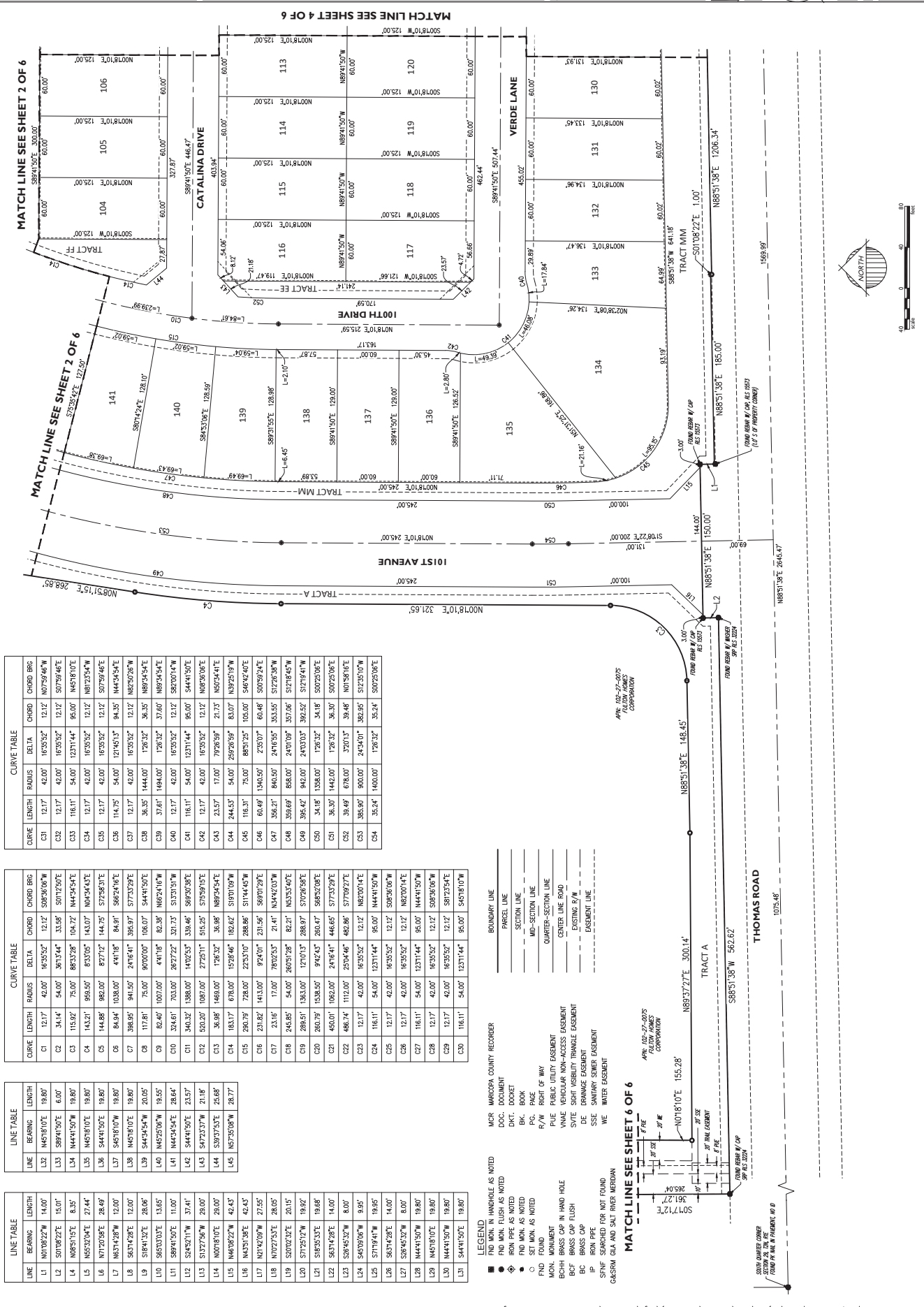
LOT AREA TABLE	
LOT #	AREA (SQ. AC)
101	7.799
102	7.199
103	7.673
104	7.500
105	7.500
106	7.500
107	7.500
108	7.500
109	8.337
110	7.500
111	7.500
112	7.500
113	7.500
114	7.500
115	7.484
116	7.494
117	7.500
118	7.500
119	7.500
120	7.500
121	7.500
122	7.500
123	7.686
124	7.500
125	7.500
126	7.599
127	7.675
128	7.500
129	7.671
130	7.681
131	8.052
132	8.145
133	8.145
134	7.889
135	7.385
136	7.717
137	7.740
138	7.577
139	7.577
140	8.205
141	8.205
142	8.157
143	8.251
TOTAL	226.843





LEGEND

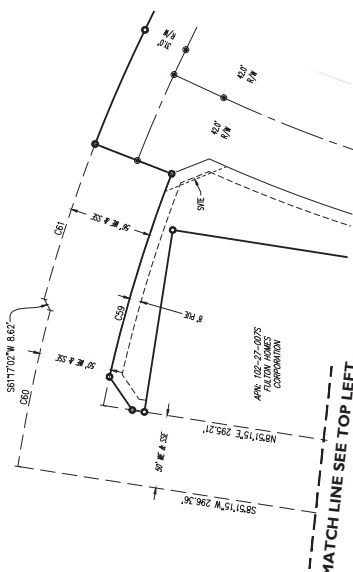
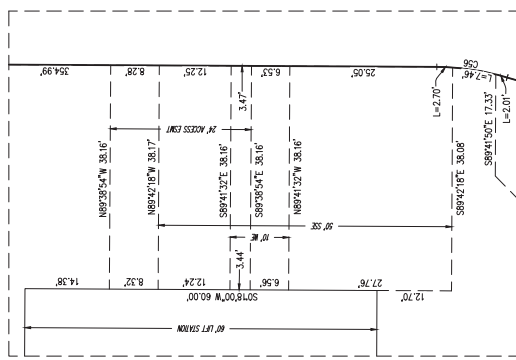
■	FIND MON. IN HANDHOLE AS NOTED	MCR	MARICOPA COUNTY RECORDER
●	FIND MON. FLUSH AS NOTED	DOC.	DOCUMENT
◆	IRON PIPE AS NOTED	DKT.	DOCKET
○	IRON MON. AS NOTED	CHK.	CHECK
○	SET MON. AS NOTED	P.C.	PARCEL
FIND	FOUND	R/W	RIGHT OF WAY
MON.	MONUMENT	P.U.E.	PUBLIC UTILITY EASEMENT
BC/H	BRASS CAP IN HAND HOLE	V.A.E.	VEHICULAR NON-ACCESS EASEMENT
BC/F	BRASS CAP FLUSH	C.E.R.	CENTER LINE ROAD
BC	BRASS CAP	S.V.E.	RIGHT VESIBILITY TRIANGLE EASEMENT
IP	IRON PIPE	D.E.	DRAINAGE EASEMENT
S.F.N.F.	SEARCHED FOR NOT FOUND	S.S.E.	SANITARY SEWER EASEMENT
		WE	WATER EASEMENT
			GAS/SEW. GUA. AND SALT RIVER MARIJUAN



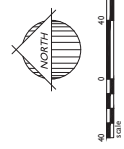


CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BRG	
C55	18.28'	42.00'	19°33'47"	18.19'	S07°20'57"	
C56	12.17'	54.00'	16°35'52"	12.12'	N85°06'06"E	
C57	45.81'	325.00'	8°13'55"	44.86'	N85°25'17"E	
C58	41.04'	275.00'	8°33'05"	41.01'	N85°25'17"E	
C59	164.80'	982.00'	9°37'13"	164.69'	N73°33'32"E	
C60	108.75'	1032.00'	6°02'15"	108.69'	N78°15'42"E	
C61	111.35'	1038.00'	6°08'47"	111.30'	N71°49'16"E	

DETAIL
SCALE: 1" = 10'



- LEGEND**
- | | |
|---|--|
| ■ | FIND NIKIN IN HANDHOLE AS NOTED |
| ● | FIND NIKIN FLUSH AS NOTED |
| ◆ | IRON PIPE AS NOTED |
| ○ | FIND NIKIN AS NOTED |
| ● | SET NIKIN AS NOTED |
| ○ | SET NIKIN AS NOTED |
| □ | NIKIN MOUNT |
| □ | BOCH BRASS CIP IN HAND HOLE |
| □ | EOT BRASS CIP FLUSH |
| □ | BOCH BRASS CIP |
| □ | IP |
| □ | IRON PIPE |
| □ | SEEN SCAINED FOR NOT FOUND |
| □ | SEEN SCAINED QUA AND SALT RIVER MERIDIAN |



CITY COUNCIL REPORT

SUBJECT: Alamar Phase 3 – Preliminary Plat – Application PL-21-0128

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development & Engineering Services Director (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME: Creative and Sustainable Community Development

STRATEGY: Develop diverse housing options, to include housing that is affordable to workers and close to their jobs.

PURPOSE:

City Council will consider a request by Mr. Frank Koo, Wood, Patel & Associates, Inc., for approval of a Preliminary Plat for Alamar Phase 3, a proposed 345-lot single family subdivision on approximately 110.6 gross acres located approximately 1,400 feet north of the northeast corner of El Mirage Road and Southern Avenue. The Council will take appropriate action.

BACKGROUND:

Alamar Phase 3 is approximately 110.6 gross acres of property located approximately 1,400 feet north of the northeast corner of El Mirage Road and Southern Avenue (Exhibit A). The property, which was annexed in May 2018, is zoned Planned Area Development (PAD), part of the 1,130.14-gross acre Alamar (formerly Lakin Properties) PAD approved by City Council in May 2018 (Exhibit B). The approved Alamar PAD allows for development of single-family residences of varying lot sizes on the Phase 3 property.

A Preliminary Plat for Phase 3 was previously approved by the City Council in May 2019. The previously approved Preliminary Plat provided for a total of 317 lots of varying sizes with access from both El Mirage Road to the west and Alamar Parkway, a collector street that would have provided access to the property from the northeast by crossing an existing 100-foot wide Arizona Public Service (APS) effluent line corridor. Upon receiving approval of the 2019 Preliminary Plat, the developer, Brookfield Residential, engaged APS in regard to the design of the Alamar Parkway street extension through the effluent corridor and concluded that constructing the street extension in accordance with APS requirements for streets in effluent line corridors would be cost prohibitive. The 2019 Preliminary Plat approval expired in May 2021; approval of a new Preliminary Plat is required before a Final Plat for Phase 3 can be approved and recorded.

The Phase 3 property features a General Plan Land Use Map designation of Estate Low Density Residential (ELDR). The MDR designation accommodates development of detached single-family residences at a density between 1.0 and 2.5 dwelling units per acre, with a target density of 1.0 units per acre. In conformance with the General Plan, the approved Alamar PAD aggregates and redistributes densities across the overall Alamar

site, allowing for density in excess of ELDR ranges on the subject property.

The zoning and land use of surrounding properties is as follows:

NORTH: Phases 1 and 2 of Alamar, consisting of 807 single-family residential lots and associated open space, zoned Alamar PAD. Construction of Phase 1 is nearing completion while civil construction is currently underway in Phase 2.

EAST: A 69.79-acre property, located in unincorporated Maricopa County, zoned Rural-43 (RU-43). The property is currently undeveloped and used for farming.

SOUTH: Multiple parcels ranging in area from 1.00 acres to 19.88 acres, all of which are located in unincorporated Maricopa County and zoned Rural-43 (RU-43). Properties adjacent to the southeastern portion of Phase 3 are developed with single-family residences that have a rural character and include accessory buildings for agricultural or livestock related uses. Properties adjacent to the southwestern most portion of Phase 3 are used for larger scale agricultural operations and are partially developed with sheds and other structures related to the primary agricultural use of the land.

WEST OF EL MIRAGE ROAD: A future phase within Alamar's "Southwest Planning Unit". The area of the future phase, lot quantities, and lot sizes will be determined when a Preliminary Plat for that future phase is submitted in conformance with the property's Alamar Planned Area Development (PAD) zoning.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Preliminary Plat (Exhibit E) for Alamar Phase 3. In conformance with the Alamar PAD, as amended, the proposed Preliminary Plat (Exhibit F) divides the 110.6-acre property into 345 single-family residential lots, providing for a density of 3.12 dwelling units per acre. A total of four (4) lot types are proposed, as follows:

- 75 single-family lots with a minimum area of 5,150 square feet, featuring minimum widths of 45 feet and minimum depths of 115 feet.
- 148 single-family lots with a minimum area of 6,000 square feet, featuring minimum widths of 50 feet and minimum depths of 120 feet.
- 69 single-family lots with a minimum area of 7,800 square feet, featuring minimum widths of 63 feet and minimum depths of 125 feet.
- 53 single-family lots with a minimum area of 9,050 square feet, featuring minimum widths of 70 feet and minimum depths of 130 feet.

Primary vehicular access to this phase of Alamar will be from Chambers Avenue, a new minor collector street that will connect directly to El Mirage Road at Phase 3's western edge. Originally, a secondary point of access to Phase 3 was to be provided via a connection to Alamar Parkway through the effluent line corridor along Phase 3's northern boundary. However, for cost-related reasons stemming from APS requirements for street construction in effluent line corridors, the Alamar Parkway street connection is unable to be provided. Instead, Phase 3 has been redesigned to incorporate a new secondary point of access to Atlanta Avenue near the subdivision's southeast corner. A trail crossing on the Alamar Parkway alignment is still provided through the effluent line corridor, allowing pedestrian and cyclist access to Phases 1 and 2 to the north.

Improvements to El Mirage Road adjacent to Phase 3, Chambers Avenue, and all local streets serving Phase 3 will be completed by the developer. All streets adjacent to and within Phase 3 will be public; the Alamar Community Association will be responsible for maintaining all open space areas, landscape tracts, and right-of-way landscaping, including landscaped medians.

A Landscape, Open Space, and Wall Plan is provided as part of the application (Exhibit G). Approximately 29.6 acres of open space, approximately 27 percent of the net site area, is provided within Phase 3. The most significant amenities in this phase include: Formative Park #8, a 0.5-acre park located near the southwestern corner of Phase 3, featuring a large plaza containing a barbeque grill station, a ramada with picnic tables, drinking fountain, and porch swing, a tricycle path, Adirondack chair seating, turf for open play, and shaded

children's play equipment.

Formative Park #9, a 1.4-acre park located near the northeast corner of Phase 3, which will include a plaza featuring a shade structure, picnic tables, fire pit, Adirondack chair seating, barbeque grill station, drinking fountain, and fire pit, a wiffle ball field, bocce ball court, turf for open play, and shaded children's play equipment.

Formative Park #10, a 0.6-acre park located in the southeast quadrant of Phase 3, featuring a large plaza, shaded picnic area, barbeque grill stations, drinking fountain, Adirondack chair lounging area, a porch swing, creative play seat walls, a chalk board wall, turf for open play, and shaded children's play equipment.

Formative Park #11, a 0.3-acre park located in the northeast quadrant of Phase 3, which will include a plaza, water play element, Adirondack chair lounge, shaded picnic area with barbeque grill station and drinking fountain, bench seating, turf for open play, and shaded children's play equipment.

Though not part of Phase 3, a landscaped trail system will be constructed in the easement corridor adjacent to the northern boundary of Phase 3.

Phase 3's walls and monumentation will share a common design with the walls and monumentation built in the initial phases of Alamar. Likewise, the planting palette and landscape themes to be used within Phase 3 are intended to complement the earlier phases of the Alamar master development.

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 will be a new LESD school located within the Alamar master planned community at the northeast corner of Broadway Road and El Mirage Road on land donated to the district by the developer of Alamar, Brookfield Residential. High school aged students will attend La Joya Community High School located at the southwest corner of Avondale Boulevard and Durango Street.

Both LESD and TUHSD have provided signed Certificates of Adequate School Facilities (Exhibit H). Dr. Roger Freeman, Superintendent of LESD, has indicated that the district does not currently have adequate capacity but is working with the developer to rectify that inadequacy including through donation of the new school site noted above. Nora Gutierrez, Superintendent of TUHSD, has indicated that her district does have adequate capacity for the estimated enrollment from the Alamar development.

PLANNING COMMISSION ACTION:

At the September 15, 2021 Planning Commission meeting, the Commission conducted a public hearing and voted 5-0 to recommend approval of the Preliminary Plat subject to the four (4) conditions. The Commission did not have any comments or questions regarding the project.

ANALYSIS:

The proposed Alamar Phase 3 Preliminary Plat and Landscape, Open Space, and Wall Plan are in conformance with the Alamar PAD, as amended, as well as the City's Subdivision Ordinance, Zoning Ordinance, and Single-Family Residential Design Manual. The proposed 345-lot single family residential subdivision consisting of four (4) lot types adheres to the requirements of the approved PAD and will result in development of a community consistent with the desired character for this area of the City. Open space and amenities within Alamar Phase 3 meet requirements and will offer future residents a range of recreational options in proximity to their homes. Walls, landscaping, and other design features are consistent with earlier

phases of Alamar to create a seamless aesthetic.

Floor plans and elevations for single-family house products in Alamar Phase 3 will require City administrative approval. City Staff will review any of these products to ensure that all design requirements within the Alamar PAD are met.

DISCUSSION:

Staff recommends approval of this application for the following reasons: The proposed Alamar Phase 3 Preliminary Plat, including the Landscape, Open Space, and Wall Plan, are in conformance with the approved Alamar PAD, as amended.

The proposed Alamar Phase 3 Preliminary Plat, including the Landscape, Open Space, and Wall Plan, meet or exceed requirements within the City of Avondale Zoning Ordinance and Subdivision Regulations.

BUDGET IMPACT:

No budget impact.

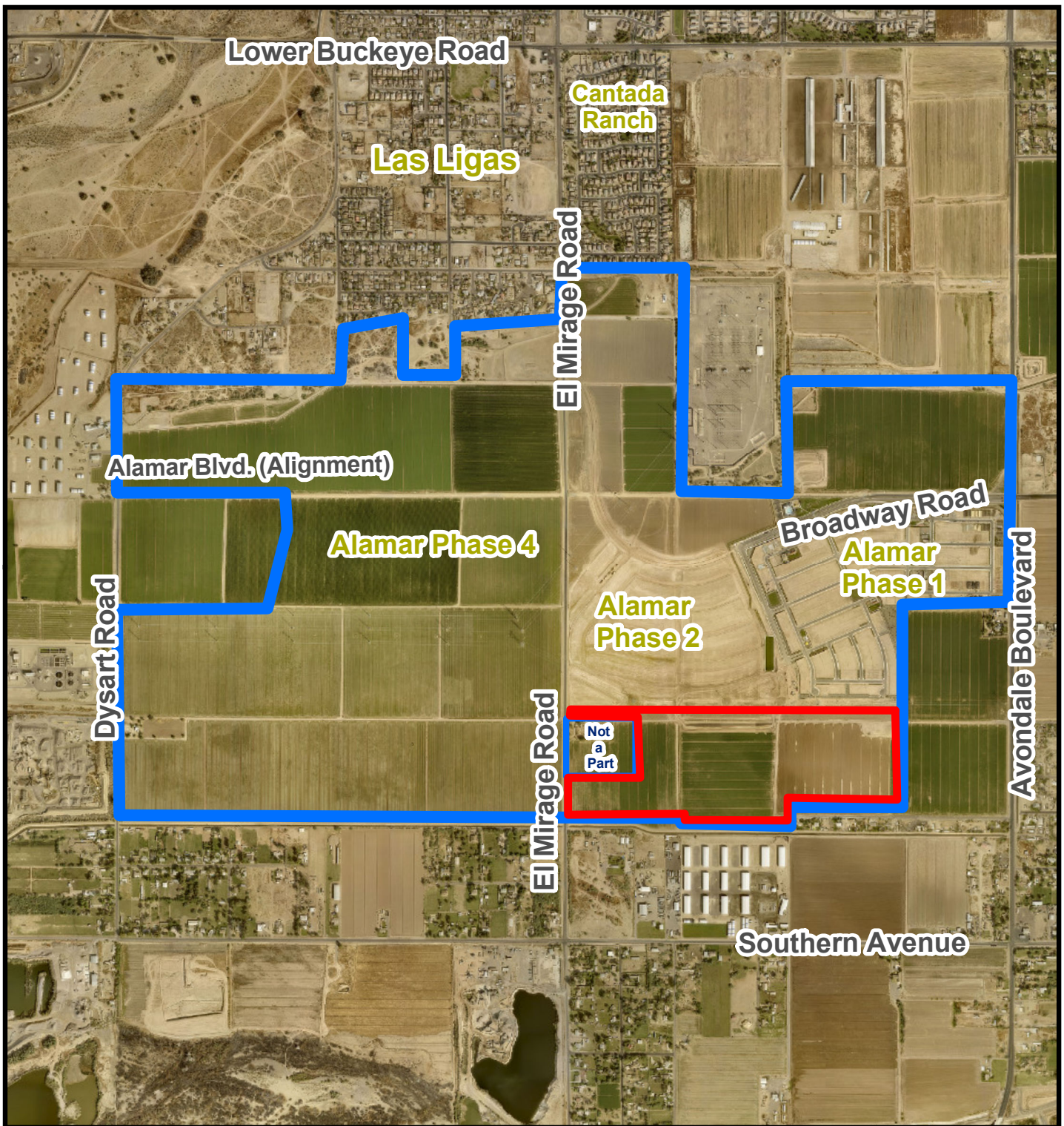
RECOMMENDATION:

No public hearing is required. City Council will **APPROVE** Application PL-21-0128 Alamar Phase 3, a request for Preliminary Plat approval for the proposed 345-lot Alamar Phase 3 subdivision, subject to the following four (4) conditions of approval:

1. Development of Alamar Phase 3 shall conform to the following documents, except as modified by these conditions of approval:
 - a. Alamar Phase 3 Preliminary Plat narrative, electronically date stamped June 23, 2021.
 - b. Alamar Phase 3 Preliminary Plat, electronically date stamped August 2, 2021.
 - c. Alamar Phase 3 Landscape, Open Space, Wall and Photometric Plans, electronically date stamped June 23, 2021.
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 grandfathered groundwater rights appurtenant to the Phase 3 property and pledging of those credits to the City's assured water supply account will be required prior to issuance of any permits within the phase unless otherwise permitted by the approved Pre-Annexation Development Agreement.

PROPOSED MOTION:

I move that City Council accept the findings and **APPROVE** Application PL-21-0128 Alamar Phase 3, a request for Preliminary Plat approval for the proposed 345-lot Alamar Phase 3 subdivision, subject to four (4) recommended conditions of approval as listed in the Staff Report.



Aerial Photograph

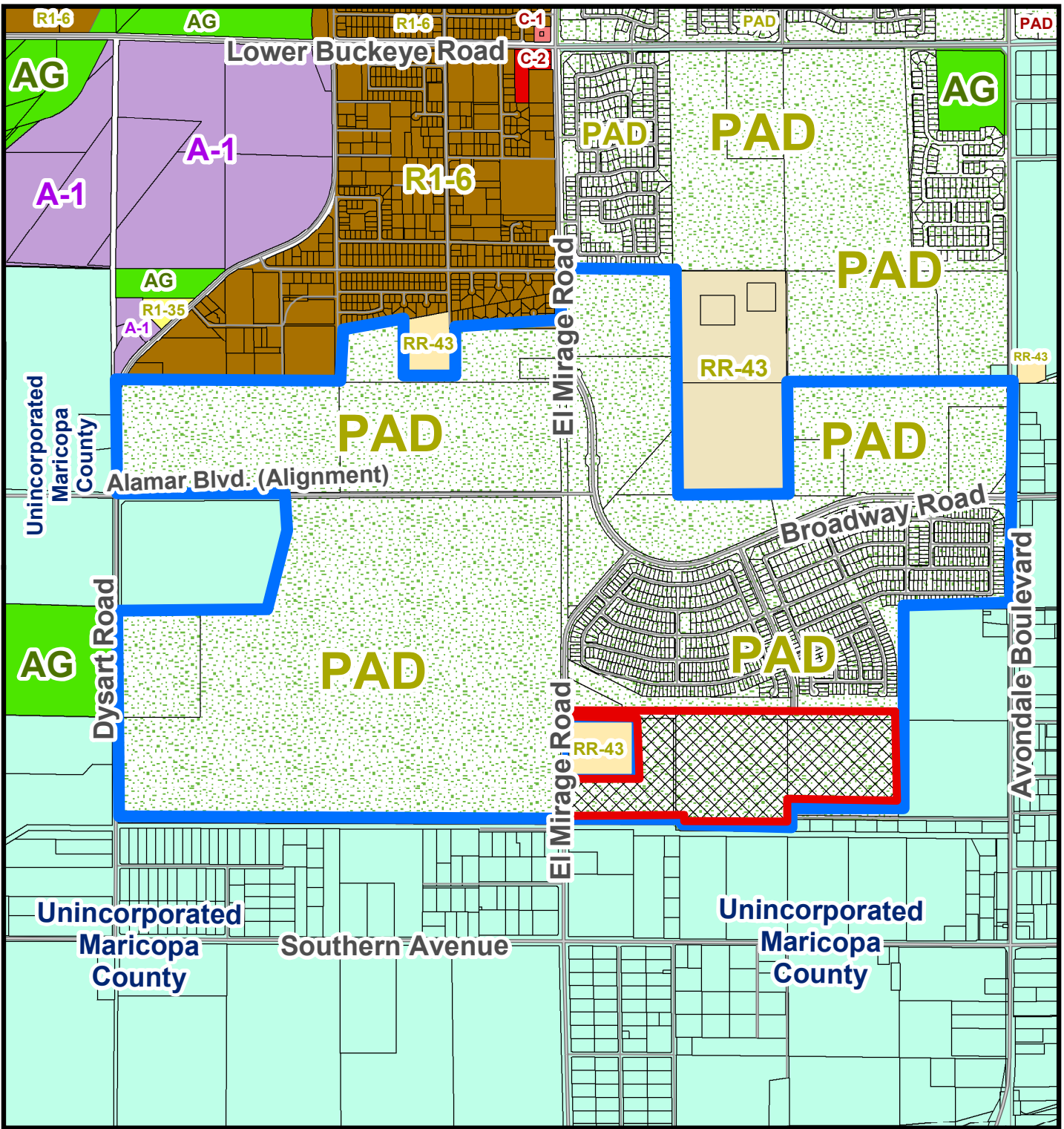


Alamar



Phase 3





Zoning Vicinity Map

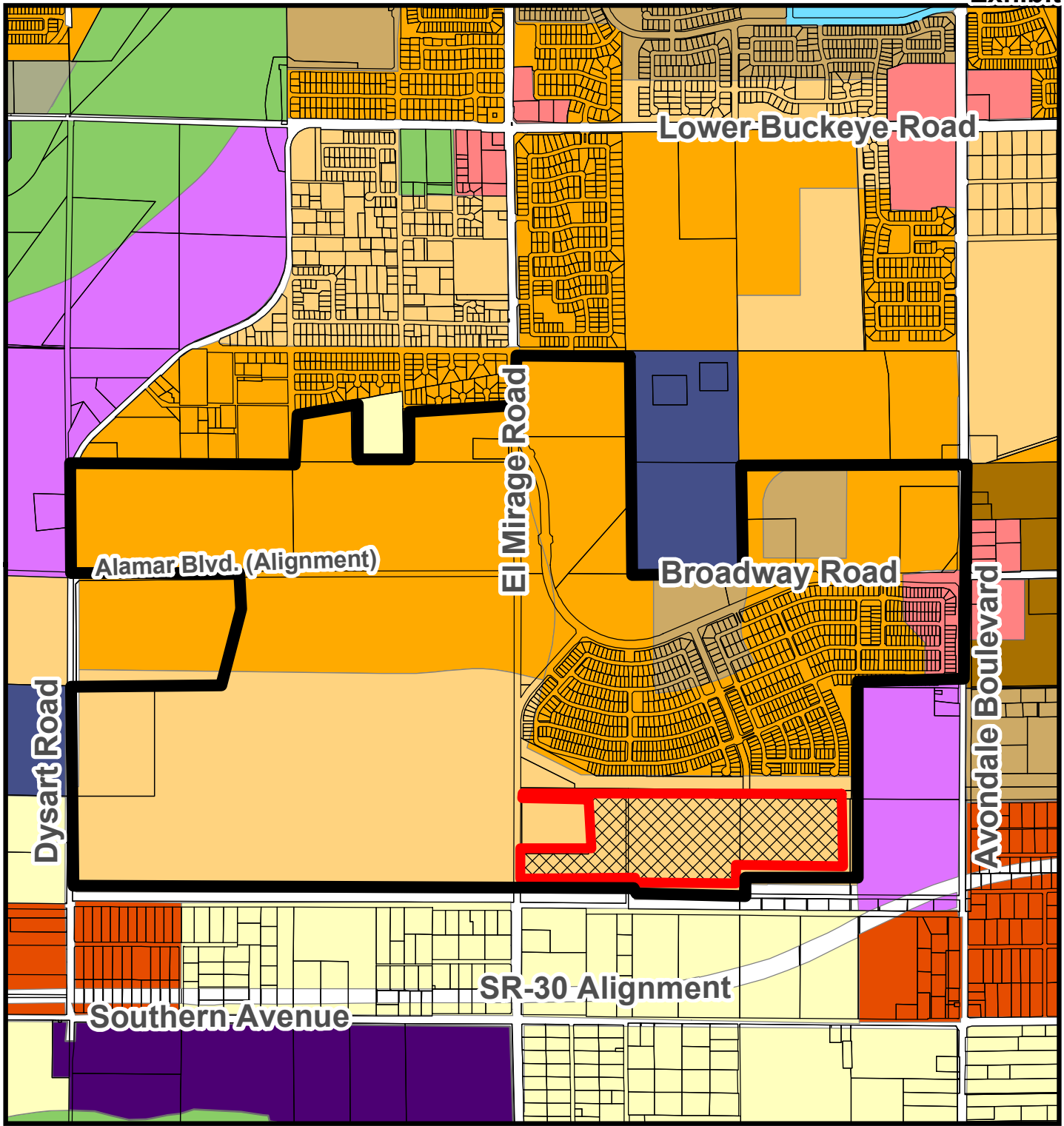


Alamar



Phase 3





General Plan Land Use Map



- | | | |
|--------------------------------|---------------------------------|----------------------|
| Rural Low Density Residential | Medium/High Density Residential | Freeway Commercial |
| Estate Low Density Residential | High Density Residential | Local Commercial |
| Medium Density Residential | Mixed Use | Public/Civic |
| Education | Corporate Park | Open Space and Parks |
- Alamar Phase 3



SUMMARY OF RELATED FACTS
APPLICATION PL-21-0128

THE PROPERTY	
PARCEL SIZE	110.6 gross acres; 106.1 net acres
LOCATION	Approximately 1,400 feet north of the northeast corner of El Mirage Road and Southern Avenue
EXISTING LAND USE	Agricultural
EXISTING ZONING	Planned Area Development (PAD)
ZONING HISTORY	The property was annexed and zoned Lakin Property Planned Area Development (PAD) in May 2018. The approved PAD allows for single-family residential use of the subject property consisting of varying lot sizes. The name of the PAD has since been changed to Alamar.
DEVELOPMENT AGREEMENT	A Pre-Annexation Development Agreement (PADA) with Brookfield Residential was approved in May 2018. The primary functions of the PADA are to specify the developer's on-site and off-site construction responsibilities (streets, community park, utilities, etc.) pertaining to the Alamar master planned development and to establish the protocol for developer reimbursement towards the City's acquisition of the Rigby Water Company.

SURROUNDING ZONING AND LAND USE	
NORTH	Phases 1 and 2 of Alamar, consisting of 807 single-family residential lots and associated open space, zoned Alamar PAD. Construction of Phase 1 is nearing completion while civil construction is currently underway in Phase 2.
EAST	A 69.79-acre property, located in unincorporated Maricopa County, zoned Rural-43 (RU-43). The property is currently undeveloped and used for farming.
SOUTH	Multiple parcels ranging in area from 1.00 acres to 19.88 acres, all of which are located in unincorporated Maricopa County and zoned Rural-43 (RU-43). Properties adjacent to the southeastern portion of Phase 3 are developed with single-family residences that have a rural character and include accessory buildings for agricultural or livestock related uses. Properties adjacent to the southwestern most portion of Phase 3 are used for larger scale agricultural operations and are partially developed with sheds and other structures related to the primary agricultural use of the land.
WEST OF EL MIRAGE ROAD	A future phase within Alamar's "Southwest Planning Unit". The area of the future phase, lot quantities, and lot sizes will be determined when a Preliminary Plat for that future phase is submitted in conformance with the property's Alamar Planned Area Development (PAD) zoning.

GENERAL PLAN	
The Phase 3 property features a General Plan Land Use Map designation of Estate Low Density Residential (ELDR). The MDR designation accommodates development of detached single-family residences at a density between 1.0 and 2.5 dwelling units per acre, with a target density of 1.0 units per acre. In conformance with the General Plan, the approved Alamar PAD aggregates	

and redistributes densities across the overall Alamar site, allowing for density in excess of ELDR ranges on the subject property.

<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 will be a new elementary school within the Alamar development located at the northeast corner of Broadway Road and El Mirage Road
HIGH SCHOOL	La Joya Community High School, located at the southwest corner of Durango Street and Avondale Boulevard

<i>STREETS</i>	
El Mirage Road (Realignment)	
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
Standard half-street improvements	One (1) travel lane, half (1/2) center turn lane, bike lane, curb and gutter, detached sidewalks, streetlights and landscaping.
Chambers Avenue	
Classification	Minor Collector
Existing half-street right-of-way	None
Standard half-street right-of-way	40 feet
Existing half-street improvements	None
Standard half-street improvements	One (1) travel lane, half (1/2) center turn lane or landscaped median, bike lane, curb and gutter, detached sidewalks, streetlights and landscaping.
Neighborhood Streets (Multiple)	
Classification	Modified Public Local
Existing half-street right-of-way	None
Standard half-street right-of-way	25 feet
Existing half-street improvements	None
Standard half-street improvements	One (1) travel lane, curb and gutter, attached sidewalks, streetlights and landscaping.

<i>UTILITIES</i>
Water will be served to the Alamar Phase 3 development by a planned 16-inch line in El Mirage Road to be extended by the developer from its current terminus at the southern edge of Phase 2. An additional water line connection will be provided through the easement corridor north of Phase 3, connecting to an existing 12-inch line serving Phases 2 and 3.
Sewer will be served to the Alamar Phase 4 development via an existing 36" sewer main

approximately 1,750 feet north of the site; a lift station will be provided at the southwest corner of Phase 3 in order to allow the proposed connection to function adequately.

Salt River Project (SRP) provides electricity in this portion of Avondale.

Exhibit E

Preliminary Plat Narrative

Alamar Phase 3

Alamar Phase 3

Preliminary Plat Narrative

Introduction

Alamar, formerly known as Lakin Property Planned Area Development (PAD) is an approximate 1,128-acre Master Planned Community located within Sections 23, 24, 25 and 26, Township 1 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona. The development will primarily consist of single-family residential units. Additional proposed land uses include commercial, public and community facilities, an elementary school, parks and open spaces.

Alamar Phase 3 is located between El Mirage Road and the eastern overall boundary. It is north of the existing Buckeye Feeder Canal and south of the 100-foot water pipe easement and Phase 2.

The original Preliminary Plat (PL-18-0323) for Lakin Property Phase 3 was approved by City Council on May 20, 2019. The original plat included a total of 317 lots with proposed access from El Mirage Road and Alamar Parkway.

The proposed Alamar Parkway access from the north requires a crossing of an APS effluent line in a 100-foot water pipe easement. After numerous discussions with APS, the developer determined that the crossing is cost prohibitive. Instead, the current Preliminary Plat is proposing eliminating vehicular access from the north through Alamar Parkway. Instead, a secondary access will be provided through Atlanta Avenue through the south side of the project. However, pedestrian access is still available from the north through a trail system.

Project Site Summary can be found below:

	ACRES	SQ. FT.
GROSS AREA	110.6	4,817,979
NET AREA	106.1	4,489,622
COLLECTOR R/W	4.5	328,357
OPEN SPACE	29.6	1,290,978
Open Space %	27%	Gross
Lot yield	345	
Density (gross)	3.12	DU/AC

Phase 3 Lot yield as well as Phases 1 and 2 yields are listed below:

LOT MIX	PHASE 1	PHASE 2	PHASE 3	TOTAL	%	PAD (MIN.-MAX.)
45'x115'	157	172	75	404	35%	20-35%
50'x120'	155	99	148	402	35%	25-40%
60'x120'	85	75	69	229	21%	20-40%
70'x130'	64	0	53	117	10%	10-20%
TOTAL	461	346	345	1152	100%	

Grading and Drainage

Alamar Phase 3 will drain toward the southwest near El Mirage Road. Retention basins will be planned throughout the site. The Site will be mass graded with the overall goal of retaining the 100-year 2-hour runoff and closely matching the existing topographic features.

The Buckeye Feeder Canal is along the southern boundary of Phase 3. It conveys regional drainage and is identified as Hazard Zone 'AE' in FEMA's flood insurance map. Flood Control also planned the Durango Regional Conveyance Channel (DRCC) in the canal corridor. Once the channel is constructed, the 100-year flow will be contained in the channel. The lots along the southern boundary are also subject to Gila River Floodplain which is also identified as Zone 'AE'.

It is proposed to set aside 150-foot wide corridor along the southern boundary to accommodate the future DRCC. If the DRCC doesn't get constructed in this location, a 50-foot wide drainage corridor will be used adjacent to the Buckeye Feeder Canal to contain the overflow from the Canal.

Utilities

The utilities on the site may be provided as follows:

- Sewer will be provided by the City of Avondale
- Water will be provided by the City of Avondale
- Electric will be provided by Salt River Project
- Telephone will be provided by COX Communications
- CATV will be provided by COX Communications
- Internet will be provided by COX Communications
- Gas will be provided by Southwest Gas

Roadways

Alamar Phase 3 incorporates a thorough network of local roads that connect to perimeter collector streets, El Mirage Road and Alamar Parkway.

Local roads shall include five-foot attached sidewalks on both sides to provide adequate pedestrian circulation across the Site. The road geometries throughout Phase 3 have been designed to meet the standards and requirements of the City of Avondale.

Lot Layout

Alamar Phase 3 contains four lot sizes, 70 feet by 130 feet, 60 feet by 120 feet, 50 feet by 120 feet and 45 feet by 115 feet in conformance with the approved PAD. There are a total of 267 lots with DRCC and 317 lots without DRCC. The density is 2.7 DU/AC (Gross) and 3.2 DU/Ac (Gross), respectively.

In general, lots of differing sizes do not face each other. The lots are predominately oriented in a north-south relationship for optimal sun-sensitivity, and along curved paths to give the neighborhood a more luxurious feel. The lots have been oriented in such a way to avoid lots fronting onto major roads such as El Mirage Road and 119th Avenue.

Open Space

Alamar Phase 3 is planned to include four neighborhood parks in consistence with the approved PAD. Retention basins are planned throughout Phase 3. Two trail systems are planned. A north-south trail bisects the Phase in the middle and an east-west trail traverse along the northern boundary of the Phase 3 in the 100' water pipe easement.

Exhibit F

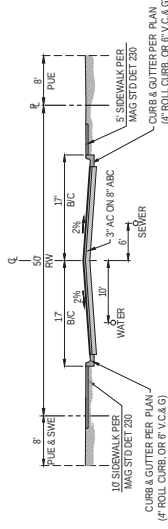
Proposed Preliminary Plat

Alamar Phase 3

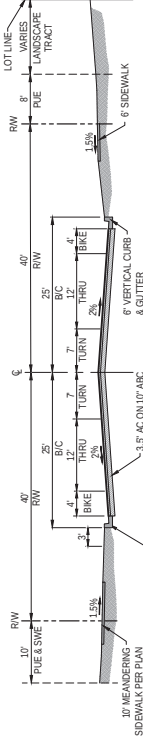
PROPOSED ROADWAY SECTION				
STREET	AC THK	ABC THK	SUB-BASE	
LOCAL / NEIGHBORHOOD ENTRY	3"	8"	12"	
MINOR COLLECTOR (EL MIRAGE RD & ALAMAR RD)	3.5 "	10"	12"	

A cross-sectional diagram of a pavement structure. It shows three distinct layers. The top layer is labeled 'A.C. PEB TABLE' and contains a pattern of small circles. The middle layer is labeled 'A.S.C. PEB TABLE' and contains a pattern of small dots. The bottom layer is labeled 'SUBGRADE' and has a hatched pattern. Arrows point from the text labels to their respective layers.

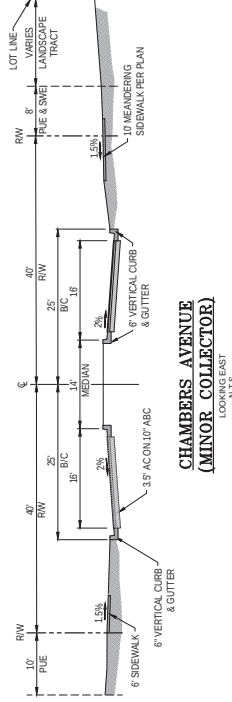
N.T.S.



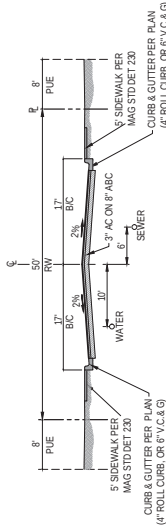
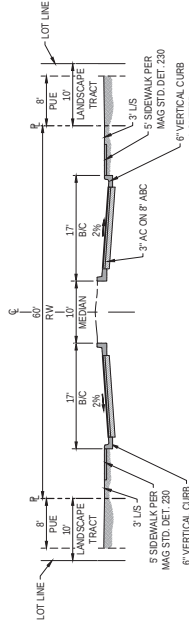
LOOKING EAST AND NORTH
N.T.S.



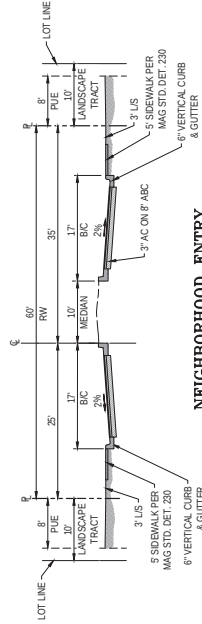
OKING NORTH



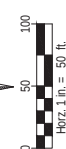
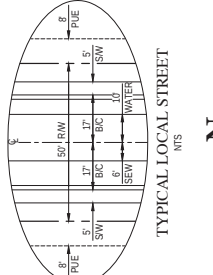
LOOKING EAST
N.T.C.

EAST AND SOUTH
N.T.C.

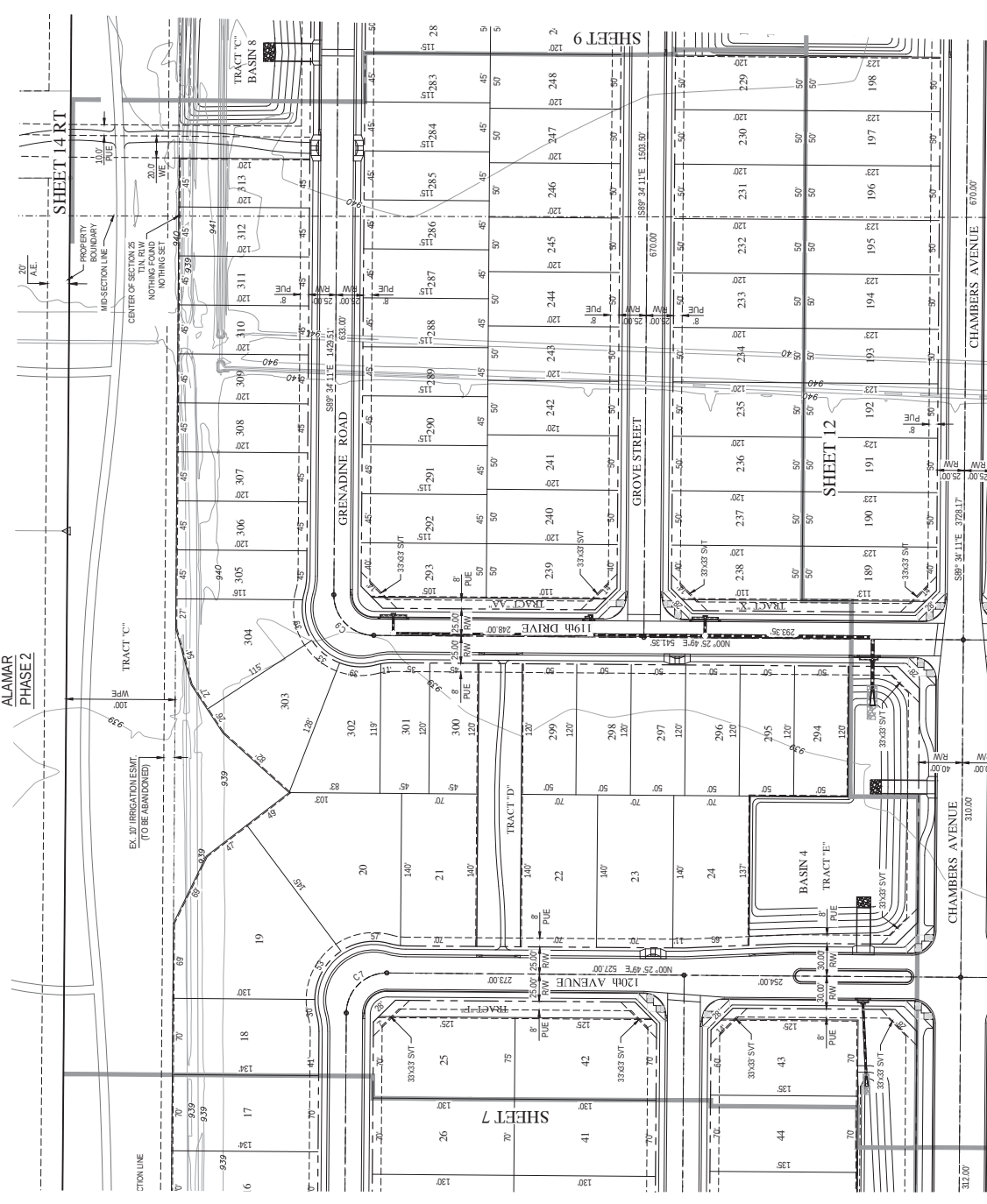
N.T.S.



N.T.S.



ALAMAR
PHASE 2



WOOD
PATEL

Wood Patel & Associates, Inc.
Civil Engineering
Water Resources
Infrastructure
Construction Management
803.336.6500
www.wpatel.com

ALAMAR

BROOKFIELD LAKIN, LLC

ALAMAR - PHASE 3

PRELIMINARY PLAT

6/8/2021

6/8/2021

SHEET NUMBER
8 OF 14

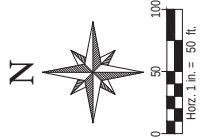
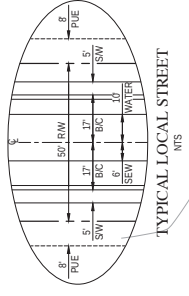
PROJECT NUMBER
174612.06

SCALE (HORIZ.) 1" = 50'

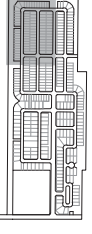
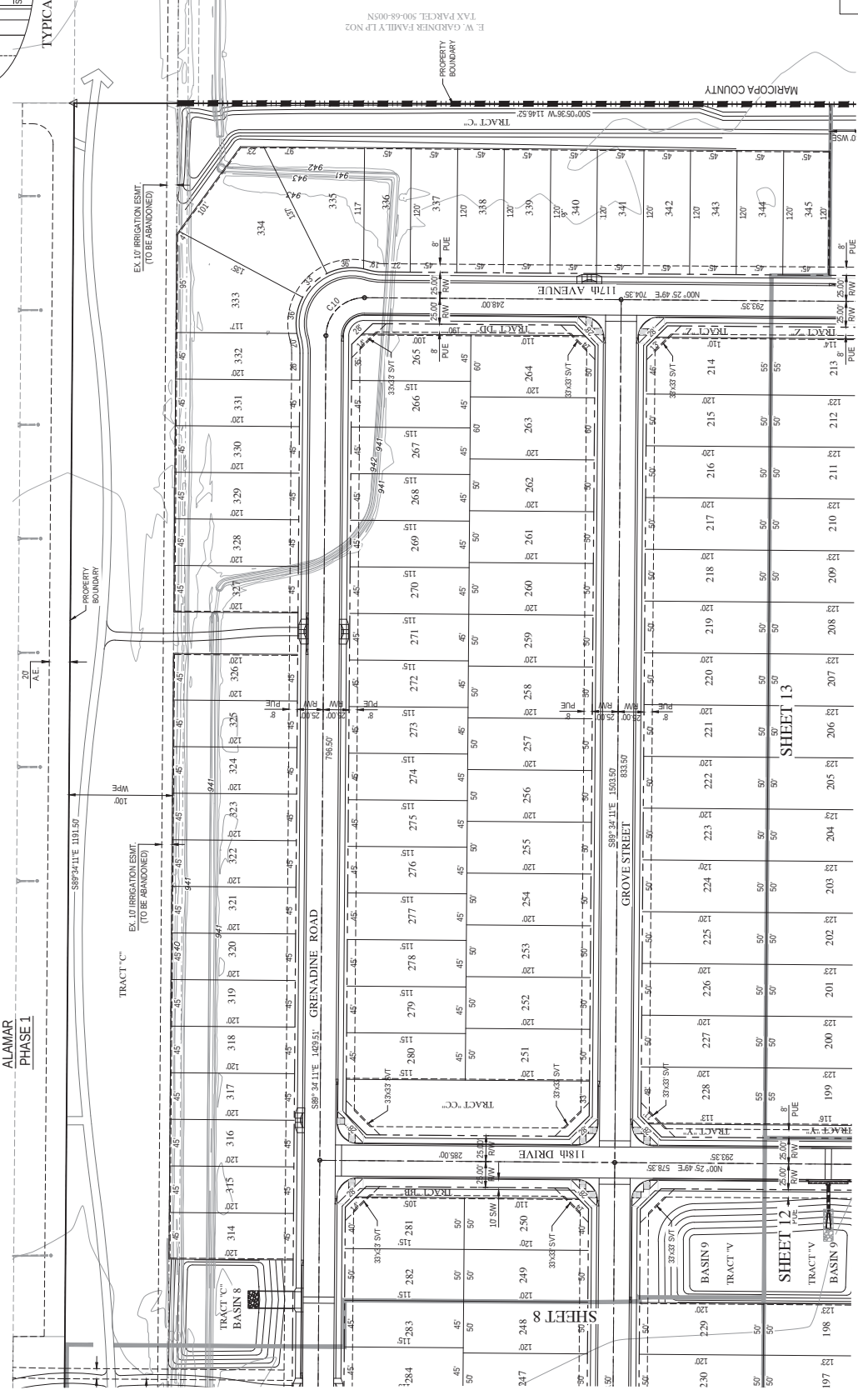
SCALE (VERT.) 1" = 10'

CHECKED BY: PK DESIGNED BY: ED DRAFTED BY: BT

2:007174612.06.dwg



ALAMAR
 PHASE 1



KEY MAP

KEY MAP



PROJECT NUMBER 174612.06
SHEET NUMBER 11 OF 14
DATE 6/17/2021
DESIGNED BY BT

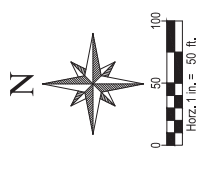
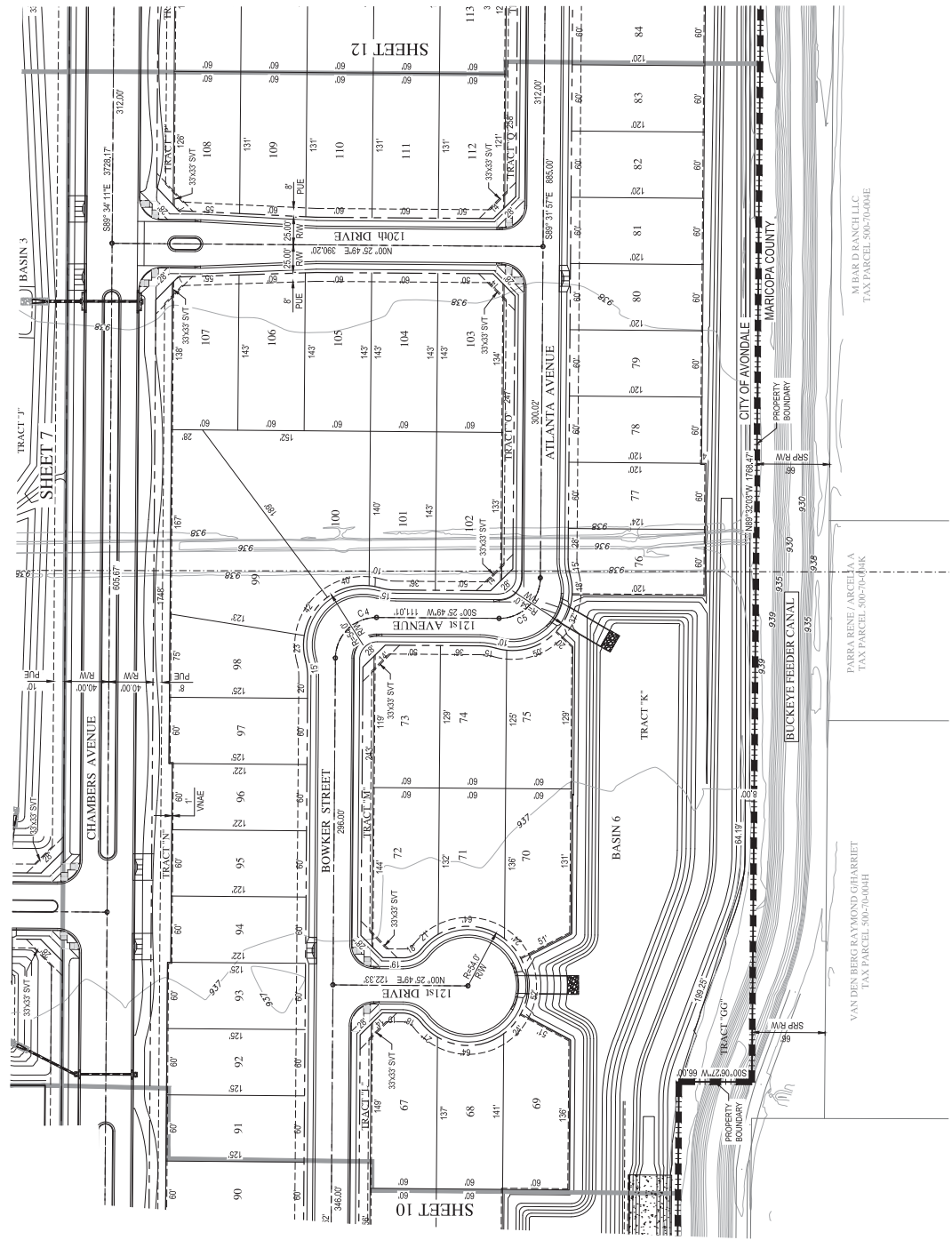
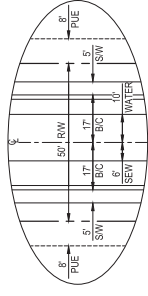


BROOKFIELD LAKIN, LLC
ALAMAR - PHASE 3
PRELIMINARY PLAT



WOOD PATEL
Wood Patel & Associates, Inc.
Civil Engineering
Water Resources
Construction Management
602.335.0000
www.woodpatel.com

SCALE (VERT.) 1" = 40'
SCALE (HORIZ.) 1" = 50'
DATE
DATE
DATE



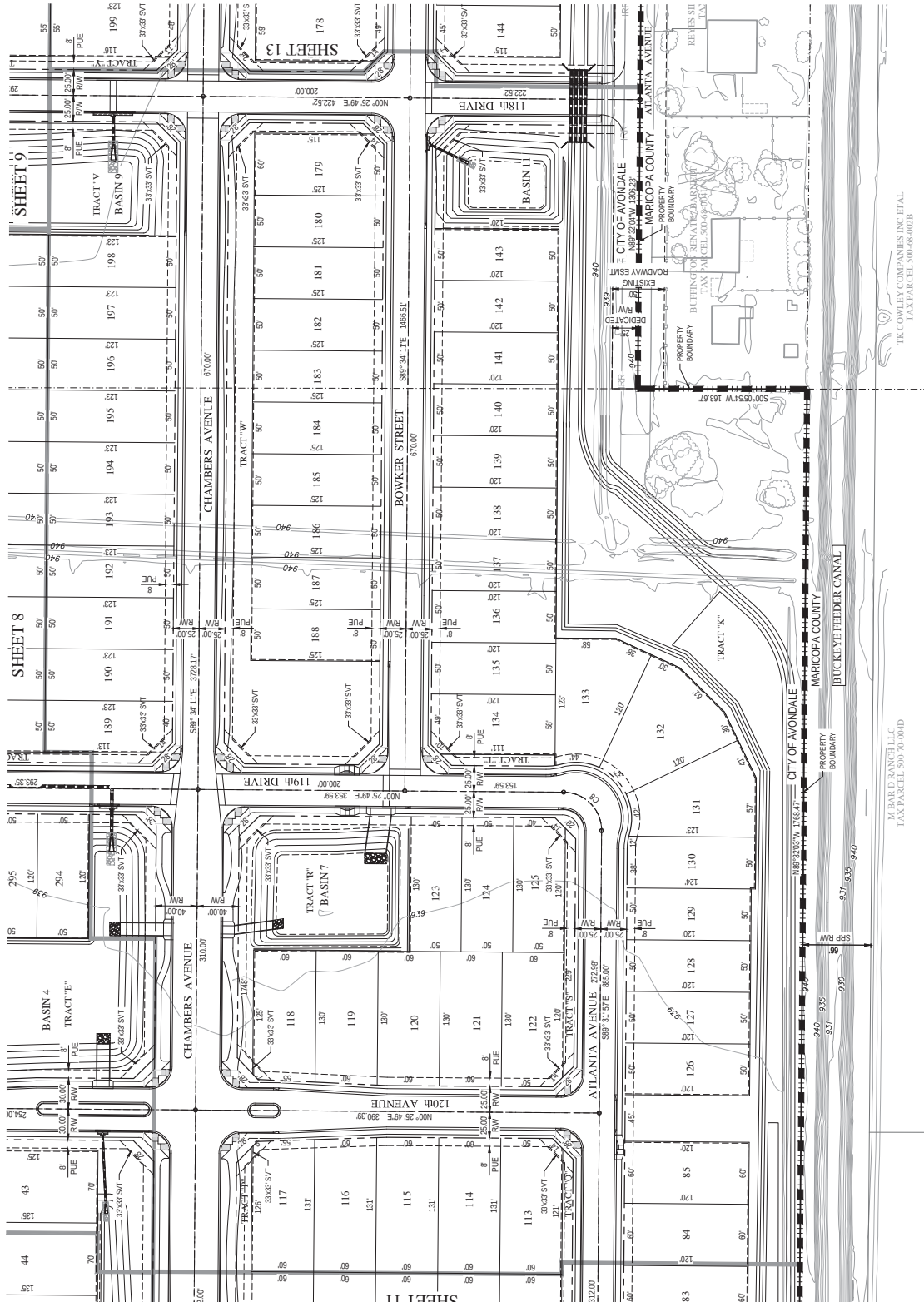
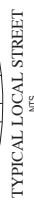
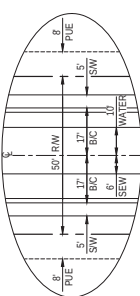


Exhibit G

Proposed Landscape, Open Space, and Wall Plan
Alamar Phase 3

ALAMAR

CIVIL ENGINEER
Wood/ Patel
2051 W. Northern Ave, Suite 100
Phoenix, AZ 85021
Phone: (602) 335-8500
Contact: Frank Koo, PE

VICINITY MAP

CONTEXT MAP

	ACRES	SQ. FT.
GROSS AREA	110.6	4,817,979
NET AREA	106.1	4,489,622
COLLISION ROW	4.5	338,352
OPEN SPACE	29.6	1,288,215
Open Space %	27%	Gross
Lot Yield		345
Density (Gross)	3.12	DW/AC
		50.7 (NET)

LOT MIX	PHASE 1	PHASE 2	PHASE 3	TOTAL	%	PAD (MIN.-MAX.)
45x115'	157	172	71	404	35%	20-35%
50x120'	155	99	148	402	35%	25-40%
60x120'	85	75	66	229	21%	20-40%
70x130'	64	0	51	117	10%	10-20%
TOTAL	461	346	345	1152	100%	

SHEET	DESCRIPTION
C-001	COVER SHEET
A-100	WALL PLAN - PHASE 3
A-101 - A-103	WALL 6 MALIBU KOSK DETAILS
LP-100	PHASE 3 OVERALL PLANTING PLAN
LP-401 - LP-310	PHASE 3 PLANTING PLANS
LP-401 - LP-402	SITE AMENITIES
LP-501	LANDSCAPE MAINTENANCE SCHEDULE
LP-601 - LP-605	LIGHTING PLANS

FILLMANTY PLANTING DATA - PLANTING PHASE 3									
Group Name	Planting Date	Planting Method	Planting Density (Plants/ha)	Planting Depth (cm)	Planting Spacing (cm)	Planting Orientation	Planting Status	Planting Notes	Planting Date
Group 1	2023-01-15	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-01-15
Group 2	2023-01-20	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-01-20
Group 3	2023-02-05	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-02-05
Group 4	2023-02-10	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-02-10
Group 5	2023-02-15	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-02-15
Group 6	2023-02-20	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-02-20
Group 7	2023-02-25	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-02-25
Group 8	2023-03-01	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-03-01
Group 9	2023-03-05	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-03-05
Group 10	2023-03-10	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-03-10
Group 11	2023-03-15	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-03-15
Group 12	2023-03-20	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-03-20
Group 13	2023-03-25	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-03-25
Group 14	2023-04-01	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-04-01
Group 15	2023-04-05	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-04-05
Group 16	2023-04-10	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-04-10
Group 17	2023-04-15	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-04-15
Group 18	2023-04-20	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-04-20
Group 19	2023-04-25	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-04-25
Group 20	2023-05-01	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-05-01
Group 21	2023-05-05	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-05-05
Group 22	2023-05-10	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-05-10
Group 23	2023-05-15	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-05-15
Group 24	2023-05-20	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-05-20
Group 25	2023-05-25	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-05-25
Group 26	2023-06-01	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-06-01
Group 27	2023-06-05	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-06-05
Group 28	2023-06-10	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-06-10
Group 29	2023-06-15	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-06-15
Group 30	2023-06-20	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-06-20
Group 31	2023-06-25	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-06-25
Group 32	2023-07-01	Machine	2000	10	100	Vertical	Planted	Planted in 20 rows of 100 plants each.	2023-07-01
Group 33	2023-07-05	Hand	1000	10	100	Vertical	Planted	Planted in 10 rows of 100 plants each.	2023-07-05
Group 34	202								
Total:									
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							100	100	100

[illegible]

© 2005 Blackwell Publishing Ltd, *Journal of Internal Medicine* 257: 103–110

- [illegible]

NOTE: ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF AVONDALE SUPPLEMENT TO MAG SPECIFICATIONS & STANDARD DETAILS CURRENTLY ON FILE AND AVAILABLE AT THE CITY OF AVONDALE ENGINEERING DEPARTMENT

PRELIMINARY-
NOT FOR
CONSTRUCTION

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	
C-001	
1	OF 24 SHEETS



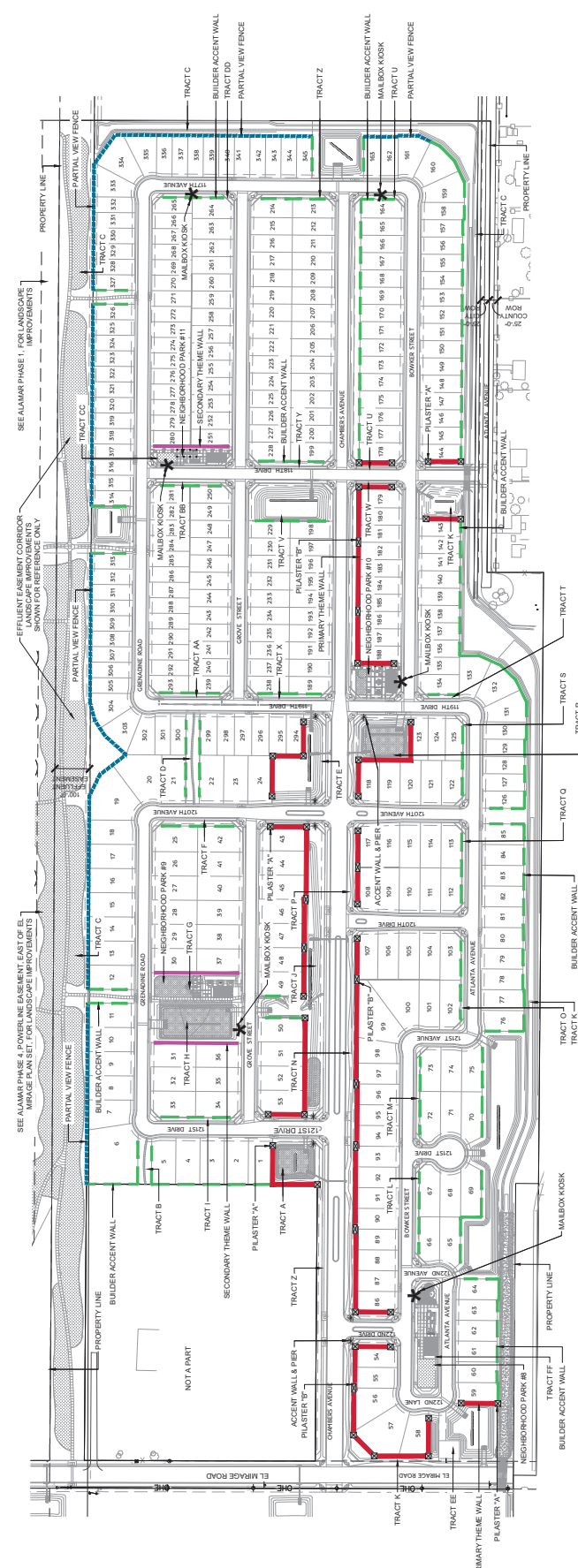
PROJECT PHASE	DATE
PRELIMINARY PLAN	
CONSTRUCTION DOCUMENTS	
ISSUE FOR BIDDING	
ISSUE FOR CONSTRUCTION	

REVISIONS	DATE
NO.	DESCRIPTION

PRELIMINARY - NOT FOR CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAT - PHASE 3 LANDSCAPE
WALL PLAN - PHASE 3

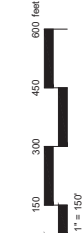
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CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	A-100
OF 24 SHEETS	



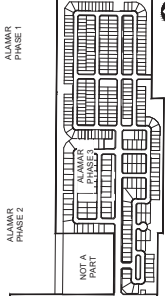
WALL LEGEND PHASE 3

QTY	DETAIL
44,525 LF	DETAIL 1 & 2, SHEET A-101
4,710 LF	DETAIL 3, SHEET A-101
4,300 LF	DETAIL 1, SHEET A-103
38	DETAIL 1, A-101
4,885 LF	DETAIL 2, SHEET A-103
8	DETAIL 4, SHEET A-101 & 102
8	DETAIL 1 & 2, SHEET A-102

---	PROPERTY BOUNDARY
---	SIGHT VISIBILITY TRIANGLE
---	8" PUBLIC UTILITY EASEMENT
---	R.O.W.



CALL TOLL FREE
602-263-1100
1-800-STAKE-IT
AVONDALE, ARIZONA



KEY MAP - NTS



REVISIONS	
DESCRIPTION	DATE

3

RICOPA COUNT - PHASE 3

ALABAMA
CITY OF A
PRELIM
WALL DE

A-101
3 OF 24 SHEETS

4 NEIGHBORHOOD ENTRY - ACCENT WALL

SMOOTH FINISH
ROUGH FINISH
CONCRETE
12" THICK WALL
6" THICK BASE
CONCRETE FOOTER PER STRUCTURAL ENGINEER
COMPACT SUBGRADE
PAINTED STEEL
PER SOLID REPORT.

SCALE: 1/4" = 1'-0"

[illegible]

1001

PHASE 3

ALA
CITY OF A
PRELIM
WALL DE

A-102
4 OF 24 SHEETS

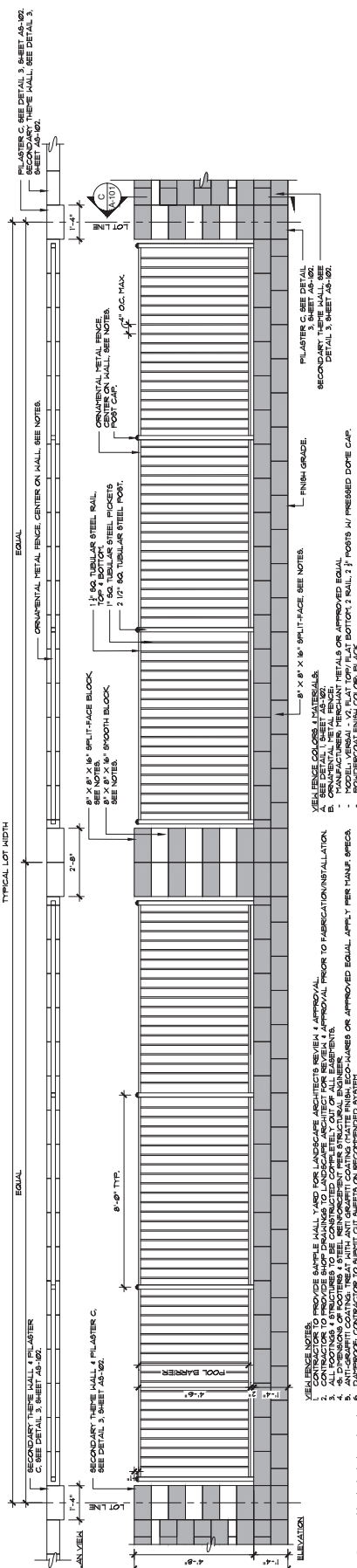
A close-up photograph showing a dark, angular architectural element, possibly a light fixture or a decorative bracket, mounted on a wall. The wall has a light-colored, textured surface, possibly stucco or plaster. The lighting is dramatic, with strong highlights and shadows.

1. The first step is to identify the key components of the system. This involves understanding the inputs, outputs, and internal processes. For example, in a manufacturing system, the inputs might be raw materials and labor, the outputs might be finished products, and the internal processes might involve assembly and quality control.

NEIGHBORHOOD PIER B LANTERN - HANPTON SERIES
NEIGHBORHOOD PIER LANTERN, COLORS & FINISHES:
A. MARPOSA LANTERN ARCHITECTURAL BRONZE FINISH, PROSTECTED GLASS AND LED LIGHTING.
B. MARPOSA LANTERN ARCHITECTURAL BRONZE FINISH, HONEY GLASS AND LED LIGHTING.

TYPICAL LOT WIDTH

EQUAL



3 VIEW FENCE

SCALE: 1/2" = 1'-0"

 10^{-102}



SWABACK^{inc}
Architects + Planners
7550E McDowell Drive
Scottsdale, Arizona 85250
480.361.7200 | www.swaback.com

PROJECT PHASE	PRELIMINARY PLAT 06.16.21	☒
	CONSTRUCTION DOCUMENTS	☐
	ISSUE FOR BID SET	☐
	ISSUE FOR CONSTRUCTION	☐

REVISIONS		
NO.	DESCRIPTION	DATE
△		
△		
△		
△		
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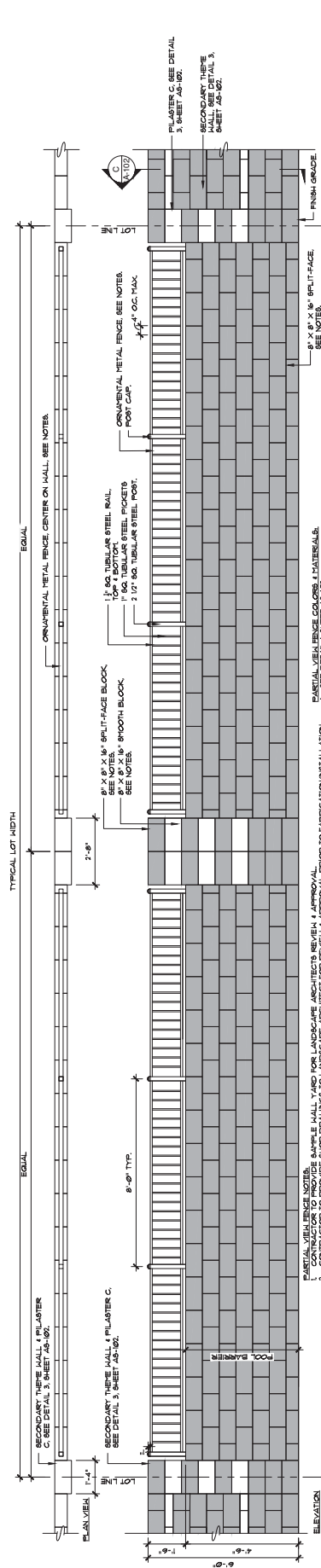
PRELIMINARY-
NOT FOR
CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAT - PHASE 3 LANDSCAPE
WALL & MAILBOX KIOSK DETAIL

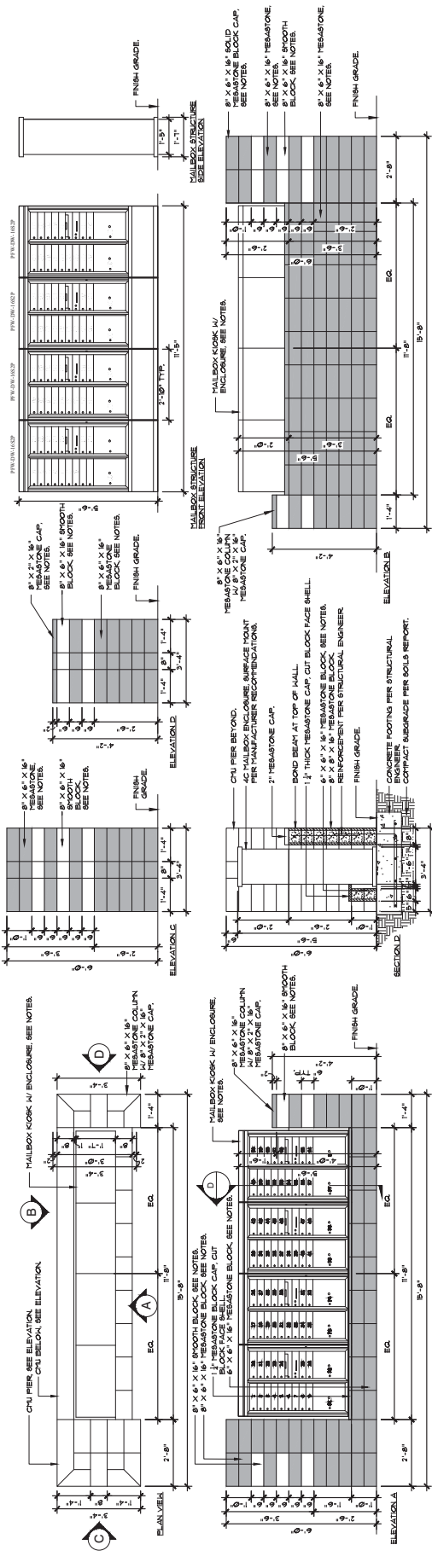
DRAWN TH
CHECKED JD
DATE 06/16/21
SCALE AS SHOWN
JOB NO. 1704
SHEET
A-103

SCALE 100 - 110

2 MAILBOX KIOSK

[illegible]

1 PARTIAL VIEW FENCE



HILLTOP KORK NOTE:

1. CONTRACTOR TO PROVIDE SAMPLE WALL YARD FOR LANDSCAPE ARCHITECTS REVIEW - APPROVAL.
2. CONTRACTOR TO PROVIDE SLOPE DRAINAGE TO LANDSCAPE ARCHITECT FOR REVIEW - APPROVAL PRIOR TO FABRICATION/INSTALLATION.
3. ALL FOOTINGS & STRUCTURES TO BE CONSTRUCTED COMPLETELY OUT OF ALL ELEMENTS.
4. CONTRACTOR TO PROVIDE PROTECTIVE COATING TO ALL STRUCTURES PRIOR TO ERECTION PER STRUCTURAL ENGINEER.
5. CONTRACTOR TO SUBMIT CUT SHEET ON RECOMMENDED SYSTEM.
6. INSTALL PER MANUFACTURER'S SPECIFICATIONS.

MAIL BOX KIOSK COLORS & MATERIALS:
-A MAILBOX KIOSK
-POSTAL SOLUTIONS, INC.
16211 N. SCOTTSDALE RD. #450
SCOTTSDALE, AZ 85254
PHONE: 480/220-8220
CONTACT: JANELLE 6076TER
-MAILBOX MODEL 4C w/ ENCLOSURE \$1100
-4C MAILBOX KIOSK & ENCLOSURE COLOR \$1100

CONTACT: JANELLE BOYSTER
- MAILBOX MODEL: 4C W/ ENCLOSURE STRUCTURE
- 4C MAILBOX KIOSK & ENCLOSURE COLOR: DAPPER TAN



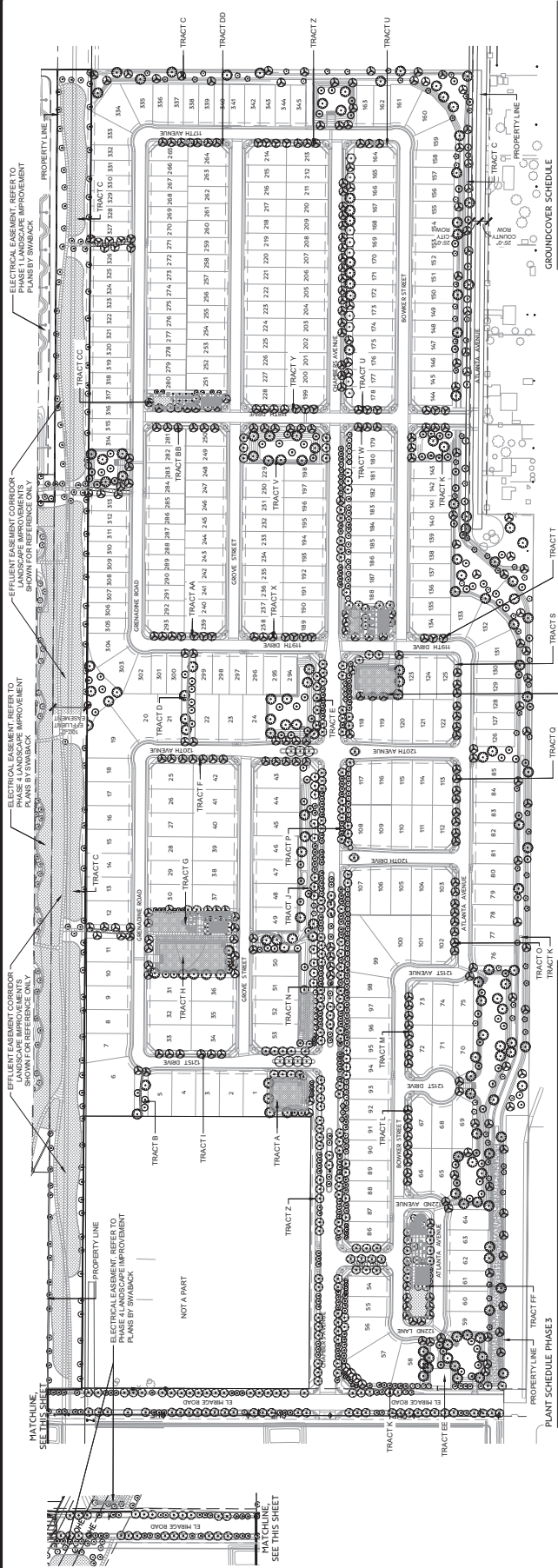
PROJECT PHASE
PRELIMINARY PLAN
CONSTRUCTION DOCUMENTS
ISSUE FOR BIDDING
ISSUE FOR CONSTRUCTION

REVISIONS		
NO.	DESCRIPTION	DATE
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PRELIMINARY - NOT FOR CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAN - PHASE 3 LANDSCAPE
OVERALL PLANTING PLAN - PHASE 3

CITY/STATE	TH
CHECKED BY	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	1704
LP-100	1704
OF 24 SHEETS	1704



PLANT SCHEDULE PHASE 3

TREES	BOTANICAL / COMMON NAME	CONT	QTY
+	Acacia drepanolobium / Mulga	24" Box	156
+	Casipouita coccinea 'Smoothie' TM / Cascadote	24" Box	235
+	Chilopsis linearis 'Arts Seedless' / Desert Willow	15 Gal.	134
+	Citrus x aurantiifolia 'Thornless' / Thornless Mexican Lime	36" Box	6
+	Ficus velutina 'Fon-Tex' / Fan-Tex Ash	24" Box	13
+	Olneya tesota / Desert Ironwood	60" Box	7
+	Parikissia x 'Desert Museum' / Desert Museum Palo Verde	24" Box	326
+	Pistacia chinensis 'Red Push' / Red Push Chinese Pistache	24" Box	263
+	Prosopis x 'Phoenix' TM / Hybrid Mesquite	24" Box	159
+	Sophora secundiflora / Texas Mountain Laurel	24" Box	35
+	Ulmus parvifolia 'Allee' / Allee Lacebark Elm	24" Box	9
SHRUBS	BOTANICAL / COMMON NAME	CONT	QTY
+	Acacia redolens / Bank Swallow	5 Gal.	326
+	Agave parryi / Parry's Agave	1 Gal.	35
+	Agave weberi / Weber's Agave	5 Gal.	94
+	Agave x 'Blue Glow' / Blue Glow Agave	5 gal	27
+	Aloe x 'Blue Elf' / Aloe	1 Gal.	167
+	Bougainvillea x 'Rosenka' / Bougainvillea	5 Gal.	391
+	Bougainvillea x 'La Jolla' / Bougainvillea	1 Gal.	1,113
+	Casipouita pulcherrima / Red Bird Of Paradise	1 Gal.	159
+	Convolvulus crearonum / Bush Morning Glory	1 Gal.	580
+	Diospyros wheeleri / Grey Desert Spoon	5 Gal.	391
+	Dodonaea viscosa 'Green' / Green Hopseed Bush	5 Gal.	297
+	Eriodaphne lanosa / Brittle Bush	1 Gal.	1,051
+	Eremophila glabra 'Kalgoorlie' / Kalgoorlie Emu Bush	1 Gal.	209
+	Eremophila glabra 'Mingenew Gold' / Emu Bush	1 Gal.	950
+	Eremophila glabra carnea / Winter Blaze Emu Bush	1 Gal.	67

LEGEND

PROPERTY BOUNDARY

SHORT VISIBILITY TRIANGLE

PUBLIC UTILITY EASEMENT

R.O.W.

0 150 300 450 600 feet

SCALE 1" = 150'

NORTH

ALAMAR PHASE 1

ALAMAR PHASE 2

NOT A PART

ENGINEERED WOOD FIBER

NATURAL DESERT PAVEMENT

3" Minus - Painted Desert by Rock Pros USA

COMPACTED D.G.

1/4" Minus - Painted Desert by Rock Pros USA

TURF

CYNODON DACTYLON MIDIRON / MIDIRON GRASS

SAND

BOULDERS

Landscape Boulder



PROJECT PHASE	
☒	PRELIMINARY PLAT 06/16/21
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BID SET
☐	ISSUE FOR CONSTRUCTION

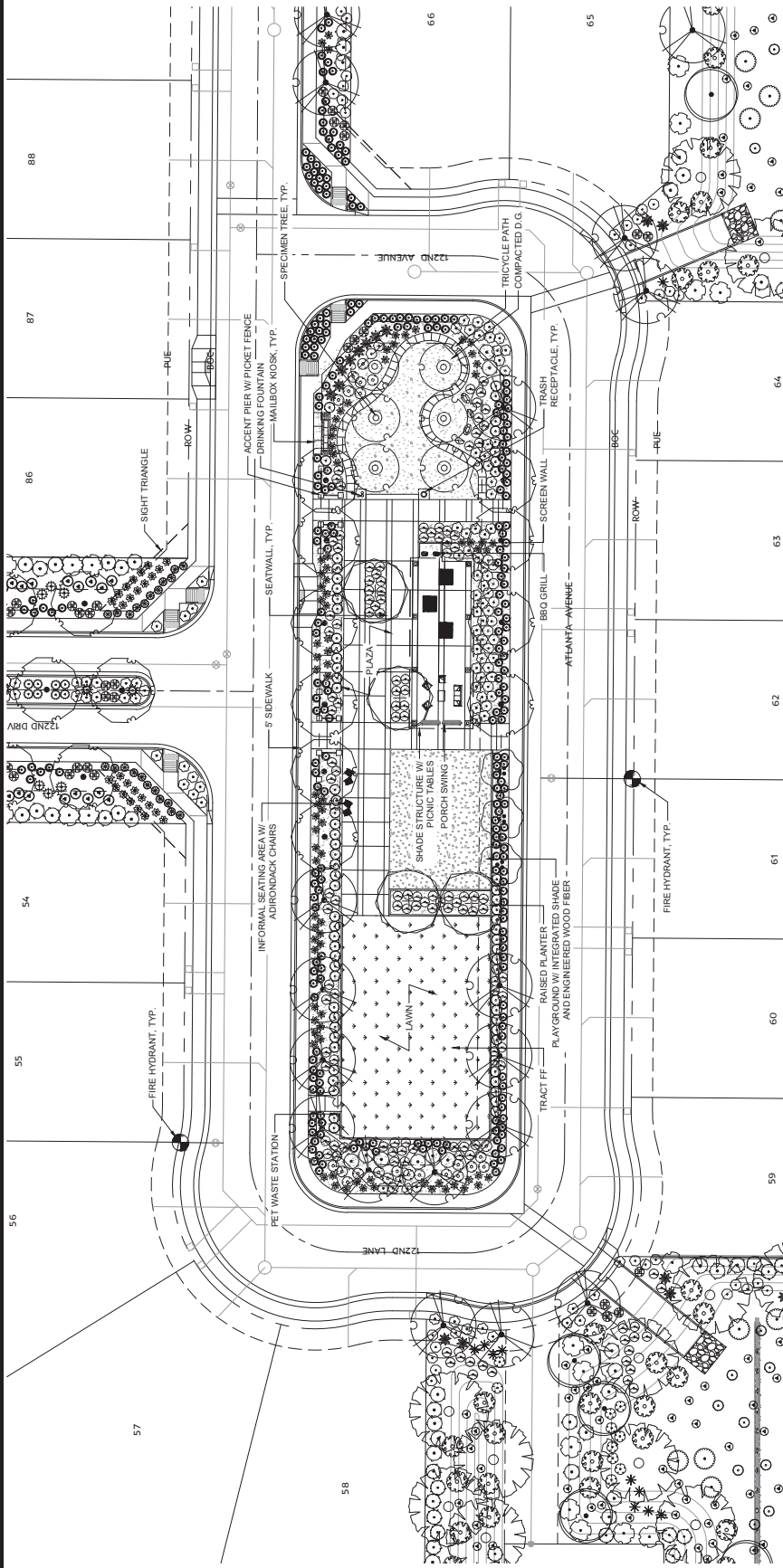
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NO.	DESCRIPTION	DATE
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PRELIMINARY-
NOT FOR
CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAT - PHASE 3 LANDSCAPE
PLANTING PLAN ENLARGEMENT - NEIGHBORHOOD PARK #8

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	

LP-301
7 OF 24 SHEETS



NEIGHBORHOOD PARK #8 PLANT SCHEDULE			NEIGHBORHOOD PARK #8 GROUNDCOVER SCHEDULE		
TREES	BOTANICAL / COMMON NAME	CONT	QTY	ENGINEERED WOOD FIBER	2,008 sf
	Caesalpinia coccinea 'Smoothie' / TM / Cascadia	24" Box	3		
	Grisus x aurantiifolia 'Thornless' / Line	36" Box	6		9,508 sf 3" Minus - Painted Desert by Rock Pro USA
	Fraxinus velutina 'Fan-Tex' / Fan-Tex Ash	24" Box	4		
	Parkinsonia x 'Desert Museum' / Palo Verde	24" Box	10		1,753 sf 1 1/4" Minus - Painted Desert by Rock Pro USA
	Pistacia chinensis 'Red Push' / Chinese Pistache	24" Box	10		
SHRUBS	BOTANICAL / COMMON NAME	CONT	QTY	TURF	4,687 sf
	Bougainvillea x 'Roseket' / Bougainvillea	5 Gal	69		
	Bougainvillea x 'Roseket' / Bougainvillea	5 Gal	69		

LEGEND

0 20 40 60 80 feet

NORTH

SCALE 1" = 20'

Species	Gal.	Count
Bougainvillea x 'La Dalia' / Bougainvillea	1 Gal.	8
Convolvulus creneum / bush Morning Glory	1 Gal.	3
Eremophila glabra 'Mingnew Gold' / Emu Bush	1 Gal.	49
Hesperaloe funifera / Giant Yucca	5 Gal.	8
Hesperaloe parviflora 'Brakeights' TM / Red Yucca	1 Gal.	83
Lantana camara 'Dallas Red' / Dallas Red Lantana	1 Gal.	23
Lantana x 'New Gold' / New Gold Lantana	1 Gal.	210
Nerium oleander 'Pette Pink' / Petite Pink Oleander	1 Gal.	19
Ruellia brittoniana / Blue Bells	1 Gal.	109



LEGEND

PROPERTY BOUNDARY
SIGHT VISIBILITY TRIANGLE
8' PUBLIC UTILITY EASEMENT
R.O.W.



0 20 40 60 80 feet

SCALE 1" = 20'

210 19 109



PROJECT PHASE
☒ PRELIMINARY PLAN
☐ PRELIMINARY SPECIFICATIONS
☐ PRELIMINARY CONTRACT DOCUMENTS
☐ ISSUE FOR BIDDING
☐ ISSUE FOR CONSTRUCTION

REVISIONS		
NO.	DESCRIPTION	DATE
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PRELIMINARY - NOT FOR CONSTRUCTION

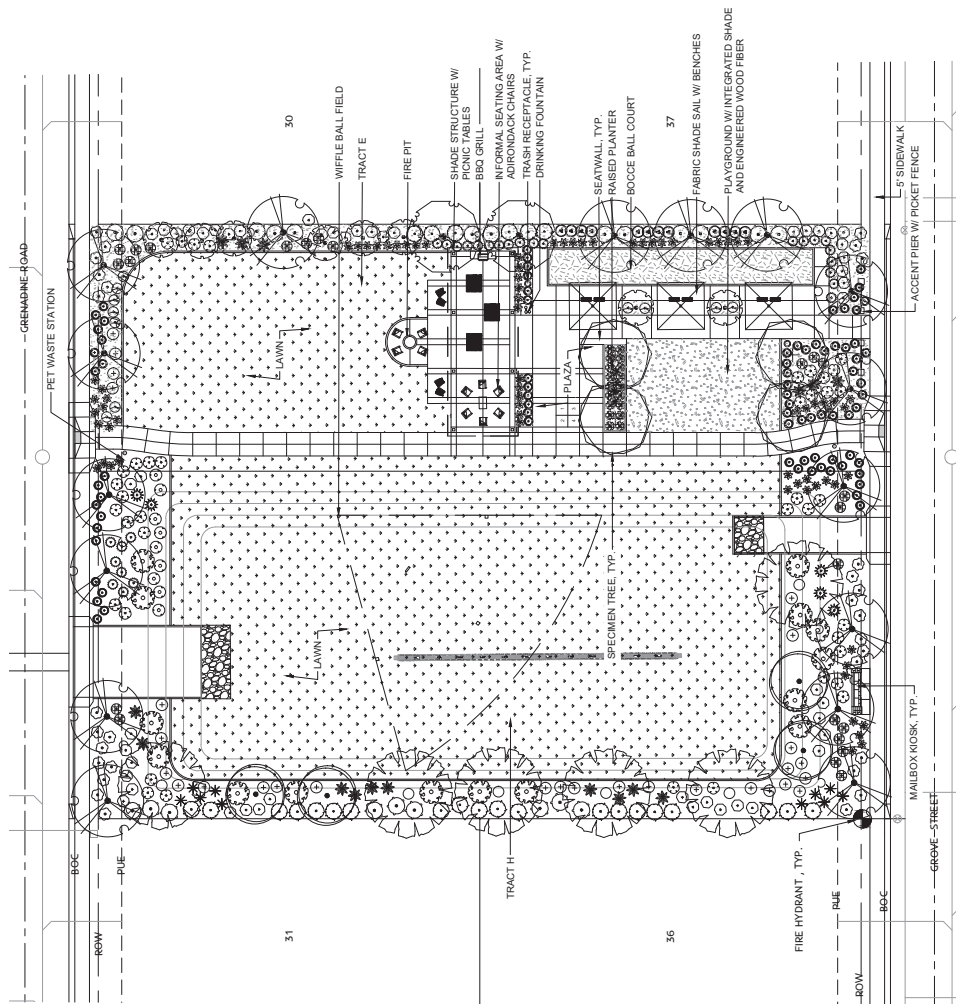
PLANTING PLAN ENLARGEMENT - NEIGHBORHOOD PARK #9
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
ALAMAR
PRELIMINARY PLAT - PHASE 3 LANDSCAPE

DATE	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-302
OF	24 SHEETS

NEIGHBORHOOD PARK #9 PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	QTY
	Fraxinus velutina 'Fem-Tex' / Fem-Tex Ash	24" Box	4
	Persea indica x 'Desert Museum' / Palo Verde	24" Box	8
	Pistacia chinensis 'Red Push' / Chinese Pistache	24" Box	2
	Sophora secundiflora / Texas Mountain Laurel	24" Box	8
SHRUBS	BOTANICAL / COMMON NAME	CONT	QTY
	Agave x 'Blue Glow' / Blue Glow Agave	5 gal	4
	Bougainvillea x 'La Zola' / Bougainvillea	1 Gal	13
	Convolvulus cneorum / Bush Morning Glory	1 Gal	12
	Dodonaea viscosa 'Green' / Green Hopseed Bush	5 Gal	6
	Eremophila glabra 'Kalgoorlie' / Emu Bush	1 Gal	13
	Eremophila glabra 'Mingenew Gold' / Emu Bush	1 Gal	9
	Eremophila glabra carnosa / Emu Bush	1 Gal	12
	Hesperaloe parviflora / Giant Yucca	5 Gal	6
	Hesperaloe parviflora 'Bride's Lights' / Red Yucca	1 Gal	53
	Lantana x 'New Gold' / New Gold Lantana	1 Gal	53
	Nerium oleander 'Petite Pink' / Petite Pink Oleander	1 Gal	26
	Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	1 Gal	20
	Ruellia brittaniana / Blue Bells	1 Gal	11
	Tecoma x 'Sierra Apricot' / Yellow Bells	5 gal	4
	Wedelia trilobata / Wedelia	1 Gal	18

NEIGHBORHOOD PARK #9 GROUNDCOVER SCHEDULE	
ENGINEERED WOOD FIBER	1,686 sf
NATURAL DESERT PAVEMENT 3" Minus - Painted Desert by Rock Pro USA	4,748 sf
ARTIFICIAL TURF	1,080 sf
TURF CYNOCON DACTYLON 'MIDRON' / MIDRON GRASS	6,255 sf



LEGEND

- PROPERTY BOUNDARY
- SIGHT VISIBILITY TRIANGLE
- 8' PUBLIC UTILITY EASEMENT
- ROW
- 5' SIDEWALK
- ACCENT PIER W/ PICKET FENCE
- MAILBOX KIOSK, TYP.
- GRAVE-STREET
- 5' SIDEWALK
- ACCENT PIER W/ PICKET FENCE
- MAILBOX KIOSK, TYP.
- GRAVE-STREET

ALAMAR PHASE 2

ALAMAR PHASE 1

NOT A PART

KEYMAP - NTs

PARK #9

602-263-1100
CALL TODAY
1-800-STAKE-IT
FOR THE STAKE-IT SYSTEM

SCALE 1" = 20'

0 20 40 60 80 feet

NORTH



PROJECT PHASE	
☒	PRELIMINARY PLAN
☐	CONSTRUCTION DOCUMENTS
☐	AS-BUILT FOR RECORD
☐	FINAL FOR CONSTRUCTION

REVISIONS	
NO.	DESCRIPTION

PRELIMINARY - NOT FOR CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAN - PHASE 3 LANDSCAPE
PLANTING PLAN ENLARGEMENT - NEIGHBORHOOD PARK #10

CITY/STATE	PHOENIX, AZ
CHECKED BY	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-303
OF	24 SHEETS

NEIGHBORHOOD PARK #10 PLANT SCHEDULE

TREES

- Fraxinus velutina 'Fan-TeX' / Fan-TeX Ash
- Parkinsonia x 'Desert Museum' / Palo Verde
- Pistacia chinensis 'Red Push' / Chinese Pistache

SHRUBS

- Agave x 'Blue Glow' / Blue Glow Agave
- Bougainvillea x 'La Jolla' / Bougainvillea
- Convolvulus cneorum / Bush Morning Glory
- Dodonaea viscosa 'Green' / Green Hopseed Bush
- Hesperaloe parviflora 'Brake Lights' / Red Yucca
- Lantana camara 'Dallas Red' / Dallas Red Lantana
- Lantana x 'New Gold' / New Gold Lantana
- Ruellia brittaniana / Blue Bells
- Wedelia trilobata / Wedelia

QUANTITY

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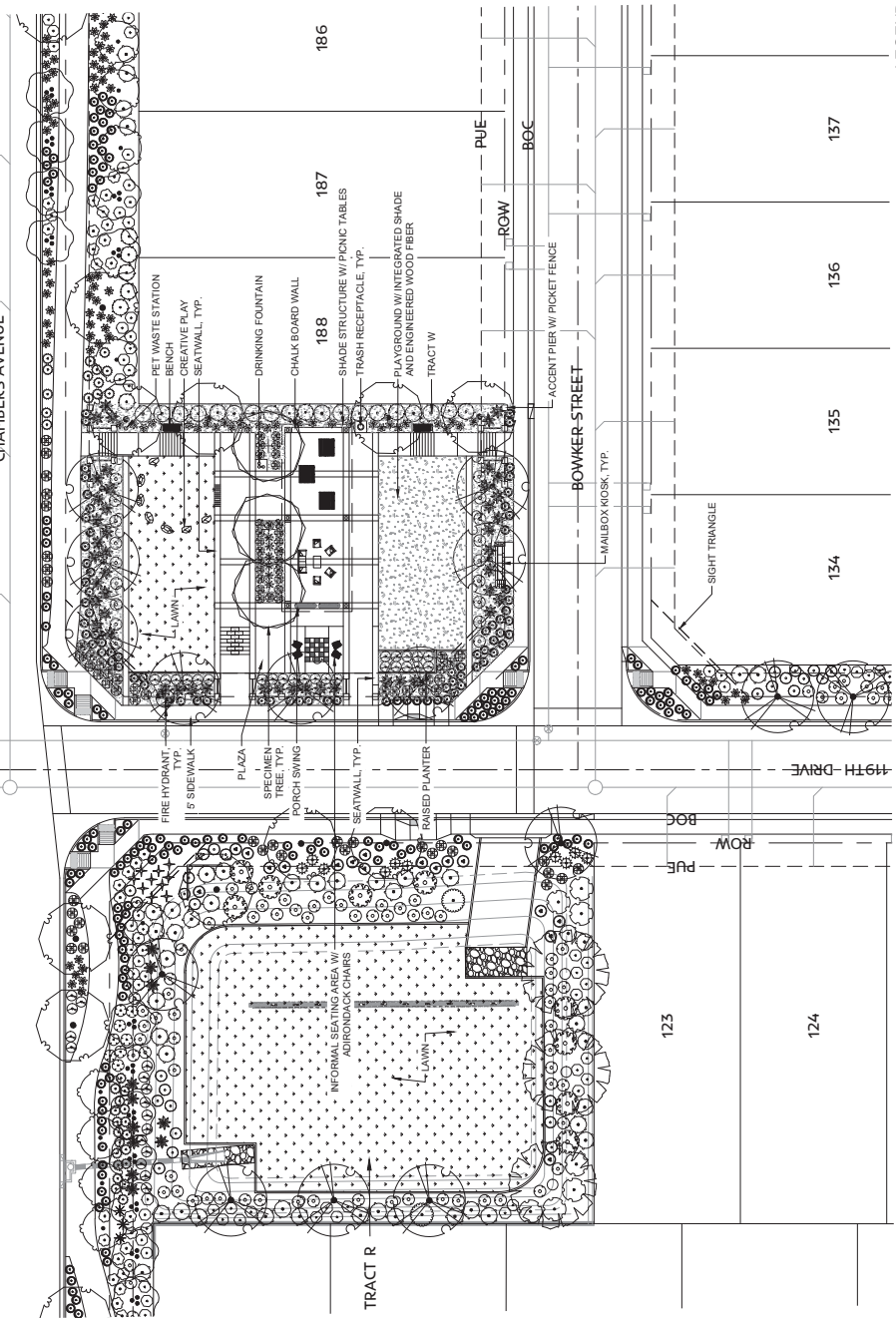
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LEGEND

PROPERTY BOUNDARY

SIGHT TRIANGLE

8' PUBLIC UTILITY EASEMENT

ROW

ROW

0 20 40 60 80 feet

SCALE 1" = 20'

NORTH

KEYMAP - NTS

NEIGHBORHOOD PARK #10

ALAMAR PHASE 2

ALAMAR PHASE 1

NOT A PART

KEYMAP - NTS

NEIGHBORHOOD PARK #10

CALL FOR INFORMATION

602-263-1100

1-800-STAKE-IT

AVONDALE, ARIZONA

AVONDALE, ARIZONA

PROJECT PHASE	
☒ PRELIMINARY PLAN	
☐ CONSTRUCTION DOCUMENTS	
☐ ISSUE FOR BIDDING	
☐ TABLE FOR CONSTRUCTION	

REVISIONS	
NO.	DESCRIPTION

PRELIMINARY - NOT FOR CONSTRUCTION

CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAN - PHASE 3 LANDSCAPE
PLANTING PLAN ENLARGEMENT - NEIGHBORHOOD PARK #11

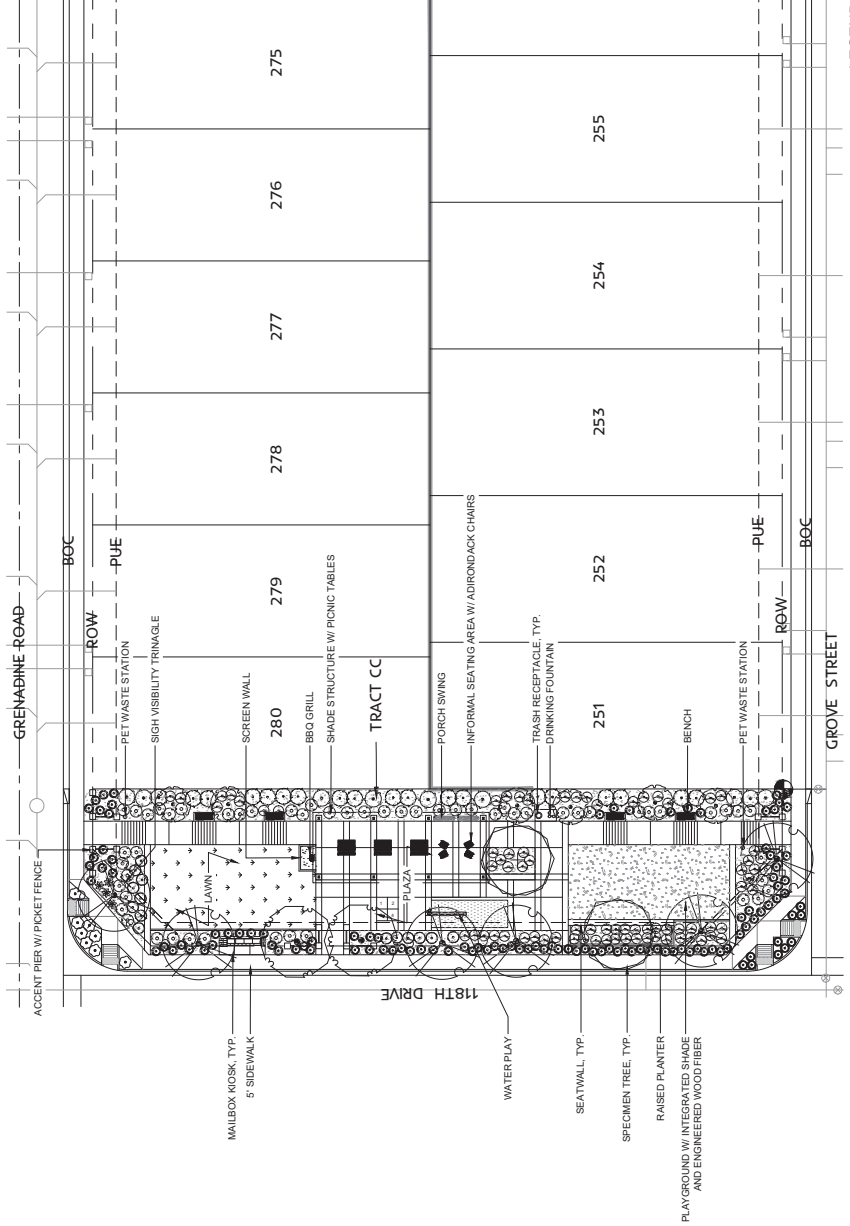
DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-304
OF	34 SHEETS

NEIGHBORHOOD PARK #11 PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT.	QTY
	Fraxinus velutina 'Fan-Tex' / Fan-Tex Ash	24" Box	2
	Parkinsonia x 'Desert Museum' / Palo Verde	24" Box	6
	Pistacia chinensis 'Red Push' / Chinese Pistache	24" Box	2
	Sophora secundiflora / Texas Mountain Laurel	24" Box	6
SHRUBS			
	BOUGAINVILLEA x 'ROSENIKE' / Bougainvillea	5 Gal.	14
	Bougainvillea x 'La Jolla' / Bougainvillea	1 Gal.	10
	Dodonaea viscosa 'Green' / Green Hopseed Bush	5 Gal.	18
	Eremophila glabra 'Mingenew Gold' / Eru Bush	1 Gal.	8
	Hesperaloe parviflora 'Brakelights' TM / Red Yucca	1 Gal.	4
	Lantana camara 'Dallas Red' / Dallas Red Lantana	1 Gal.	56
	Lantana x 'New Gold' / New Gold Lantana	1 Gal.	115
	Ruellia brittaniana / Blue Bell	1 Gal.	74

NEIGHBORHOOD PARK #11 GROUND COVER SCHEDULE

	ENGINEERED WOOD FIBER	1,403 sf
	SAND	243 sf
	NATURAL DESERT PAVEMENT 3" Minus - Painted Desert by Rock Pros USA	5,282 sf
	TURF CYNODON DACTYLON 'MIDIRON' / MIDIRON GRASS	1,570 sf



LEGEND

PROPERTY BOUNDARY

SIGHT VISIBILITY TRIANGLE

8' PUBLIC UTILITY EASEMENT

ROW

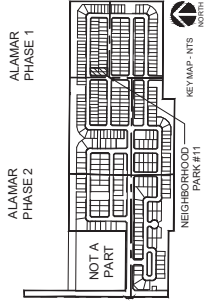


NORTH

0 20 40 60 80 feet

SCALE 1" = 20'

CALL TOLL FREE 1-800-STAKE-IT
602-263-1100
OFFICE: MARICOPA COUNTY





PROJECT PHASE
☒ PRELIMINARY PLAN
☐ CONSTRUCTION DOCUMENTS
☐ AS-BUILT FOR RECORD
☐ AS-BUILT FOR CONSTRUCTION

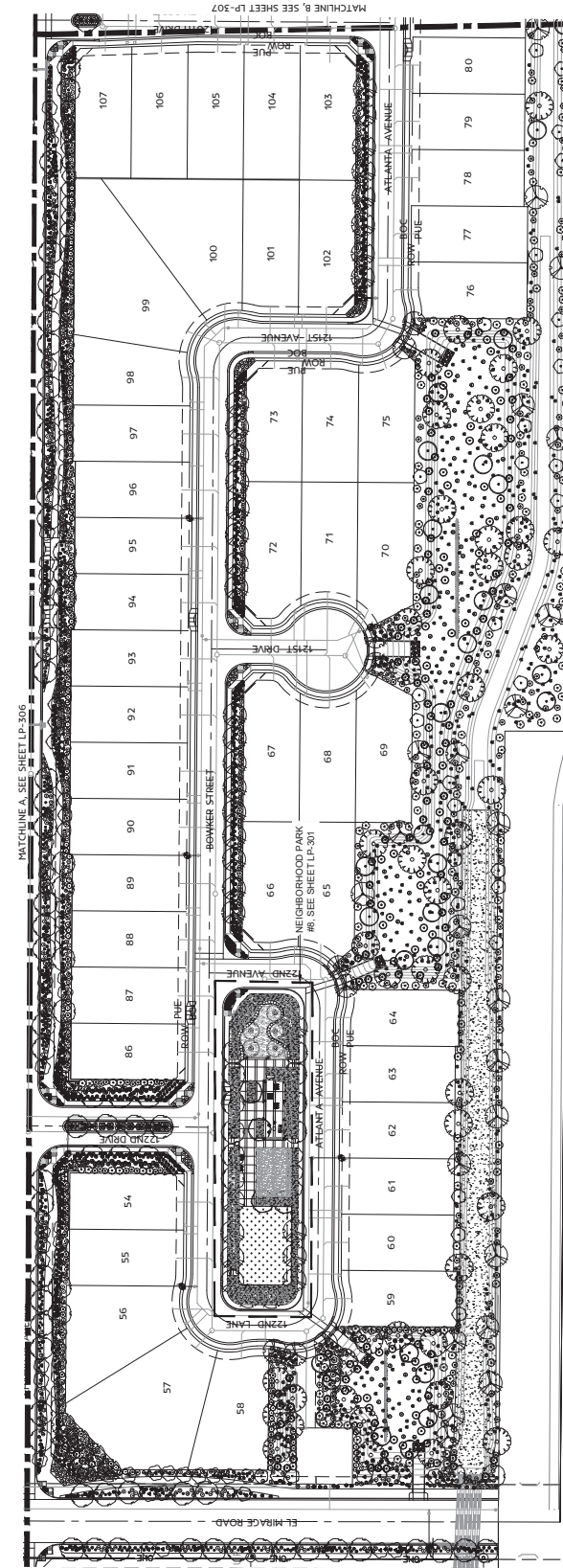
ISSUE FOR CONSTRUCTION	
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REVISIONS		
NO.	DESCRIPTION	DATE
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PRELIMINARY - NOT FOR CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAN - PHASE 3 LANDSCAPE
PLANTING PLAN

CITY/STATE	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-305
11 OF 24 SHEETS	



PLANT SCHEDULE PHASES	
TREES	BOTANICAL / COMMON NAME
⊙	Azadirachta indica / Neem
⊙	Acacia saligna / Mimosa
⊙	Casahuate / Casahuate
⊙	Chilopsis linearis / Desert Willow
⊙	Citrus x aurantiifolia 'Thornless' / Thornless Mexican Lime
⊙	Fraxinus velutina 'Fan-Tex' / Fan-Tex Ash
⊙	Olneya tesota / Desert Ironwood
⊙	Parkinsonia x 'Desert Museum' / Desert Museum Palo Verde
⊙	Pistacia chinensis 'Red Push' / Red Push Chinese Pistache
⊙	Prosopis x 'Phoenix' / Hybrid Mesquite
⊙	Sophora secundiflora / Texas Mountain Laurel
⊙	Ulmus parvifolia 'Alicia' / Alice Lacebark Elm
SHRUBS	BOTANICAL / COMMON NAME
⊙	Acacia redolens / Bank Cactlow
⊙	Agave parryi / Parry's Agave
⊙	Agave weberi / Weber's Agave
⊙	Agave x 'Blue Glow' / Blue Glow Agave
⊙	Aloe x 'Blue Elf' / Aloe
⊙	Bougainvillea x 'Rosenka' / Bougainvillea
⊙	Bougainvillea x 'La Jolla' / Bougainvillea
⊙	Casahuate pulcherrima / Red Bird Of Paradise
⊙	Convolvulus cretensis / Bush Morning Glory
⊙	Dasylicium wheeleri / Grey Desert Spoon
⊙	Dodonaea viscosa 'Green' / Green Hopseed Bush
⊙	Eremophila farinosa / Brittle Bush
⊙	Eremophila glabra 'Kalgoorlie' / Kalgoorlie Emu Bush
GROUND COVER SCHEDULE	
ENGINEERED WOOD FIBER	
⊙	NATURAL DESERT PAVEMENT 3" Minus - Painted Desert by Rock Pros USA
⊙	COMPACTED D.G. 1/4" Minus - Painted Desert by Rock Pros USA
⊙	TURF CYNDON DACTYLON MIDIRON / MIDIRON GRASS
⊙	SAND
⊙	BOULDERS Landscape Boulder

LEGEND

PROPERTY BOUNDARY
SIGHT TRIANGLE
PUBLIC UTILITY EASEMENT
R.O.W.
0 60 120 180 240 feet
SCALE 1" = 60'

NOT A PART

ALAMAR PHASE 2

ALAMAR PHASE 1

KEYMAP - NTS

LP-305

SEE LP-100, OVERALL PLANTING PLAN FOR TOTAL QUANTITIES AND CONTAINER SIZES.



SWABACK^{INC}
Architects + Planners
7550 E. McDowell Drive
Scottsdale, Arizona 85250
480.361.7200 | www.swaback.com

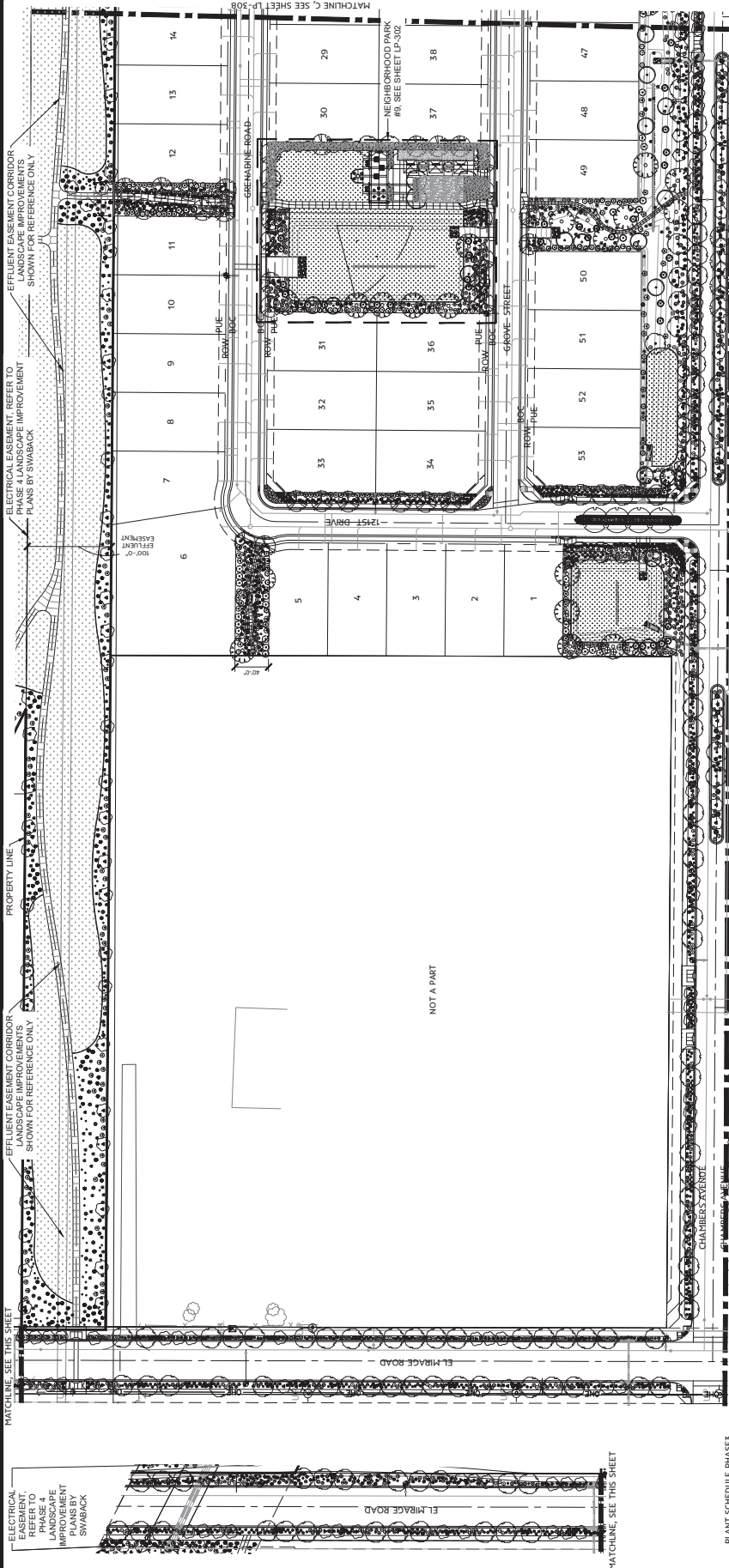
☒	PRELIMINARY PLAT 06.16.21
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BID SET
☐	ISSUE FOR CONSTRUCTION

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PRELIMINARY-
NOT FOR
CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAT - PHASE 3 LANDSCAPE
PLANTING PLAN - PHASE 3

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-306



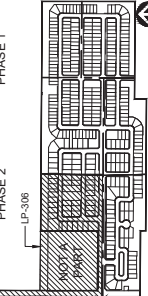
TREES	BOTANICAL / COMMON NAME
	<i>Acacia aneura</i> / Mulga
	<i>Casopitella caecolea</i> 'Smoothie'™ / Cascolore
	<i>Chilopsis linearis</i> 'Ara's Seedless' / Desert Willow
	<i>Citrus x aurantifolia</i> 'Thornless' / Thornless Mexican Lime
	<i>Fraxinus velutina</i> 'Fan-Tex' / Fan-Tex Ash
	<i>Olneya tesota</i> / Desert Ironwood
	<i>Parkinsonia x Desert Museum</i> / Desert Museum Palo Verde
	<i>Pistacia chinensis</i> 'Red Push' / Red Push Chinese Pistache
	<i>Prosopis x Phoenix</i> ™ / Hybrid Mesquite
	<i>Sophora secundiflora</i> / Texas Mountain Laurel
	<i>Ulmus parvifolia</i> 'Allee' / Allee Lacebark Elm
SHRUBS	BOTANICAL / COMMON NAME
	<i>Acacia molliens</i> / Bank Gaiola
	<i>Agave parryi</i> / Parry's Agave
	<i>Agave weberi</i> / Weber's Agave
	<i>Agave x 'Blue Glow'</i> / Blue Glow Agave
	<i>Agave x 'Blue Elf'</i> / Blue Elf
	<i>Bougainvillea x 'Rosearko'</i> / Bougainvillea

⊕	Bougainvillea x 'La Jolla' / Bougainvillea	SE
⊖	Casipouita pulcherrima / Red Bird of Paradise	OU
⊕	Convolvulus cuneatus / Bush Morning Glory	
⊖	Dasylirion wheeleri / Gray Desert Spoon	
⊕	Dodonaea viscosa 'Green' / Green Hopsed Bush	
⊖	Encelia farinosa / Brittle Bush	
⊕	Eremophila glabra 'Kalgoorlie' / Kalgoorlie Emu Bush	
	Eremophila glabra 'Mingonee Gold' / Emu Bush	
	Eremophila glabra carnosa / Winter Blaze Emu Bush	
	Hesperaloe uniflora / Giant Yucca	
	Hesperaloe parviflora 'Brakeflights' TM / Brakeflights Red Yucca	
	Lantana camara 'Dallas Red' / Dallas Red Lantana	
	Lantana camara 'Purple' / Purple Trailing Lantana	
	Lantana montevidensis 'Purple' / Purple Trailing Lantana	
	Lantana x 'New Gold' / New Gold Lantana	
	Nerium oleander 'Petite Pink' / Petite Pink Oleander	
	Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	
	Ruellia brittoniana / Blue Belts	
	Tecoma x 'Crimson Flame' / Red Yellow Belts	

	ENGINEERED WOOD FIBER	NATURAL DESERT PAVEMENT 3" Minus - Painted Desert by Rock Pros USA	COMPACTED D.G. 1/4" Minus - Painted Desert by Rock Pros USA	TUBE CYANODON DACTYLON / MIDIRON / MIDIRON GRASS	SAND	BOULDERS Landscape Boulder
Tecoma x 'Orange Jubilee' / Orange Jubilee Yellow Bells Tecoma x 'Sierra Apricot' / Sierra Apricot Yellow Bells Yucca elata californica / Arizona Rosewood Wedelia trilobata / Wedelia Yucca pallida / Twisted Yucca Yucca rupicola / Texas Yucca						

SEE LP-100, OVERALL PLANTING PLAN, FOR TOTAL QUANTITIES AND CONTAINER SIZES

	ALAMAR PHASE 2	ALAMAR PHASE 1
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KEY MAP - NTS



NORTH



SCALE 1" = 60'

PLANT SCHEDULE PHASE 3

TREES

BOTANICAL / COMMON NAME

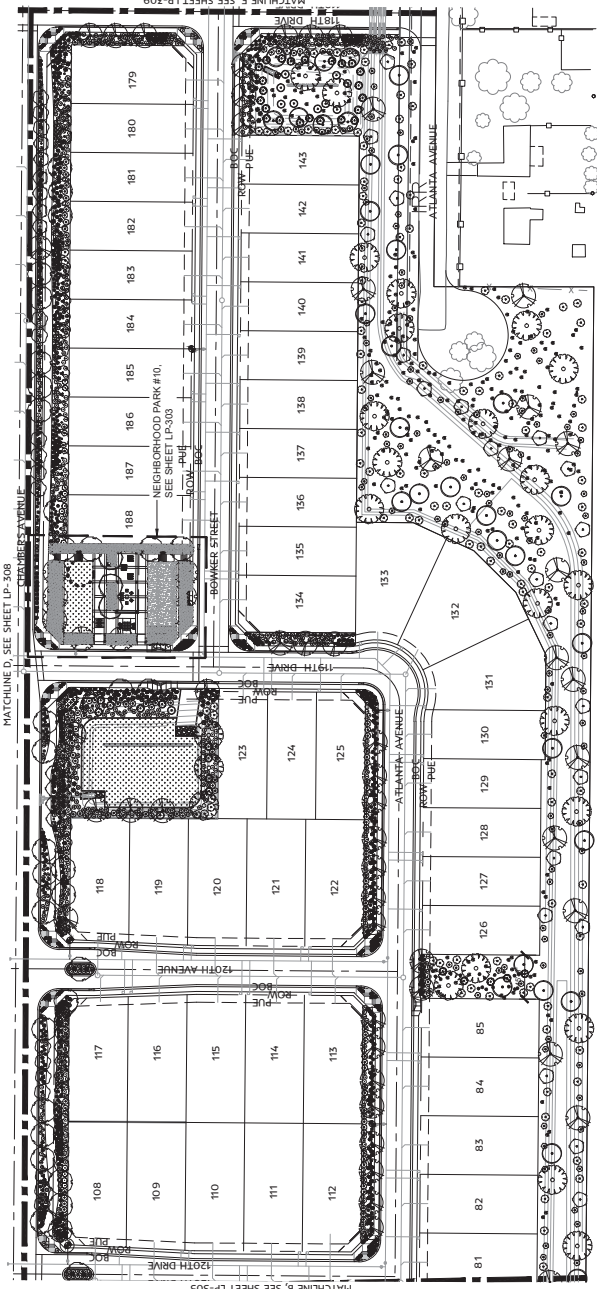
- Acacia aneura / Mulga
Cesalpinia coccinea 'Smoothie' TM / Cascadote
Chilopsis linearis 'Arts Seedless' / Desert Willow
Citrux x aurantiifolia 'Thornless' / Thornless Mexican Lime
Fraxinus velutina 'Fan-Tex' / Fan-Tex Ash
Oleaya tesota / Desert Ironwood
Perkersonia x 'Desert Museum' / Desert Museum Palo Verde
Pistacia chinensis 'Red Push' / Red Push Chinese Pistache
Prosopis x 'Phoenix' TM / Hybrid Mesquite
Sophora secundiflora / Texas Mountain Laurel
Ulmus parvifolia 'Alee' / Alee Lacabark Elm

SHRUBS

BOTANICAL / COMMON NAME

- Acacia redolens / Bank Cactlow
Agave parryi / Parry's Agave
Agave weberi / Weber's Agave
Agave x 'Blue Glow' / Blue Glow Agave
Aloe x 'Blue Elf' / Aloe
Bougainvillea x 'Rosenka' / Bougainvillea
Cesalpinia pulcherrima / Red Bird Of Paradise
Convolvulus cretaceus / Bush Morning Glory
Daylily wheelers / Grey Desert Spoon
Dodonaea viscosa 'Green' / Green Hopseed Bush
Eriola lanosa / Brittle Bush
Eremophila glabra 'Kalgoolite' / Kalgoolite Emu Bush
Eremophila glabra 'Mingew Gold' / Emu Bush
Eremophila glabra carnea / Winter Blaze Emu Bush
Eremophila uniflora / Cant Yucca
Hesperaloe parviflora 'Brakeights' TM / Brakeights Red Yucca
Lantana camara 'Dallas Red' / Dallas Red Lantana
Lantana montevidensis 'Purple' / Purple Trailing Lantana
Lantana x 'New Gold' / New Gold Lantana
Nerium oleander 'Petite Pink' / Petite Pink Oleander
Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary
Ruellia brittoniana / Blue Bells
Tecoma x 'Crimson Flame' / Red Yellow Bells
Tecoma x 'Orange Jubilee' / Orange Jubilee Yellow Bells
Tecoma x 'Sierra Apricot' / Sierra Apricot Yellow Bells
Vauquelinia californica / Arizona Rosewood
Wedelia trilobata / Wedelia
Yucca pallida / Twisted Yucca
Yucca repulcata / Texas Yucca

SEE LP-100 OVERALL PLANTING PLAN FOR TOTAL QUANTITIES AND CONTAINER SIZES.



GROUND COVER SCHEDULE

- ENGINEERED WOOD FIBER
NATURAL DESERT PAVEMENT
3' Minus - Painted Desert by Rock Pros USA
COMPACTED D.G.
1 1/2" Minus - Painted Desert by Rock Pros USA
TULRE
CYNODON DACTYLON MIDIRON / MIDIRON GRASS
SAND
BOULDERS
Landscape Boulder

LEGEND

- PROPERTY BOUNDARY
SIGHT VISIBILITY TRIANGLE
8' PUBLIC UTILITY EASEMENT
R.O.W.

SCALE 1" = 60'
NORTH
60' 120' 180' 240' Feet
602-263-1100
1-800-STAKE-IT
OFFICE: AVONDALE, ARIZONA

ALAMAR PHASE 2
ALAMAR PHASE 1
NOT A PART
LP-307
KEYMAP-NTS

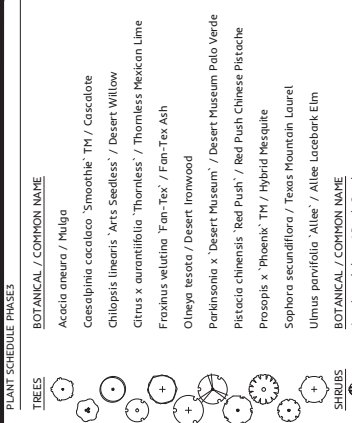
SWABACK Architects + Planners
4030 N. 120th Avenue, Suite 100
Avondale, Arizona 85020
480.367.1200 | www.swaback.com

PROJECT PHASE
PRELIMINARY PLAN
CONSTRUCTION DOCUMENTS
ISSUE FOR BIDDING
TABLE FOR CONSTRUCTION

REVISIONS
NO. DESCRIPTION DATE

PRELIMINARY - NOT FOR CONSTRUCTION
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PLANTING PLAN - PHASE 3
PRELIMINARY PLAT - PHASE 3 LANDSCAPE

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PLANTING PLAN - PHASE 3
PRELIMINARY PLAT - PHASE 3 LANDSCAPE
CHECKED: JD
DATE: 06/16/21
SCALE: AS SHOWN
JOB NO.: 1704
SHEET
LP-307
13 OF 24 SHEETS



🌿	Accacia redolens / Bank Catclaw
🌿	Agave parryi / Parry's Agave
🌿	Agave weberi / Weber's Agave
🌿	Agave x 'Blue Glow' / Blue Glow Agave
🌿	Aloe x 'Blue Elf' / Aloe
🌿	Bougainvillea x 'Rosaena' / Bougainvillea
🌿	Bougainvillea x 'La Jolla' / Bougainvillea
🌿	Caesalpinia pulcherrima / Red Bird Of Paradise
🌿	Convolvulus cneorum / Bush Morning Glory
🌿	Dasyllium wheeleri / Grey Desert Spoon
🌿	Dodonaea viscosa 'Green' / Green Hopsed Bush
🌿	Encelia farinosa / Brittle Bush
🌿	Eremophila glabra 'Kalgoorlie' / Kalgoorlie Emu Bush
🌿	Eremophila glabra 'Mingnew Gold' / Emu Bush
🌿	Eremophila glabra canosa / Winter Blaze Emu Bush
🌿	Hesperaloe parviflora / Giant Yucca
🌿	Hesperaloe parviflora 'Brakeights' TH / Brakeights Red Yucca
🌿	Lantana camara 'Dallas Red' / Dallas Red Lantana
🌿	Lantana montevidensis 'Purple' / Purple Trailing Lantana
🌿	Lantana x 'New Gold' / New Gold Lantana
🌿	Nerium oleander 'petite pink' / Petite Pink Oleander
🌿	Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary
🌿	Ruellia brittaniana / Blue Belts
🌿	Tecoma x 'Crimson Flame' / Red Yellow Belts
🌿	Tecoma x 'Orange Jubilee' / Orange Jubilee Yellow Belts
🌿	Tecoma x 'Sierra Apricot' / Sierra Apricot Yellow Belts
🌿	Vauquelinia californica / Arizona Rosewood
🌿	Wedelia trilobata / Wedelia
+	Yucca pallida / Twisted Yucca
+	Yucca unguiculata / Texas Yucca

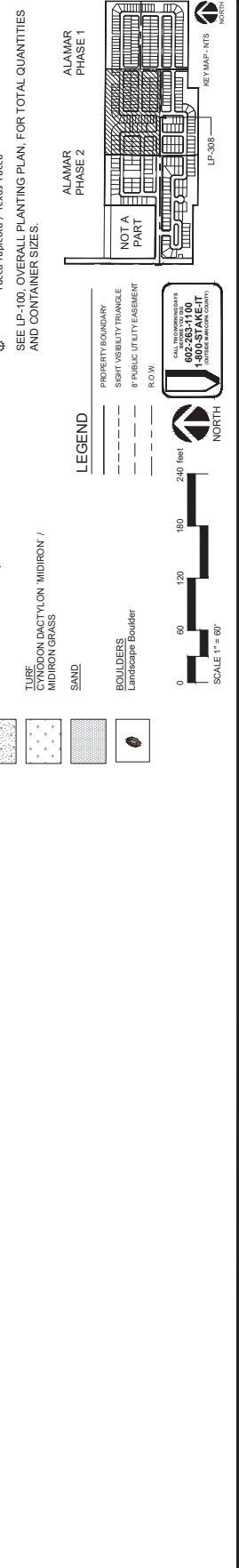
The site plan illustrates the layout of the Rock Pross USA Desert D.D.G. It features several streets: Grove Street, 120th Avenue, 118th Drive, and Chambers Avenue. The plan includes numerous numbered areas (e.g., 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 39, 40, 41, 42, 43, 44, 45, 46, 296, 297, 298, 299, 298, 297, 296, 295, 294, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 230, 231, 232, 233, 234, 235, 236, 237, 238, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 300, 301) and various landscape features such as trees, shrubs, and groundcover. A groundcover schedule is provided on the right side of the plan, detailing the materials and quantities for different areas.

GROUNDCOVERS SCHEDULE

ENGINEERED WOOD FIBER	NATURAL DESERT PAVEMENT	COMPACTED D.D.G.
3" Minus - Painted Desert by Rock Pross USA	1/4" Minus - Painted Desert by Rock Pross USA	

GROUNDCOVERS SCHEDULE

ENGINEERED WOOD FIBER	NATURAL DESERT PAVEMENT	COMPACTED D.D.G.
3" Minus - Painted Desert by Rock Pross USA	1/4" Minus - Painted Desert by Rock Pross USA	



PLANT SCHEDULE PHASE 3

TREES

BOTANICAL / COMMON NAME

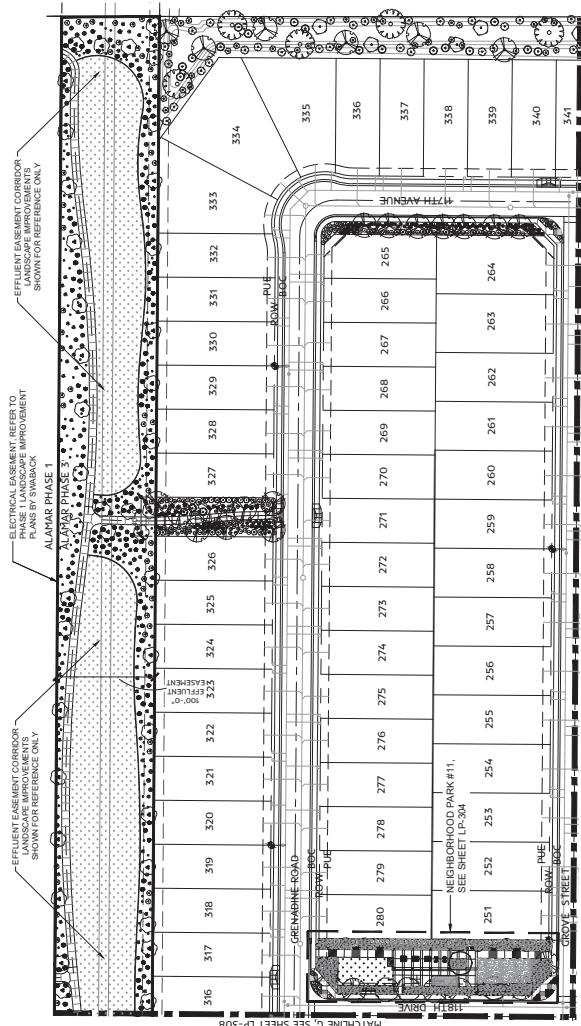
- Acacia aneura / Mulga
Cercocarpus coccineus 'Smoothie' TM / Cascadote
Chilopsis linearis 'Arts Seedless' / Desert Willow
Cirsium x aurantiifolia 'Thornless' / Thornless Mexican Lime
Fraxinus velutina 'Fan-Tex' / Fan-Tex Ash
Olearya tesota / Desert Ironwood
Pereskia x 'Desert Museum' / Desert Museum Palo Verde
Pistacia chinensis 'Red Push' / Red Push Chinese Pistache
Prosopis x 'Phoenix' TM / Hybrid Mesquite
Sophora secundiflora / Texas Mountain Laurel
Ulmus parvifolia 'Allee' / Allee Lacebark Elm

SHRUBS

BOTANICAL / COMMON NAME

- Acacia redolens / Bank Cactlow
Agave parryi / Parry's Agave
Agave weberi / Weber's Agave
Agave x 'Blue Glow' / Blue Glow Agave
Aloe x 'Blue Elf' / Aloe
Bougainvillea x 'Rosenha' / Bougainvillea
Bougainvillea x 'La Jolla' / Bougainvillea
Caesalpinia pulcherrima / Red Bird Of Paradise
Convolvulus cneorum / Bush Morning Glory
Daylily wheel / Grey Desert Spoon
Dodonaea viscosa 'Green' / Green Hopseed Bush
Ercella lanosa / Brittle Bush
Eremophila glabra 'Kalgoorlie' / Kalgoorlie Emu Bush
Eremophila glabra 'Mingenew Gold' / Emu Bush
Eremophila glabra carnosa / Winter Blaze Emu Bush
Eremophila lanifera / Gant Yucca
Hesperaloe parviflora 'Brakeights' TM / Brakeights Red Yucca
Lantana camara 'Dallas Red' / Dallas Red Lantana
Lantana montevidensis 'Purple' / Purple Trailing Lantana
Lantana x 'New Gold' / New Gold Lantana
Nerium oleander 'Pette Pink' / Pette Pink Oleander
Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary
Ruellia brittoniana / Blue Bells
Tecoma x 'Crimson Flame' / Red Yellow Bells
Tecoma x 'Orange Jubilee' / Orange Jubilee Yellow Bells
Tecoma x 'Sierra Apricot' / Sierra Apricot Yellow Bells
Vauquelinia californica / Arizona Rosewood
Wedelia trilobata / Wedelia
Yucca pallida / Twistleaf Yucca
Yucca rupicola / Texas Yucca

SEE LP-100 OVERALL PLANTING PLAN, FOR TOTAL QUANTITIES AND CONTAINER SIZES.



GROUND COVER SCHEDULE

- ENGINEERED WOOD FIBER
NATURAL DESERT PAVEMENT
3' Minus - Painted Desert by Rock Pros USA
COMPACTED D.G.
1 1/2' Minus - Painted Desert by Rock Pros USA
TULRE
CYNODON DACTYLON 'MIDIRON' / MIDIRON GRASS
SAND
BOULDERS
Landscape Boulder

LEGEND

- PROPERTY BOUNDARY
SIGHT VISIBILITY TRIANGLE
8' PUBLIC UTILITY EASEMENT
ROW

SEE LP-100 OVERALL PLANTING PLAN
FOR TOTAL QUANTITIES AND CONTAINER SIZES.



NORTH

0 60 120 180 240 feet

SCALE 1" = 80'

KEY MAP - NTS

LP-310

16 OF 24 SHEETS

ALAMAR

CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA

PRELIMINARY PLAT - PHASE 3 LANDSCAPE

PLANTING PLAN - PHASE 3

PRELIMINARY - NOT FOR CONSTRUCTION

NO. DESCRIPTION DATE

REVISIONS

PROJECT PHASE

PRELIMINARY PLAT

CONSTRUCTION DOCUMENTS

ISSUE FOR BIDDING

TABLE FOR CONSTRUCTION

SWABACK Architects + Planners

4030 N. 123rd Avenue, Suite 100

Scottsdale, Arizona 85250

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PROJECT PHASE	
☒	PRELIMINARY PLAT
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BID SET
☐	ISSUE FOR CONSTRUCTION

REVISIONS		
NO.	DESCRIPTION	DATE
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☐		

ALAMAR

CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA

PRELIMINARY PLAT - PHASE 3 LANDSCAPE

SITE AMENITIES - NEIGHBORHOOD PARKS

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-401
17 OF 24 SHEETS	



1 RAMADA SHADE STRUCTURES AT FORMATIVE PARKS

NOTE: CONCEPTUAL IN NATURE. TO BE REFINED AT TIME OF FINAL PLAT SUBMITTAL.



2 CREATIVE PLAY ELEMENTS AT FORMATIVE PARKS

NOTE: CONCEPTUAL IN NATURE. TO BE REFINED AT TIME OF FINAL PLAT SUBMITTAL.



3 PICNIC TABLE

4 TRASH RECEPTACLE

5 BARBEQUE GRILL

6 WATER FOUNTAIN

7 6' LONG BENCH

NOTE: CONCEPTUAL IN NATURE. TO BE REFINED AT TIME OF FINAL PLAT SUBMITTAL.

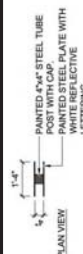
☒	PROJECT PHASE
☐	PRELIMINARY PLAT 06.16.21
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BID SET

REVISIONS		
NO.	DESCRIPTION	DATE
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PRELIMINARY-
NOT FOR
CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAT - PHASE 3 LANDSCAPE
OPEN SPACE PROGRAM AND NEIGHBORHOOD PARK SIGNAGE

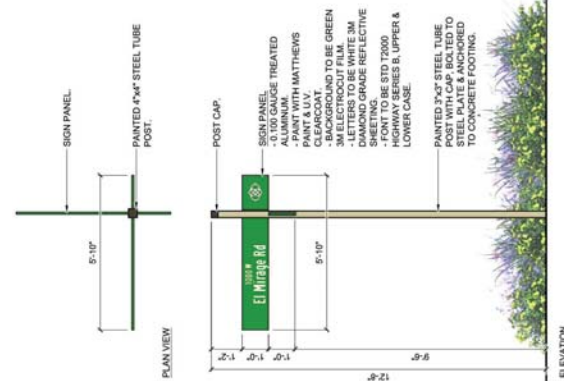
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CHECKED JD
DATE 08/16/21
SCALE AS SHOWN
JOB NO. 1704
SHEET
LP-402
18 OF 24 SHEETS



ELEVATION

NOTE: CONCEPTUAL IN NATURE, TO BE REFINED AT TIME OF FINAL PLAT SUBMITTAL.

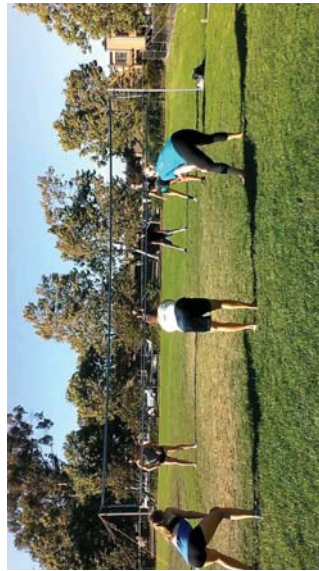
TRAIL SIGNAGE



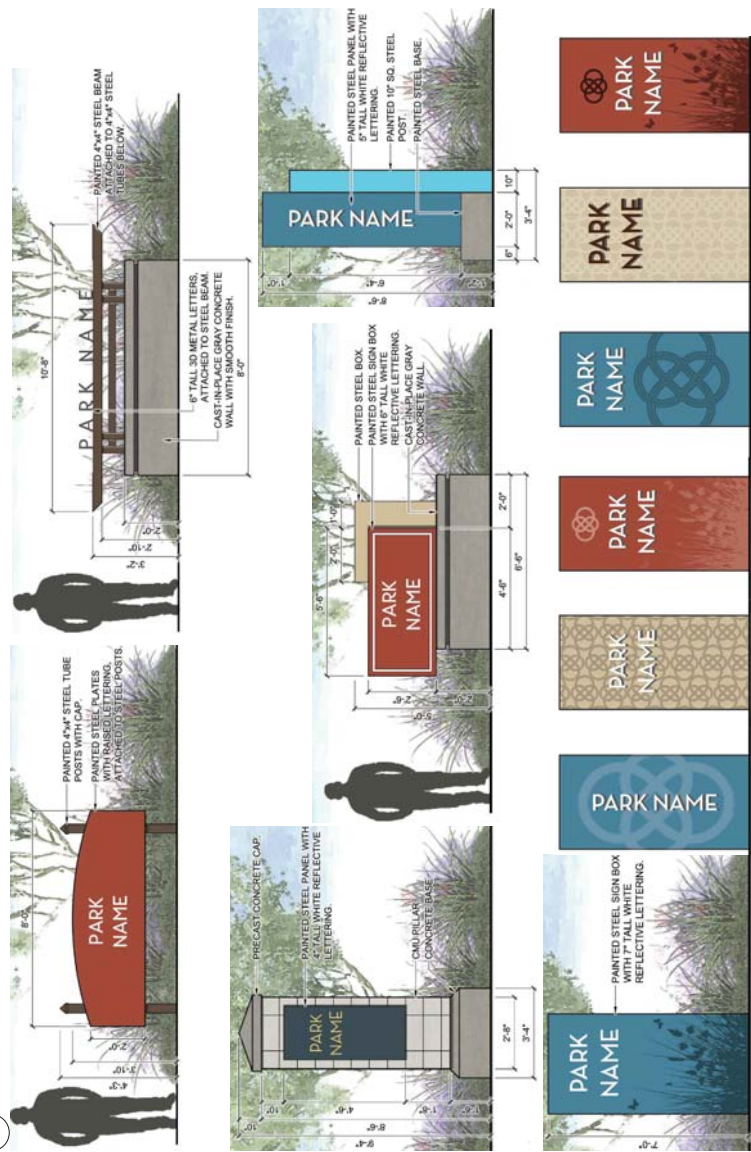
LEVATION

NOTE: CONCEPTUAL IN NATURE, TO BE REFINED AT TIME OF FINAL PLAT SUBMITTAL.

STREET SIGNAGE



OPEN SPACE PROGRAM



NOTE. CONCEPTUAL INITIATION TIME TO BE DEFINED AT TIME OF FINAL DIATYCID MITTAL

2 FORMATIVE PARK SIGNAGE



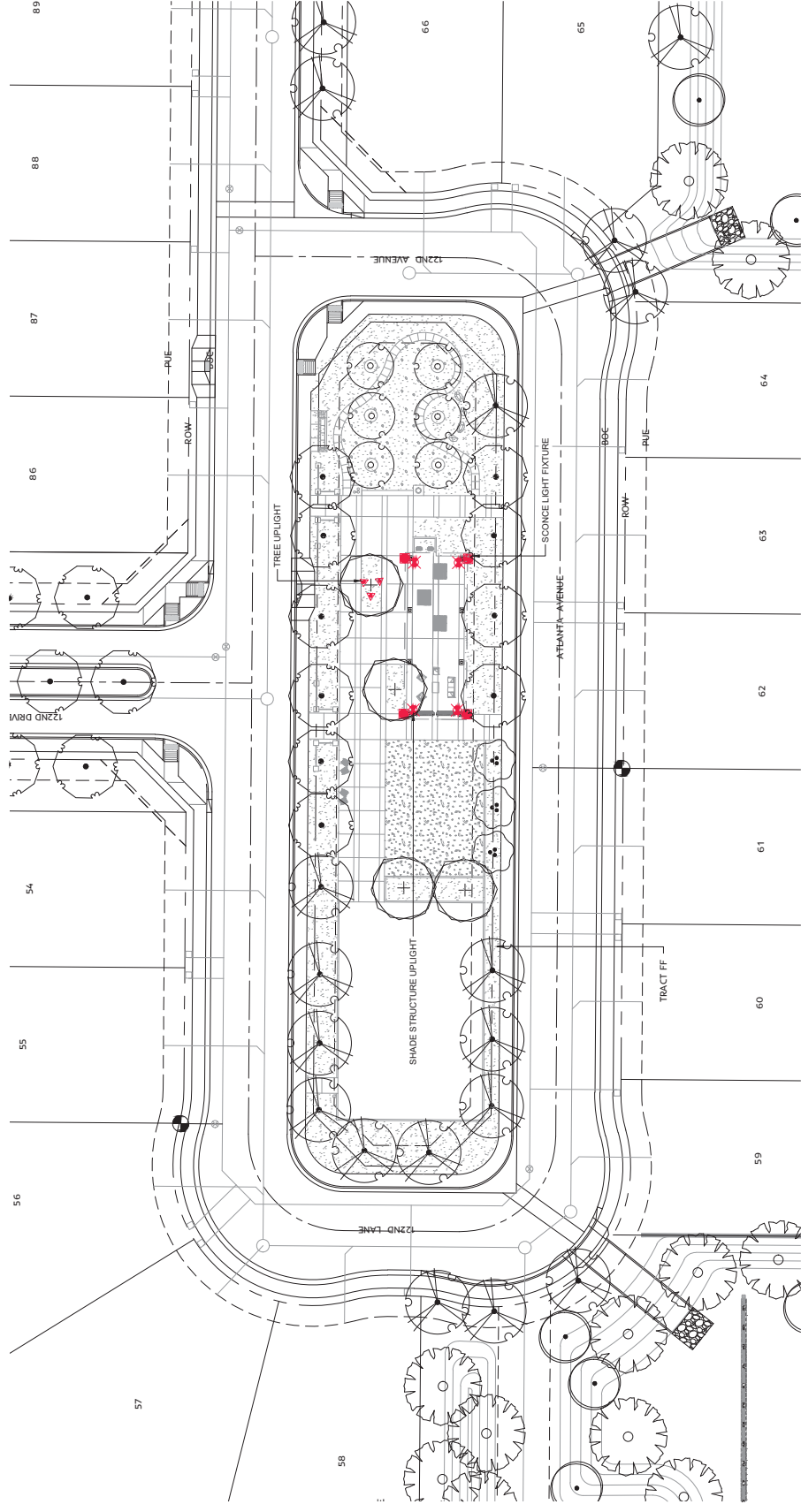
PROJECT PHASE	
☒	PRELIMINARY PLAN
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BIDDING
☐	UNDER CONSTRUCTION

REVISIONS	
NO.	DESCRIPTION

PRELIMINARY -
NOT FOR
CONSTRUCTION

ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAN - PHASE 3 LANDSCAPE
LIGHTING PLAN - NEIGHBORHOOD PARK #8

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-601
20 OF 24 SHEETS	

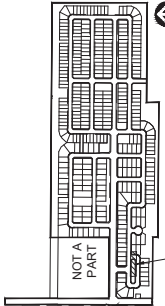
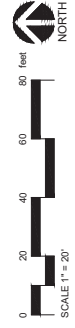


LIGHTING SCHEDULE

SYMBOL	DESCRIPTION
▲	SIGN LIGHTING
■	SHADE STRUCTURE UPLIGHT
■	SCIENCE
▲	LANDSCAPE TREE UPLIGHT
▲	WALL ACCENT LIGHT
■	COURT LIGHT

LEGEND

---	PROPERTY BOUNDARY
---	SIGHT VISIBILITY TRIANGLE
---	IF PUBLIC UTILITY EASEMENT
---	R.O.W.



KEYMAP - NTS

20 OF 24 SHEETS

PROJECT PHASE	
☒	PRELIMINARY PLAN
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BIDDING
☐	ISSUE FOR CONSTRUCTION

REVISIONS	
NO.	DESCRIPTION



SWABACK
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 1000 N. 10th Street
 Suite 100
 Phoenix, Arizona 85004
 480.972.1200 | www.swaback.com

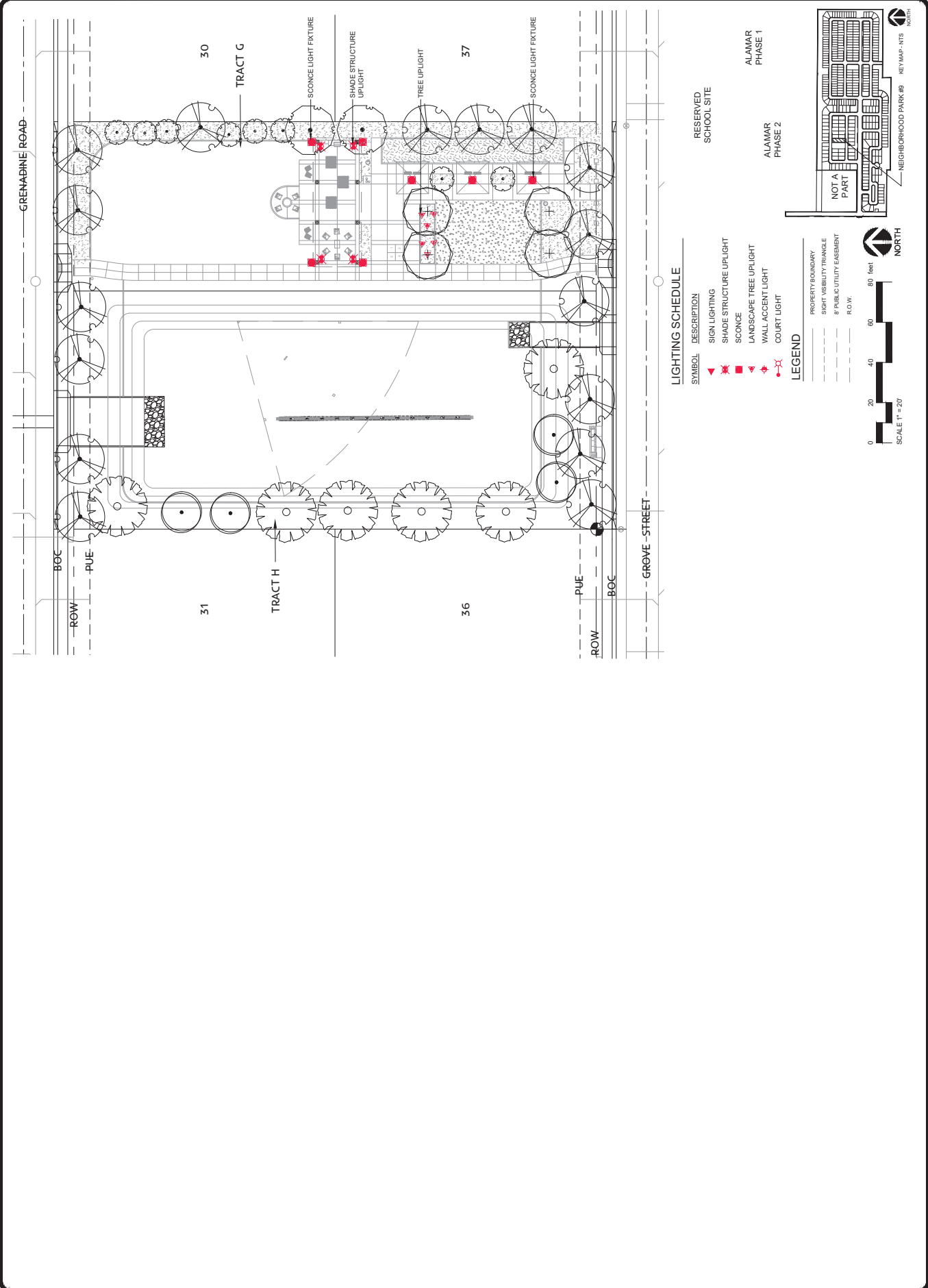
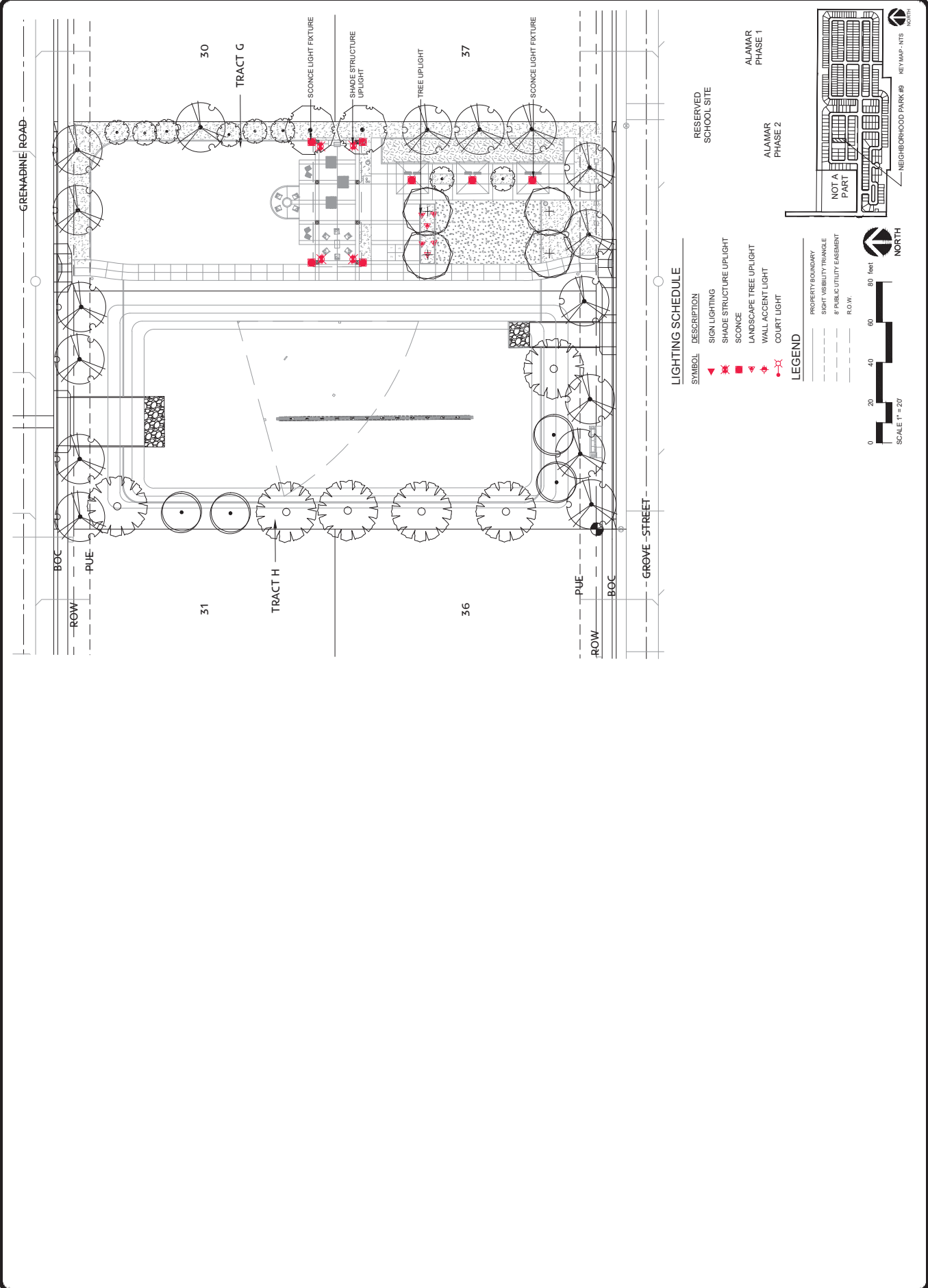
PRELIMINARY - NOT FOR CONSTRUCTION

CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA

PRELIMINARY PLAN - PHASE 3 LANDSCAPE

LIGHTING PLAN - NEIGHBORHOOD PARK #9

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-602
21 OF 24 SHEETS	





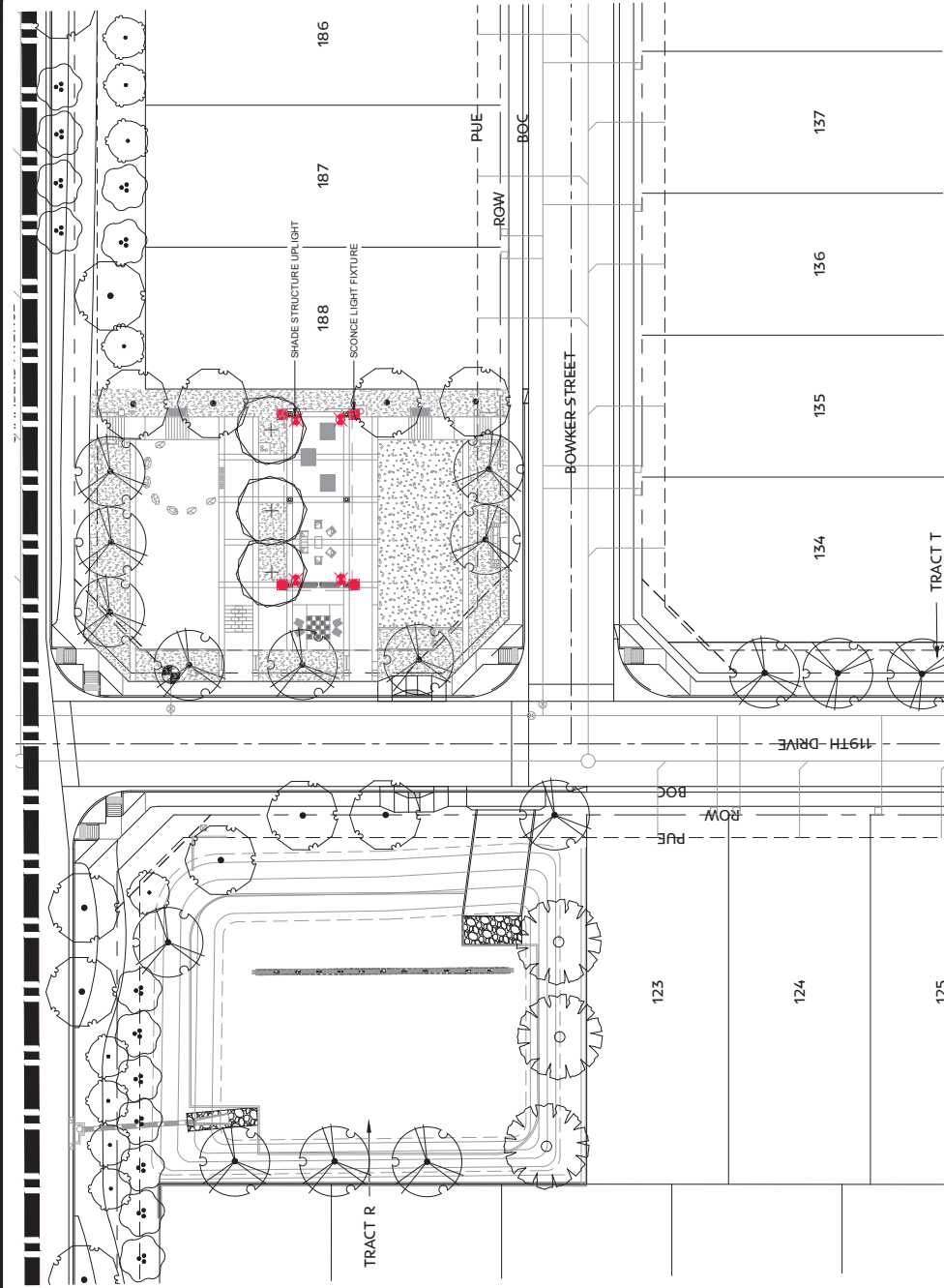
PROJECT PHASE	
☒	PRELIMINARY PLAN
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BIDDING
☐	ISSUE FOR CONSTRUCTION

REVISIONS	
NO.	DESCRIPTION

PRELIMINARY - NOT FOR CONSTRUCTION

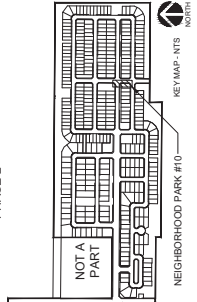
ALAMAR
CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA
PRELIMINARY PLAN - PHASE 3 LANDSCAPE
LIGHTING PLAN - NEIGHBORHOOD PARK #7

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-603
22 OF 24 SHEETS	



SYMBOL	DESCRIPTION
	SIGN LIGHTING
	SHADE STRUCTURE UPLIGHT
	SCONCE
	LANDSCAPE TREE UPLIGHT
	WALL ACCENT LIGHT
	COURT LIGHT

LEGEND	
	PROPERTY BOUNDARY
	SIGHT VISIBILITY TRIANGLE
	# PUBLIC UTILITY EASEMENT
	R.O.W.



PROJECT PHASE	
☒	PRELIMINARY PLAT
☐	CONSTRUCTION DOCUMENTS
☐	ISSUE FOR BIDDING
☐	ISSUE FOR CONSTRUCTION

REVISIONS	
NO.	DESCRIPTION

ALAMAR

CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA

PRELIMINARY PLAT - PHASE 3 LANDSCAPE

LIGHTING PLAN - LIGHT FIXTURES

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN	TH
CHECKED	JD
DATE	06/16/21
SCALE	AS SHOWN
JOB NO.	1704
SHEET	LP-605
24 OF 24 SHEETS	



MODEL 4900 SERIES, COLOR TBD.



1 SIGN LIGHTING



MODEL WDS - UP MOUNT, COLOR TBD.



2 SHADE STRUCTURE UPLIGHT



MODEL KLV1202, COLOR TBD.



4 LANDSCAPE TREE UPLIGHT



MODEL SQUAD-8, COLOR TBD.



3 SCENCE



MODEL CFL1, COLOR TBD.



5 WALL ACCENT LIGHT



MODEL ARX16 - SINGLE ARM SIDE, COLOR TBD.



6 SPORTS COURT LIGHT

NOTE: CONCEPTUAL IN NATURE. TO BE REFINED AT TIME OF FINAL PLAT SUBMITTAL.

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 Rezoning and Preliminary Plat has been submitted to the City of Avondale, Department & Engineering Services Department, for review.

Project: Lakin Property Assigned Planner: Rob Gubser
Request: PAD Rezoning Acreage/Parcel Size: 1,128
Zoning: Existing RU-43 Proposed (if applicable): PAD
Density Allowed: 4.1 Density Proposed (if applicable): 3.36

Please review the attached application and check the appropriate box below. It is the applicant's responsibility to ensure that this form is completed and returned to the Development & Engineering Services Department prior to the scheduling of any public hearings or approval of site plan. Upon a complete review of the application, the request may be presented to the Planning Commission and/or City Council at a public hearing.

The District has adequate capacity to accommodate the estimated enrollment from the proposed development

Yes

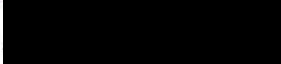
☐ No

If inadequate capacity, the District is currently working with the applicant/developer to provide or help provide adequate school facilities

☐ Yes

No

Date Reviewed: 09-11-2017
School District: Littleton Elementary School District
Authorized District Representative Name/Title:
Dr. Roger Freeman, Superintendent
Phone #: (623) 478-5611
E-mail: freeman.roger@littletonaz.org

Signature: 



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for PAD Rezoning and Preliminary Plat has been submitted to the City of Avondale, Department & Engineering Services Department, for review.

Project: Lakin Propoty Assigned Planner: Rob Gubser
Request: PAD Rezoning Acreage/Parcel Size: 1.128
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The District has adequate capacity to accommodate the estimated enrollment from the proposed development

☒ Yes

☐ No

If inadequate capacity, the District is currently working with the applicant/developer to provide or help provide adequate school facilities

☒ Yes

☐ No

Date Reviewed: September 15, 2017

School District: Tolleson Union High School District #214

Authorized District Representative Name/Title: Nora Gutierrez, Superintendent

Phone #: 623-478-4000

E-mail: nora.gutierrez@tuhsd.org (copy jeremy.calles@tuhsd.org)

Signature

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

CITY COUNCIL REPORT

SUBJECT: One Arizona Distribution of Opioid Settlement Funds Agreement

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Nicholle Harris, City Attorney, (623) 333-1514

THROUGH: Cherlene Penilla, Assistant City Manager, (623) 333-1015

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

PURPOSE:

City Council will consider a request to approve participation in the One Arizona Opioid Settlement and authorize the City Attorney to execute the One Arizona Distribution of Opioid Settlement Funds Agreement. The Council will take appropriate action.

BACKGROUND:

State and local governments across the country have been litigating against the opioid industry in response to the affects of opioid abuse on the community.

The City of Avondale previously signed the One Arizona Opioid Settlement Memorandum of Understanding (the "One Arizona Plan" or "MOU"). The MOU included an allocation plan for the settlement funds with some of the Opioid manufacturers and distributors to secure financial resources to assist with the challenges presented to the State as a result of the opioid crisis. The Arizona Attorney General's Office has now forwarded the One Arizona Distribution of Opioid Settlement Funds Agreement (the "Settlement Agreement"). Generally, the more subdivisions of the State of Arizona that participate in the Settlement Agreement, the greater the amount of funds that flow to the State and participating subdivisions. Any subdivision that does not participate in the Settlement Agreement, cannot directly share in any of the settlement funds.

The Settlement Agreement includes a detailed allocation plan for the settlement funds, and must be signed in order to receive the allocated portion of settlement funds. The State is requesting the City of Avondale sign the Settlement Agreement.

DISCUSSION:

The City of Avondale does not need to bring a lawsuit to participate in the settlement. Litigating and non-litigating cities and towns may recover funds from the settlement by signing the Settlement Agreement. If 100% recovery is achieved, the funds will be divided 44% to the State and 56% to the counties, cities and towns.

The funds will be distributed to the local governments in a way that reflects the severity of the crisis with the area and calculated using (a) the number of persons suffering from Opioid Use Disorder; (b) the number of opioid overdose deaths; and (c) the amount of opioids distributed (measured in MMEs, or Morphine Milligram Equivalents).

The specific amount of recovery for Avondale has yet to be determined and the amount of recovery depends on 100% participation of the State. A conservative estimate puts Avondale's potential recovery at around one million dollars.

Once received by the City, the settlement funds may only be used for the approved uses stated in the MOU, which are limited to local opioid abatement purposes that directly support the residents and the Avondale community. The funds would not be available for use on public infrastructure or other projects unrelated to mitigating opioid addiction.

The first step in the process was signing the MOU. The City Council approved signing onto the MOU on December 7, 2020. The second step is signing the Settlement Agreement.

BUDGET IMPACT:

Signing the Settlement Agreement will allow the City to receive revenue associated with the settlement. The use of this revenue will be approved through future council action after it is received. The amount is unknown at this time.

RECOMMENDATION:

Staff recommends the City enter into the One Arizona Distribution of Opioid Settlement Funds Agreement and authorize the City Attorney to execute the Settlement Agreement.

ONE ARIZONA DISTRIBUTION OF OPIOID SETTLEMENT FUNDS AGREEMENT

General Principles

- The people of the State of Arizona and Arizona communities have been harmed by the opioid epidemic, which was caused by entities within the Pharmaceutical Supply Chain.
- The State of Arizona, *ex rel.* Mark Brnovich, Attorney General (the “State”), and certain Participating Local Governments are separately engaged in litigation seeking to hold the Pharmaceutical Supply Chain Participants accountable for the damage they caused.
- The State and the Participating Local Governments share a common desire to abate and alleviate the impacts of the Pharmaceutical Supply Chain Participants’ misconduct throughout the State of Arizona.
- The State and the Participating Local Governments previously entered into the One Arizona Opioid Settlement Memorandum of Understanding for the purpose of jointly approaching Settlement negotiations with the Pharmaceutical Supply Chain Participants.
- The State and the Participating Local Governments now enter into this One Arizona Distribution of Opioid Settlement Funds Agreement (“Agreement”) to establish binding terms for the distribution and spending of funds from Settlements with the Pharmaceutical Supply Chain Participants.

A. Definitions

As used in this Agreement:

1. “Approved Purpose(s)” shall mean those uses identified in the agreed Opioid Abatement Strategies attached as Exhibit A.
2. “Contingency Fee Fund” shall mean a sub fund established in a Settlement for the purpose of paying contingency fees, such as the Attorney Fee Fund described in Section I.V of the Settlement with the Settling Distributors and the sub fund of the Attorney Fee Fund described in Section II.D of the Settlement with J&J.¹
3. “J&J” shall mean Johnson & Johnson, Janssen Pharmaceuticals, Inc., OrthoMcNeil-Janssen Pharmaceuticals, Inc., and Janssen Pharmaceutica, Inc.
4. “Litigation” means existing or potential legal claims against Pharmaceutical Supply Chain Participants seeking to hold them accountable for the damage caused by their misfeasance, nonfeasance, and malfeasance relating to the unlawful manufacture, marketing, promotion, distribution, or dispensing of prescription opioids.

¹ Text of both settlements available at <https://nationalopioidsettlement.com>.

5. “Opioid Funds” shall mean monetary amounts obtained through a Settlement as defined in this Agreement.
6. “Participating Local Government(s)” shall mean all counties, cities, and towns within the geographic boundaries of the State that have chosen to sign on to this Agreement and each applicable Settlement. The Participating Local Governments may be referred to separately in this Agreement as “Participating Counties” and “Participating Cities and Towns” (or “Participating Cities or Towns,” as appropriate).
7. “Parties” shall mean the State and the Participating Local Governments.
8. “Pharmaceutical Supply Chain” shall mean the process and channels through which licit opioids are manufactured, marketed, promoted, distributed, or dispensed.
9. “Pharmaceutical Supply Chain Participant” shall mean any entity that engages in or has engaged in the manufacture, marketing, promotion, distribution, or dispensing of licit opioids.
10. “Settlement” shall mean the negotiated resolution of legal or equitable claims against a Pharmaceutical Supply Chain Participant when that resolution has been jointly entered into by the State and the Participating Local Government and approved as final by a court of competent jurisdiction.
11. “Settling Distributors” shall mean McKesson Corporation, Cardinal Health, Inc., and AmerisourceBergen Corporation.
12. “Trustee” shall mean either (1) an independent trustee who shall be responsible for the ministerial task of releasing the Opioid Funds that are in trust as authorized herein and accounting for all payments into or out of the trust, or (2) a settlement fund administrator, in the event that the Settlement includes a fund administrator. In either case, the Trustee will distribute funds in accordance with this Agreement.

B. Intrastate Regions

1. The State of Arizona will be divided into regions, each of which will be referred to as a “Region” and will consist of: (1) a single Participating County and all of its Participating Cities and Towns; or (2) all of the Participating Cities and Towns within a non-Participating County. If there is only one Participating City or Town within a non-Participating County, that single Participating City or Town will still constitute a Region. Two or more Regions may at their discretion form a group (“Multicounty Region”). Regions that do not choose to form a Multicounty Region will be their own Region. Participating Cities and Towns within a non-Participating County may not form a Region with Participating Cities and Towns in another county.
2. The LG Share funds described in Section C(1) will be distributed to each Region according to the percentages set forth in Exhibit B. The Regional allocation model uses three equally weighted factors: (1) the amount of opioids shipped to the Region; (2) the number of opioid deaths that occurred in that Region; and (3) the number of people who suffer opioid use disorder in that Region. In the event any county does not participate in this Agreement, that

county's percentage share shall be reallocated proportionally amongst the Participating Counties by applying this same methodology to only the Participating Counties.

3. In single-county Regions, that county's health department will serve as the lead agency responsible for distributing the LG Share funds. That health department, acting as the lead agency, shall consult with the cities and towns in the county regarding distribution of the LG Share funds.
4. For each Multicounty Region, an advisory council shall be formed from the Participating Local Governments in the Multicounty Region to distribute the collective LG Share funds. Each advisory council shall include at least three Participating Local Government representatives, not all of whom may reside in the same county. Each advisory council shall consult with the Participating Local Governments in the Multicounty Region regarding distribution of the collective LG Share funds.
5. For each Region consisting of the Participating Cities and Towns within a non-Participating County, an advisory council shall be formed from the Participating Cities and Towns in the Region to distribute the LG Share funds. Each advisory council shall include at least three representatives from the Participating Cities and Towns in the Region, or a representative from each Participating City and Town if the Region consists of fewer than three Participating Cities and Towns. In no event may more than one individual represent the same city or town. To the extent any Participating Cities or Towns in the Region are not represented on the advisory council, the advisory council shall consult with the non-represented Participating Cities and Towns regarding distribution of the collective LG Share funds.

C. Allocation of Settlement Proceeds

1. All Opioid Funds shall be divided with 44% to the State ("State Share") and 56% to the Participating Local Governments ("LG Share").²
2. All Opioid Funds, except those allocated to payment of counsel and litigation expenses as set forth in Section E, shall be utilized in a manner consistent with the Approved Purposes definition. Compliance with this requirement shall be verified through reporting, as set out in Section F.
3. Each LG Share will be distributed to each Region or Multicounty Region as set forth in Section B(2). Participating Counties and their constituent Participating Cities and Towns may distribute the funds allocated to the Region or Multicounty Region amongst themselves in any manner they choose. If a county and its cities and towns cannot agree on how to allocate the funds, the default allocation in Exhibit C will apply. The default allocation formula uses historical federal data showing how each county and the cities and towns within it have made opioids-related expenditures in the past. If a county or any cities or towns within a Region or Multicounty Region do not sign on to this Agreement and each

² This Agreement assumes that any opioid settlement for Native American Tribes and Third-Party Payors, including municipal insurance pools, will be dealt with separately.

Settlement, and if the Participating Local Governments in the Region or Multicounty Region cannot agree on how to allocate the funds from that Settlement amongst themselves, the funds shall be reallocated proportionally by applying this same methodology to only the Participating Local Governments in the Region or Multicounty Region.

4. If the LG Share for a given Participating Local Government is less than \$500, then that amount will instead be distributed to the Region or Multicounty Region in which the Participating Local Government is located to allow practical application of the abatement remedy. If the county did not sign on to the Settlement as defined herein, the funds will be reallocated to the State Share.
5. The State Share shall be paid by check or wire transfer directly to the State through the Trustee, who shall hold the funds in trust, or as otherwise required by a Settlement for the benefit of the State, to be timely distributed as set forth in C(1) herein. The LG Share shall be paid by check or wire transfer directly to the Regions or Multicounty Regions through the Trustee, who shall hold the funds in trust, or as otherwise required by a Settlement for the benefit of the Participating Local Governments, to be timely distributed as set forth in B(2), C(1), C(3), and C(4) herein.
6. The State Share shall be used only for (1) Approved Purposes within the State or (2) grants to organizations for Approved Purposes within the State.
7. The LG Share shall be used only for (1) Approved Purposes by Participating Local Governments within a Region or Multicounty Region or (2) grants to organizations for Approved Purposes within a Region or Multicounty Region.
8. The State will endeavor to prioritize up to 30% of the State Share for opioid education and advertising related to awareness, addiction, or treatment; Department of Corrections and related prison and jail opioid uses; and opioid interdiction and abatement on Arizona's southern border, including grants to assist with the building, remodeling and/or operation of centers for treatment, drug testing, medication-assisted treatment services, probation, job training, and/or counseling services, among other programs.
9. If the federal Center for Medicare and Medicaid Services ("CMS") disallows any federal funding for the State's Medicaid programs pursuant to 42 U.S.C. § 1396b as a consequence of sums received pursuant to resolution of any Litigation with Pharmaceutical Supply Chain Participants, or otherwise seeks to recover sums it regards as the federal share of any Settlement, the amount recovered by CMS shall first be paid from the total amount of Opioid Funds available to the Parties under that Settlement and the distribution to the State and Participating Local Governments shall thereafter be made from the remaining funds.
10. The Parties acknowledge and agree that any Settlement may require Participating Local Governments to release all their claims against the settling Pharmaceutical Supply Chain Participants to receive Opioid Funds. The Parties further acknowledge and agree based on the terms of any such national Settlement, a Participating Local Government will not receive funds through this Agreement until it has complied with all requirements set forth

in that national Settlement to release its claims. This Agreement is not a promise by any Party that any Settlement (including any Settlement resolved through bankruptcy) will be finalized or executed.

D. Participation of Cities and Towns

1. By signing on to the Agreement and any Settlement, a Participating County will receive 60% of its available LG Share for that Settlement when distribution under that Settlement occurs. Any such Participating County will receive up to an additional 40% of its available LG Share for that Settlement by securing the participation of its constituent cities and towns as signatories to this Agreement and that Settlement when distribution under that Settlement occurs. The sliding scale attached as Exhibit D will determine the share of funds available to the Participating County.³
2. If a Participating County does not achieve 100% participation of its cities and towns within the period of time required in a Settlement document for subdivision participation, the remaining portions of the LG Share that were otherwise available to the Participating County will be reallocated to (i) the State Share and (ii) the LG Share for the Participating Counties which have achieved 100% participation of their cities and towns in accordance with the percentages described in Sections B(2), C(1), and C(3), and set forth in Exhibits B and C.

E. Payment of Counsel and Litigation Expenses

1. The Parties anticipate that any Settlement will provide for the payment of all or a portion of the fees and litigation expenses of certain state and local governments.
2. If the court in *In Re: National Prescription Opiate Litigation*, MDL No. 2804 (N.D. Ohio) or if a Settlement establishes a common benefit fund or similar device to compensate attorneys for services rendered and expenses incurred that have benefited plaintiffs generally in the litigation (the “Common Benefit Fund”), and requires certain governmental plaintiffs to pay a share of their recoveries from defendants into the Common Benefit Fund as a “tax,” then the Participating Local Governments shall first seek to have the settling defendants pay the “tax.” If the settling defendants do not agree to pay the “tax,” then the “tax” shall be paid from the LG Share prior to allocation and distribution of funds to the Participating Local Governments.⁴

³ Population allocation of cities and towns within counties will be derived from the population data included in any national Settlement. If such data is not included in the respective national Settlement, then population allocation will be determined from those cities and towns listed in Exhibit C. The data in Exhibit C is derived from the U.S. Census Estimate (July 1, 2019).

⁴ This paragraph shall not apply to the Settlement with the Settling Distributors or the Settlement with J&J.

3. Any governmental entity that seeks attorneys' fees and expenses from the Litigation shall seek those fees and expenses first from the national Settlement.⁵ In addition, the Parties agree that the Participating Local Governments will create a supplemental attorney's fees and costs fund (the "Backstop Fund").
4. In the event that any Settlement imposes additional limitations or obligations on the payment of counsel and litigation expenses, those limitations and obligations take precedence over this Agreement.
5. The Backstop Fund is to be used to compensate counsel for Participating Local Governments that filed opioid lawsuits by September 1, 2020 ("Litigating Participating Local Governments"). Payments out of the Backstop Fund shall be determined by a committee consisting of one representative from each of the Litigating Participating Local Governments (the "Opioid Fee and Expense Committee").
6. The amount of the Backstop Fund shall be determined as follows: From any national Settlement, the funds in the Backstop Fund shall equal 14.25% of the LG Share for that Settlement. No portion of the State Share shall be used for the Backstop Fund or in any other way to fund any Participating Local Government's attorney's fees and costs. If required to do so by any Settlement, Participating Local Governments must report to the national Settlement Fund Administrator regarding contributions to, or payments from, the Backstop Fund.
7. The maximum percentage of any contingency fee agreement permitted for compensation shall be 25% of the portion of the LG Share attributable to the Litigating Participating Local Government that is a party to the contingency fee agreement, plus expenses attributable to that Litigating Participating Local Government, unless a Settlement or other court order imposes a lower limitation on contingency fees. Under no circumstances may counsel collect more for its work on behalf of a Litigating Participating Local Government than it would under its contingency agreement with that Litigating Participating Local Government.
8. Payments to counsel for Participating Local Governments shall be made from the Backstop Fund in the same percentages and over the same period of time as the national Contingency Fee Fund for each settlement. The Attorneys' Fees and Costs schedule for the Settling Distributors is listed in Exhibit R §(II)(S)(1) of the Settlement with the Settling

⁵ The State retained outside counsel in the Purdue litigation and if it is unable to secure payment of attorneys' fees and expenses from the bankruptcy proceedings in an amount sufficient to compensate outside counsel consistent with the terms of the State's contract with that outside counsel, any remaining attorneys' fees and expenses related to the representation of the State will first be paid directly from the total amount of Opioid Funds available to the Parties under that Settlement, up to the agreed amount in the outside counsel contract, and the distribution to the State and Participating Local Governments shall thereafter be made from the remaining funds.

Distributors.⁶ The Attorneys' Fees and Costs schedule for J&J is listed in Exhibit R §(II)(A)(1) of the Settlement with J&J.⁷ For future Settlements with other defendants in the Pharmaceutical Supply Chain, any necessary payments to counsel for Participating Local Governments shall be made from the Backstop Fund in the same percentages and over the same periods of time as the fee funds for those Settlements, if applicable, subject to the limitations set forth in this Agreement set forth in paragraph E(7) above.

9. Any funds remaining in the Backstop Fund in excess of the amounts needed to cover private counsel's representation agreements shall revert to the Participating Local Governments according to the percentages set forth in Exhibits B and C, to be used for Approved Purposes as set forth herein and in Exhibit A.

F. Compliance Reporting and Accountability

1. If the State and Participating Local Governments use a Trustee for purposes of distributing funds pursuant to any Settlement, the Trustee shall be requested to provide timely an up-to-date accounting of payments into or out of any trust established to hold such funds and/or its subaccounts upon written request of the State or a Participating Local Government.
2. The State, Regions, and Participating Local Governments may object to an allocation or expenditure of Opioid Funds solely on the basis that the allocation or expenditure at issue (1) is inconsistent with provision C(1) hereof with respect to the amount of the State Share or LG Share; (2) is inconsistent with an agreed-upon allocation, or the default allocations in Exhibits B and C, as contemplated by Section C(3); or (3) violates the limitations set forth in F(3) with respect to compensation of the Trustee. The objector shall have the right to bring that objection within two years of the date of its discovery to a superior court in Maricopa County, Arizona.
3. In the event that the State and Participating Local Governments use a Trustee, compensation for Trustee's expenses of fund administration may be paid out of the Opioid Funds for reasonable expenses; provided that, reasonable expenses do not exceed the administrative expenses allowed under the terms of the relevant Settlement.
4. The Parties shall maintain, for a period of at least five years, records of abatement expenditures and documents underlying those expenditures, so that it can be verified that funds are being or have been utilized in a manner consistent with the Approved Purposes definition. This requirement supersedes any shorter period of time specified in any applicable document retention or destruction policy.
5. At least annually, by July 31 of each year, each Region or Multicounty Region shall provide to the State a report detailing for the preceding fiscal year (1) the amount of the LG Share received by each Participating Local Government within the Region or Multicounty Region, (2) the allocation of any awards approved (listing the recipient, the amount awarded, the program to be funded, and disbursement terms), and (3) the amounts

⁶ Text of settlement available at <https://nationalopioidsettlement.com>.

⁷ Text of settlement available at <https://nationalopioidsettlement.com>.

disbursed on approved allocations. In order to facilitate this reporting, each Participating Local Government within a Region or Multicounty Region shall provide information necessary to meet these reporting obligations to a delegate(s) selected by the Region or Multicounty Region to provide its annual report to the State. Any Participating Local Government shall also comply with any reporting requirements imposed by any Settlement.

6. No later than September 30 of each year, the State shall publish on its website a report detailing for the preceding fiscal year (1) the amount of the State Share received, (2) the allocation of any awards approved (listing the recipient, the amount awarded, the program to be funded, and disbursement terms), and (3) the amounts disbursed on approved allocations. In addition, the State shall publish on its website the reports described in F(5) above. The State shall also comply with any reporting requirements imposed by any Settlement.
7. If it appears to the State, a Region, or a Multicounty Region that the State or another Region or Multicounty Region is using or has used Settlement funds for non-Approved Purposes, the State, Region, or Multicounty Region may on written request seek and obtain the documentation underlying the report(s) described in F(5) or F(6), as applicable, including documentation described in F(4). The State, Region, or Multicounty Region receiving such request shall have 14 days to provide the requested information. The requesting party and the State, Region, or Multicounty Region receiving such request may extend the time period for compliance with the request only upon mutual agreement.
8. Following a request made pursuant to F(7) and when it appears that LG Share funds are being or have been spent on non-Approved Purposes, the State may seek and obtain in an action in a court of competent jurisdiction in Maricopa County, Arizona an injunction prohibiting the Region or Multicounty Region from spending LG Share funds on non-Approved Purposes and requiring the Region or Multicounty Region to return the monies that it spent on non-Approved Purposes after notice as is required by the rules of civil procedure. So long as the action is pending, distribution of LG Share funds to the Region or Multicounty Region temporarily will be suspended. Once the action is resolved, the suspended payments will resume, less any amounts that were ordered returned but have not been returned by the time the action is resolved.
9. Following a request made pursuant to F(7) and when it appears to at least eight Participating Counties that have signed on to this Agreement and a subsequent Settlement that the State Share funds are being or have been spent on non-Approved Purposes, the Participating Counties may seek and obtain in an action in a superior court of Maricopa County, Arizona an injunction prohibiting the State from spending State Share funds on non-Approved Purposes and requiring the State to return the monies it spent on non-Approved Purposes after notice as is required by the rules of civil procedure. So long as the action is pending, distribution of State Share funds to the State temporarily will be suspended. Once the action is resolved, the suspended payments will resume, less any monies that were ordered returned but have not been returned by the time the action is resolved.

10. In an action brought pursuant to F(8) or F(9), attorney's fees and costs shall not be recoverable.

G. Settlement Negotiations

1. The State and the Participating Local Governments agree to inform each other in advance of any negotiations relating to an Arizona-only settlement with a Pharmaceutical Supply Chain Participant that includes both the State and the Participating Local Governments and shall provide each other the opportunity to participate in all such negotiations.
2. The State and the Participating Local Governments further agree to keep each other reasonably informed of all other global settlement negotiations with Pharmaceutical Supply Chain Participants. Neither this provision, nor any other, shall be construed to state or imply that either the State or the Participating Local Governments (collectively, the "Arizona Parties") are unauthorized to engage in settlement negotiations with Pharmaceutical Supply Chain Participants without prior consent or contemporaneous participation of the other, or that either party is entitled to participate as an active or direct participant in settlement negotiations with the other. Rather, while the State's and the Participating Local Government's efforts to achieve worthwhile settlements are to be collaborative, incremental stages need not be so.
3. The State or any Participating Local Government may withdraw from coordinated Settlement discussions detailed in this Section upon 10 business days' written notice to the other Arizona Parties and counsel for any affected Pharmaceutical Supply Chain Participant. The withdrawal of any Arizona Party releases the remaining Arizona Parties from the restrictions and obligations in this Section.
4. The obligations in this Section shall not affect any Party's right to proceed with trial or, within 30 days of the date upon which a trial involving that Party's claims against a specific Pharmaceutical Supply Chain Participant is scheduled to begin, reach a case-specific resolution with that particular Pharmaceutical Supply Chain Participant.

H. Amendments

1. The Parties agree to make such amendments as necessary to implement the intent of this Agreement.

One Arizona Distribution of Opioid Settlement Funds Agreement ACCEPTED by the undersigned and executed this _____ day of _____, 2021.

ARIZONA ATTORNEY GENERAL

Mark Brnovich

APACHE COUNTY

APACHE COUNTY

EAGER TOWN

By: _____

By: _____

Its: _____

Its: _____

SPRINGERVILLE TOWN

ST JOHNS CITY

By: _____

By: _____

Its: _____

Its: _____

COCHISE COUNTY

COCHISE COUNTY

BENSON CITY

By: _____

Its: _____

By: _____

Its: _____

BISBEE CITY

DOUGLAS CITY

By: _____

Its: _____

By: _____

Its: _____

HUACHUCA CITY TOWN

SIERRA VISTA CITY

By: _____

Its: _____

By: _____

Its: _____

TOMBSTONE CITY

WILLCOX CITY

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COCONINO COUNTY

COCONINO COUNTY

FLAGSTAFF CITY

By: _____

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FREDONIA TOWN

PAGE CITY

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SEDONA CITY

TUSAYAN TOWN

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WILLIAMS CITY

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GILA COUNTY

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GLOBE CITY

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HAYDEN CITY

MIAMI TOWN

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GREENLEE COUNTY

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CLIFTON TOWN

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DUNCAN TOWN

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LA PAZ COUNTY

LA PAZ COUNTY

PARKER TOWN

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QUARTZITE TOWN

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MARICOPA COUNTY

MARICOPA COUNTY

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APACHE JUNCTION CITY

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AVONDALE CITY

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CAREFREE TOWN

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CAVE CREEK TOWN

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CHANDLER CITY

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MARICOPA COUNTY

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LAKE HAVASU CITY

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NAVAJO COUNTY

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HOLBROOK CITY

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PINETOP-LAKESIDE TOWN

SHOW LOW CITY

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SNOWFLAKE TOWN

TAYLOR TOWN

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ORO VALLEY TOWN

SAHUARITA TOWN

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CASA GRANDE CITY

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COOLIDGE CITY

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ELOY CITY

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FLORENCE TOWN

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KEARNY TOWN

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MAMMOTH TOWN

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MARICOPA CITY

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SUPERIOR TOWN

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SANTA CRUZ COUNTY

SANTA CRUZ COUNTY

NOGALES CITY

By: _____

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PATAGONIA TOWN

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YAVAPAI COUNTY

YAVAPAI COUNTY

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CAMP VERDE TOWN

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CHINO VALLEY TOWN

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CLARKDALE TOWN

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COTTONWOOD CITY

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DEWEY-HUMBOLDT TOWN

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JEROME TOWN

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PRESCOTT CITY

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PRESCOTT VALLEY TOWN

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YUMA COUNTY

YUMA COUNTY

SAN LUIS CITY

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SOMERTON CITY

WELLTON TOWN

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YUMA CITY

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Exhibit A

OPIOID ABATEMENT STRATEGIES

PART ONE: TREATMENT

A. TREAT OPIOID USE DISORDER (OUD)

Support treatment of Opioid Use Disorder (OUD) and any co-occurring Substance Use Disorder or Mental Health (SUD/MH) conditions, co-usage, and/or co-addiction through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Expand availability of treatment for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including all forms of Medication-Assisted Treatment (MAT) approved by the U.S. Food and Drug Administration.
2. Support and reimburse services that include the full American Society of Addiction Medicine (ASAM) continuum of care for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including but not limited to:
 - a. Medication-Assisted Treatment (MAT);
 - b. Abstinence-based treatment;
 - c. Treatment, recovery, or other services provided by states, subdivisions, community health centers; non-for-profit providers; or for-profit providers;
 - d. Treatment by providers that focus on OUD treatment as well as treatment by providers that offer OUD treatment along with treatment for other SUD/MH conditions, co-usage, and/or co-addiction; or
 - e. Evidence-informed residential services programs, as noted below.
3. Expand telehealth to increase access to treatment for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including MAT, as well as counseling, psychiatric support, and other treatment and recovery support services.
4. Improve oversight of Opioid Treatment Programs (OTPs) to assure evidence-based, evidence-informed, or promising practices such as adequate methadone dosing.
5. Support mobile intervention, treatment, and recovery services, offered by qualified professionals and service providers, such as peer recovery coaches, for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction and for persons who have experienced an opioid overdose.
6. Support treatment of mental health trauma resulting from the traumatic experiences of the opioid user (e.g., violence, sexual assault, human trafficking, or adverse childhood experiences) and family members (e.g., surviving family members after an overdose

or overdose fatality), and training of health care personnel to identify and address such trauma.

7. Support detoxification (detox) and withdrawal management services for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including medical detox, referral to treatment, or connections to other services or supports.
8. Support training on MAT for health care providers, students, or other supporting professionals, such as peer recovery coaches or recovery outreach specialists, including telementoring to assist community-based providers in rural or underserved areas.
9. Support workforce development for addiction professionals who work with persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
10. Provide fellowships for addiction medicine specialists for direct patient care, instructors, and clinical research for treatments.
11. Provide funding and training for clinicians to obtain a waiver under the federal Drug Addiction Treatment Act of 2000 (DATA 2000) to prescribe MAT for OUD, and provide technical assistance and professional support to clinicians who have obtained a DATA 2000 waiver.
12. Support the dissemination of web-based training curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service-Opioids web-based training curriculum and motivational interviewing.
13. Support the development and dissemination of new curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service for Medication-Assisted Treatment.

B. SUPPORT PEOPLE IN TREATMENT AND RECOVERY

Support people in treatment for and recovery from OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Provide the full continuum of care of recovery services for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including supportive housing, residential treatment, medical detox services, peer support services and counseling, community navigators, case management, and connections to community-based services.
2. Provide counseling, peer-support, recovery case management and residential treatment with access to medications for those who need it to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

3. Provide access to housing for people with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including supportive housing, recovery housing, housing assistance programs, or training for housing providers.
4. Provide community support services, including social and legal services, to assist in deinstitutionalizing persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
5. Support or expand peer-recovery centers, which may include support groups, social events, computer access, or other services for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
6. Provide employment training or educational services for persons in treatment for or recovery from OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
7. Identify successful recovery programs such as physician, pilot, and college recovery programs, and provide support and technical assistance to increase the number and capacity of high-quality programs to help those in recovery.
8. Engage non-profits, faith-based communities, and community coalitions to support people in treatment and recovery and to support family members in their efforts to manage the opioid user in the family.
9. Provide training and development of procedures for government staff to appropriately interact and provide social and other services to current and recovering opioid users, including reducing stigma.
10. Support stigma reduction efforts regarding treatment and support for persons with OUD, including reducing the stigma on effective treatment.

C. CONNECT PEOPLE WHO NEED HELP TO THE HELP THEY NEED
(CONNECTIONS TO CARE)

Provide connections to care for people who have – or are at risk of developing – OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Ensure that health care providers are screening for OUD and other risk factors and know how to appropriately counsel and treat (or refer if necessary) a patient for OUD treatment.
2. Support Screening, Brief Intervention and Referral to Treatment (SBIRT) programs to reduce the transition from use to disorders.
3. Provide training and long-term implementation of SBIRT in key systems (health, schools, colleges, criminal justice, and probation), with a focus on youth and young adults when transition from misuse to opioid disorder is common.

4. Purchase automated versions of SBIRT and support ongoing costs of the technology.
5. Support training for emergency room personnel treating opioid overdose patients on post-discharge planning, including community referrals for MAT, recovery case management or support services.
6. Support hospital programs that transition persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, or persons who have experienced an opioid overdose, into community treatment or recovery services through a bridge clinic or similar approach.
7. Support crisis stabilization centers that serve as an alternative to hospital emergency departments for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction or persons that have experienced an opioid overdose.
8. Support the work of Emergency Medical Systems, including peer support specialists, to connect individuals to treatment or other appropriate services following an opioid overdose or other opioid-related adverse event.
9. Provide funding for peer support specialists or recovery coaches in emergency departments, detox facilities, recovery centers, recovery housing, or similar settings; offer services, supports, or connections to care to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction or to persons who have experienced an opioid overdose.
10. Provide funding for peer navigators, recovery coaches, care coordinators, or care managers that offer assistance to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction or to persons who have experienced on opioid overdose.
11. Create or support school-based contacts that parents can engage with to seek immediate treatment services for their child; and support prevention, intervention, treatment, and recovery programs focused on young people.
12. Develop and support best practices on addressing OUD in the workplace.
13. Support assistance programs for health care providers with OUD.
14. Engage non-profits and the faith community as a system to support outreach for treatment.
15. Support centralized call centers that provide information and connections to appropriate services and supports for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
16. Create or support intake and call centers to facilitate education and access to treatment, prevention, and recovery services for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

17. Develop or support a National Treatment Availability Clearinghouse – a multistate/nationally accessible database whereby health care providers can list locations for currently available in-patient and out-patient OUD treatment services that are accessible on a real-time basis by persons who seek treatment.

D. ADDRESS THE NEEDS OF CRIMINAL-JUSTICE-INVOLVED PERSONS

Address the needs of persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction who are involved – or are at risk of becoming involved – in the criminal justice system through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Support pre-arrest or post-arrest diversion and deflection strategies for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including established strategies such as:
 - a. Self-referral strategies such as the Angel Programs or the Police Assisted Addiction Recovery Initiative (PAARI);
 - b. Active outreach strategies such as the Drug Abuse Response Team (DART) model;
 - c. “Naloxone Plus” strategies, which work to ensure that individuals who have received naloxone to reverse the effects of an overdose are then linked to treatment programs or other appropriate services;
 - d. Officer prevention strategies, such as the Law Enforcement Assisted Diversion (LEAD) model;
 - e. Officer intervention strategies such as the Leon County, Florida Adult Civil Citation Network or the Chicago Westside Narcotics Diversion to Treatment Initiative;
 - f. Co-responder and/or alternative responder models to address OUD-related 911 calls with greater SUD expertise and to reduce perceived barriers associated with law enforcement 911 responses; or
 - g. County prosecution diversion programs, including diversion officer salary, only for counties with a population of 50,000 or less. Any diversion services in matters involving opioids must include drug testing, monitoring, or treatment.
2. Support pre-trial services that connect individuals with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction to evidence-informed treatment, including MAT, and related services.
3. Support treatment and recovery courts for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, but only if these courts provide referrals to evidence-informed treatment, including MAT.

4. Provide evidence-informed treatment, including MAT, recovery support, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction who are incarcerated in jail or prison.
5. Provide evidence-informed treatment, including MAT, recovery support, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction who are leaving jail or prison have recently left jail or prison, are on probation or parole, are under community corrections supervision, or are in re-entry programs or facilities.
6. Support critical time interventions (CTI), particularly for individuals living with dual-diagnosis OUD/serious mental illness, and services for individuals who face immediate risks and service needs and risks upon release from correctional settings.
7. Provide training on best practices for addressing the needs of criminal-justice-involved persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction to law enforcement, correctional, or judicial personnel or to providers of treatment, recovery, case management, or other services offered in connection with any of the strategies described in this section.

E. ADDRESS THE NEEDS OF PREGNANT OR PARENTING WOMEN AND THEIR FAMILIES, INCLUDING BABIES WITH NEONATAL ABSTINENCE SYNDROME

Address the needs of pregnant or parenting women with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, and the needs of their families, including babies with neonatal abstinence syndrome, through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Support evidence-based, evidence-informed, or promising treatment, including MAT, recovery services and supports, and prevention services for pregnant women – or women who could become pregnant – who have OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, and other measures to educate and provide support to families affected by Neonatal Abstinence Syndrome.
2. Provide training for obstetricians or other healthcare personnel that work with pregnant women and their families regarding treatment of OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
3. Provide training to health care providers who work with pregnant or parenting women on best practices for compliance with federal requirements that children born with Neonatal Abstinence Syndrome get referred to appropriate services and receive a plan of safe care.
4. Provide enhanced support for children and family members suffering trauma as a result of addiction in the family; and offer trauma-informed behavioral health treatment for adverse childhood events.

5. Offer enhanced family supports and home-based wrap-around services to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including but not limited to parent skills training.
6. Support for Children's Services – Fund additional positions and services, including supportive housing and other residential services, relating to children being removed from the home and/or placed in foster care due to custodial opioid use.

PART TWO: PREVENTION

F. PREVENT OVER-PRESCRIBING AND ENSURE APPROPRIATE PRESCRIBING AND DISPENSING OF OPIOIDS

Support efforts to prevent over-prescribing and ensure appropriate prescribing and dispensing of opioids through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Training for health care providers regarding safe and responsible opioid prescribing, dosing, and tapering patients off opioids.
2. Academic counter-detailing to educate prescribers on appropriate opioid prescribing.
3. Continuing Medical Education (CME) on appropriate prescribing of opioids.
4. Support for non-opioid pain treatment alternatives, including training providers to offer or refer to multi-modal, evidence-informed treatment of pain.
5. Support enhancements or improvements to Prescription Drug Monitoring Programs (PDMPs), including but not limited to improvements that:
 - a. Increase the number of prescribers using PDMPs;
 - b. Improve point-of-care decision-making by increasing the quantity, quality, or format of data available to prescribers using PDMPs or by improving the interface that prescribers use to access PDMP data, or both; or
 - c. Enable states to use PDMP data in support of surveillance or intervention strategies, including MAT referrals and follow-up for individuals identified within PDMP data as likely to experience OUD.
6. Development and implementation of a national PDMP – Fund development of a multistate/national PDMP that permits information sharing while providing appropriate safeguards on sharing of private health information, including but not limited to:
 - a. Integration of PDMP data with electronic health records, overdose episodes, and decision support tools for health care providers relating to OUD.

- b. Ensuring PDMPs incorporate available overdose/naloxone deployment data, including the United States Department of Transportation's Emergency Medical Technician overdose database.
7. Increase electronic prescribing to prevent diversion or forgery.
8. Educate Dispensers on appropriate opioid dispensing.

G. PREVENT MISUSE OF OPIOIDS

Support efforts to discourage or prevent misuse of opioids through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Corrective advertising or affirmative public education campaigns based on evidence.
2. Public education relating to drug disposal.
3. Drug take-back disposal or destruction programs.
4. Fund community anti-drug coalitions that engage in drug prevention efforts.
5. Support community coalitions in implementing evidence-informed prevention, such as reduced social access and physical access, stigma reduction – including staffing, educational campaigns, support for people in treatment or recovery, or training of coalitions in evidence-informed implementation, including the Strategic Prevention Framework developed by the U.S. Substance Abuse and Mental Health Services Administration (SAMHSA).
6. Engage non-profits and faith-based communities as systems to support prevention.
7. Support evidence-informed school and community education programs and campaigns for students, families, school employees, school athletic programs, parent-teacher and student associations, and others.
8. School-based or youth-focused programs or strategies that have demonstrated effectiveness in preventing drug misuse and seem likely to be effective in preventing the uptake and use of opioids.
9. Support community-based education or intervention services for families, youth, and adolescents at risk for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
10. Support evidence-informed programs or curricula to address mental health needs of young people who may be at risk of misusing opioids or other drugs, including emotional modulation and resilience skills.
11. Support greater access to mental health services and supports for young people, including services and supports provided by school nurses or other school staff, to

address mental health needs in young people that (when not properly addressed) increase the risk of opioid or other drug misuse.

H. PREVENT OVERDOSE DEATHS AND OTHER HARMS

Support efforts to prevent or reduce overdose deaths or other opioid-related harms through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Increase availability and distribution of naloxone and other drugs that treat overdoses for first responders, overdose patients, opioid users, families and friends of opioid users, schools, community navigators and outreach workers, drug offenders upon release from jail/prison, or other members of the general public.
2. Provision by public health entities of free naloxone to anyone in the community, including but not limited to provision of intra-nasal naloxone in settings where other options are not available or allowed.
3. Training and education regarding naloxone and other drugs that treat overdoses for first responders, overdose patients, patients taking opioids, families, schools, and other members of the general public.
4. Enable school nurses and other school staff to respond to opioid overdoses, and provide them with naloxone, training, and support.
5. Expand, improve, or develop data tracking software and applications for overdoses/naloxone revivals.
6. Public education relating to emergency responses to overdoses.
7. Public education relating to immunity and Good Samaritan laws.
8. Educate first responders regarding the existence and operation of immunity and Good Samaritan laws.
9. Expand access to testing and treatment for infectious diseases such as HIV and Hepatitis C resulting from intravenous opioid use.
10. Support mobile units that offer or provide referrals to treatment, recovery supports, health care, or other appropriate services to persons that use opioids or persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
11. Provide training in treatment and recovery strategies to health care providers, students, peer recovery coaches, recovery outreach specialists, or other professionals that provide care to persons who use opioids or persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.
12. Support screening for fentanyl in routine clinical toxicology testing.

PART THREE: OTHER STRATEGIES

I. FIRST RESPONDERS

In addition to items C8, D1 through D7, H1, H3, and H8, support the following:

1. Current and future law enforcement expenditures relating to the opioid epidemic.
2. Educate law enforcement or other first responders regarding appropriate practices and precautions when dealing with fentanyl or other drugs.

J. LEADERSHIP, PLANNING AND COORDINATION

Support efforts to provide leadership, planning, and coordination to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, the following:

1. Community regional planning to identify goals for reducing harms related to the opioid epidemic, to identify areas and populations with the greatest needs for treatment intervention services, or to support other strategies to abate the opioid epidemic described in this opioid abatement strategy list.
2. A government dashboard to track key opioid-related indicators and supports as identified through collaborative community processes.
3. Invest in infrastructure or staffing at government or not-for-profit agencies to support collaborative, cross-system coordination with the purpose of preventing overprescribing, opioid misuse, or opioid overdoses, treating those with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, supporting them in treatment or recovery, connecting them to care, or implementing other strategies to abate the opioid epidemic described in this opioid abatement strategy list.
4. Provide resources to staff government oversight and management of opioid abatement programs.

K. TRAINING

In addition to the training referred to in various items above, support training to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, the following:

1. Provide funding for staff training or networking programs and services to improve the capability of government, community, and not-for-profit entities to abate the opioid crisis.

2. Invest in infrastructure and staffing for collaborative cross-system coordination to prevent opioid misuse, prevent overdoses, and treat those with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, or implement other strategies to abate the opioid epidemic described in this opioid abatement strategy list (e.g., health care, primary care, pharmacies, PDMPs, etc.).

L. RESEARCH

Support opioid abatement research that may include, but is not limited to, the following:

1. Monitoring, surveillance, and evaluation of programs and strategies described in this opioid abatement strategy list.
2. Research non-opioid treatment of chronic pain.
3. Research on improved service delivery for modalities such as SBIRT that demonstrate promising but mixed results in populations vulnerable to opioid use disorders.
4. Research on innovative supply-side enforcement efforts such as improved detection of mail-based delivery of synthetic opioids.
5. Expanded research on swift/certain/fair models to reduce and deter opioid misuse within criminal justice populations that build upon promising approaches used to address other substances (e.g. Hawaii HOPE and Dakota 24/7).
6. Research on expanded modalities such as prescription methadone that can expand access to MAT.

Exhibit B

<u>Exhibit B</u>	
<u>Allocation to Arizona Counties/Regions</u>	
County/Region	Percentage of LG Share
APACHE	0.690%
COCHISE	1.855%
COCONINO	1.688%
GILA	1.142%
GRAHAM	0.719%
GREENLEE	0.090%
LA PAZ	0.301%
MARICOPA	57.930%
MOHAVE	4.898%
NAVAJO	1.535%
PIMA	18.647%
PINAL	3.836%
SANTA CRUZ	0.370%
YAVAPAI	4.291%
YUMA	2.008%

Exhibit C

Exhibit C					
Government Name	County Name	State Name	Government Type	Census ID	Intra-county Allocation (%) Based on Past Spending
APACHE COUNTY					
APACHE COUNTY	Apache County	ARIZONA	County	3100100100000	56.63%
EAGAR TOWN	Apache County	ARIZONA	City	3200100100000	20.66%
SPRINGERVILLE TOWN	Apache County	ARIZONA	City	3200100300000	10.73%
ST JOHNS CITY	Apache County	ARIZONA	City	3200100200000	11.98%
COCHISE COUNTY					
COCHISE COUNTY	Cochise County	ARIZONA	County	3100200200000	63.47%
BENSON CITY	Cochise County	ARIZONA	City	3200200100000	3.52%
BISBEE CITY	Cochise County	ARIZONA	City	3200200200000	3.47%
DOUGLAS CITY	Cochise County	ARIZONA	City	3200200300000	8.44%
HUACHUCA CITY TOWN	Cochise County	ARIZONA	City	3200250100000	0.91%
SIERRA VISTA CITY	Cochise County	ARIZONA	City	3200200400000	16.63%
TOMBSTONE CITY	Cochise County	ARIZONA	City	3200200500000	1.16%
WILLCOX CITY	Cochise County	ARIZONA	City	3200200600000	2.39%
COCONINO COUNTY					
COCONINO COUNTY	Coconino County	ARIZONA	County	3100300300000	71.16%
FLAGSTAFF CITY	Coconino County	ARIZONA	City	3200300100000	18.45%
FREDONIA TOWN	Coconino County	ARIZONA	City	3200300300000	0.31%
PAGE CITY	Coconino County	ARIZONA	City	3200390100000	3.41%
SEDONA CITY	Coconino County	ARIZONA	City	3201340200000	4.09%
TUSAYAN TOWN	Coconino County	ARIZONA	City	3200310100000	0.67%
WILLIAMS CITY	Coconino County	ARIZONA	City	3200300200000	1.92%
GILA COUNTY					
GILA COUNTY	Gila County	ARIZONA	County	3100400400000	68.13%
GLOBE CITY	Gila County	ARIZONA	City	3200400100000	10.23%

HAYDEN TOWN	Gila County	ARIZONA	City	3200450100000	2.31%
MIAMI TOWN	Gila County	ARIZONA	City	3200400200000	2.71%
PAYSON TOWN	Gila County	ARIZONA	City	3200490100000	16.17%
STAR VALLEY TOWN	Gila County	ARIZONA	City	3200410100000	0.35%
WINKELMAN TOWN	Gila County	ARIZONA	City	3200400300000	0.10%
GRAHAM COUNTY					
GRAHAM COUNTY	Graham County	ARIZONA	County	3100500500000	62.26%
PIMA TOWN	Graham County	ARIZONA	City	3200500100000	2.22%
SAFFORD CITY	Graham County	ARIZONA	City	3200500200000	26.83%
THATCHER TOWN	Graham County	ARIZONA	City	3200500300000	8.68%
GREENLEE COUNTY					
GREENLEE COUNTY	Greenlee County	ARIZONA	County	3100600600000	88.29%
CLIFTON TOWN	Greenlee County	ARIZONA	City	3200600100000	11.43%
DUNCAN TOWN	Greenlee County	ARIZONA	City	3200600200000	0.28%
LA PAZ COUNTY					
LA PAZ COUNTY	La Paz County	ARIZONA	County	3101501500000	88.71%
PARKER TOWN	La Paz County	ARIZONA	City	3201560100000	5.19%
QUARTZSITE TOWN	La Paz County	ARIZONA	City	3201540100000	6.11%
MARICOPA COUNTY					
MARICOPA COUNTY	Maricopa County	ARIZONA	County	3100700700000	51.53%
APACHE JUNCTION CITY	Maricopa County	ARIZONA	City	3201160100000	0.38%
AVONDALE CITY	Maricopa County	ARIZONA	City	3200700100000	0.98%
BUCKEYE TOWN	Maricopa County	ARIZONA	City	3200700200000	0.46%
CAREFREE TOWN	Maricopa County	ARIZONA	City	3200740100000	0.04%
CAVE CREEK TOWN	Maricopa County	ARIZONA	City	3200740200000	0.06%
CHANDLER CITY	Maricopa County	ARIZONA	City	3200700300000	2.86%
EL MIRAGE CITY	Maricopa County	ARIZONA	City	3200700400000	0.39%
FOUNTAIN HILLS TOWN	Maricopa County	ARIZONA	City	3200740400000	0.17%
GILA BEND TOWN	Maricopa County	ARIZONA	City	3200770100000	0.03%

GILBERT TOWN	Maricopa County	ARIZONA	City	3200700500000	1.71%
GLENDAL CITY	Maricopa County	ARIZONA	City	3200700600000	2.63%
GOODYEAR CITY	Maricopa County	ARIZONA	City	3200700700000	0.76%
GUADALUPE TOWN	Maricopa County	ARIZONA	City	3200790100000	0.00%
LITCHFIELD PARK CITY	Maricopa County	ARIZONA	City	3200740300000	0.04%
MESA CITY	Maricopa County	ARIZONA	City	3200700800000	6.06%
PARADISE VALLEY TOWN	Maricopa County	ARIZONA	City	3200750100000	0.34%
PEORIA CITY	Maricopa County	ARIZONA	City	3200700900000	1.51%
PHOENIX CITY	Maricopa County	ARIZONA	City	3200701000000	21.28%
QUEEN CREEK TOWN	Maricopa County	ARIZONA	City	3200740500000	0.11%
SCOTTSDALE CITY	Maricopa County	ARIZONA	City	3200701100000	3.99%
SURPRISE CITY	Maricopa County	ARIZONA	City	3200750200000	0.98%
TEMPE CITY	Maricopa County	ARIZONA	City	3200701200000	3.27%
TOLLESON CITY	Maricopa County	ARIZONA	City	3200701300000	0.27%
WICKENBURG TOWN	Maricopa County	ARIZONA	City	3200701400000	0.10%
YOUNGTOWN TOWN	Maricopa County	ARIZONA	City	3200750300000	0.05%
MOHAVE COUNTY					
MOHAVE COUNTY	Mohave County	ARIZONA	County	3100800800000	62.51%
BULLHEAD CITY CITY	Mohave County	ARIZONA	City	3200840100000	13.10%
COLORADO CITY TOWN	Mohave County	ARIZONA	City	3200840200000	0.61%
KINGMAN CITY	Mohave County	ARIZONA	City	3200800100000	9.91%
LAKE HAVASU CITY CITY	Mohave County	ARIZONA	City	3200860100000	13.87%
NAVAJO COUNTY					
NAVAJO COUNTY	Navajo County	ARIZONA	County	3100900900000	70.29%
HOLBROOK CITY	Navajo County	ARIZONA	City	3200900100000	3.75%
PINETOP-LAKESIDE TOWN	Navajo County	ARIZONA	City	3200940100000	4.75%
SHOW LOW CITY	Navajo County	ARIZONA	City	3200900200000	9.39%
SNOWFLAKE TOWN	Navajo County	ARIZONA	City	3200900300000	2.94%
TAYLOR TOWN	Navajo County	ARIZONA	City	3200980100000	2.68%

WINSLOW CITY	Navajo County	ARIZONA	City	3200900400000	6.19%
PIMA COUNTY					
PIMA COUNTY	Pima County	ARIZONA	County	3101001000000	72.19%
MARANA TOWN	Pima County	ARIZONA	City	3201090200000	2.06%
ORO VALLEY TOWN	Pima County	ARIZONA	City	3201090100000	1.72%
SAHUARITA TOWN	Pima County	ARIZONA	City	3201020100000	0.81%
SOUTH TUCSON CITY	Pima County	ARIZONA	City	3201000100000	0.31%
TUCSON CITY	Pima County	ARIZONA	City	3201000200000	22.91%
PINAL COUNTY					
PINAL COUNTY	Pinal County	ARIZONA	County	3101101100000	53.01%
CASA GRANDE CITY	Pinal County	ARIZONA	City	3201100100000	5.54%
COOLIDGE CITY	Pinal County	ARIZONA	City	3201100200000	1.68%
ELOY CITY	Pinal County	ARIZONA	City	3201100300000	34.98%
FLORENCE TOWN	Pinal County	ARIZONA	City	3201100400000	1.19%
KEARNY TOWN	Pinal County	ARIZONA	City	3201150100000	0.28%
MAMMOTH TOWN	Pinal County	ARIZONA	City	3201150200000	0.16%
MARICOPA CITY	Pinal County	ARIZONA	City	3201110100000	2.73%
SUPERIOR TOWN	Pinal County	ARIZONA	City	3201190100000	0.44%
SANTA CRUZ COUNTY					
SANTA CRUZ COUNTY	Santa Cruz County	ARIZONA	County	3101201200000	76.78%
NOGALES CITY	Santa Cruz County	ARIZONA	City	3201200100000	22.55%
PATAGONIA TOWN	Santa Cruz County	ARIZONA	City	3201200200000	0.67%
YAVAPAI COUNTY					
YAVAPAI COUNTY	Yavapai County	ARIZONA	County	3101301300000	69.31%
CAMP VERDE TOWN	Yavapai County	ARIZONA	City	3201340100000	0.97%
CHINO VALLEY TOWN	Yavapai County	ARIZONA	City	3201380100000	0.68%
CLARKDALE TOWN	Yavapai County	ARIZONA	City	3201350100000	0.72%
COTTONWOOD CITY	Yavapai County	ARIZONA	City	3201350200000	4.89%

DEWEY-HUMBOLDT TOWN	Yavapai County	ARIZONA	City	3201310100000	1.54%
JEROME TOWN	Yavapai County	ARIZONA	City	3201300100000	0.03%
PRESCOTT CITY	Yavapai County	ARIZONA	City	3201300200000	13.79%
PRESCOTT VALLEY TOWN	Yavapai County	ARIZONA	City	3201360100000	8.09%
YUMA COUNTY					
YUMA COUNTY	Yuma County	ARIZONA	County	3101401400000	66.03%
SAN LUIS CITY	Yuma County	ARIZONA	City	3201460100000	4.80%
SOMERTON CITY	Yuma County	ARIZONA	City	3201400200000	2.24%
WELLTON TOWN	Yuma County	ARIZONA	City	3201480100000	0.61%
YUMA CITY	Yuma County	ARIZONA	City	3201400300000	26.32%

Exhibit D

Exhibit D	
Percent Participation of Cities	Award
0	0%
5	2%
10	4%
15	6%
20	8%
25	10%
30	12%
35	14%
40	16%
45	18%
50	20%
55	22%
60	24%
65	26%
70	28%
75	30%
80	32%
85	34%
90	36%
95	38%
100	40%

CITY COUNCIL REPORT

SUBJECT: Public Hearing - Sierra Estrella Energy Storage Facility – Conditional Use Permit – Application PL-21-0116

MEETING DATE: 11/1/2021

TO: Mayor and Council

FROM: Kevin Murphy, Development & Engineering Services Director (623) 333-4011

THROUGH: Lindsey Duncan, Deputy City Manager, (623) 333-1012

REVIEWED: Charles A. Montoya, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME: Creative and Sustainable Community Development

STRATEGY: Increase sustainability initiatives.

PURPOSE:

City Council will hold a public hearing and consider a request by Ms. Carolyn Oberholtzer, Bergin, Frakes, Smalley & Oberholtzer, for approval of a Conditional Use Permit (CUP) to allow an unstaffed, walled, open-air battery energy storage facility on approximately 11.5 acres of undeveloped/vacant property located west of the northwest corner of Avondale Boulevard and Broadway Road, immediately east of the Rudd (electrical) Substation. The subject site is located approximately 1,350 feet north of Broadway Road and approximately 1,900 feet west of Avondale Boulevard. The property is zoned Diamond P Ranch Planned Area Development (PAD) which allows for electrical energy storage and battery energy storage adjacent to public utility substations subject to City Council approval of a Conditional Use Permit. The Council will take appropriate action.

BACKGROUND:

The 11.5 gross acre subject property (Exhibits A and B) is located west of the northwest corner of Avondale Boulevard and Broadway Road, approximately 1,350 feet north of Broadway Road and approximately 1,900 feet west of Avondale Boulevard. The property is undeveloped and is presently used for agricultural/farming production.

The subject property, and the surrounding 244.93 acres, were annexed and rezoned from Agricultural (AG) to Diamond P Ranch Planned Area Development (PAD) in March 2008. The 2008 Diamond P Ranch PAD allows for development of the site with single-family detached residences on lots of varying sizes as well as accessory uses such as schools, public utility facilities (subject to Council approval of a Conditional Use Permit), and the like. A Minor Amendment to the Diamond P Ranch PAD was approved in September 2018; the 2018 Amendment clarified that privately-owned utility facilities serving the public Rudd Substation were to be treated similarly to public utility facilities, allowing those privately-owned utility facilities subject to Council approval of a Conditional Use Permit.

The property features a General Plan Land Use Map designation of Medium Density Residential (MDR). The

MDR designation accommodates development of suburban detached single-family residential at a density range of 2.5 to 4.0 dwelling units per acre, and a target density of 2.5. In addition, uses such as churches, parks, trails, and public facilities (e.g. utility facilities, public safety facilities, etc.) are permitted in the MDR category.

Existing uses and zoning of surrounding properties include:

NORTH AND EAST: Undeveloped property in active agricultural/farming use, zoned Diamond P Ranch Planned Area Development (PAD). The approved Diamond P Ranch PAD allows for development of single-family residential detached homes on varying lot sizes and accessory uses such as schools and utility facilities. Applications for a Major General Plan Amendment and Rezoning that would allow for development of the property with a technology campus have been submitted to the City.

SOUTH: A future phase within Alamar's "Northwest Planning Unit". The area of the future phase, lot quantities, and lot sizes will be determined when a Preliminary Plat for that future phase is submitted in conformance with the property's Alamar Planned Area Development (PAD) zoning.

WEST: Rudd Substation, a regional electrical substation jointly owned by Salt River Project (SRP) and Arizona Public Service Company (APS). The 79.57-acre substation site is zoned Rural Residential (RR-43).

SUMMARY OF REQUEST:

The applicant is requesting approval of Conditional Use Permit (CUP) to construct and operate an unstaffed, walled, open-air battery energy storage facility on approximately 11.5 acres of undeveloped/vacant property located northwest of the northwest corner of Avondale Boulevard and Broadway Road, immediately east of the Rudd (electrical) Substation (Exhibit E). The property is zoned Diamond P Ranch Planned Area Development (PAD); approval of a CUP is required to construct and operate a privately owned electrical energy storage and/or battery energy storage facility in the Diamond P Ranch PAD.

The proposed facility will consist of a 250-megawatt (MW), 1,500-megawatt-hour (MWh) energy storage system that will function as an extension of the existing Rudd (electrical) Substation to the west. The facility will utilize state-of-the-art battery technology to store electrical energy obtained from the substation during times of off-peak electricity usage, allowing that energy to be reintroduced to the grid during times of peak usage and enhancing the reliability of the regional electric grid. The proposed Sierra Estrella facility would be developed and owned by Plus Power, a private developer of utility-scale battery energy storage facilities.

A 10-foot decorative masonry wall will enclose the proposed facility, securing the site and fully screening battery packs and transformers from future planned development to the north, south, and east. Where the facility abuts the Rudd Substation on the west, a chain link fence will be provided separating those related land uses. Though the site will be unstaffed, vehicular access to the battery storage facility to allow for periodic maintenance will be accommodated via a solid metal gate at the walled compound's southeastern corner. Paved access to the gated entrance will be provided from Avondale Boulevard east of the proposed facility. An internal network of paved drive aisles will provide vehicular access to the various components of the planned facility.

The facility will consist of groupings of 9-foot tall modular, outdoor-rated battery containers placed in a grid-like fashion on the site. Each battery pack will feature built-in components that provide added electrical isolation and safety, as well as integrated liquid cooling and heating systems for thermal safety and enhanced performance. The conceptual site plan (Exhibit F) illustrates 485 battery pack units within the site; however, so long as the height of any battery pack and/or grouping does not exceed nine (9) feet and all internal vehicular aisles shown on the conceptual site plan are entirely unobstructed, the number of battery packs located on the site may vary in order to optimally serve the adjacent public utilities. Specific technical details, operational characteristics and safety protocols that are incorporated into the design of the site and equipment are discussed in depth on Pages 6 and 7 of the CUP Narrative (Exhibit E).

In addition to the battery containers which occupy the majority of land within the walled compound, an electrical switchyard is proposed near the site's northwest corner. The purpose of the switchyard is to facilitate

the delivery of power to and from the site to the Rudd Substation located immediately to the west. Unlike the battery packs themselves, which will be fully screened by the planned 10-foot wall enclosure, equipment within the switchyard will exceed the height of the perimeter wall and thus be visible from surrounding properties. However, as illustrated in site renderings (Exhibit H), the aesthetic character of the switchyard portion of the proposed development will appear very much similar to that of the existing substation, with electrical equipment and towers of similar appearance, size (15 feet up to 70 feet tall), and scale to be provided.

To enhance screening of the switchyard equipment and soften the appearance of the facility's perimeter wall, landscape buffers ranging in depth between 35 feet and 80 feet are provided along the site's north, south, and west property lines. The project's conceptual landscape plan (Exhibit G) provides for double rows of trees in each of these buffers, with one (1) tree and fifteen (15) shrubs to be planted every fifteen (15) lineal feet. Security lighting will also be provided in the landscape buffers, to be limited in height to sixteen (16) feet and operate at 50 percent power unless motion sensors trigger the lights to increase to 100 percent. All security lighting will be fully shielded and downcast to prevent visible glare or instances of light trespass onto adjoining properties.

If approved, the applicant anticipates construction of the facility would commence in early 2022.

PUBLIC PARTICIPATION:

A Neighborhood Meeting to discuss the proposal with neighboring property owners and other interested parties was held at 6:00 P.M. on Tuesday, July 13, 2021. Due to the ongoing Covid-19 pandemic, the meeting was held virtually via Zoom. All notices of the meeting, including mailings to owners within 1,000 feet of the site, public hearing notice signs on the property, and display ads in the Southwest Valley Arizona Republic, were completed in at least fifteen days prior to the meeting as required. In addition to City Staff and the applicant's team, one (1) Councilmember and a representative of Brookfield Residential, developer of the Alamar master planned community south of the subject site, attended the virtual meeting (Exhibit G). Questions and comments included: Why are public utility providers partnering with vendors like Plus Power rather than constructing similar facilities themselves? Ms. Molly Emerson, Plus Power, indicated that some utilities have installed these types of facilities but private entities have the benefit of long term financing mechanisms that is beneficial to the budgeting of the utility provider.

Could utility companies from outside of Arizona purchase energy from the proposed facility? Ms. Emerson responded that it is hypothetically possible though out of state companies would find it more beneficial to purchase power from locations nearer to them.

How are the battery enclosures cooled? Ms. Emerson responded that each battery pack features its own liquid cooling mechanism and an attached HVAC system for venting heated air.

How many battery units will the project have initially and at full buildout? Ms. Emerson indicated that the full buildout capacity will be between 400 to 500 battery units; how many units installed initially will be dependent upon the utility providers needs.

How will the project be tied into the Rudd Substation and would the bus manage the projected capacity? Ms. Emerson pointed out that new transmission tower and related equipment will be provided, connecting the site with the substation approximately 400 feet to the west. Based upon discussions with SRP and APS, the Rudd Substation has capacity to facilitate up to 250 megawatts without need for a major upgrade to the facility; Plus Power will pay for the bus and any facility upgrades needed to bring the substation up to current codes.

What type of sound impacts could be anticipated? Ms. Emerson indicated any noise generated by the facility would be from the air conditioning units, not the electricity voltage itself. Ms. Emerson stated that with no sound mitigation, each unit would generate an expected decibel level of 75 at a distance of 10 meters, or the equivalent of a hair dryer or vacuum running at that same separation distance. With all units provided on the inside of a 10-foot wall, that noise will be mitigated even further.

Will the road connecting the site to Avondale Boulevard be private? Ms. Carolyn Oberholtzer, Bergin, Frakes, Smalley & Oberholtzer, on behalf of Plus Power, indicated that the road would be private and located in an

easement, with a future landscape buffer provided to the south of the street adjacent to Alamar.

What types of design measures were incorporated into the design of the facility to prevent incidents such as the fire at a similar facility in Surprise in 2019? Ms. Emerson said that the 2019 Surprise fire was a thermal event caused by the buildup of gasses trapped within structures. To prevent those types of incidents, the industry has shifted to an outdoor model where, in the event of a malfunction, each remotely monitored self-contained unit has the ability to vent gasses into the atmosphere and prevent potentially dangerous gas buildups. Additionally, Ms. Emerson noted that Plus Power works closely with fire departments on training, so responders are prepared and know what to expect in the event of an emergency.

Would the fire department need new or extra equipment to respond to an incident at the proposed facility? Ms. Emerson responded that water is the preferred method to respond to thermal events in these types of facilities and that no special equipment would be needed.

What types of chemicals would burn in the event of an emergency? Mr. Chris Quaranta, Plus Power, stated that the specific chemicals would vary depending on the particular batteries, but they would typically include hydrocarbons and carbon monoxide. By utilizing an outdoor model, these gasses will vent in acceptable levels into the atmosphere rather than build up and potentially cause critical thermal events.

Would there be personnel at the facility? Ms. Emerson indicated that the site would not have any daily employees and would be monitored remotely with the ability to shut down individual units experiencing technical difficulties without the need to take the full facility offline.

What would the typical lifespan of a battery pack be? Ms. Emerson noted that the battery packs typically last around twenty (20) years.

In response to the question, "What comments do you have on a proposed unmanned, walled, open-air battery energy storage facility northwest of the northwest corner of Avondale Boulevard and Broadway Road?", four (4) comments were posted on the City's aVOICE/Polco digital forum, as follows: "Do it. Sounds interesting."

"Waste of money. Exactly how long will this battery storage power the grid in case of a power outage and at what cost? My information has it less than seconds. This green energy dream is a scam and who is paying for it?"

"I love it if this will help usher in lower costs and lower utility bills for everyone. Thank you so much."

"This should be built in a non-residential setting. 2019 APS, Surprise explosion."

All required notifications for the Planning Commission and City Council public hearings were completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meetings via postcards, the meetings were advertised in the Southwest Valley Arizona Republic, and a public hearing notice sign identifying meeting dates, times, and locations was installed on the property. All notifications included Zoom meeting information and links as applicable. No additional public comments have been received to date.

PLANNING COMMISSION ACTION:

At the September 15, 2021 Planning Commission meeting, the Commission conducted a public hearing and voted 5-0 to recommend approval of the proposed CUP subject to two (2) recommended conditions. The Commission did not have any comments or questions regarding the project.

ANALYSIS:

To grant a Conditional Use Permit, five findings must be met as outlined in Zoning Ordinance Section 108.B. Each finding is presented below along with Staff's analysis.

1. That the proposed use (a) is consistent with the land use designation set forth in the general plan, (b) will further the City's general guidelines and objectives for development of the area, as set forth in the general plan and (c) will be consistent with the desired character for the surrounding area.

The subject property is designated by the General Plan 2030 as Medium Density Residential (MDR). In addition to allowing single-family detached residences with a suburban character, the MDR land use category expressly accommodates non-residential uses such as churches, schools, and public facilities. Though the proposed energy storage facility will be privately owned, the facility will directly serve the adjacent, publicly owned electrical substation, expanding the capacity of the public electrical grid. As such, Staff believes the proposed facility to be analogous to a public utility and consistent with the MDR General Plan designation.

The proposal also furthers several General Plan goals and objectives, including: General Plan Land Use Goal #3, Objective D: "Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity." The proposed unmanned facility will be buffered from future adjacent development by provision of landscape buffers on the south, east, and northern sides. Trees planted in the planned buffers will serve to obscure taller switchyard equipment and soften the appearance of the decorative masonry wall enclosing the facility.

General Plan Land Use Goal #5: "Promote land uses that are respectful of the natural environment and which conserve valuable natural resources such as open space, clean air, water, and energy." The proposed facility will be a zero-emissions energy resource that will reduce the need for additional construction of power plants that will produce additional emissions.

General Plan Energy Goal #1: "Integrate energy efficiency measures and renewable energy sources into all aspects of Avondale planning." The proposed energy storage facility will enhance the reliability of the grid by allowing the integration of readily available renewable energy into the local system.

General Plan Energy Goal #5: "Integrate electric power line corridors, electric substations, and other energy infrastructure into future development." The location of the proposed facility directly adjacent to Rudd Substation is ideal to support current and future local energy needs.

2. That the use will be (a) compatible with other adjacent and nearby land uses and (b) will not be detrimental to persons residing or working in the area, adjacent property, the neighborhood or the public welfare in general.

The proposed battery energy storage facility is intended to function as an extension of the neighboring Rudd Substation directly west of the subject property. In comparison to the substation itself, the higher quality aesthetics and lower intensity and visibility of the proposed energy storage facility will provide a transition between the very visible, high intensity substation and future residential development to occur north, south, and east of the substation. Except for electric transmission equipment in the facility's switchyard that will extend above the height of the enclosure wall (similar to electrical transmission poles and equipment extending above the existing substation wall), all equipment including battery packs will be fully screened from adjacent undeveloped properties by a ten-foot decorative masonry wall supplemented with trees, shrubs, and accent plantings.

Additionally, the proposed facility will not generate noise, smoke, odor, dust, or vibration that will cause a nuisance to adjacent properties. The proposed use will be an open-air facility where, in the event of a malfunction, each remotely monitored self-contained battery pack has the ability to vent gasses into the atmosphere and prevent potentially dangerous gas buildups. Compared to prior generations of energy storage facilities, within which batteries were stored in enclosed buildings that trapped gasses and created potentially explosive situations, the open-air model represents a significant safety improvement. Though risks will be minimized due to the improved design, both the developer and battery manufacturer have committed to working with Avondale's Fire Department to develop an emergency response plan and hazard mitigation analysis prior to the facility coming online.

3. That the site is adequate in size and shape to accommodate the proposed use, allow safe on-site circulation, and meet all required development standards including, but not limited to, setbacks, parking, screening, and landscaping.

The proposed site plan, landscape plan, and screening meets or exceeds all applicable requirements of the Avondale Zoning Ordinance, General Engineering Requirements Manual, and Commercial and Industrial Design Manual, including requirements for landscaping, screening, setbacks, signage, wall design, and outdoor lighting. On-site circulation and access have been reviewed by both the City Engineer and Fire Marshal, each of whom have determined that the proposal meets criteria for safe and efficient design.

4. That the site has appropriate access to public streets with adequate capacity to carry the type and quantity of traffic generated by the proposed use.

The proposed use is an unstaffed, remotely controlled facility that will not have any full-time employees reporting to the site. Only periodic, infrequent maintenance-related trips to the site are expected. The proposed access to Avondale Boulevard is more than sufficient to accommodate the anticipated traffic to the property.

5. That adequate conditions have been incorporated into the approval to ensure that any potential adverse effects will be mitigated.

Two (2) conditions have been included in the staff recommendation to ensure that potential adverse effects are minimized.

Condition #1 is a standard condition requiring the Sierra Estrella Energy Storage facility to be developed and operate in conformance with the Conditional Use Permit Narrative, Site Plan, Landscape Plan, and Perspectives.

Condition #2 specifies that the CUP will expire within three (3) years from the date of approval if construction has not commenced and/or four (4) years from date of approval if the use has not commenced. As authorized by Section 108.D of the Zoning Ordinance, the proposed condition overrides the standard two (2) year validity period for CUPs to account for potential construction delays that may occur for reasons related to public utility budgeting, fluctuating energy demands, and other various factors outside the control of the project developer.

DISCUSSION:

The proposed Conditional Use Permit for Sierra Estrella Energy Storage meets all findings for approval as outlined in the Analysis section of this report. The proposed use is consistent with the Medium Density Residential (MDR) land use designation. Public facilities are expressly permitted in MDR; the proposed use, though privately owned, will support and serve the publicly owned (APS/SRP) electrical substation. The proposed use is compatible with nearby land uses and will not be detrimental to persons residing or working in the area. Adequate safety measures have been incorporated into the project design to ensure that the facility will operate in a safe manner.

The proposed site plan allows for safe on-site circulation and meets all required development standards including, but not limited to, setbacks, parking, screening, and landscaping. The site has appropriate access to Avondale Boulevard. As the facility will be unstaffed, traffic to the site will be limited to occasions when maintenance is occurring on the property. Adequate conditions of approval have been incorporated to mitigate adverse effects.

BUDGET IMPACT:

No budget impact.

RECOMMENDATION:

City Council will conduct a public hearing and recommend **APPROVAL** of Application PL-21-0116 Sierra Estrella Energy Storage, a request for a Conditional Use Permit to allow a battery energy storage facility in the Diamond P Ranch Planned Area Development (PAD) zoning district, subject to the following two (2) conditions of approval: Unless explicitly modified by these conditions of approval, development and use of the site shall conform to the Sierra Estrella Energy Storage Facility Conditional Use Permit Narrative electronically dated June 9, 2021, Conceptual Site Plan dated June 9, 2021, Conceptual Landscape/Wall Plan

date stamped June 9, 2021, and Site Renderings and Perspectives date stamped June 9, 2021, attached to the staff report as Exhibits E, F, G, and H, respectively.

The Conditional Use Permit shall expire within three (3) years from the date of approval if construction has not commenced and/or four (4) years from date of approval if the use has not commenced.

PROPOSED MOTION:

I move that City Council **APPROVE** Application PL-21-0116 Sierra Estrella Energy Storage, a request for a Conditional Use Permit to allow a battery energy storage facility in the Diamond P Ranch Planned Area Development (PAD) zoning district, subject to two (2) recommended conditions of approval as listed in the staff report.

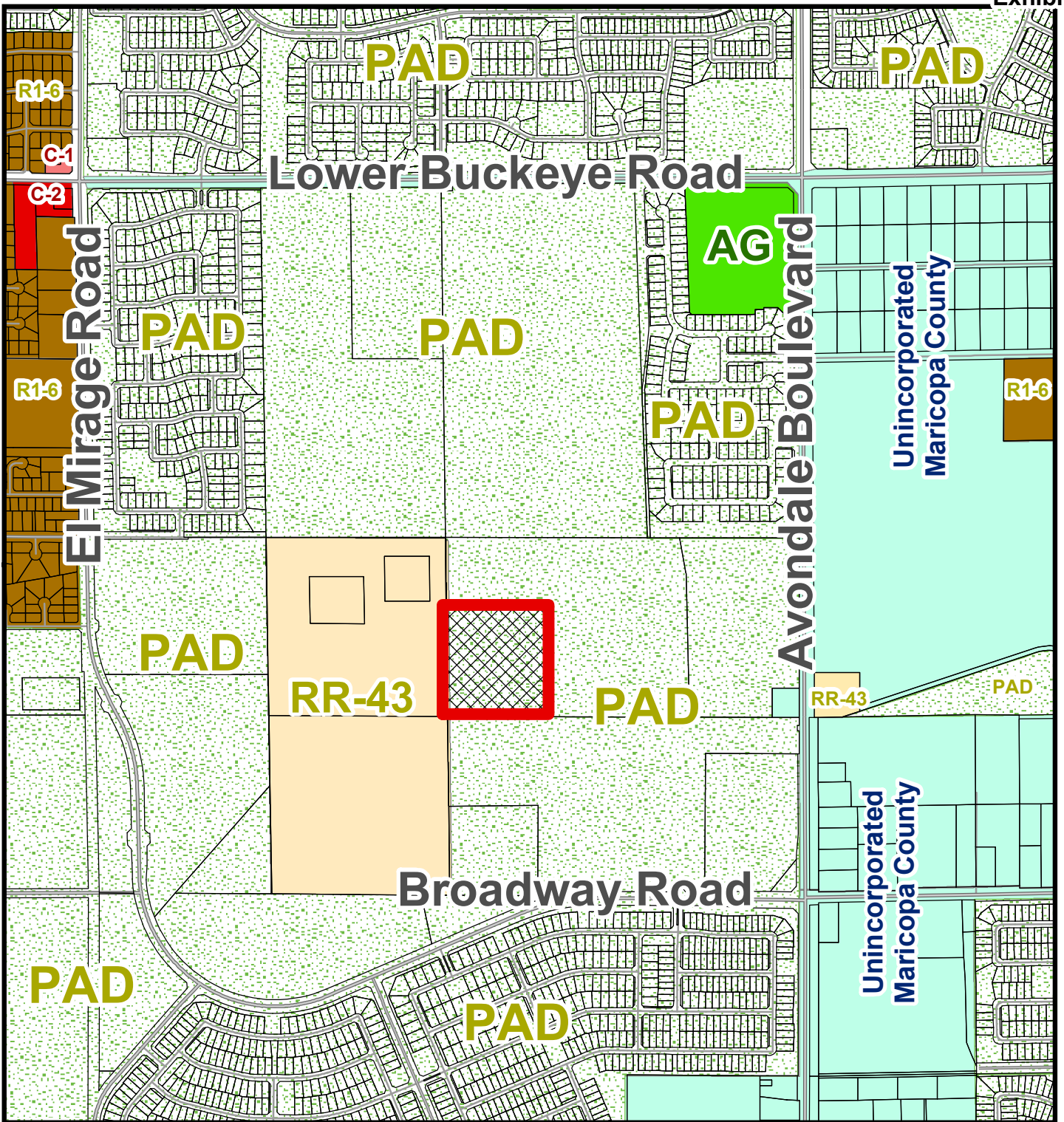


Aerial Photograph



Subject Property



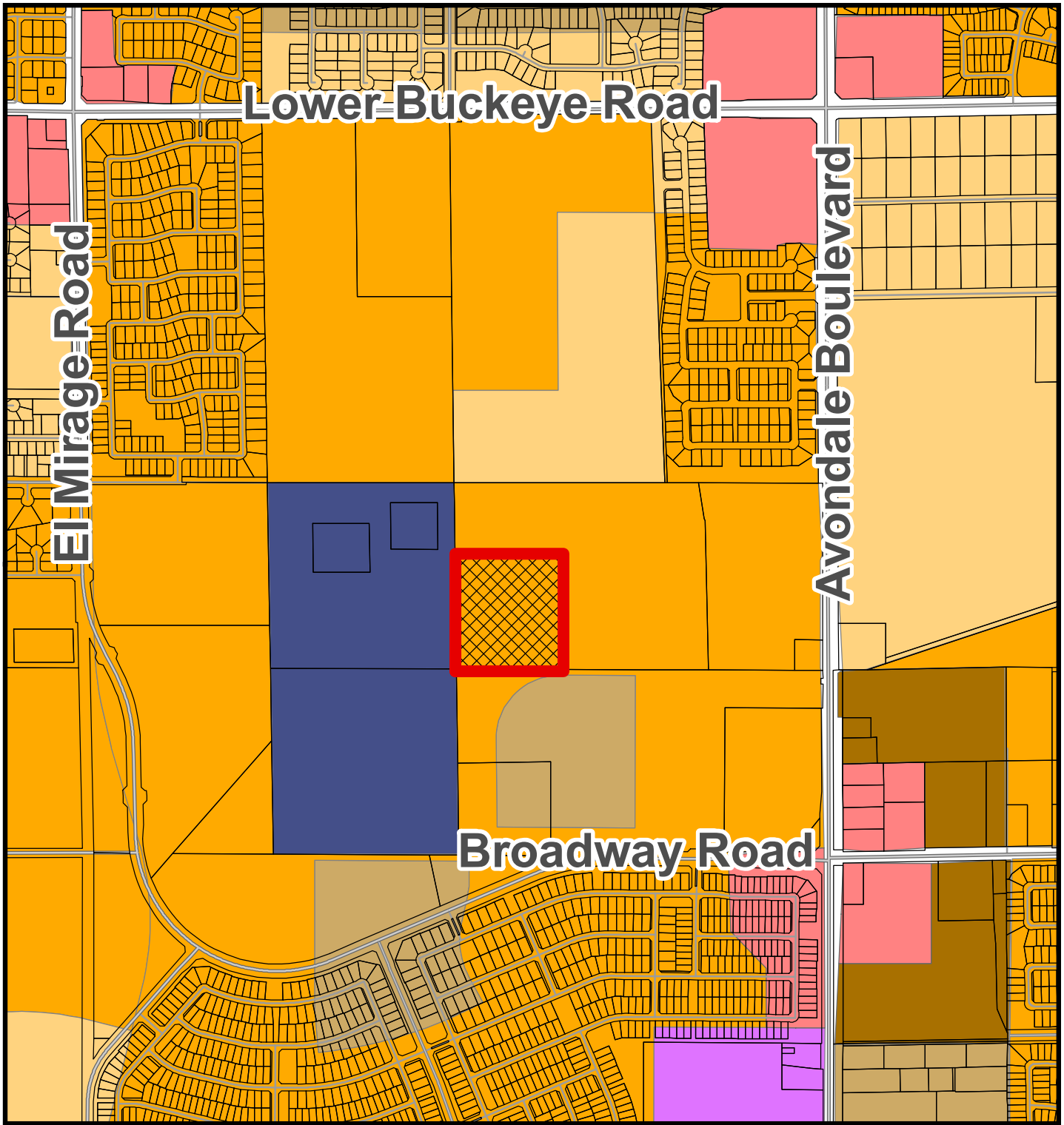


Zoning Vicinity Map



Subject Property



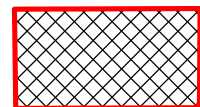


General Plan Land Use

	Estate/Low Density Residential		Local Commercial
	Medium Density Residential		Mixed Use
	Medium/High Density Residential		Public/Civic
	High Density Residential		



Subject Property



*SUMMARY OF RELATED FACTS
APPLICATION PL-21-0116*

<i>THE PROPERTY</i>	
PARCEL SIZE	Approximately 11.5 gross acres
LOCATION	Northwest of the northwest corner of Avondale Boulevard and Broadway Road; approximately 1,350 feet north of Broadway Road and approximately 1,900 feet west of Avondale Boulevard.
EXISTING LAND USE	Agricultural
EXISTING ZONING	Planned Area Development (PAD)
ZONING HISTORY	The property, inclusive of the surrounding 244.93 acres, was annexed and rezoned from Agricultural (AG) to Diamond P Ranch Planned Area Development (PAD) in March 2008. The 2008 PAD allowed for development of the site with single-family detached residences on lots of varying sizes as well as accessory uses such as schools, public utility facilities (subject to Council approval of a Conditional Use Permit), and the like. A Minor Amendment to the Diamond P Ranch PAD was approved in September 2018; the Amendment clarified that privately-owned utility facilities serving the public Rudd Substation were to be treated similarly to public utility facilities, permitting those uses subject to Council approval of a Conditional Use Permit.

<i>SURROUNDING ZONING AND LAND USE</i>	
NORTH	Undeveloped property in active agricultural/farming use, zoned Diamond P Ranch Planned Area Development (PAD). The approved Diamond P Ranch PAD allows for development of single-family residential detached homes on varying lot sizes and accessory uses such as schools and utility facilities. Applications for a Major General Plan Amendment and rezoning that would allow for development of the property with a technology campus have been submitted are being processed by the City.
EAST	Undeveloped property in active agricultural/farming use, zoned Diamond P Ranch Planned Area Development (PAD). The approved Diamond P Ranch PAD allows for development of single-family residential detached homes on varying lot sizes and accessory uses such as schools and utility facilities. Applications for a Major General Plan Amendment and rezoning that would allow for development of the property with a technology campus have been submitted are being processed by the City.
SOUTH	A future phase within Alamar's "Northwest Planning Unit". The area of the future phase, lot quantities, and lot sizes will be determined when a Preliminary Plat for that future phase is submitted in conformance with the property's Alamar Planned Area Development (PAD) zoning.
WEST	Rudd Substation, a regional electrical substation jointly owned by Salt River Project (SRP) and Arizona Public Service Company (APS). The 79.57-acre substation site is zoned Rural Residential (RR-43).

<i>GENERAL PLAN</i>	
The property features a General Plan Land Use Map designation of Medium Density Residential (MDR). The MDR designation accommodates development of suburban detached single-family residential at a density range of 2.5 to 4.0 dwelling units per acre, and a target density of 2.5. In addition, uses such as churches, parks, trails, and public facilities (e.g. utility facilities, public safety facilities, etc.) are permitted in the MDR category.	

<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 will be a new elementary school within the Alamar development located at the northeast corner of Broadway Road and El Mirage Road
HIGH SCHOOL	La Joya Community High School, located at the southwest corner of Durango Street and Avondale Boulevard

<i>STREETS</i>	
Avondale Boulevard	
Classification	Minor Arterial
Existing half-street right-of-way	75 feet
Standard half-street right-of-way	50 feet
Existing half-street improvements	Two (2) travel lanes
Standard half-street improvements	Two (2) travel lanes, half (1/2) center turn lane or landscaped median, bike lane, curb and gutter, detached sidewalks, streetlights and landscaping.

<i>UTILITIES</i>	
Water will be served to the site via an existing 16-inch waterline in Avondale Boulevard. As the facility will be unstaffed, sewer service is not required.	
Salt River Project (SRP) provides electricity in this portion of Avondale.	

Exhibit E

Proposed Conditional Use Permit Narrative

Sierra Estrella Energy Storage Facility

Submitted
electronically June
9, 2021

SIERRA ESTRELLA ENERGY STORAGE FACILITY

CONDITIONAL USE PERMIT
APPLICATION #: PL-21-0116

PROJECT NARRATIVE

1st Submittal: April 12, 2021
2nd Submittal: June 7, 2021

DEVELOPMENT TEAM

PROPERTY OWNER

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DEVELOPER/FACILITY OWNER

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EXHIBITS

Exhibit 1: Vicinity Map
Exhibit 2: General Plan Land Use
Exhibit 3: Conceptual Site Plan
Exhibit 4: Sight Line Study
Exhibits 5-6: Conceptual Site Renderings
Exhibit 7: Conceptual Landscape Plan
Exhibit 8: Conceptual Wall and Gate Elevations

INTRODUCTION

Current property owner Rexco DC, LLC and project developer Plus Power LLC are proposing a new battery energy storage facility to be located on approximately 11.5 acres a quarter mile west of Avondale Boulevard and a quarter mile north of Broadway Road in Avondale, immediately adjacent to the Rudd Substation. The project site is located at the southwestern corner of APN 500-66-005C. See Exhibit 1: Vicinity Map for an orientation to the site.

The Sierra Estrella Energy Storage Facility is proposed as a private, open-air, battery energy storage facility which will use state of the art technology to increase the resiliency and flexibility of the local electrical grid, providing firm power capacity, energy, and ancillary services to the local utility. Located directly east of the SRP/APS Rudd Substation, the facility is intended to function as an extension of the existing public utility facility and will interconnect at the substation, providing enhanced grid reliability and allowing the integration of readily available renewable energy into the local electrical system. The energy storage will enable greater amounts of renewable energy to serve the Avondale grid and help advance municipal and state sustainability goals.

Prior to the development of the Sierra Estrella Energy Storage Facility, approval of the following City of Avondale Planning applications will be required: Conditional Use Permit (as requested herein), Site Plan and Design Review (to be submitted after receiving first review comments on the Conditional Use Permit), and Minor Land Division (to be submitted after approval of the Site Plan and Design Review).

Entitlement History

The proposed site is located on the southern portion of an operating dairy and agricultural farming operation and within the Diamond P Ranch PAD. Diamond P Ranch was annexed into the City of Avondale and rezoned to PAD in 2008 (Z-07-04), providing the framework for the future development of a 589 single-family detached dwelling unit residential community. Preliminary Plats were prepared but never received City approval or recordation.

In September 2018, a Minor PAD Amendment (PL-18-0235) to the Diamond P Ranch PAD was submitted and approved modifying the language regarding Conditional Uses related to public utility to read as follows:

Public utility and municipal buildings and facilities; however, storage, repair and public works yards and similar uses are prohibited. ELECTRICAL ENERGY STORAGE AND BATTERY ENERGY STORAGE USES ADJACENT TO PUBLIC UTILITY SUBSTATIONS ARE TREATED AS PUBLIC UTILITY USES FOR THE PURPOSES OF THIS SECTION (INCLUDING PRIVATELY OWNED FACILITIES PROVIDING SERVICES TO PUBLIC UTILITIES).

This 2018 PAD Amendment supports the current request to approve the battery energy storage facility as a permissible land use through the issuance of a Conditional Use Permit.

In February 2019, the property owners began the process of consolidating the Diamond P Ranch PAD and the adjacent Fleming Farms PAD to create the future 310-acre master planned community of Hermosa Ranch. Two Minor General Plan Amendments (PL-19-0052 and PL-19-0053) and a Rezone to PAD (PL-19-0051) were submitted to the City of Avondale and remain under review. With the later inclusion of the property in a federally designated Opportunity Zone and proximity to power, those applications were put on hold pending a potential new direction that would facilitate an employment use on the balance of the property.

Existing Conditions

The approximately 11.5-acre site associated with this request is the southern portion of an existing dairy and agricultural farming operation. SRP, APS and WAPA powerlines (230 kV) are present north of the subject site with the Rudd Substation immediately located to the west. The existing Rudd Substation serves the electrical supply networks for both Salt River Project (SRP) and Arizona Public Service Company (APS). The site has a flood delineation of Zone “X” and slopes south and southwest.

The subject site, plus the property immediately to the north and east, is zoned PAD (Diamond P Ranch) and has a General Plan land use designation of Medium Density Residential. This area located south of Lower Buckeye Road and west of Avondale Boulevard is currently utilized as a dairy and agricultural farm but is being planned for future development (residential, data center, employment, and/or advanced manufacturing and fabrication use). Located south is the master planned community of Alamar which is zoned PAD. The portion of Alamar located directly south of the proposed Sierra Estrella Energy Storage Facility has a General Plan land use designation of Medium Density Residential and Medium/High Density Residential and is planned as one of the last phases of the approximately 1,130 net acre development. See Exhibit 2: General Plan Land Use.

PROJECT DESCRIPTION

Overview

Plus Power, an independent developer of utility-scale battery energy storage projects, will be the developer and owner of the Sierra Estrella Energy Storage Facility. Ideally located immediately adjacent to the Rudd Substation, the proposed approximately 250 MW/1,500 MWh energy storage system is intended to function as an extension of this existing public utility facility. The facility will be an unmanned, remotely controlled system that will not have any full-time employees on-site. Hours of operation will be continuous, similar to the adjacent substation, as shown on Exhibit 3: Conceptual Site Plan.

The proposed energy storage facility incorporates the latest battery technology and design practices, which has moved away from battery storage being placed within an enclosed building. Instead, the facility will include outdoor-rated, modular, battery containers or “packs.” The battery packs will be placed in a grid-like fashion on the site, to be secured and fully screened from adjoining properties (excluding the west side connecting to the Rudd Substation) by a decorative ten-foot (10') high masonry screen wall. Each individual “pack” unit encloses lithium-ion batteries cells alongside thermal monitoring and control equipment (air conditioning) and low-voltage power electronics and controls. A group of “packs” are then wired together in a “block” or “string” and connected to a medium voltage (MV) transformer. Typically, four (4) to nine (9) battery packs will make up a “string” to a single MV transformer. This equipment will collect to up to two (2) large generation step-up (GSU) transformers, located in the fenced switchyard, through underground MV collector lines. After passing through the GSU transformers, energy from the battery is then sent through a short high voltage (HV) 230kV overhead transmission line west to the Rudd Substation. The battery packs themselves are state-of-the-art technology with built-in components that provide added electrical isolation and safety, as well as an integrated liquid cooling and heating system for thermal safety and enhanced performance. The addition of a battery energy storage facility is a significant capital investment which will enhance and expand the reliability of the electrical grid for the City of Avondale.

Proposed Site Design + Improvements

As shown on the conceptual site plan (Exhibit 3), the overall site design is efficient, considers security measures, and responds to existing and proposed adjacent uses. The gated facility incorporates masonry block walls and landscape

buffers on the north, south and eastern property edges to aid with screening of the facility adjacent to future residential and/or employment uses, while providing simple security fencing along the western boundary between the two compatible utility uses. The site is designed with gated access in the southeast corner of the site and efficient on-site circulation, providing easy access to all system components.

The facility will include battery packs positioned in a grid-like pattern throughout the site, a fenced switchyard which will include the system components that facilitate the delivery of power from the site to the Rudd Substation, and a small maintenance shed. The battery packs are enclosed units which include battery cells and module tray, a smart inverter, AC main breaker, low voltage interface panel, thermal system and controller, and measure up to nine feet (9') in height, including foundation. The current proposed site plan (see Exhibit 3) includes a maximum of 485 battery packs; however, the overall number of battery packs located on site will depend on the ultimate system size optimized for use with the partnering utility(ies), Arizona Public Service Company or Salt River Project, and the latest technology specifications at the time of installation. While the number of battery packs within the facility may vary for the reasons noted above, in no instance will any battery pack be located on or otherwise obstruct vehicular use of any internal paved access drive (locations indicated on the conceptual site plan) nor will the height of any battery pack or stacked grouping of multiple battery packs extend more than nine (9) feet above finished grade. Associated with each grouping, or "string", of battery packs is a MV transformer, measuring up to nine feet (9') in height. The MV transformers are connected to up to two (2) generation step-up (GSU) transformers, located in the switchyard in the northwest corner of the site. A line will be raised up out of the GSU to a single "dead-end" transmission tower in the switchyard, which will support the east end of a 450ft long 230kV overhead transmission line to transfer the power west to the Rudd Substation.

In addition to the system components (battery packs, transformers, and the project substation dead end tower), there will only be two (2) structures located on-site. Located within the switchyard, there will be a MV switchgear and controls enclosure, holding associated power electronics equipment and control system elements. The switchgear and control enclosure will be no more than ten feet (10') in height. In addition, located east of and outside the switchyard will be a small maintenance and storage shed, measuring approximately 1,600 square feet and no more than ten feet (10') in height. The maintenance shed will provide an indoor storage space for spare equipment and parts. Neither enclosure will contain any water or sewer plumbing, and will be designed for temporary, short-term use during specific maintenance tasks. Neither building will be visible above the masonry block wall surrounding the perimeter. The preliminary enclosure designs will be submitted for review and approval as part of the Site Plan/Design Review application and apply for any necessary building permits prior to construction.

Remaining site improvements associated with the Sierra Estrella Energy Storage Facility include grading, water utility lines, paved primary access from Avondale Boulevard, internal paved access drives, walls and fencing, landscaping, and security lighting. See below for additional site improvement descriptions.

Access + Circulation

Primary access to the Sierra Estrella Energy Storage Facility will be provided via a twenty-foot (20') wide paved road from Avondale Boulevard (approximately 1,500 feet north of the nearest existing intersection at Broadway Road). It is understood that the access point is in close proximity to the proposed driveway to the City's future Pressure Reducing Valve (PRV) site and future coordination will be required to determine if a single joint access for both properties will be feasible. The access road will curve around the existing residential property located at 3848 S Avondale Boulevard (APN 500-66-005B) and then follow west to a gated access point at the southeast corner of the site. The road will be located within an access easement granted by the property owner located immediately east of the facility and north of the Alamar community. This access road will provide vehicle passing points every 300 feet in accordance with fire

safety requirements. The facility will also provide secondary emergency access to the west, through the Rudd Substation property, providing connectivity to El Mirage Road.

Internal vehicular circulation within the gated facility will be provided by twenty-foot (20') wide paved roads. All turn radii will meet emergency vehicle access needs. The internal drives will be used to access the individual battery packs for installation and maintenance. The site will be private with no daily visitors except for an off-site plant manager, who will travel to the site periodically for maintenance situations. Given the absence of site visitors and on-site staffing, no designated on-site parking is proposed or required. When on site, the plant manager will have the ability to pull into the switchyard and/or locate his vehicle in the drive adjacent to the megapack being serviced.

It is anticipated that this project site will generate zero additional daily traffic trips, following site construction. Due to the type of use and location of the site, no pedestrian or alternative modes of transportation have been considered with the development of the facility.

Grading + Drainage

The site slopes/drains to the south and southwest. Though the primary retention area is along the southern edge of the property, additional retention has been provided within the north and east landscape buffers to help these areas self-retain. Temporary offsite swales will be coordinated with the adjoining property to convey offsite flows to a temporary drainage basin located immediately east of the property and north of the primary access road. This will be constructed to control off-site flows until such a time that the property to the north/east is developed.

Public Services Impact

The energy storage facility will positively impact the City of Avondale and adjacent Rudd Substation by providing additional renewable energy to the Avondale electrical grid. Because the facility will be an unmanned, remotely controlled system that will not have any full-time employees on site, no toilet facilities are proposed for the site, eliminating impact on the local sewer utility. A private, looped water system will be provided to supply water for irrigation and fire hydrants. The parallel eight inch (8") water lines will run from Avondale Boulevard to the site, circle the site, and loop back to Avondale Boulevard under the primary access road. No other utilities will be impacted by the project.

The energy storage use will not generate additional traffic, residents, or school-age children, and therefore will have no impact on the existing school system or recreational systems.

Screening + Buffering

Site development will include landscape buffers and masonry walls to screen the proposed facility from adjacent properties, as depicted in Exhibit 4: Sight Line Study. The proposed landscape buffers along the north and east property lines are thirty-five feet (35') wide and include understory plantings and a double row of trees. The landscape buffer along the southern property line exceeds eighty feet (80') in width and includes both retention and a minimum twenty foot (20') wide high and dry area south of the retention basin for shrubs, ground covers, and a double row of trees. Located on the south side of the access road leading to the facility, a thirty-five-foot (35') landscaped land use buffer is required to be planted with one (1) tree and three (3) shrubs for every fifteen (15) lineal feet. This landscape buffer is accounted for as part of the site planning efforts for the energy storage facility; however, installation of irrigation and plant material will be deferred to at such time that development occurs on the property immediately to the east of the facility and will be the responsibility of that property owner. The proposed energy storage facility is compatible with the Rudd Substation to the west and requires no special buffering or impact mitigation between the two uses. For more details on landscape buffering and proposed plant schedule, see Exhibit 7: Conceptual Landscape Plan.

Landscape buffers will add additional screening of the Sierra Estrella Energy Storage Facility in combination with a perimeter ten-foot (10') high masonry wall located along the north, east and southern edges of the facility. The wall has been designed using a minimum of two (2) colors and a combination of smooth and split face masonry block (see Exhibit 8). Intermediate piers with stone veneer be located approximately every 150 lineal feet and at the wall corners. Located along the common property line with the SRP/APS owned Rudd Substation, a steel wire fence, typical to electrical substation security fencing, is proposed which will measure ten feet (10') in height. This western property edge condition is not visible to the public or adjacent future development but is needed to secure the site.

The site is fully enclosed by solid walls or fencing, with secure, locked access gates at the southeast corner allowing entrance for authorized users only and an additional slide gate along the western boundary nearest the Rudd Substation for secondary emergency vehicle access. Gates will be opaque and equal to the height of adjoining walls or fences. See Exhibits 4-6: Conceptual Site Renderings for sight line information and conceptual renderings of the site.

Lighting + Signage

Nighttime security lighting will be provided just outside the perimeter wall surrounding the facility and will not exceed sixteen feet (16') in height if located within seventy-five feet (75') of residentially zoned property lines. Lighting will be pole mounted with shielded downcast lights to prevent glare to adjacent properties and will meet the requirements of the Avondale Zoning Ordinance Section 707, Outdoor Lighting. Lights will be on a motion sensor so that they typically operate at only 50% to provide general security lighting until motion is sensed and then they would increase to 100% illumination. A Lighting Plan and Photometric Study will be provided for review and approval as part of the Site Plan/Design Review application; however, the intent is that no light would project outside the on-site landscape buffer.

Minimal signage to provide critical wayfinding for emergency services will be provided with the development of the private energy storage facility. A freestanding way-finding sign, not to exceed three feet (3') in height and six (6) square feet in sign area, will be located at the access drive on Avondale Boulevard, outside of the right-of-way. A wall-mounted sign, in accordance with the allowances for single-family residential districts as outlined in the Zoning Ordinance Section 913.A, will be located on the perimeter masonry wall adjacent to the entry gates into the facility. All signage will meet the Avondale Zoning Ordinance Section 9, Signs.

Development Schedule

It is anticipated that site development will be completed in a single phase, beginning in the first quarter of 2022. This includes the access road from Avondale Boulevard, emergency access to the west, perimeter wall/fencing, gates, on-site landscaping, grading, internal access drives, all equipment located in the switchyard, and the area will be prepped for the foundations for the battery packs. Currently, the battery packs are configured as such that at ultimate and optimal buildout, a total of nine (9) battery packs can be connected to each MV transformer. The site infrastructure of these MV transformer "blocks" will be in place day one; however, the total number of battery packs will increase as periodic replacement or addition of batteries to the MV "blocks" will be required in order to maintain the power and energy rating of the facility as the capacity of the original battery packs degrade. The site has been designed to accommodate these additions over time without impact to the overall site design and shows the maximum footprint that would be requested.

As required by Zoning Ordinance Section 108.E, prior to any expansion of the site area of the approved facility, an amendment to the approved Conditional Use Permit will be required, to be reviewed and processed according to the procedures for a new application. The number of battery packs within the facility may vary for reasons noted in this CUP Narrative without necessity for a CUP Amendment, so long as the following conditions are met:

- a. In no instance will any battery pack be located on or otherwise obstruct vehicular use of any internal paved access drive (locations indicated on the conceptual site plan).
- b. In no instance will the height of any battery pack or stacked grouping of multiple battery packs extend more than nine feet (9') above finished grade.

Safety

The Sierra Estrella Energy Storage Facility has been specially designed as an outdoor, unmanned system able to be operated within the specific temperature ranges endemic to Avondale, Arizona. The facility has an integrated liquid-cooling thermal management system that allows it to operate in ambient temperatures of -22°F and up to 140°F. The project will utilize a proven, commercially viable battery technology that has undergone rigorous safety testing and meets internationally recognized safety standards relevant to lithium-ion storage systems, including (but not limited to) the standards established by UL, Inc. (formerly Underwriters Laboratories):

- UL 1642 (UL Standard for Lithium Batteries)
- UL 9540 (UL Standard for Energy Storage Systems and Equipment)
- UL1973 (UL Standard for Batteries for Use in Light Electric Rail (LER) Applications and Stationary Applications)

The developer has closely analyzed the reports released on the 2019 battery fire incident at the APS-owned McMicken Energy Storage facility in Surprise, Arizona. The Sierra Estrella Facility will incorporate the recommended best practices of the reports that address the safety concerns related to lithium-ion energy storage projects. Proper design of the battery system can virtually eliminate the risk of a temperature anomaly propagating through the battery modules, and proper planning and communication with the local emergency response authorities can ensure that site safety can be tightly managed in an emergency.

1. *Outdoor system with advanced ventilation:* The Sierra Estrella Facility will use only non-occupiable battery units. The developer understands that outdoor systems, when sensible from the standpoint of local environmental conditions, are the best design for large scale energy storage systems. If a battery pack is compromised, flammable gasses will outgas and disperse instead of building up inside a housing container or building and prevent explosive conditions from occurring. During the April 29th, 2019 McMicken APS fire, the BESS system was enclosed in a shipping container without a proper ventilation system to exhaust the gases. After a thermal runaway event was triggered, the buildup of flammable gases allowed explosive conditions to be ignited by a spark from the malfunctioning system. This could have been avoided with properly designed vents in the battery container and non-occupiable units.
2. *Prevent propagation and achieve containment:* Another advantage of outdoor / modular projects is that the site design can cluster the MW in subsections further apart, which allows problems to be isolated and prevents spreading to other modules as in a building. The setbacks incorporated into the Sierra Estrella system will prevent the possibility of any pack-to-pack propagation. For additional precaution, a firewall will be included to separate the high voltage transformer block from the PCS and BESS modules.
3. *Localized thermal monitoring and control:* All of the battery technologies considered for the Sierra Estrella installation include modular, redundant alarm systems built into the systems to constantly monitor real-time voltage, temperature, and current of cell groups. Under normal circumstances, closed-loop thermal management systems circulate coolant through the batteries and power components to maintain thermal control. This system monitors the heat generation and automatically provides active and heating to the internal components of the BESS and reduces the risk of a thermal runaway event from overheating. Thermal sensors are placed at the cell level and given setpoints via the battery management system. Once surpassed, alarms are triggered and relayed to the manufacturer and the utility communication interface. This allows 24/7 monitoring of the system.
4. *On-site water-based suppression:* Water-based suppression has been shown to be the best solution to remove heat and prevent the build-up of explosive gases during an emergency event. To work in tandem with any internal

fire suppression mechanisms in the battery packs themselves, the site design of the Sierra Estrella Facility includes a minimum twenty-foot (20') perimeter road with minimum inside/outside turning radii of thirty-five feet (35')/fifty-five feet (55') to accommodate emergency response vehicles. There will be an eight inch (8") looped fire line constructed and connected to the municipal water supply, supplying fire hydrants that will be installed onsite one hundred and fifty feet (150') apart, resulting in seven (7) total fire hydrants on the property. These hydrants will be installed in accordance with NFPA 24. Portable fire extinguishers will also be dispersed around the BESS modules and PCS containers in accordance with NFPA 855, and within the Project Substation switchyard control enclosure. The cost of the above civil work, equipment, and installation of the above fire suppression system has been included in the budget for the project.

5. *Critical alarms and monitoring:* The developer and BESS manufacturer will work together to implement and monitor critical alarm systems for the proposed energy storage facility. Sensors will be strategically placed, with the signal brought into the battery manufacturer, system owner, and electric utility's network operations centers (NOC) for 24/7 monitoring. The critical alarms list will include, but would not be limited to: low voltage, high voltage, ground fault, low current, high current, fire detection, breaker operation, activation of fire suppression, and loss of communications. Loss of communication systems will be a mechanism by which a heartbeat and pulse between systems is recorded so that the monitor is notified if the primary communication pathway has been lost. The BESS manufacturer will be required to have a 24/7 NOC that provides independent 24/7 monitoring of the system and is available for discussion at any point with the utility NOC. The manufacturer will be responsible for monitoring all secondary alarms (any alarm that is not a critical alarm), with email and page alerts sent to the utility BESS maintenance personnel on all secondary alerts. A proprietary fire alarm system will be designed for the project with local structure fire alarms, automatic fire detectors, and fire signaling panels in accordance with NFPA 72. Stakeholders will work together to ensure redundant communication pathways for the critical alarm monitoring and controls.
6. *Emergency Response Plan:* The developer will also require the BESS manufacturer to provide an Emergency Response Plan ("ERP") detailing appropriate responses under varying conditions. These documents will provide instructions for the environmental conditions with which to keep the batteries to prevent the ignition of a fire, as well as instructions for first responders on how to avoid explosive conditions caused by venting gas and suppress a battery-ignited flame. These types of plans will form an essential piece of the training that will be provided to emergency response personnel.
7. *Personnel training:* An emergency operations plan will be drafted in conjunction with the City of Avondale Fire Department, based on comprehensive industry knowledge of the hazards associated with the operation of lithium-ion batteries. All potential first responders will be trained on the battery system, battery safety, and the project-specific ERP. This includes substation techs, troublemen, utility BESS maintenance personnel, and the local fire department(s). The developer will work with the City's fire department and the BESS manufacturer to arrange a series of on-site training and familiarize all parties with the ERP for the Sierra Estrella Facility. The facility design will also incorporate a status panel with real time system information located outside the minimum approach distance as set by the local fire authorities. The developer will continue to solicit further feedback from the local responders on additional improvements that could protect the ultimate health and safety of first responders.

CONDITIONAL USE PERMIT REQUIRED FINDINGS

Pursuant to the Avondale Zoning Ordinance Section 1.108.B, a Conditional Use Permit may only be approved if all the following findings are met:

- A. That the proposed use is (i) consistent with the land use designation set forth in the General Plan, (ii) will further the City's general guidelines and objectives for development of the area, as set forth in the General Plan, and (iii) will be consistent with the desired character for the surrounding area.

The current Avondale General Plan land use designation for the property is Medium Density Residential. Medium Density Residential “provides for a suburban lifestyle with planned detached single-family residential communities with larger setbacks and neighborhood facilities.” Permitted uses in Medium Density Residential category include public facilities. Although the proposed energy storage facility will be privately-owned, it is intended to serve the adjacent publicly-owned substation and expand the electrical grid – as a result, it is analogous to a public utility. In addition, the General Plan states that, with additional City growth, “there will be a need for new public facilities and such City-owned facilities may be located in any land use category. Public facilities include parks, schools, electric substations, wells, City-owned and operated water and wastewater treatment plants, police and fire stations, equipment and vehicle maintenance yards and refueling facilities, administrative buildings, landfills, transfer stations, and other public uses. Consideration will be given to the surrounding land uses prior to locating any of these uses within the City.” So long as the battery storage facility is developed in a manner compatible with the surrounding land uses, it fulfills the intentions, general guidelines, and objectives for development of the area, as prescribed by the General Plan.

The proposed use is also supported by the following General Plan goals:

- *Land Use Goal 3(D): Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.*

The energy storage facility will serve as a transition between the Rudd Substation and the planned residential or potential employment uses proposed for the property immediately to the north and east, providing a lower intensity use than the existing substation. To ensure compatibility with proposed uses to the north, south and east, landscape buffers will be provided with the development of the site in accordance with Avondale Zoning Ordinance Section 1204, Landscape Design Standards.

- *Land Use Goal 4: Ensure all land use decisions meet the long-term social and economic goals of the community.*

The proposed battery energy storage facility would constitute a significant capital investment in the City of Avondale. Construction, operation, and maintenance of the facility would create local jobs, while enhancing the resiliency and reliability of electrical transmission network would support residential, commercial, and employment growth.

- *Land Use Goal 5: Promote land uses that are respectful of the natural environment and which conserve valuable natural resources such as open space, clean air, water, and energy.*

The approval of a CUP for a battery energy storage facility would allow development of a local zero emissions energy resource that would reduce the need for higher emissions electricity generation plants.

- *Energy Goal 1: Integrate energy efficiency measures and renewable energy sources into all aspects of Avondale planning.*

Approval of a battery energy storage facility would provide enhanced grid reliability and allow the integration of readily available renewable energy onto the local electrical system.

- *Energy Goal 5: Integrate electric power line corridors, electric substations, and other energy infrastructure into future development.*

Allowing a battery energy storage facility to function in conjunction with the Rudd Substation will support local energy resource needs for both existing and future development in Avondale. Location adjacent to the Rudd Substation is ideal and allows direct connectivity and transfer of power.

- B. That the use will be (i) compatible with other adjacent and nearby land uses and (ii) will not be detrimental to (1) persons residing or working in the area, (2) adjacent property, (3) the neighborhood, or (4) the public welfare in general.

The proposed Sierra Estrella Energy Storage Facility is surrounded on three sides by currently entitled residential development. The property north and east of the site has a General Plan land use designation of Medium Density Residential and is currently functioning as a dairy and agricultural farm. The area is planned for future development as part of the proposed and currently pending Hermosa Ranch master planned community and the existing Diamond P Ranch PAD. It is also understood that this adjacent property, or portion of, may be considered for future development of a data center, employment, and/or advanced manufacturing and fabrication use. The property to the south of the site has a General Plan land use designation of Medium Density Residential and Medium/High Density Residential. This area is currently undeveloped but is included within the Alamar master planned residential community and is planned for future residential.

Immediately to the west of the site is the Rudd Substation which has a General Plan land use designation of Public/Civic. The proposed Sierra Estrella Facility is intended to support and function as an extension of the existing neighboring electrical substation. The proposed facility will fit in with the context of the area and provide a transitional, less intense land use between the substation and proposed adjacent uses. The addition of a battery storage facility will help accommodate the nearby residential, commercial, and employment growth by expanding the electrical capacity and supporting renewable energy sources without detriment to persons living or working in the area.

The proposed battery energy storage use will not generate any noise, smoke, odor, dust, or vibration that could cause a nuisance to adjacent properties. Most importantly, all battery packs are self-enclosed, non-occupiable units in an open-air facility rather than grouped together in an enclosed structure. Open air facilities follow the latest design and safety standards and are considerably safer than their enclosed structure counterparts. The Sierra Estrella Facility will be constructed in accordance with the NFPA (National Fire Protection Agency) 855 Standard for the Installation of Stationary Energy Storage Systems. If a battery pack is compromised, flammable gasses will outgas and disperse instead of building up inside a housing container or building and prevent explosive conditions from occurring. The developer and battery manufacturer will work with local fire authorities to draft an emergency response plan and conduct appropriate hazard mitigation and failure mode and effects analyses of the system prior to the commercial operation date. The facility has been specifically designed up to the highest international safety standards and codes and will incorporate sufficient onsite vehicular emergency routes.

- C. That the site is adequate in size and shape to accommodate the proposed use, allow safe on-site circulation, and meet all required development standards, including, but not limited to, setbacks, parking, screening, and landscaping.

The site is of adequate size and shape to accommodate a battery energy storage facility, including all system components and safe internal circulation. The Diamond P Ranch PAD is silent on development standards specific to utility uses (specifically battery energy storage facilities); however, any buildings/structures constructed on-site will be a minimum of forty feet (40') from a perimeter property line. The proposed facility will meet all design requirements listed in Avondale Zoning Ordinance Section 1207 (Walls and Fences) and Section 1204 (Landscape Design Standards), as well as the intent of the Avondale Commercial and Industrial Design Manual. Since the facility will not have any full-time, on-site employees, parking requirements do not apply.

- D. That the site has appropriate access to public streets with adequate capacity to carry the type and quantity of traffic generated by the proposed use.

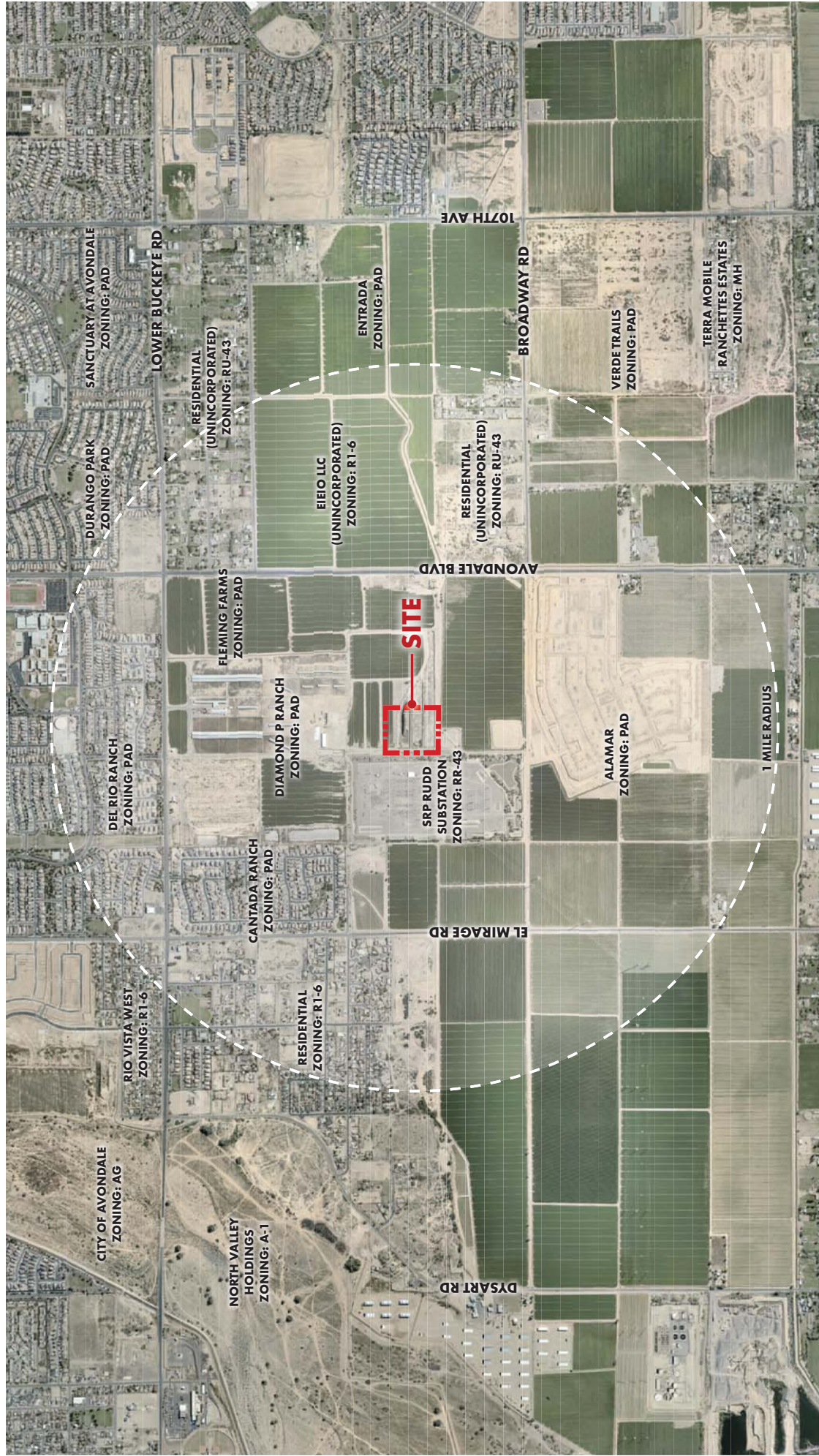
Primary access to the site will be from Avondale Boulevard, a minor arterial roadway, located less than half a mile east of the property. Because the facility will be an unmanned, remotely controlled system that will not have any full-time employees on-site, there will not be an increase in traffic generated by the proposed use.

- E. That adequate conditions have been incorporated into the project to ensure that any potential adverse effects will be mitigated.

As addressed above, proposed site design includes landscape buffers, perimeter walls/fencing, and motion sensing security lighting to mitigate any potential aesthetic or safety concerns of adjacent properties. The ten-foot (10') high masonry wall has been designed to be visually attractive and screen the battery packs and all other system components, other than those in the switchyard in the northwest corner of the site which are required for the transfer of power to the Rudd Substation. The design of the facility includes all specific monitoring and operational equipment required to comply with local, state, and federal permitting rules for private battery storage utility facilities.

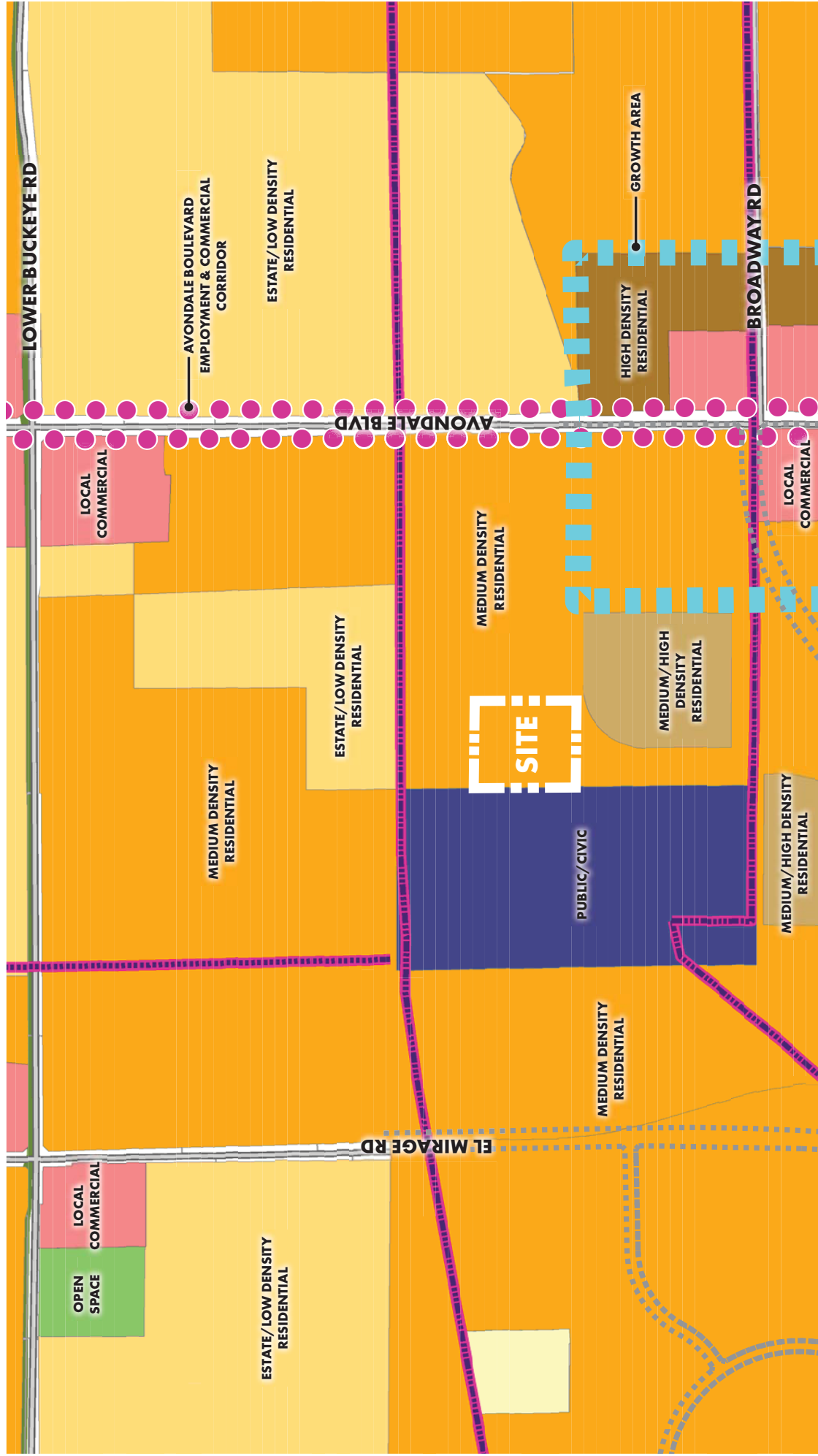
CONCLUSION

As was determined by the approval of the 2018 Diamond P Ranch PAD Amendment, an electrical energy storage and battery energy storage use adjacent to public utility substations are to be treated as public utility uses (including privately owned facilities providing services to public utilities within the Diamond P Ranch PAD). The Sierra Estrella Energy Storage Facility will serve as a transitional land use adjacent to the existing Rudd Substation and provide adequate screened buffers conducive to future neighboring uses to the north, east and south. Approval of a Conditional Use Permit for this battery storage facility will provide enhanced grid reliability, allow the integration of readily available renewable energy onto the local electrical system, and support local energy resource needs for both existing and future development in Avondale.



SIERRA ESTRELLA ENERGY STORAGE | EXHIBIT 1: VICINITY MAP





PROJECT TEAM

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Tel: 602.254.9600

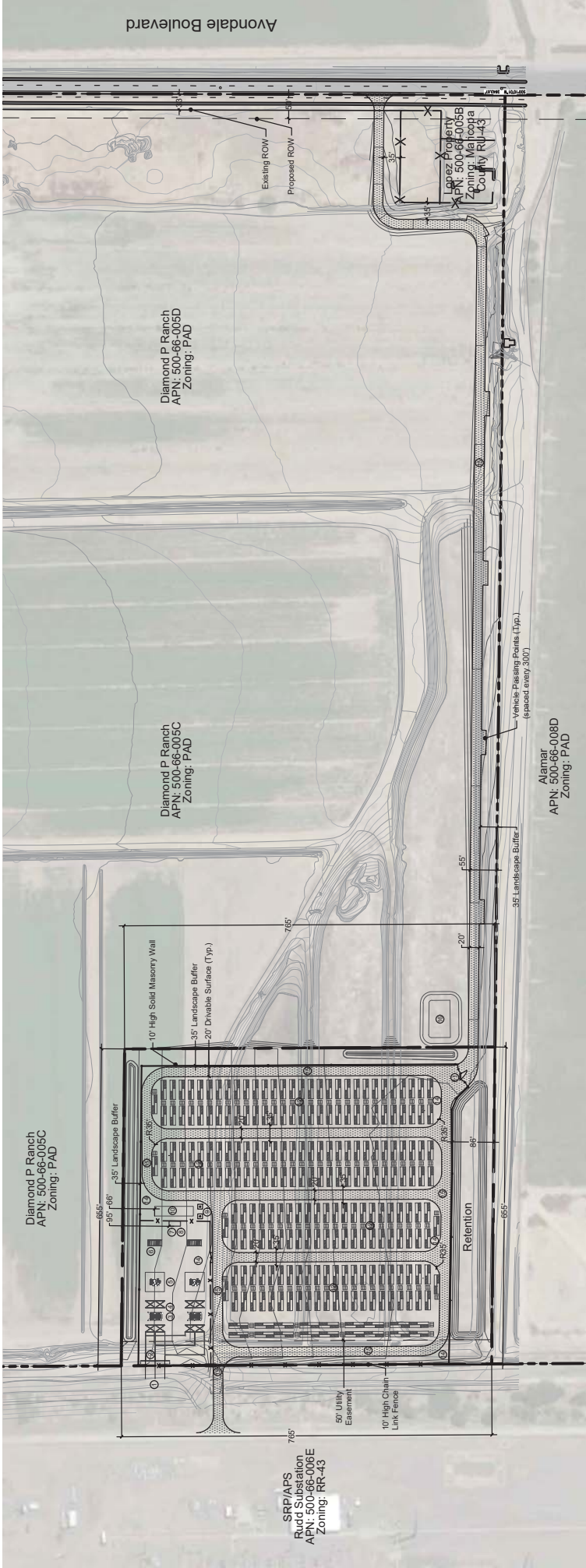
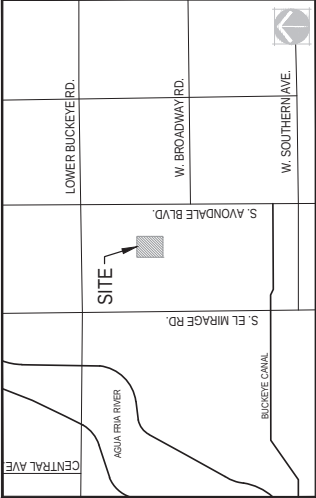
PROJECT INFORMATION

APN: SMC of 500-66-005C
ZONING: Planned Area Development
SUBDIVISION: 11-0000000-00000000
LANDSCAPE LAND USE BUFFER ADJACENT TO SINGLE FAMILY RESIDENTIAL LAND USE: 35' Minimum
PARKING REQUIRED: N/A (No Fulltime On-site Employees)

KEY NOTES

- ① 230kV Transmission Line to Utility Switchyard (+/- 70' height)
- ② Substation Dead End Tower (+/- 70' height)
- ③ 230kV Disconnect Switch (+/- 22' height)
- ④ 230 kV Circuit Breaker (+/- 22' height)
- ⑤ BES Facility Step-up Transformer (+/- 24' height)
- ⑥ 34.5 kV Cable Riser Structure (+/- 24' height)
- ⑦ 34.5 kV Switchgear and Control Enclosure (+/- 8-15' height)
- ⑧ Station Service Transformer(s) (+/- 15' height)
- ⑨ Electrical Manhole(s)
- ⑩ Maintenance Enclosure
- ⑪ 20' Double Swing Gate
- ⑫ Typical Battery Pack
- ⑬ Single Slide Emergency Access Gate
- ⑭ Decomposed Granite (Min. 1" Screened)
- ⑮ Paved Access Drive
- ⑯ Temporary Drainage Basin

VICINITY MAP



SIERRA ESTRELLA ENERGY STORAGE | EXHIBIT 3: CONCEPTUAL SITE PLAN



SOUTH PROPERTY LINE - LOOKING NORTH

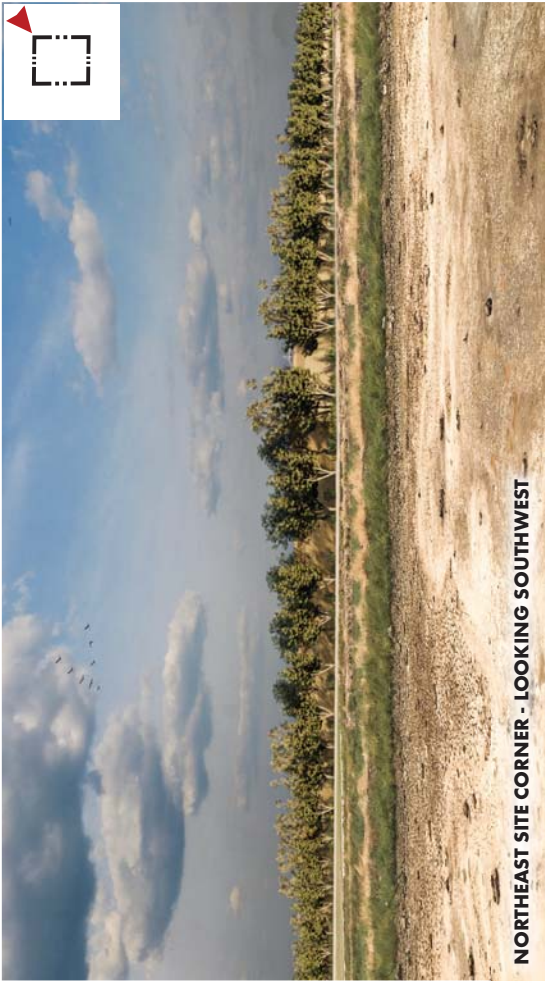


NORTH PROPERTY LINE - LOOKING SOUTH



EAST PROPERTY LINE - LOOKING WEST

RENDERINGS PROVIDED BY WOLFGANG ART VISUALS



RENDERINGS PROVIDED BY WOLFGANG ART VISUALS



INTERNAL FENCED SWITCHYARD - LOOKING NORTHEAST



INTERNAL SITE - LOOKING NORTH AT MAINTENANCE ENCLOSURE & SWITCHYARD



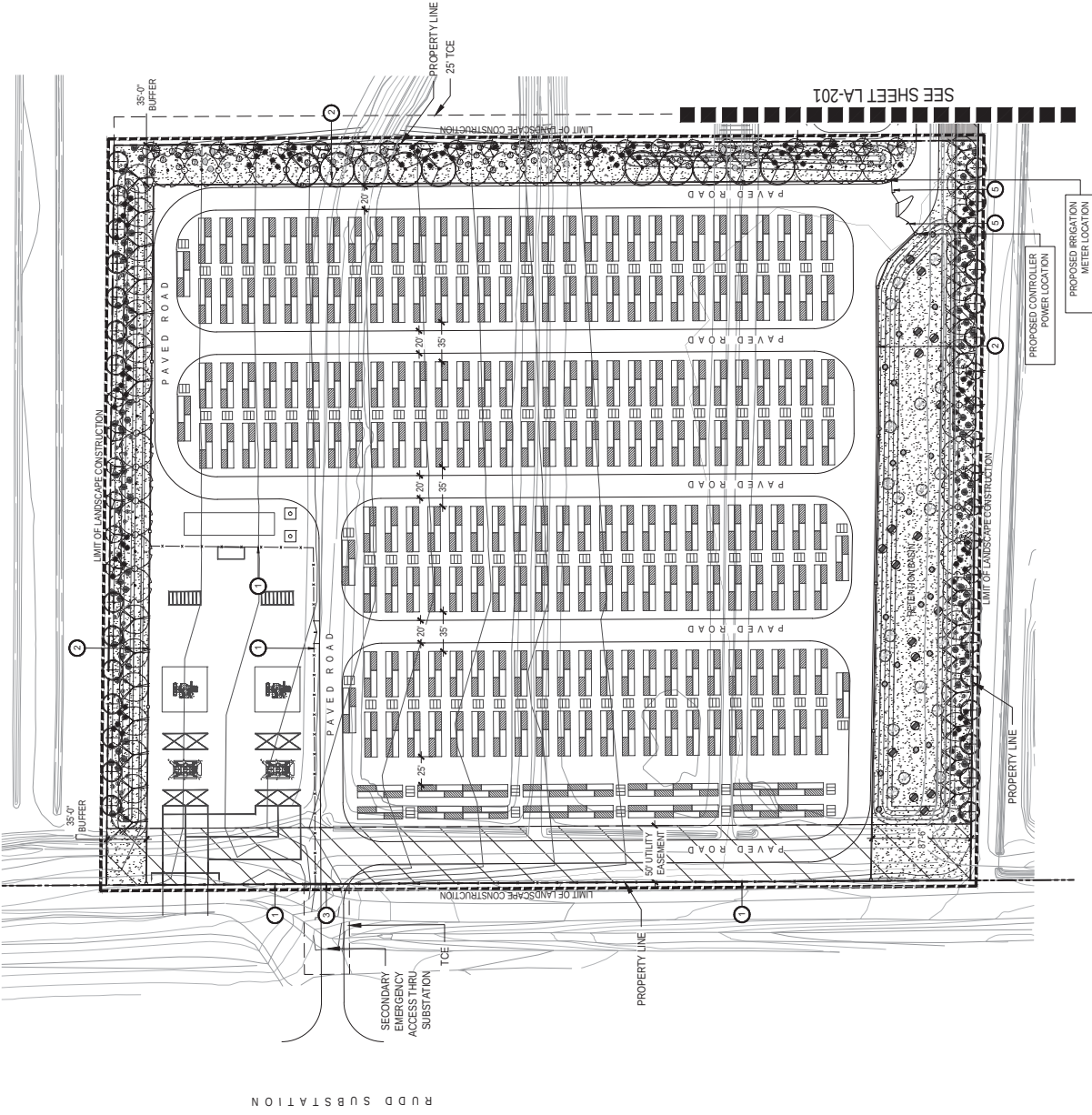
AERIAL VIEW - LOOKING NORTHWEST



AERIAL VIEW - LOOKING SOUTHWEST



RENDERINGS PROVIDED BY WOLFGANG ART VISUALS



- KEY NOTES**
- 10" CHAIN LINK FENCE - SEE DETAIL 3/LA-300
 - 10" CMU BLOCK WALL - SEE DETAIL 3/LA-300
 - SINGLE SLIDE GATE - SEE DETAIL 4/LA-300
 - VEHICLE PASSING POINT (SPACED EVERY 300')
 - VEHICULAR ENTRY GATE - SEE DETAIL 3/LA-300

PLANT SCHEDULE	BOTANICAL NAME (COMMON NAME)	SIZE	QTY
1	Acacia saligna Widgee	1/4" Caliper H 11.0' W 1.0'	12
2	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
3	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
4	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
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10	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
11	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
12	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
13	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
14	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
15	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
16	Quercus dumetorum Swamp HI Oak	1/4" Caliper H 11.5' W 1.5'	15
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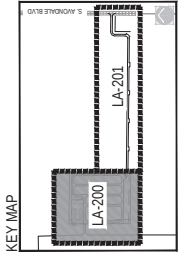
TOPDRESS SCHEDULE

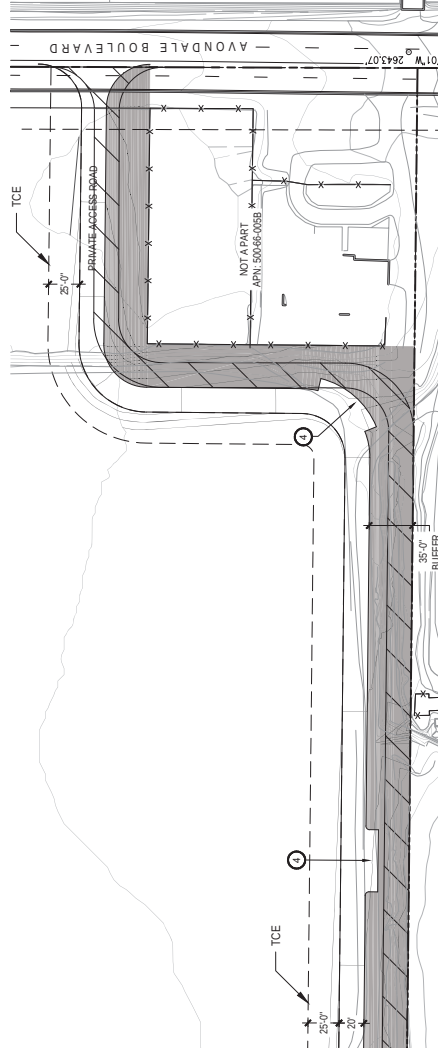
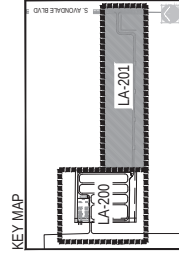
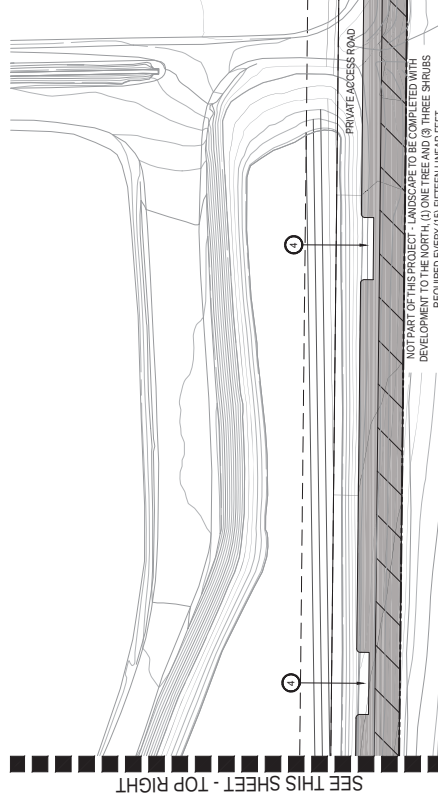
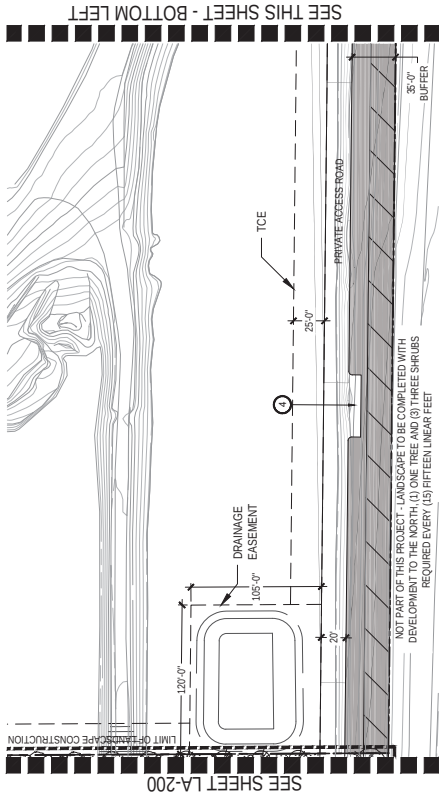
SIZE 1/4" SCREENED
SOURCE: ROCK PROS USA
ALL LANDSCAPE AREAS
QTY: 98,467 SF

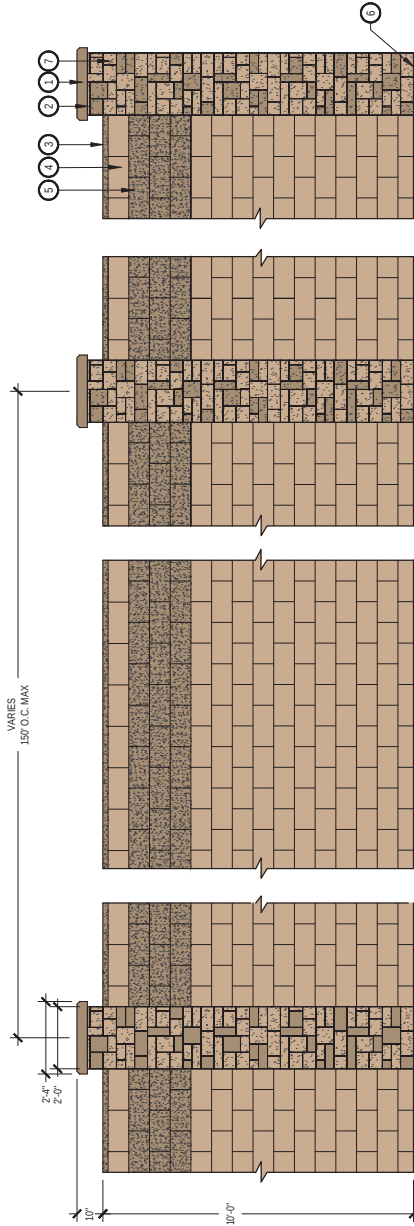
NOTES:

1. CONTRACTOR TO PROVIDE SAMPLES OF TOPDRESS MATERIALS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

2. QUANTITIES ARE APPROXIMATE AND FOR REFERENCE ONLY. AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO ORDERING AND INSTALLATION.







1 10' H CMU BLOCK WALL

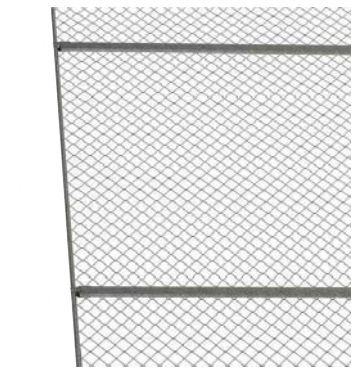
SCALE: 1/2" = 1'-0"

- 1 INTEGRALLY COLORED CONCRETE CAP - FINISH SMOOTH, COLOR: PUEBLO
- 2 INTERMEDIATE PIER
- 3 8"x8"x16" INTEGRALLY COLORED CMU BLOCK WALL CAP - FINISH SPLIT FACE COLOR: PUEBLO
- 4 8"x8"x16" INTEGRALLY COLORED CONCRETE MASONRY UNIT, FINISH SMOOTH, COLOR: LIGHT BROWN
- 5 8"x8"x16" INTEGRALLY COLORED CONCRETE MASONRY UNIT, FINISH SPLIT FACE COLOR: PUEBLO
- 6 FINISH GRADE
- 7 STONE VENEER AT INTERMEDIATE PIER

- 8 8' HIGH PASSPORT® COMMERCIAL ORNAMENTAL ROLL GATE
- 9 MODEL: INVINCIBLE STYLE
- 10 FINISH: POLYURETHANE ENAMEL
- 11 COLOR: BRONZE



- 1 10' H CHAIN LINK FENCE BY CHINA 388 MESH FENCING CO. OR APPROVED EQUAL



- 1 10' H VEHICULAR ENTRY GATE



- 1 10' H VEHICULAR ENTRY GATE



- 1 10' H VEHICULAR ENTRY GATE



- 1 10' H VEHICULAR ENTRY GATE



- 1 10' H VEHICULAR ENTRY GATE



- 1 10' H VEHICULAR ENTRY GATE



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- 1 10' H VEHICULAR ENTRY GATE



Exhibit F

Proposed Conceptual Site Plan

Sierra Estrella Energy Storage Facility

PROPERTY OWNER

CIVIL ENGINEER
Coe & Van Loo Consulting
4550 North 12th Street
Phoenix, Arizona 85016
Contact: Parker Froehlich
pfroehlich@cvlci.com
Tel: 602.285.4891

LAND PLANNER / LANDSCAPE
ARCHITECT

Phoenix, Arizona 85034
Contact: Jennifer Meyers / Mary Estes
jmeyers@norris-design.com
mestes@norris-design.com
Tel: 602.254.9600

APN: SWC of 500-66-005C
ZONING: Planned Area Development
SITE AREA: 11.5 Gross Acres
LANDSCAPE LAND USE BUFFER ADJACENT TO HIGHWAY: 100' BUFFER REQUIRED
PARKING REQUIRED: N/A (No Fulltime Occupancy)

1	230kV Transmission Line to Utility Switchyard (+/- 70' height)	9	Electrical Manhole(s)
2	Substation Dead End Tower (+/- 70' height)	10	Maintenance Enclosure
3	230kV Disconnect Switch (+/- 22' height)	11	20 Double Swing Gate
4	230kV Circuit Breaker (+/- 22' height)	12	Typical Battery Pack
5	BES Facility Step-Up Transformer (+/- 24' height)	13	Single Slide Emergency Access Gate
6	34.5 kV Cable Riser Structure (+/- 24' height)	14	Decomposed Granite (Min. 1" Screened)
7	34.5 kV Switchgear and Control Enclosure (+/- 8-15' height)	15	Paved Access Drive
8	Station Service Transformer(s) (+/- 15' height)	16	Temporary Drainage Basin

LOWER BUCKEYERD.

W. BROADWAY RD.

W. SOUTHERNAVE.

S. AVONDALE BLVD.

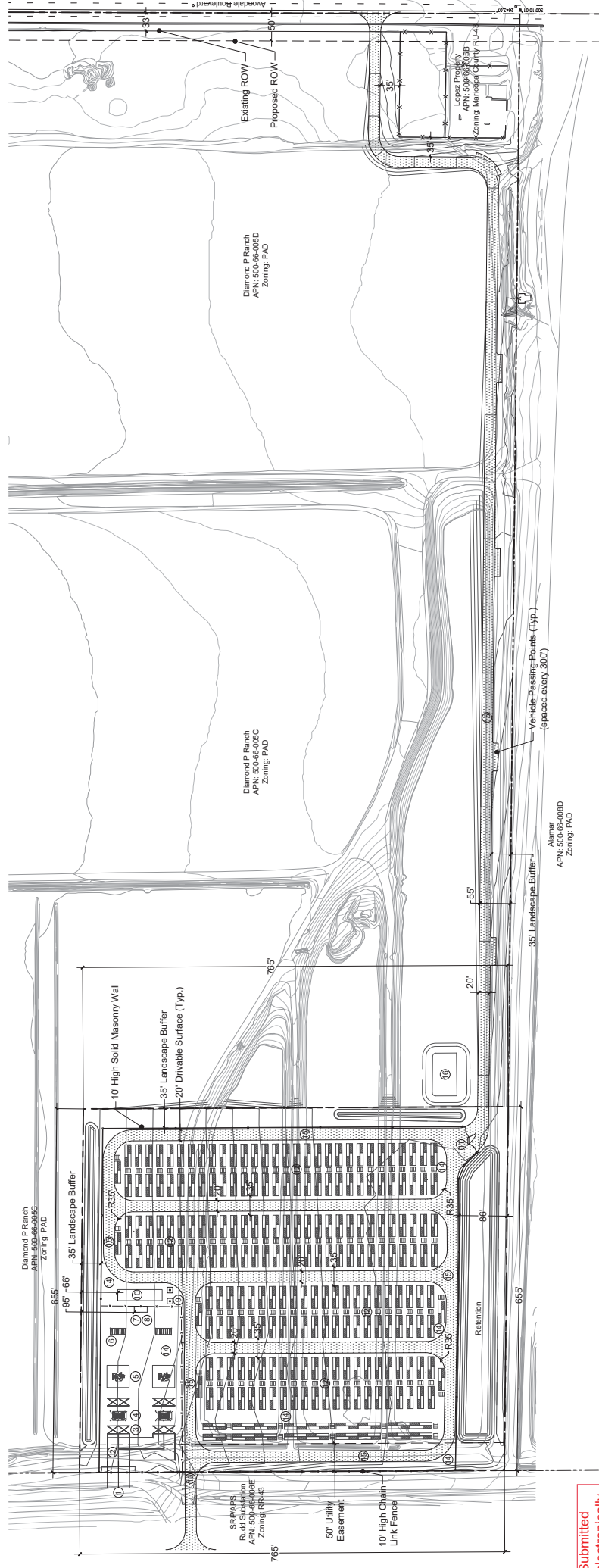
S. EL MIRAGE RD.

BUCKEYE CANAL

AGUA FRIA RIVER

CENTRAL AVE

SITE

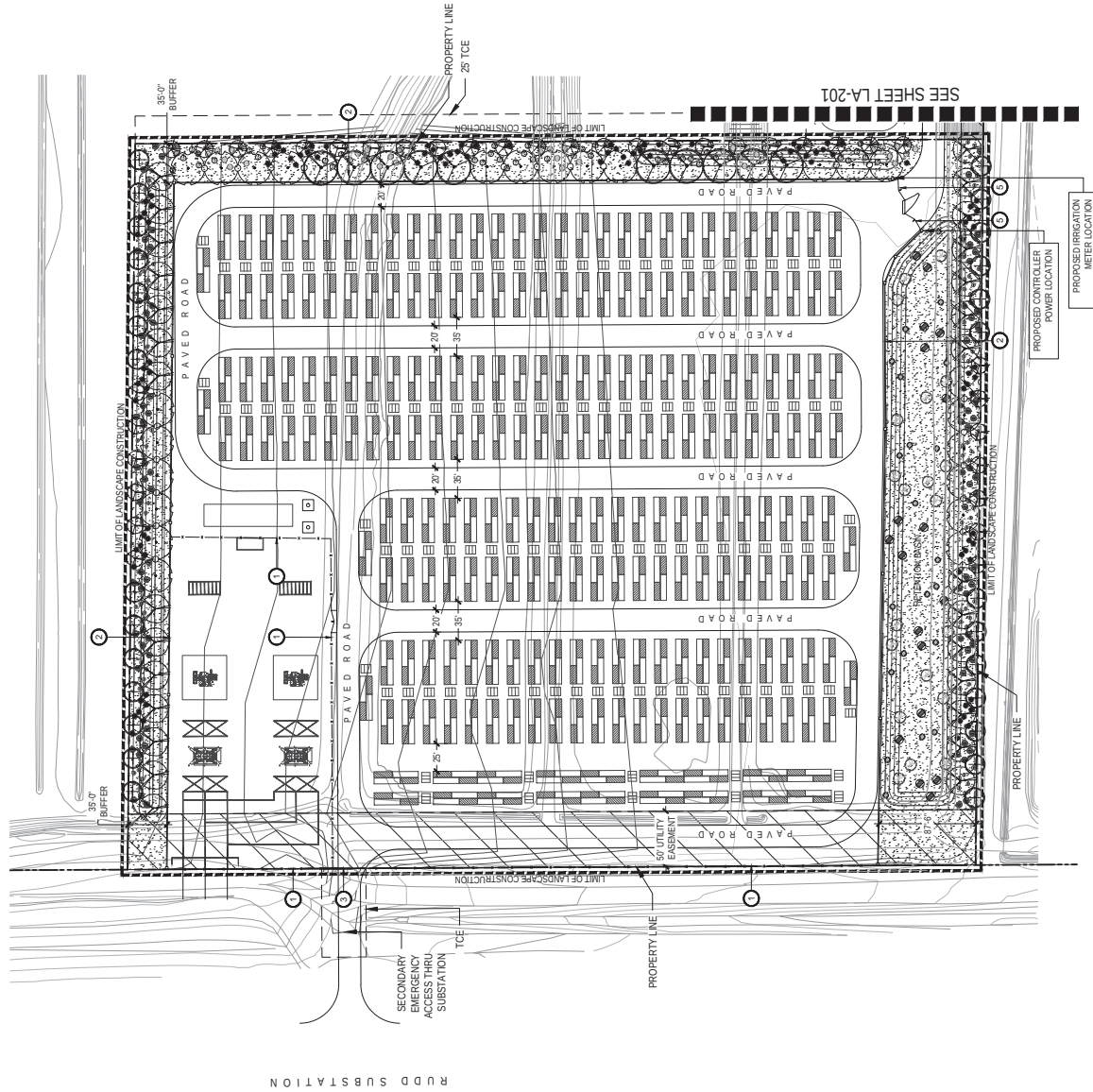


SIERRA ESTRELLA ENERGY STORAGE FACILITY | CONCEPTUAL SITE PLAN

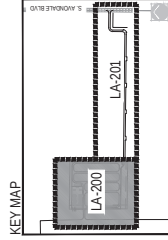
Exhibit G

Proposed Conceptual Landscape Plan

Sierra Estrella Energy Storage Facility



- KEY NOTES**
- ① 10' H CHAIN LINK FENCE - SEE DETAIL 21LA-300
 - ② 10' H CMU BLOCK WALL - SEE DETAIL 31LA-300
 - ③ SINGLE SLIDE GATE - SEE DETAIL 41LA-300
 - ④ VEHICLE PASSING POINT (SPACED EVERY 300')
 - ⑤ VEHICULAR ENTRY GATE - SEE DETAIL 31LA-300

[illegible]

TOPDRESS SCHEDULE

T-1	TYPE 1 - DECOMPOSED GRANITE
	SIZE: 3" SCREENED
	COLOR: CARMEL
	SOURCE: ROCK PROS USA
	ALL LANDSCAPE AREAS
	QTY: 98,467 SF

- NOTES:**
1. CONTRACTOR TO PROVIDE SAMPLES OF TOPDRESS MATERIALS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
 2. QUANTITIES ARE APPROXIMATE AND FOR REFERENCE ONLY, AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO ORDERING AND INSTALLATION.

SIERRA ESTRELLA ENERGY STORAGE FACILITY SW CORNER OF APN 500-66-005C AVONDALE, AZ	OWNER: PLUS POWER 1237 9TH AVENUE FRANCISCO, CA 94122 907.208.8591
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NOT FOR
CONSTRUCTION

DATE:
04/12/2021 SUBMITTA
05/27/2021 RE-SUB

SHEET TITLE:
LANDSCAPE
PLAN

A-200

KEY NOTES

- 17' H CHAIN LINK FENCE - SEE DETAIL 2/A-300
- 17' H CMU BLOCK WALL - SEE DETAIL 3/A-300
- SINGLE SLIDE GATE - SEE DETAIL 4/A-300
- VEHICLE PASSING POINT (SPACED EVERY 300')
- VEHICULAR ENTRY GATE - SEE DETAIL 3/A-300

SIERRA ESTRELLA ENERGY STORAGE FACILITY
SW CORNER OF APN 500-66-005C
AVONDALE, AZ

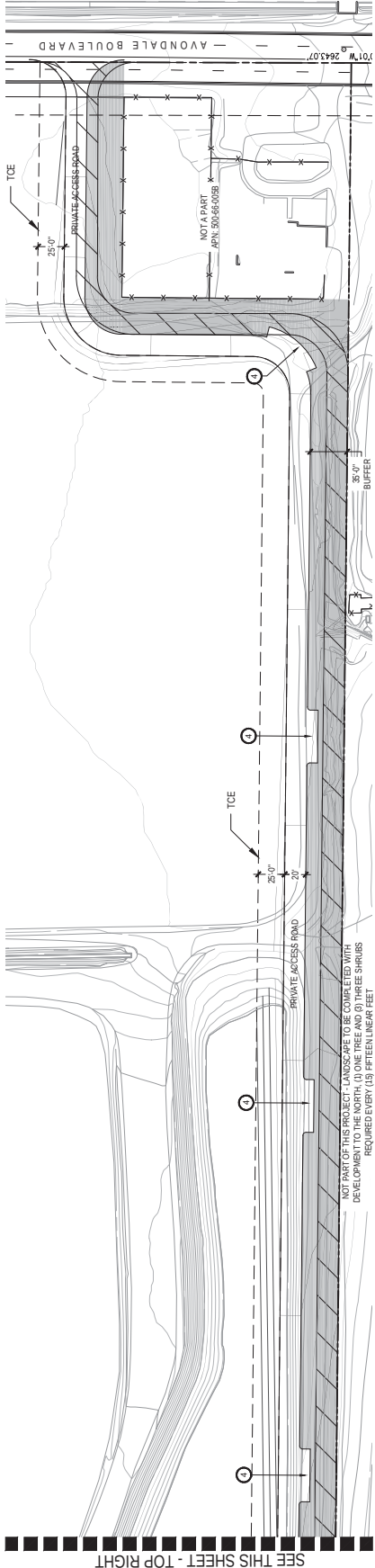
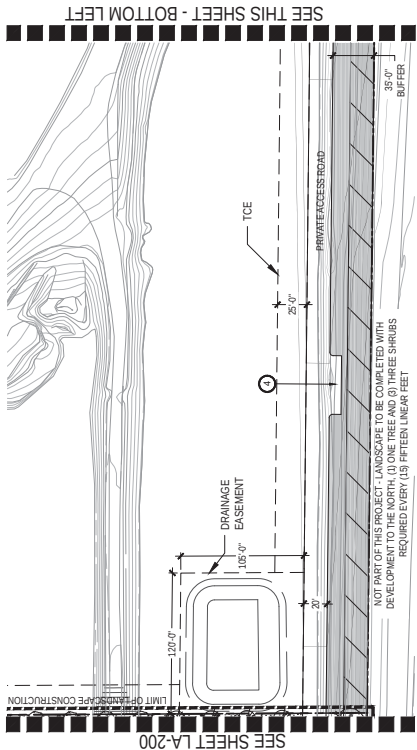
OWNER:
PLUS POWER
1237 9TH AVENUE
SAN FRANCISCO, CA 94122
907.208.8951

NOT FOR
CONSTRUCTION

DATE:
04/12/2021 SUBMITTAL
05/27/2021 RE-SUB

SHEET TITLE:
LANDSCAPE
PLAN

LA-201



CONCEPTUAL LANDSCAPE PLAN

DRIP IRRIGATION SCHEDULE FOR ESTABLISHED PLANTS

[illegible]

NOTE:

1. ALL PLANT IRRIGATION INFORMATION WAS TAKEN FROM WATERUSEWISELY.COM
2. NO TURF ON THIS PROJECT.

LANDSCAPE MAINTENANCE INTENT

THE PLANT PALETTE FOR SPHERA ESTRELLA WAS SELECTED FOR THE MAINTENANCE CHARACTERISTICS OF EACH SPECIES, THE SIZE, TEXTURE, SEASONAL COLOR, AND GROWTH HABIT OF EACH PLANT. THE MAINTENANCE PROGRAM WAS DESIGNED TO ENSURE THAT THE INTEGRITY OF THE SCENE MAINTAINED AND THAT THE CHARACTERISTICS OF THE PLANTS ARE PRESERVED. THE MAINTENANCE PROGRAM MUST BE IMPLEMENTED AS IT IS RECOMMENDED. IT IS RECOMMENDED THAT WHEN PRUNING OR TRIMMING INDIVIDUAL PLANTS, TO DO SO ONCE A YEAR AND AT THE SAME TIME ANNUALLY. PLANTS MUST BE PRUNED OR TRIMMED TO MAINTAIN THEIR NATURAL FORM AND SHAPE WHICH WILL ENSURE A SUFFICIENT FLOWERING DURING EACH SPECIES' FLOWERING SEASON, WHILE PROVIDING ENOUGH THE NATURAL PRUNING PLANT WILL BE ABLE TO REGENERATE AND FLOURISH BY IMPLEMENTING THIS LANDSCAPE MAINTENANCE PROGRAM. ANNUAL MAINTENANCE COSTS ON ALL SHRUBS AND GROUNDCOVERS SHOULD BE REDUCED WHILE BALANCING THE MAINTENANCE REQUIREMENTS FOR EACH PLANT. PLEASE REFER TO THE PLANT SCHEDULE FOR THE MAINTENANCE REQUIREMENTS OF EACH INDIVIDUAL PLANT.

TRAIN SCHEDULE	VEHICLE	FORMAL NAME	COMPANY NAME	SIZE
21		2-6-2 Steam Locomotive	Union Pacific	21
22		2-8-2 Steam Locomotive	Union Pacific	22
23		2-10-2 Steam Locomotive	Union Pacific	23
24		2-8-0 Steam Locomotive	Union Pacific	24
25		2-10-0 Steam Locomotive	Union Pacific	25
26		2-8-2 Steam Locomotive	Union Pacific	26
27		2-10-2 Steam Locomotive	Union Pacific	27
28		2-8-2 Steam Locomotive	Union Pacific	28
29		2-10-2 Steam Locomotive	Union Pacific	29
30		2-8-2 Steam Locomotive	Union Pacific	30
31		2-10-2 Steam Locomotive	Union Pacific	31
32		2-8-2 Steam Locomotive	Union Pacific	32
33		2-10-2 Steam Locomotive	Union Pacific	33
34		2-8-2 Steam Locomotive	Union Pacific	34
35		2-10-2 Steam Locomotive	Union Pacific	35
36		2-8-2 Steam Locomotive	Union Pacific	36
37		2-10-2 Steam Locomotive	Union Pacific	37
38		2-8-2 Steam Locomotive	Union Pacific	38
39		2-10-2 Steam Locomotive	Union Pacific	39
40		2-8-2 Steam Locomotive	Union Pacific	40
41		2-10-2 Steam Locomotive	Union Pacific	41
42		2-8-2 Steam Locomotive	Union Pacific	42
43		2-10-2 Steam Locomotive	Union Pacific	43
44		2-8-2 Steam Locomotive	Union Pacific	44
45		2-10-2 Steam Locomotive	Union Pacific	45
46		2-8-2 Steam Locomotive	Union Pacific	46
47		2-10-2 Steam Locomotive	Union Pacific	47
48		2-8-2 Steam Locomotive	Union Pacific	48
49		2-10-2 Steam Locomotive	Union Pacific	49
50		2-8-2 Steam Locomotive	Union Pacific	50
51		2-10-2 Steam Locomotive	Union Pacific	51
52		2-8-2 Steam Locomotive	Union Pacific	52
53		2-10-2 Steam Locomotive	Union Pacific	53
54		2-8-2 Steam Locomotive	Union Pacific	54
55		2-10-2 Steam Locomotive	Union Pacific	55
56		2-8-2 Steam Locomotive	Union Pacific	56
57		2-10-2 Steam Locomotive	Union Pacific	57
58		2-8-2 Steam Locomotive	Union Pacific	58
59		2-10-2 Steam Locomotive	Union Pacific	59
60		2-8-2 Steam Locomotive	Union Pacific	60
61		2-10-2 Steam Locomotive	Union Pacific	61
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63		2-10-2 Steam Locomotive	Union Pacific	63
64		2-8-2 Steam Locomotive	Union Pacific	64
65		2-10-2 Steam Locomotive	Union Pacific	65
66		2-8-2 Steam Locomotive	Union Pacific	66
67		2-10-2 Steam Locomotive	Union Pacific	67
68		2-8-2 Steam Locomotive	Union Pacific	68
69		2-10-2 Steam Locomotive	Union Pacific	69
70		2-8-2 Steam Locomotive	Union Pacific	70
71		2-10-2 Steam Locomotive	Union Pacific	71
72		2-8-2 Steam Locomotive	Union Pacific	72
73		2-10-2 Steam Locomotive	Union Pacific	73
74		2-8-2 Steam Locomotive	Union Pacific	74
75		2-10-2 Steam Locomotive	Union Pacific	75
76		2-8-2 Steam Locomotive	Union Pacific	76
77		2-10-2 Steam Locomotive	Union Pacific	77
78		2-8-2 Steam Locomotive	Union Pacific	78
79		2-10-2 Steam Locomotive	Union Pacific	79
80		2-8-2 Steam Locomotive	Union Pacific	80
81		2-10-2 Steam Locomotive	Union Pacific	81
82		2-8-2 Steam Locomotive	Union Pacific	82
83		2-10-2 Steam Locomotive	Union Pacific	83
84		2-8-2 Steam Locomotive	Union Pacific	84
85		2-10-2 Steam Locomotive	Union Pacific	85
86		2-8-2 Steam Locomotive	Union Pacific	86
87		2-10-2 Steam Locomotive	Union Pacific	87
88		2-8-2 Steam Locomotive	Union Pacific	88
89		2-10-2 Steam Locomotive	Union Pacific	89
90		2-8-2 Steam Locomotive	Union Pacific	90
91		2-10-2 Steam Locomotive	Union Pacific	91
92		2-8-2 Steam Locomotive	Union Pacific	92
93		2-10-2 Steam Locomotive	Union Pacific	93
94		2-8-2 Steam Locomotive	Union Pacific	94
95		2-10-2 Steam Locomotive	Union Pacific	95
96		2-8-2 Steam Locomotive	Union Pacific	96
97		2-10-2 Steam Locomotive	Union Pacific	97
98		2-8-2 Steam Locomotive	Union Pacific	98
99		2-10-2 Steam Locomotive	Union Pacific	99
100		2-8-2 Steam Locomotive	Union Pacific	100

QUANTITIES AND SIZE ARE APPROXIMATE AND DIFFERING ONLY. ALL MATERIALS OFFERED BY CONTRACTOR MUST BE ORDERING AND DELIVERED TO THE PROJECT SITE.

NOTES

MONTHLY MAINTENANCE SCHEDULE

JANUARY	
..	
FEBRUARY	
..	PRIME INSPIRER, JACK, OUTHOUSE, BURGESS ROW, BLUE BELLS, GREENS HILL, TEXAS RANGER AND CORAL COUAMAN FANCY ESSAYS, SHIP REPAIRS, LIP DISBURNT.
MARCH	
..	PRIME ANTANA TO 8' DIAMETER EARLY MARCH.
APRIL	
..	
MAY	
..	
JUNE	
..	
JULY	
..	
AUGUST	
..	
SEPTEMBER	
..	
OCTOBER	
..	
NOVEMBER	
..	
DECEMBER	

NOTES:
TRIM ALL TREES ONCE DURING THE SPRING MONTHS TO THIN CANOPY AND SHAPE. SOME SPECIES MAY REQUIRE ADDITIONAL PRUNING DURING SUMMER AND FALL MONTHS IF OVERGROWN. MAINTAIN ACCENT PLANTS ON AN INDIVIDUAL BASIS, AS REQUIRED. RAKE AND RE-DISPERSE DECOMPOSED GRANITE AREAS AT LEAST ONCE A MONTH. DO NOT SHEAR OR REMOVE HEALTHY LEAVES OF ACCENT PLANTS.

Exhibit H

Site Renderings and Perspectives

Sierra Estrella Energy Storage Facility

Submitted electronically June 9, 2021



SOUTH PROPERTY LINE - LOOKING NORTH



NORTH PROPERTY LINE - LOOKING SOUTH

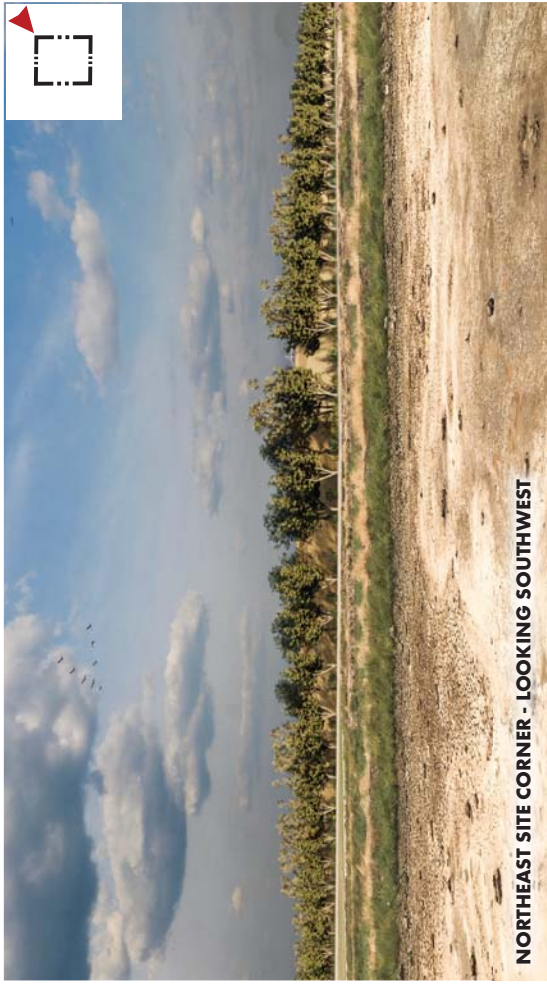


EAST PROPERTY LINE - LOOKING WEST

RENDERINGS PROVIDED BY WOLFGANG ART VISUALS



PRIMARY GATED ENTRANCE - BIRD'S EYE VIEW LOOKING NORTHWEST



NORTHEAST SITE CORNER - LOOKING SOUTHWEST



SOUTHWEST SITE CORNER - LOOKING NORTHEAST



NORTHWEST SITE CORNER - LOOKING SOUTHEAST

RENDERINGS PROVIDED BY WOLFGANG ART VISUALS



INTERNAL FENCED SWITCHYARD - LOOKING NORTHEAST



INTERNAL SITE - LOOKING NORTH AT MAINTENANCE ENCLOSURE & SWITCHYARD



AERIAL VIEW - LOOKING NORTHWEST



AERIAL VIEW - LOOKING SOUTHWEST



RENDERINGS PROVIDED BY WOLFGANG ART VISUALS

Exhibit I

Neighborhood Meeting Summary

July 13, 2021

Sierra Estrella Energy Storage

Summary of Neighborhood Meeting

July 13, 2021

PL-21-0116



July 13, 2021, Neighborhood Meeting

Plus Power CUP

PL-21-0116

The neighborhood meeting for Sierra Estrella Energy Storage was held virtually via the Zoom web application at 6:00 p.m. on July 13, 2021. The Development Team was present at 5:45 p.m. and the first attendees arrived at 6:00 p.m. A list of attendees is attached as Appendix A.

Members of the development team present included:

Molly Emerson, Market Lead- Development – Plus Power
Carolyn Oberholtzer, Attorney – BFSO Law
Jenn Meyers, Senior Associate – Norris Design
Mandy Woods, Planner – Norris Design
Chris Quaranta, Senior Project Development Engineer – Plus Power
Polly Shaw, Head of Policy & Communications – Plus Power
Brian Wang-Saldana – Wolfgang Art Visuals

Members of Avondale Staff and City Council included:

Councilwoman Patricia Dennis – City Council
Brian Craig – Planning Manager
Ken Galicia – Avondale Division Lead Planner

The virtual Zoom meeting opened to the public at 6:00pm with the members of the development team in attendance.

6:00 PM: Ms. Oberholtzer welcomed members of the public and explained the unique aspects of the online Zoom meeting setting such as how to ask questions in the chat or ask in person after the presentation is over. She informed those in attendance she would give 5 more minutes for people to figure out how to log in case there were any difficulties.

6:05 PM: Ms. Oberholtzer began the presentation by pointing out the subject 11.5-acre property on an aerial map, showing it's location west of Avondale Boulevard and adjacent to the east of the Rudd Substation (the "Property") and pointing out that it falls within the limits of the Diamond P Ranch PAD. She explained that the future Hermosa Ranch development had been submitted to the City for review and that it would combine the Diamond P Ranch PAD and adjacent Fleming Farms PAD to create a 310-acre tech-park campus surrounding the Property to the north and east. She explained that the proposal is for an 11.5-acre site to facilitate development of alternative battery/energy storage facility ("Project") adjacent to the Rudd Substation and is set back from Avondale Boulevard via a private drive.

Ms. Emerson then introduced herself and the team from Plus Power. Chris Quaranta introduced himself as well as Polly Shaw. The team continued to list their background of creating electric energy storage projects. Ms. Emerson explained how battery storage of energy modernizes the current grid by adding an extra layer of resilience and how storage is a key lagging component of all sustainable energy production of the future. She explained how the Project would utilize lithium-ion battery technology and how it will consist of unmanned battery stations that will be charged with excess energy from the grid and then is discharged during peak hours to provide balance. Ms. Emerson also highlighted how these types of battery storage projects produce no emissions, traffic, water use, or light pollution as most developments do.

Ms. Emerson explained how Plus Power creates stand-alone energy storage projects separate from the major utility providers. She noted that the proposed Project can handle 250 Mega Watts (MW) of electricity that can power 150,000 Phoenix residents even in the summer and pointed out renderings of the modular, outdoor, 8 ft. tall battery packs surrounded by 10 ft. tall masonry wall. She showed the site plan and how there will be a 35 ft. buffer for landscaping on all sides except for the western Rudd Substation side. Ms. Emerson noted on the site plan that there will be a 20 ft. wide paved road with a landscape buffer to the south and how there will be virtually zero traffic impacts after 6-months of construction as the station is remotely monitored and controlled apart from regular technician check-ups. She also pointed out a 2nd emergency access on the west side of the Property from the Rudd Substation right of way and showed renderings of the north, south, and east landscaping that will cover the 10 ft. outer wall. Ms. Emerson explained the current state of the Project and the proposed schedule, including the plan to go to Planning Commission and City Council later in the Fall. She pointed out that they would submit a detailed site plan during that process and that upon approval, site construction would start in 2022 and commercial operation would begin by 2023, possibly 2024, depending on utility energy demand. Ms. Emerson then opened the floor for comments.

Questions:

Avondale Planning Manager Brian Craig asked if the team could address why utility providers are not installing these themselves and why they've partnered with vendors like Plus Power.

Ms. Emerson explained how Plus Power works with all the utility companies and that the utilities have installed battery storage before. However, Plus Power has the benefit of long-term financing mechanisms to be able to pay costs over time versus paying upfront. Which results in a large benefit to municipal utility budgeting.

Councilwoman Dennis asked if power utility companies from outside Arizona could potentially purchase energy from this project.

Ms. Emerson said it depends on the contracting mechanism. That it is hypothetically possible to sell battery capacity outside the state but that is not the intention of this Project. She then explained that those companies would be better off buying power from locations closer to them.

Councilwoman Dennis asked how are the battery pack enclosures cooled?

Ms. Emerson explained there is a liquid cooling mechanism that acts as an internal thermal management system within each separate battery pack. She noted that there is also an HVAC system attached to each individual unit venting out air as well.

Councilwoman Dennis asked how many units the Project will have online at first and then at full buildout.

Ms. Emerson responded that the maximum amount of battery capacity is 400-500 units or 250 MW. She said that the phasing will be determined/dependent on the utility providers and that Plus Power is flexible to match the utility providers' schedule. She noted that typically utilities look for 100 MW at a time.

Councilwoman Dennis asked how the Project will be tied into the transmission lines?

Ms. Emerson responded that the Project substation has risers that jump the gap from Plus Power site to the SRP Rudd Substation about 400 ft. to the west.

Councilwoman Dennis asked if the bus (used to connect high voltage equipment) would manage the projected capacity for substation?

Ms. Emerson replied that, yes, they will be able to manage it and they are in the interconnection queue with the utilities where they study how much capacity they can take without a major upgrade. She said that they have the capacity to facilitate up to 250 MW and don't need to expand. She also explained that Plus Power will pay for the bus that they drop into and any facility upgrades to bring it up to city code.

Councilwoman Dennis asked what is the decibel level without mitigation?

Ms. Emerson showed a decibel rating slide, demonstrating buzzing from air conditioning not from electricity voltage. She explained that with no mitigation it's around 75 dba from approximately 10 meters away, like a hair dryer or a vacuum cleaner inside a wall.

Councilwoman Dennis asked is that at full 250 MW capacity?

Ms. Emerson responded that it is a per unit measurement and that Plus Power would do a full sound mitigation study later down the line to determine what it will be at full capacity.

Councilwoman Dennis asked is the access road private?

Ms. Oberholtzer responded that, yes, it is a private easement north of the Lopez property. She pointed it out on the site plan and described the profile of the road at Avondale Boulevard containing a 20 ft. paved surface and 35 ft. of landscaping for a total of a 55 ft. private easement tract. She explained that the site design is meant to keep the Property oriented north south and close to Rudd Substation. She also noted that the land slopes downward to the south which provides some extra separation.

Avondale Division Lead Planner Ken Galicia asked if there were safety concerns from other projects?

Ms. Emerson said there has been a large amount of preventative design and planning going into this Project and noted that there was a battery fire in Surprise in 2019 at an APS facility. She explained that it was a thermal event with flammable gases and the fire dept responded

and a fire suppression system was on site, but they did not de-gas the fire. She continued to explain that the fire department was not prepared to handle gas building up inside a structure. Since then, the industry has now moved towards more of an outdoor model for this reason. She said that Plus Power will work closely with the fire department, so they know the system and the potential risks. They will provide information for training fire fighters to know what to expect in the event of an emergency. She noted that the systems are designed under the National Protection Agency Code Standard 855 in 2019 for standalone energy storage systems and how those standards cover design, construction, and operation. She further explained that all Plus Power systems are outdoor, fully enclosed, unmanned and how they are remotely controlled with people monitoring thermals and voltage from various sources. She explained how the battery racks have advanced ventilation systems to prevent gas buildup and thermal runaway. That the site is contained which would stop propagation. She also noted there will be on-site water suppression and they will have an emergency response plan drafted with the fire department that is specific to the Project.

Councilwoman Dennis asked if there was extra equipment that the fire department would need to handle such an event.

Ms. Emerson responded that no, water suppression is the preferred method to disperse heat from thermal runaway and that studies had showed that foam and chemical suppression have proven to not be ideal compared to water.

Mr. Quaranta added that being able to control and minimize propagation is key for safety. He explained that the battery itself isn't the risk, it is the built-up gases and the safest way to get rid of that is to release it and burn it off or vent it quickly. He said in a location like the Property it is ideal to let a fire burn and go out and not even need water suppression. He added that all battery packs are isolated and would not be affected if one were to have an emergency. He continued to explain that Plus Power is working with industry experts out of NYC, Energy Safety Response Group (ESRG), and local fire departments in order to share the most cutting-edge strategies for safety.

Councilwoman Dennis asked what kind of chemicals would burn off in such an event?

Mr. Quaranta responded that it would be varied depending on chemistry of battery and off-gassing. He said that gasses vent into open atmosphere into levels that aren't critical, including hydrocarbons and carbon monoxide. He said these gasses could be released. However, ESRG would work with the fire department, so they know how to handle it and stand at safe distance.

Ms. Oberholtzer mentioned that there may not be personnel at the facility.

Ms. Emerson explained that there will not be any daily employees and that the site project manager would be nearby in Avondale. That they will have technicians come through on a normal maintenance schedule. She explained they will closely monitor each and every battery pack and rack and each one can be shut down as a single rack if needed without taking power off-line.

Ms. Oberholtzer asked what the general battery lifespan would be.

Ms. Emerson responded that they would last about 20 years and that Plus power will be adding packs to replace any single failures earlier than that.

The Neighborhood Meeting ended at 7:01 PM.

APPENDIX A

Sign- Sheet:

Roger Theis, Senior Development Manager – Brookfield Residential